

COLEMAN COMMUNITY REDEVELOPMENT PLAN

Chapter II Land Use Element

NO MAPS

CHAPTER II

LAND USE ELEMENT

Communities can utilize adopted standards and land use planning controls such as zoning and land development regulations to simulate land development. In some cases, use restrictions, lot development and set back standards, and nuisance protections measures can help to eliminate unsightly and non-conforming structures which may in-part prevent development. Likewise, in some cases, adopted standard can help to encourage and ensure orderly and compatible development of new structures that can stimulate redevelopment. Communities that are interested in redevelopment must carefully consider adopted standards to ensure that they are not a hindrance and counterproductive to redevelopment efforts.

Inventory Section

Of the approximate 994 acres within the city over one-half, or 59 percent, is recorded by the property appraiser as agriculture oriented use. Residential properties comprise another 22 percent of the existing land use, and in descending numerical order of land utilization, vacant residential occupies 7 percent, roadways and railways occupy 6 percent, and other vacant lands is 2.5 percent, industrial, public buildings and grounds, recreation, vacant commercial, and commercial are all less than 1 percent each.

The land use pattern of the city can most easily be described by the use of the physical parameters which essentially separate Coleman into three definable segments. These physical elements are the railroad lines which traverse the city in a northeast-southwest direction, and then Highway 301 which travels in an east-west direction and divides the city into north-south quadrants, prior to turning south to Bushnell. The area west of the railways is basically characterized by agricultural land use. However, nearer the center of the city there are some platted subdivisions consisting of a mixture of single family residential, commercial and public facilities uses. These old subdivisions are essentially located close to the intersection of the railway and Warm Springs Avenue in the south central portion of town. This area also contains the greatest percent of substandard housing in the city but has been addressed in part through several grants.

The second area of the city, north of Highway 301 and east of the railway, contains the bulk of the city's commercial, residential, public and industrial uses. The post office, library, volunteer fire department, community center, and principal recreation complex are located in this area. Approximately one-half of the commercial node and the majority of the industrial activities are situated along Highway 301 or adjacent to the rail lines. Agricultural designated land is predominate in the north portion of this area adjacent to the county boundary. Additionally, the greatest amount of acreage devoted to "established" residential land uses appears in this portion of the city.

The final area of the city for review is located south of Highway 301 and east of the railroad lines. This part of the city is again a complete mixture of agriculture, single family residential, commercial, public facilities and "vacant" residential properties. The city's two automobile salvage yards, the remainder of the commercial node, the city hall and recreation area are the principal features in this portion of the city. The agricultural area is located adjacent to the county boundary and constitutes about one-half of the land use.

Residential Use

There are ten recorded subdivisions which exist in the City of Coleman. These subdivisions are platted and recorded from 1891 to the last one being recorded in 1925. These subdivisions contain approximately 202 dwelling units of the total 326 dwellings units which exists within the entire city area. There are approximately 555 parcels within the 10 subdivisions. One home per parcel is not the scenario in the existing subdivisions; i.e., many home sites are an aggregation of two or more lots. The City of Coleman has ample amount of land for future development which will fall under modern requirements for on-site sewage disposal systems and even though the subdivision areas contain the majority of dwelling units additional areas have been designated for future development.

The city in an effort to provide safe, sanitary and affordable housing for all residents has been a recipient of several Community Development Block Grants (CDBG) since 1983. The activities funded by these programs included rehabilitation, demolition, and replacement of substandard housing. The first grant funded the rehabilitation of eight units, demolition of six units, and construction of 10 new units. The second grant funded the rehabilitation of two units, demolition of thirteen units, and the construction of twelve new units.

Commercial Land Use

This category by definition is to include offices, stores, and other shopping facilities, auto sales and auto service establishments, restaurants, grocery stores and other such commercial and service industries involved in the retail and/or wholesale business trade. Currently, there are eleven acres of land designated for commercial use. Some commercial development occurs indiscriminately along the arterial roadway (U.S. Highway 301) entering the city. However the existing hub of commercial activity is centered around the intersection of Warm Springs Avenue (U.S. Highway 301) and Commercial Street.

Industrial Land Use

According to acreage figures provided in the Comprehensive Plan, industrial use occupies only 6 acres of property within the city boundaries. This translates into less than one percent of the land use types. The largest single facility devoted to industrial use occurs adjacent to the intersection of Commercial Street and Central Avenue; this is the service facility and maintenance yard for Montgomery Bulk Express. Other quasi-industrial sites are the automobile salvage yards on U.S. Highway 301, both south and east of the traffic signal.

Agricultural Land Use

According to the Comprehensive Plan, there are 586 acres of agricultural lands currently within the city boundaries. Assuredly a significant portion of this land was once utilized for citrus production; however, the severe freezes of the past has rendered this land to other agricultural pursuits such as cattle ranching and truck gardening endeavors. The northeast and southwest sections of the city holds the largest amount of agricultural acreage.

Recreational Land Use

This Category includes all land used for recreation and neighborhood parks within the city boundaries. Typical recreational facilities provided include tennis courts, racquetball courts, shuffleboard courts, baseball diamonds, equipped play areas, and concession facilities. The city contains three neighborhood parks (Church Street, Oak Street and the Library/recreation facility) and the Coleman Community Center Site. In addition to these sites there are three other county facilities for picnicking, fishing and boating within a three to ten mile radius of the city. A potential fourth resource is located within 1 ¼ miles of the city, this is Coleman Landing which is located on the east shore of Lake Panasoffkee.

Public Facilities Land Use

This category has been subdivided into two basic subcategories; the first is public buildings and grounds and other public facilities. This subcategory includes all city administration buildings, public safety and protection facilities, public utilities and maintenance facilities, post offices, libraries, all educational institutions and churches, and other public facilities. The second subcategory includes all rail roads, highways and roads, and the associated right-of-ways of each.

The first subcategory of public buildings and grounds, educational institutions, churches and other public facilities encompass approximately nine acres of land. The Coleman City hall and Police and Volunteer Fire Facilities and adjacent Community Center occupy about 1 ½ acres near the center of town. The remaining acreage is spatially divided between the various churches which are located in the city.

The second subcategory, the CSX Railroad Company owns approximately 23 acres of land; this includes the six acres of abandoned right-of-way in the southwest part of the city. The State highway transportation system accounts for approximately nine acres of roads and right-of-ways; the remaining twenty six acres are the responsibility of the city.

Historic Land Use Resources

In 1998 the city conducted a housing survey as part of the Comprehensive Plan data assembly program. Included within the survey project was a requirement to identify buildings that may potentially qualify for State historical significance. By the conclusion of this preliminary survey the group had identified over forty one sites which appear to date before the 1930's and would merit further research for possible listing on the State of Florida Master Site Filing List. The actual acreage represented by these structures has not been determined.

Vacant and Underdeveloped Lands

This category has been subdivided into two basic vacancy types, vacant residential and vacant commercial, and other vacant property. The total for all types is one hundred four acres. This category constitutes approximately ten percent of all identified land use categories within the city. The parcels in this land use category appear to be scattered equally throughout the city. However, the pattern of location shows these sites as being routinely surrounded by previously developed residential properties which would indicate preferential future residential land use.

Soil Suitability for Development

Most of the soil conditions in and near the center of the city represent a moderate or slight constraint to construction, with sever constraint soils located at or near the city limit boundaries. However, all soils within the city limits exhibit moderate to severe limitations in suitability for septic tank absorption fields.

Flood Hazard Areas

The city has been subject to some periodic flooding in the lower elevations of the city. The most pronounced area of occurrence is at the intersection of Warm Springs Avenue (U.S. Highway 301) and Commercial Street in the downtown area. This is the point where gravitating storm water gravitates for higher elevations. With assistance of the Florida Department of Transportation in providing road and drainage improvements, combined with proposed Commercial Revitalization, Community Development Block Grant that includes drainage control measures, this situation should be resolved.

Future Residential Land Use

The presently available sites and acreage for residential land use is more than adequate for any future development. Assuming the maximum residential development density of four units per acre, twenty-nine additional acres are needed to meet future residential development demand.

Future Commercial Land Use

The few existing commercial businesses are located in the center of the city near the intersection of Warm Springs Avenue and Commercial Street. Future commercial development should remain as “nodal” at or near the intersection and should not stretch in “linear” fashion along U.S. Highway 301. Population projections indicate that less than one additional acre of commercial land is needed to satisfy demand at the existing per capita rates.

Future Industrial Land Use

There is only one area currently recommended for future industrial expansion. This area is adjacent to the active CSX railroad track located along Warnell Avenue. This location is highly suitable for future light industrial use due to the immediate proximity of both rail and highway modes of transportation.

Future Agricultural Land Use

When considering the rural character of the city and slow rate of growth in population projections, the city is likely to have agricultural activities remaining in the city.

Substandard Housing Units

According to the Comprehensive Plan, in 1988 there were approximately 238 total single family housing units of which 173 were determined to be standard and 65 substandard. There were two multi-family housing units of which both were considered to be standard. There were 86 mobile homes of which 73 were standards and 13 substandard. Therefore, of the 326 total residents, 248 were considered to be standard, and 78 substandard.

Zoning Classifications

Currently in most cases, there is no transition or buffer type zoning between commercial C-1 and C-2 zoning areas and residential R-1, R-1M, R-2, R2M, R-3, and R-3M zoning areas (see Figure II. 1). This means that buildings are either used for business purposes or residential purposes, but not mixed-use purposes.

There are many benefits to encouraging the addition of an RB zoning classification and its use for mixed-use residential-business purposes and/or accessory structures for properties within one block of U.S. Highway 301:

- Increasing the downtown population is desirable. The use of accessory structures would allow for greater densification, pedestrian activity, and business activity in the downtown.
- The use of accessory structures which are clearly subordinate in appearance and use to the principal structure would preserve the character of the downtown by eliminating the need for multi-story, multi-family structures.
- The use of accessory structures for both residential and commercial use (mixed use) would allow for additional small business start-up opportunities in the downtown.
- The use of accessory structures for both residential and commercial use (mixed-use) would offer citizens the opportunity to live and work in the same place thereby, ensuring circulation of dollars in the local economy, reducing urban sprawl development and the need for extending public utilities, and increase the number of citizens in the downtown during business hours for security and self-policing.
- The use of accessory structures for rental residential use would increase the number of affordable housing units within the downtown.
- The use of accessory structure for residential use would allow fixed-income elderly to remain in the downtown rather than seeking affordable housing elsewhere.

Accessory structures have been used for years throughout the nation for both residential and business use, and are part of the traditional neighborhood design pattern. The most common use is above-garage type apartments often referred to as “granny flats” which have served as successful alternative to large scale apartment complexes and multi-family housing developments. The use of accessory structures can ensure that generations of families can remain within the downtown. For example, an elder parent could live in

the accessory unit while the working age family member could live in the principal structure. At some point in time, the accessory structure could be used by the family as a location for a start-up business opportunity, or as an affordable living alternative for a young adult who cannot yet afford to live away from home. Of course, the cycle can repeat over and over as long as the structures are properly maintained and properties remain affordable.

Assuming that the addition of mixed-use development in the downtown will increase infill development and encouraging redevelopment, it is recommended that a Residential Business (RB) zoning classification be created and permitted for properties within one block of U.S. Highway 301 (see figure II.2). It is proposed that the RB zoning classification requirements would include the following:

Permitted Principal Uses and Structures

1. Detached single family residential dwellings and business (home occupations)
2. Professional offices
3. Tourist home, bed and breakfast

Permitted Accessory Uses and Structures

1. Examples of permitted accessory uses and structures include:
 - a) Residence (apartment);
 - b) Business (home occupation);
 - c) Private garages;
 - d) Private swimming pools;
 - e) On-site signs

Maximum Floor Area Ratio:

1. Single family dwellings, including all their accessory buildings; 50%
2. Other permitted buildings in connection with permitted uses, including their accessory buildings; 50%

Maximum Lot Coverage by all Impervious Surfaces:

1. 50%

In addition the following conditions would be required to allow for the use of a detached accessory structure.

1. In order to allow a detached accessory structure, the property owner must live on-site in either the principal structure or accessory structure. Occupancy is to be verified annually through homestead exemption.

2. Both the principal structure and detached accessory structure can be used for residential purposes. Either the principal structure or accessory structure can be used for commercial purposes. However, under no circumstances can both be used for commercial purposes.
3. The detached accessory structure footprint shall not exceed 1,000 square feet.
4. Up to 50% of the principal structure gross floor area can be used for commercial purposes provided that the detached accessory structure is not used for commercial purposes and the other 50% is owner occupied.
5. Detached accessory structures used for commercial purposes must be verified annually through the occupational license process.
6. The RB zoning classification should allow for free standing and/or attached projecting signs not to exceed nine (9) sq. ft. total surface area simply illuminated. Projecting signs are to be securely mounted from the first floor. Under no circumstances are murals, portable, animated, or flashing signs allowed.
7. Home Occupations are permitted; retail is to be limited to on-site prepared goods.
8. Professional offices shall be in accord with Land Development Regulations. Parking requirements shall be satisfied in right-of-way areas or through transfer to public parking areas within five hundred (500) feet.
9. Both the principal structure and accessory shall be residential in character. The accessory structure must be located behind the principal structure and be subordinate to and consistent with the appearance of the principal structure.