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Introduction

The Unincorporated Hillsborough County Comprehensive Plan is a blueprint adopted by the Board of County Commissioners to guide the development of land, economic growth, resource protection, and the provision of public services and facilities within unincorporated Hillsborough County. The Comprehensive Plan is a resource for managing the County's long-range planning. It is designed to be a working document used by county officials, staff and residents as a policy guide to direct community development decisions. It assists with community infrastructure budgeting and is also used as a tool to guide housing, business and industrial investment in the County.

Typically, comprehensive plans are general in nature, providing a framework and policy context to make decisions relating to land use, public capital investments and future development.

Although comprehensive planning has been required in Florida since the 1970s, local government planning in Florida has been guided for more than 35 years by the 1985 Growth Management Act and subsequent amendments. The



Growth Management Act requires that every local government in Florida adopt a Comprehensive Plan to guide growth and development. Each Comprehensive Plan must have Chapters that address specific concerns, such as land use, transportation, open space, housing, conservation, and capital improvements.

One particular amendment to the legislation, the 2011 Community Planning Act, allows the County to develop a Comprehensive Plan tailored more toward local context. State Statute 163.3177 states that a

Comprehensive Plan must include Sections on Future Land Use, transportation (Mobility), general sanitary sewer, drainage, potable water, natural groundwater (One Water), Solid Waste, conservation (Environmental and Sustainability), Recreation & Open Space, Housing, Coastal Management, Intergovernmental Coordination, Private Property Rights and Capital Improvements. Optional Sections included in the Unincorporated Hillsborough County Comprehensive Plan are Livable Communities and Public Schools. The Livable Communities Section was developed

through an extensive citizen participation program and is intended to provide specific recommendations on issues in certain areas of the county. The Public Schools Section addresses unique needs and offers common policies that address public schools in different areas of the County.

Hillsborough County has divided the components of its Plan into five parts; Built Environment, Natural

Open Space, One Water, Governance and Other Documents. The first four parts contain the Goals, Objectives, and Policies constituting the primary Chapters of the Plan. The fifth and final part, Maps & Non-Adopted Documents, contains adopted/non-adopted maps and non-adopted background information on each Section.

The Hillsborough County City-County Planning Commission serves as the

Local Planning Agency responsible for preparing, monitoring, evaluating, and updating the Comprehensive Plan.



Structure of the Comprehensive Plan

An important part of the Hillsborough County Comprehensive Plan Update involved an overhaul of its organizational structure to provide a more user-friendly format and better highlight the relationships between Chapters. The reorganization places the existing and improved Comprehensive Plan Chapters in a new hierarchy organized around four themes: Built Environment, Natural Open Space, One Water Governance and Other Documents. The following depicts the structure of the newly organized plan:

Chapters and Sections

Four Chapters comprise the Comprehensive Plan and

house a series of Sections with a corresponding theme or topic. Individual Sections are closely linked by topic area and intent. Goals, objectives, and policies work together to achieve a common purpose.

Chapter Structure

Each Chapter begins with an introduction explaining the significance of the Chapter and its Sections. Each Section has a brief introduction explaining to the reader the importance of the Section and how it helped shape the content within the Chapter. The majority of each Chapter is allocated to goals, objectives, and policies.



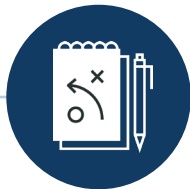
Goal

A **Goal** is a general statement about a desired future outcome. Goals provide the long-term vision and serve as the plan's foundation but do not indicate specific actions to achieve the desired outcomes. Goals provide the basis for the more specific directions provided by objectives and policies.



Objective

An **Objective** is a more specific statement that provides direction to achieve a given goal. There are typically several objectives associated with each goal contained in the plan.



Policy

Policies are specific courses of action or rules of conduct used to achieve the goals and objectives of the plan. They are intended to be used regularly to guide day-to-day decision-making and direct actions to be taken by the County to implement the plan.

Goals, objectives and policies should be applied within the context of the overall intent of the plan; no policy should be applied in isolation.

Other Documents

The Other Documents Chapter houses supporting documentation that does not easily fall within the other chapters. The material found in this Chapter provides the background and support material to the Comprehensive Plan. The Board of County Commissioners and other governmental agencies and staff may utilize the data and analysis as additional information in resolving development and land use decisions.

Chapters of the Plan



Built Environment

Provides direction for managing anticipated growth in the unincorporated County in an orderly and balanced manner. The Future Land Use Section is designed to work in concert with all the other Chapters of the Comprehensive Plan to ensure that the distribution of land uses will meet the future economic, social, physical, and environmental needs of unincorporated Hillsborough County. The Mobility Section sets forth a program to develop and maintain a safe, convenient, and efficient transportation system, including public transit and private aviation facilities. This Section also focuses on developing and maintaining an environmentally sensitive transportation system through alternative modes of transportation, coordination with land uses and coordination with adjacent communities. This Chapter also includes the Housing Section, which establishes the foundation for programs and actions that the County will undertake to provide housing for residents with varied needs, incomes, and ages.



Natural Open Space

Provides the basis to maintain and improve environmental quality as the County seeks a sustainable balance between manmade and natural systems through the Environmental and Sustainability Section. The Coastal Management Section addresses requirements of Florida statutes with an emphasis on hazard mitigation and protection of life and property from natural hazards that may impact the County. The Section also provides language on protecting the environmental ecosystems along the County's coast. The Recreation and Open Space Section includes guidance for the provision of facilities and services relating to parks and recreation.



One Water

Provides direction for the provision and management of general sanitary sewer, stormwater management and potable water facilities and natural groundwater aquifer recharge per 163.3177(6)(c), F.S. It is developed with the vision of an integrated, sustainable water resources management program. It represents a holistic and integrated approach to planning for potable water, wastewater, stormwater, and the natural environment within unincorporated Hillsborough County.

Chapters of the Plan



Governance

This Chapter ties the implementing goals, objectives, and policies of the Comprehensive Plan to future infrastructure needs and identifies viable revenue sources to fund those needs through the Capital Improvements Section. The Chapter also includes an Intergovernmental Coordination Section, which identifies intergovernmental relationships and relevant federal, state, regional and local agencies, including adjacent counties and incorporated municipalities. This Chapter aims to identify processes and improve coordination between the county and the various stakeholders to support efficient and effective relationships. The Solid Waste Section discusses solid waste collection, disposal and recycling. The Public Schools Section addresses requirements per 163.3177(12)(g), F.S., and the Definitions provide adopted key terms within the Plan. The Legal Status of the Plan adopted by the Board of County Commissioners is also located within this Chapter.



Maps & Non-Adopted Documents

The adopted and non-adopted maps required per 163.3177, F.S. depict the current, proposed distribution, extent and location of several types of land uses and natural areas. Non-adopted language provides data and analysis which supports the development of policies within the Plan. Adopted maps are required by state statute.



Built Environment

Future Land Use

Property Rights

Mobility

Housing

Livable Communities

Future Land Use

Introduction



[The current Future Land Use Section can be viewed here.](#)

This Section will be updated to the 2045 horizon in 2023.

[The current Economically Disadvantaged Groups Section can be viewed here.](#)

This Section will be updated and incorporated into the Future Land Use Element in 2023.

Property Rights

Introduction



House Bill 59 (2021), Chapter 2021-195, Laws of Florida, which requires that each local government adopt a property rights element into its comprehensive plan, became effective on July 1, 2021. The inclusion of this element is intended to acknowledge and respect private property rights and to ensure they are considered in the local decision-making processes of Hillsborough County.

At the direction of the Hillsborough County Board of County Commissioners (BOCC), Planning Commission staff drafted the new element based, in part, on the model Property Rights Element developed by the 1000 Friends of Florida.

The overarching goal of the Hillsborough County Property Rights Element notes Hillsborough County "...will make decisions with respect for property rights and with respect for people's rights to participate in decisions that affect their lives and property...". Transparency, predictability, and reliability are the three main objectives of the Hillsborough County Property Rights Element.

GOAL 1

Hillsborough County will make decisions with respect for property rights and with respect for people's rights to participate in decisions that affect their lives and property.

Objective 1

Hillsborough County will respect judicially acknowledged and constitutionally protected private property rights.

Policies

- 1.1 Hillsborough County will consider in its decision-making the right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
- 1.2 Hillsborough County will consider in its decision-making the right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
- 1.3 Hillsborough County will consider in its decision-making the right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
- 1.4 Hillsborough County will consider in its decision-making the right of a property owner to dispose of his or her property through sale or gift.

Objective 2

In Hillsborough County decision-making will be transparent so that all people may participate in decisions that affect their lives and property. PR Policies 2.1 through 2.4 provide minimum standards for some planning and development decisions. Land development regulations may provide for additional processes and standards.

Policies

- 2.1 Hillsborough County must follow the procedures in PR Policies 2.2 through 2.4 when Hillsborough County: amends this comprehensive plan or changes the zoning designation of property.

- 2.2 A decision PR Policy 2.1 identifies must occur following a public hearing meeting the standards of this policy.
- A. Hillsborough County recognizes that planning and development decisions affect complex systems and have impacts that occur beyond the site of development including, but not limited to, impacts interests related to health and safety, police and fire protection, densities or intensities of development, transportation facilities, health care facilities, equipment or services, and environmental or natural resources. Any member of the public may participate in a hearing on a decision this policy governs.
 - B. Hillsborough County recognizes that it should make planning and development decisions in response to true and accurate information. In all decisions this policy governs, Hillsborough County will provide the general public an opportunity to be heard, to present evidence, and to have access to all record materials on which Hillsborough County bases its decision.
- 2.3 Hillsborough County recognizes that a person cannot participate in decisions about which they are unaware. In addition to providing notice as other laws require, when Hillsborough County makes a decision PR Policy 2.1 identifies that relates to a piece or to pieces of real property that can be specifically identified, Hillsborough County will mail notice of the hearing to the owners and to residents to which the decision relates. The requisite notice timeframes, distances, and other procedures, as well as additional notification requirements through the use of signage and the placement of legal advertisements in the newspaper or on websites will be outlined in the Hillsborough County Plan Amendment Procedures Manual and/or Land Development Code, as appropriate.
- 2.4 Hillsborough County recognizes that planning and development decisions raise complex issues and that the best decisions are made when all members of the public have the opportunity to participate early and throughout the decision-making process. Hillsborough County encourages and facilitates public information and participation throughout the process. For decisions noted in PR Policy 2.1, applicants may be required to meet with neighbors and other members of the public prior to hearings as outlined in the Hillsborough County Plan Amendment Procedures Manual and Land Development Code.

Objective 3

People rely on this comprehensive plan and on the zoning designations of properties when deciding how to use property. Hillsborough County's decision-making will be reliable and predictable to promote sound, long-term investments in the community. PR Policies 3.1 through 3.3 provide minimum standards for some planning and development decisions. Land development regulations may provide for additional processes and standards.

Policies

- 3.1 Hillsborough County must follow the procedures in PR Policies 3.2 and 3.3 when amending this comprehensive plan or changes the zoning designation of property.
- 3.2 Hillsborough County may only make a decision as identified within PR Policy 3.1 by the affirmative vote of at least a majority plus one of the total membership of the Hillsborough County Board of County Commissioners for a comprehensive plan amendment or at least four affirmative votes to approve or deny a rezoning.
- 3.3 Hillsborough County respects the right of people, including elected officials, to fairly evaluate proposed decisions this objective governs. The Hillsborough County Board of County Commissioners may only make a decision PR Policy 3.1 identifies when public access to all record materials is afforded, inclusive of those materials that are part of the written record provided to the Hillsborough County Board of County Commissioners.

Strategies for Implementation

As with other policy statements in the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*, staff will consider these provisions when advising and formulating their recommendations on land use, zoning and other issues to be brought before any governmental entities, including but not limited to, the Hillsborough County Board of County Commissioners.

Mobility

Introduction



This Section of the Comprehensive Plan was formerly called the Transportation Element. It incorporates new themes and policies to promote:

Working Towards Equity

Past discriminatory policies and practices have marginalized racial or ethnic minorities and excluded them from planning and decision-making. The effects are still felt to this day; equity and fairness require proactive steps to rectify them. The Mobility Section seeks to identify and overcome barriers to full participation, alleviate disproportionate burdens and ensure that underserved communities receive a fair share of benefits.

Focusing on Safety

Vision Zero is an international movement aimed at ending roadway deaths. At its core is the belief that death and serious injury on our streets are preventable. The Mobility Section establishes policies to focus on high-

crash corridors, manage speeds, design more forgiving roadways, promote better behavior and observance of traffic laws.

Preserving the System

Maintaining the County's multimodal transportation system in good repair, improving its evacuation capability and enhancing its resiliency to withstand and recover from a disaster are also addressed by the Mobility Section.

Promoting Connectivity

To achieve a truly connected system, the Mobility Section addresses safe and convenient connections for multimodal access to community focal points and other destinations.

Putting People First

Streets are recognized as part of a public realm that should accommodate people of all ages and abilities, including transit riders, walkers, bicyclists, wheelchair users, motorists, freight handlers and even electric scooter riders. This approach is known as Complete Streets and can help achieve a safer system, higher quality of life and greater economic development. Enabling people who

cannot drive or choose not to own an automobile is another priority of the Mobility Section.

Preparing for New Technology

The transportation landscape is changing rapidly because of the onset of technology such as connected or self-driving vehicles and smart infrastructure. These have been facilitated by the convergence of communication, computer and vehicular technologies. Likewise, shared mobility enables the short-term use of transit, ride-hailing services, shared cars, bicycles and even scooters to get around. The Mobility Section contains policies to evaluate, prepare for and leverage new technology for the greatest public benefit.

Respecting the Context

Context means the area traversed by a transportation corridor. Context-sensitive roads respect the natural environment, the planned land uses and development patterns adjacent to the public right-of-way. Context-based planning and design is a flexible approach to address multimodal needs in different contexts. The Mobility Section classifies the road network into several contexts appropriate for rural, suburban or urban settings.

GOAL 1

Build and maintain a transportation system that supports the needs of all users with respect to ability, resources, identity and mode preference.

Objective 1.1

Engage the public to ensure that all individuals or groups have opportunities to collaborate with the County and provide input in all aspects of transportation planning and implementation.

Policies

- 1.1.1 Encourage community organizations and representatives, especially those who have been traditionally underrepresented, to participate in developing community plans and transportation strategies for their area and act as liaisons between government and citizens in representing area interests.
- 1.1.2 As resources are available, utilize a proactive pre-project public engagement process to determine needs in neighborhoods and to provide guidance for future projects, especially within underserved communities.
- 1.1.3 Expand efforts to involve members of underserved communities in planning activities and decisions by hosting meetings and conducting public outreach in those communities.
- 1.1.4 Use appropriate field outreach techniques, such as door-to-door or street canvassing, that will most effectively maximize participation in the communities affected before, during and after transportation planning and project implementation.
- 1.1.5 Build positive rapport with the public by ensuring and demonstrating that their comments are heard, analyzed and followed up on.

Objective 1.2

Consider both positive and negative socio-economic, physical and mental health impacts of transportation projects, especially on underserved communities including people with disabilities, chronic diseases and limited resources.

Policies

- 1.2.1 Support projects and strategies that lead to lower vehicle emissions, improved air quality, lower rates of asthma and other chronic diseases, or promote active transportation such as walking and bicycling.
- 1.2.2 When prioritizing projects, support routine roadway maintenance and infrastructure improvements benefiting underserved communities.
- 1.2.3 Prioritize projects that enhance multimodal access to parks, recreation, health care, healthy food, better jobs, schools and other community elements.
- 1.2.4 Consider the effect of tolls and managed lanes on low-income households and ensure that there are alternative facilities for those who aren't able to pay the toll, or that they have other ways to access such facilities, such as transit and high-occupancy vehicles.
- 1.2.5 Any potential tolling strategy should mitigate induced demand and support the County's growth management approach.

Objective 1.3

Recognize and avoid repeating past injustices, strive to alleviate or mitigate disproportionate burdens on underserved communities and ensure that they receive a fair share of benefits.

Policies

- 1.3.1 Prioritize transportation projects in underserved communities, especially low-income and minority communities, that increase access to community services and employment opportunities.
- 1.3.2 Ensure projects serving a larger need are aligned to avoid, minimize or mitigate impacts, particularly those resulting from expanded right-of-way, to neighborhoods and underserved communities.

- 1.3.3 Increase access to convenient and affordable transportation options, such as frequent bus service, prioritizing those communities that have historically been underserved, underrepresented or have borne unequal burdens.
- 1.3.4 Engage business stakeholders to assess workforce mobility needs, ensuring companies and employment centers have access to the full range of the labor force, including those without personal transportation.
- 1.3.5 Encourage private transportation network company (TNC) operators to share data that supports ongoing transportation planning and implementation with a focus on equity and access for all.

GOAL 2

Achieve Vision Zero by providing a multimodal transportation system that prioritizes the safety of all roadway users.

Objective 2.1

Use an integrated Safe Systems Approach to develop and design improvements.

Policies

- 2.1.1 Utilize speed management, re-evaluating design and posted speeds to achieve target speeds based on context classification and other applicable best practices.
- 2.1.2 When prioritizing transportation projects, consider increased funding for safety and speed management projects.
- 2.1.3 Employ context-sensitive and user appropriate complete streets guidelines and standards to implement strategies such as buffered bike lanes, sidewalks on both sides, appropriately spaced crosswalks, safety lighting, trees and separation of modes traveling at different speeds to calm traffic.
- 2.1.4 Implement travel lane width reductions appropriate to the context to provide space for sidewalks, bike facilities and other multimodal enhancements.
- 2.1.5 Ensure that funding for context-sensitive street lighting is provided to enhance the safety of collector and arterial roadways.
- 2.1.6 Pursue improvements to retrofit existing roadways that require little capital outlay (i.e., signage, re-striping, shared-use lanes and appropriate traffic control measures), but will integrate multimodal facilities and improve safety, comfort and access of bicyclists and pedestrians.
- 2.1.7 Where bike facilities or sidewalks are not currently part of the road, include these facilities in maintenance, resurfacing or restriping projects when feasible.

Objective 2.2

Protect vulnerable users, such as bicyclists, pedestrians, children, seniors and people with disabilities, through a Safe Systems Approach, speed management techniques and context-sensitive multimodal facility design.

Policies

- 2.2.1 Employ context-sensitive and user appropriate complete streets guidelines and standards for the design of streets that inform and provide for pedestrian crossings, target speeds, modal separation and visibility appropriate to ensure that vulnerable users are prioritized, and fatal and severe crashes are eliminated.
- 2.2.2 Provide safe, convenient, signalized or unsignalized roadway crossings that are easily identifiable by pedestrians and motorists, spaced at appropriate intervals given the context of the roadway.
- 2.2.3 Utilize techniques such as extended crossing times, audible pedestrian signals, leading pedestrian intervals and other assistive devices to enable all users to cross streets safely.
- 2.2.4 Utilize innovative materials for pedestrian facilities where feasible, especially if they improve mobility and safety for people with disabilities.
- 2.2.5 Design driveway crossings of sidewalks, pathways and bike facilities so that motorists have adequate visibility to react and yield to approaching users.
- 2.2.6 Minimize driveways near intersections and lessen their entry speed to reduce conflict with vulnerable users and prevent serious injuries or fatalities.
- 2.2.7 Implement Safe Routes to Schools improvements and other walk and bike education programs to increase safety and to reduce school-related vehicle trips.

Objective 2.3

Assist in the equitable education of road users and the fair enforcement and administration of traffic laws, consistent with established Vision Zero principles.

Policies

- 2.3.1 Support measures to implement consistent, equitable and fair enforcement of traffic safety laws, reduce violations and ensure vulnerable users' rights to share the roadway.
- 2.3.2 Support law enforcement strategies that aim to reduce traffic violations that contribute to severe injuries and fatalities, using a data-driven approach.
- 2.3.3 Support education programs for the proper use of multimodal facilities by all users.
- 2.3.4 Consider technologies such as red-light cameras, near-miss detection and vehicle to infrastructure (V2I) technology.
- 2.3.5 Consider technological applications, such as radar feedback signs and messaging, to emphasize that the speed limit is the maximum allowable speed.

Objective 2.4

Use a Safe Systems Approach to identify current and potential future high-injury corridors and make improvements to them.

Policies

- 2.4.1 Improve transportation system safety for all modes by reducing the Countywide crash rate, adhering to Vision Zero principles and using the Transportation Planning Organization's (TPO) adopted performance measures, targets and monitoring to track progress on reducing fatalities and serious injuries.
- 2.4.2 Collaborate with the TPO, Florida Department of Transportation (FDOT), the Sheriff's Department, the School Board, the Community Traffic Safety Team (CTST) and other related agencies to implement Vision Zero strategies.

- 2.4.3 Program improvements, such as design features, improved traffic controls, and increased public awareness and enforcement, on high-injury corridors to address factors contributing to those injuries.
- 2.4.4 Establish pre- and post-project evaluation measures with qualitative and quantitative techniques, such as measuring injury/fatality reduction, capturing user observations and gathering input from user surveys to refine and update the Safe Systems Approach to high-injury corridors.

GOAL 3

Maintain the system in good repair, preserve assets and improve resiliency to climate change.

Objective 3.1

Maintain existing transportation infrastructure while repairing or replacing deficient facilities.

Policies

- 3.1.1 Maintain existing transportation infrastructure to ensure safe operating conditions and avoid costly and premature reconstruction or replacement.
- 3.1.2 Maintain roadway markings and visibility, especially at intersections, by providing streetlights, well-maintained signals and signage, and appropriately spaced and preserved landscape.
- 3.1.3 Monitor sidewalks, on-road bikeways and trails to keep them clean, free of debris and overgrowth, and in good repair to accommodate adequate and safe bicycling and walking.
- 3.1.4 Prior to full replacement of deficient or underutilized facilities, evaluate the need to continue operating those facilities.
- 3.1.5 Repair or replace deficient transportation infrastructure, including but not limited to bridges, pavement, sidewalks, trails and traffic control devices.
- 3.1.6 Ensure transportation system design and construction is consistent with adopted County or State design standards and the Context-Based Classification Plan.
- 3.1.7 Prioritize non-mobility fee transportation improvement funds to ensure that ongoing maintenance needs are balanced with those that increase capacity.
- 3.1.8 Explore installation of underground utilities where appropriate to the context and feasible to protect them from extreme weather, remove roadside obstacles and reduce the need to prune trees.

Objective 3.2

Support the maintenance of public transportation assets.

Policies

- 3.2.1 Prioritize roadway maintenance along Hillsborough Area Regional Transit Authority (HART) corridors to ensure reliability of the transit service, with special consideration for resurfacing projects.
- 3.2.2 Prioritize sidewalk repairs and maintenance of connections to HART bus stops, including crosswalk improvements, signals and streetlights as necessary and feasible to enhance pedestrian safety and access.
- 3.2.3 Where feasible, support transit by providing County-owned property for park and ride lots and maintenance facilities, as requested by HART.
- 3.2.4 Support Sunshine Line in maintaining their vehicles, equipment and facilities in a state of good repair and replacing them when they reach the end of their service life.

Objective 3.3

Maintain or improve the capability of the multimodal system to evacuate vulnerable populations and enhance the system's resiliency to withstand and recover from a disaster.

Policies

- 3.3.1 Coordinate with public and private sector organizations on the provision of infrastructure such as evacuation routes and shelter capacity, on the preparedness of target populations such as those who are historically marginalized or have mobility challenges, and on post-disaster recovery.
- 3.3.2 Coordinate with the TPO to prioritize transportation improvements for evacuation routes.
- 3.3.3 Mitigate or avoid disruption and damage to roads, bridges, terminals, transit fleet, facilities and equipment from inundation and storm surge.
- 3.3.4 Support diversified modes of transportation to aid in evacuation and resiliency.

- 3.3.5 Continue to educate the public about who needs to evacuate and who can shelter in place under given circumstances, as well as the nearest safe locations and shelters, to minimize traffic and reserve road capacity for other emergency purposes.
- 3.3.6 Evaluate, harden, repair or relocate critical facilities that are most vulnerable to flooding.
- 3.3.7 Implement technologies, strategies and improvements that ensure that facilities are operational after a disaster.

GOAL 4

Provide safe and convenient connections within the transportation network that support multimodal access to key destinations, such as community focal points, employment centers and services throughout the County.

Objective 4.1

In urban and suburban contexts, design communities around a grid network of streets, or a modified grid, which will improve interconnections between neighborhoods and surrounding neighborhood-serving uses.

Policies

- 4.1.1 Update standards and guidelines for the context-sensitive spacing of arterial, collector and local roads to create a grid or network that supports the safety and mobility of expected users.
- 4.1.2 Require pedestrian and bicycle interconnections between adjacent, compatible development, and where appropriate, require vehicular interconnections.
- 4.1.3 Incorporate context-sensitive subdivision and access management standards that provide for multiple connections for modes and routes.
- 4.1.4 Ensure that roadways accepted by the County for ownership and/or maintenance serve a public purpose by:
 - A. Completing the connection between two or more roadways defined as arterial, collector, or major local roads; or
 - B. Stubbing out to adjacent properties that can reasonably provide opportunities to complete connections between two or more roadways defined as arterial, collector, or major local road; or
 - C. Providing a significant public health benefit through enhanced multimodal connectivity and/or improved safety; or
 - D. Connecting community facilities to the surrounding population.
- 4.1.5 Identify and communicate to residents where multimodal connections exist or are planned.

Objective 4.2

Update the Corridor Preservation Plan to protect future right-of-way from encroachment, provide connectivity and ensure multimodal transportation corridors are adequate to serve planned growth and to support development patterns as defined in the Future Land Use Element.

Policies

- 4.2.1 Collaborate with FDOT, the TPO, HART, Plant City, Tampa and Temple Terrace to develop and maintain a Corridor Preservation Plan Map (Map 1). This map will identify the number of lanes, general right-of-way needs, alignments and multimodal facilities for all transportation corridors, including transit and multi-use trails, primarily within the Urban Service Area.
- 4.2.2 Review and update the Corridor Preservation Plan to address the growth and mobility needs of the County prior to each update of the TPO's Long Range Transportation Plan (LRTP).
- 4.2.3 Ensure that new developments are consistent with the adopted Corridor Preservation Plan by reviewing them during the site and subdivision plan review process.
- 4.2.4 Coordinate the design of roadway improvements with the jurisdictions in which those roadways are located. The preservation of right-of-way will be based on the Corridor Preservation Plan or policies of the relevant jurisdiction.
- 4.2.5 Collaborate with FDOT, HART, the TPO, Plant City, Tampa and Temple Terrace to integrate the Future Transit Corridors Plan with the Corridor Preservation Plan to address the growth and mobility needs of the County. Continue to preserve transit right-of-way consistent with the Transit Right-of-Way Preservation Corridors Map (Map 2).

GOAL 5

Create a sustainable transportation system that allows people to take their mode of choice to access necessities, opportunities, recreation and each other.

Objective 5.1

Balance the need for single-occupant vehicle capacity on the multimodal transportation network with sustainable fiscal, environmental, social or economic outcomes by prioritizing investments in Transportation Systems Management and Operations (TSM&O) and alternative forms of transportation.

Policies

- 5.1.1 Maintain the listing of deficient roads within the transportation system. Deficient roadways, found in Table 3 of the Capital Improvements Section (CIS), are those roadways that, based on the Level or Quality of Service Report, do not meet the adopted standards.
- 5.1.2 With each update of the Capital Improvements Program (CIP), prioritize funding parallel facilities to constrained roads. Where this action impacts non-County owned roads, it will be coordinated with FDOT and respective jurisdictions.
- 5.1.3 State and County roadways that cannot be widened further due to neighborhood or business impacts, adopted community plans, policy, environmental or other right-of-way constraints, have been identified and designated as constrained. The Constrained Roadway List can be found in Table 2 of the CIS.
- 5.1.4 Prior to each update of the TPO's LRTP, reevaluate the Constrained Roadway List to fairly balance community preservation, safety and the protection of established communities with reducing growing traffic congestion.
- 5.1.5 Reduce existing multimodal deficiencies by completing the projects listed in the CIS.

- 5.1.6 Prioritize improvements supporting transit and other multimodal investments on constrained and deficient roads to reduce vehicular demand and support sustainable modes of transportation.

Objective 5.2

To provide an interconnected system of safe and convenient multimodal facilities for all travel purposes, establish and maintain quality or level of service standards within the CIS for bicycle, pedestrian, transit and vehicular mobility on the multimodal transportation network.

Policies

- 5.2.1 Establish the multimodal levels or quality of service standards for all State and County roads on the multimodal transportation network within the CIS.
- 5.2.2 On a periodic basis, update the Level or Quality of Service Report to include existing and anticipated capacities, multimodal levels or quality of service and other relevant metrics and publish it for public review and use.

Objective 5.3

New development shall mitigate its impact on the multimodal transportation network.

Policies

- 5.3.1 Use mobility fees to help maintain the multimodal level or quality of service standards on the multimodal transportation network, pursuant to the Mobility Fee Ordinance.
- 5.3.2 Provide funding, as established in the County's Transportation Mobility Fee Program ordinance, to assist the FDOT with projects within the County.
- 5.3.3 Implement measures to reduce average trip distance, such as additional street connectivity, fostering more local retail and service business to support a mix of land uses.
- 5.3.4 Consider existing and future development allowed under adopted Future Land Use Element categories in projecting future multimodal transportation needs.

- 5.3.5 Evaluate the availability of multimodal transportation infrastructure when considering Future Land Use Map changes that increase density and intensity. Factors to consider include, but are not limited to, connections to transit, proximity to employment or affordable housing, internal trip capture, support of multimodal system, and increasing connectivity.
- 5.3.6 Discourage sprawl, which disproportionately increases the cost of providing and maintaining multimodal facilities and services.

Objective 5.4

Support HART in efforts to identify and increase frequency of service to higher density and intensity areas, bus emphasis corridors, transportation disadvantaged communities, Neighborhood Revitalization Strategy Areas and Low-Moderate Income Areas as defined by the Department of Housing and Urban Development (HUD).

Policies

- 5.4.1 Serve lower-density areas with alternatives such as flexible routes, on-demand service, carpools, vanpools and mobility hubs.
- 5.4.2 Collaborate with HART to work toward achieving the appropriate transit level of service based on the density and intensity of the surrounding land use, as shown in Table 3 in the CIS.
- 5.4.3 Prioritize redevelopment areas and infill job centers for investment to ensure modern infrastructure for movement of vehicles, services and the workforce so that these areas can reach their full potential as marketable locations for office and industrial development.

Objective 5.5

Collaborate with HART and other providers to support the needs of the community through increased efficiency and competitiveness of the transit system.

Policies

- 5.5.1 Collaborate with HART to implement technologies and traffic management strategies that support the efficiency and reliability of the transit system, such as queue jumps at key intersections and transit signal prioritization.
- 5.5.2 Collaborate with HART in the development review process to identify opportunities for design and facility improvements to encourage transit use.

- 5.5.3 Coordinate with HART to design designated new roadways and roadway improvements with transit lanes, pull-off areas and/or comfortable and well-lit bus stops, where appropriate.
- 5.5.4 As requested by HART, require bus stop facilities and appropriate access to those facilities to be designed as part of new private development projects.
- 5.5.5 Promote access to transit via a safe multimodal network through street and site design guidelines and capital improvements that complete the network in the vicinity of existing and planned transit stops and encourage bicycle, pedestrian and public transit use.

Objective 5.6

Work with HART, the Florida Commission for the Transportation Disadvantaged and other providers to improve the mobility of transportation disadvantaged populations through paratransit and other services.

Policies

- 5.6.1 Continue to work as the designated Community Transportation Coordinator (CTC) to coordinate, plan for and expand services to the transportation disadvantaged.
- 5.6.2 In consultation with affected stakeholders, develop strategies to incentivize the location of new facilities that have a high percentage of clients who are transportation disadvantaged (e.g., new nursing homes, group homes and Community Residential Homes) within HART's Americans with Disabilities Act (ADA) service area.
- 5.6.3 Identify capacity within the coordinated system and fund expanded service to work, school, healthcare, shopping and social destinations for the transportation disadvantaged population. Prioritize transportation disadvantaged trips in areas outside of the HART service area.
- 5.6.4 Continue to implement the County's ADA Transition Plan for the construction of sidewalks, crosswalks, wheelchair ramps and improved access to bus stops on all County-maintained facilities.

Objective 5.7

Build a comprehensive bicycle/pedestrian system, including multi-use trails or side paths, sidewalks, pedestrian crossings and on-road bicycle facilities, to attract more people to walk and bicycle for all trip purposes.

Policies

- 5.7.1 Incorporate a bicycle and pedestrian network adequate to support population growth at adopted levels of service into the Corridor Preservation Plan.
- 5.7.2 Seek opportunities to construct multi-use trails or side paths adjacent or parallel to limited access highways, along drainage channels, shorelines, and various utility and railroad right-of-way.
- 5.7.3 Use trails and shared-use paths to connect schools, neighborhoods, parks, greenways, and civic, residential, and commercial districts, excluding paths through preserves and conservation parks. Use techniques such as cooperative agreements, easements, public right-of-way and Land Development Code standards.
- 5.7.4 Connect or accommodate future connections to planned and/or existing trails within new development.
- 5.7.5 Encourage the creation of nonmotorized connections in areas where roads are unlikely to be added, including large residential developments.
- 5.7.6 Provide access to trailheads, especially those serving coastal resources, lakes and other natural areas for residents and “ecotourism.”
- 5.7.7 Coordinate trail planning among neighboring jurisdictions to enhance the trail network and linkages.
- 5.7.8 Evaluate ways to fund trails and shared-use paths used for mobility (including, but not limited to, developer contributions) and implement those initiatives supported by the BOCC.
- 5.7.9 In cooperation with state, regional and local entities, ensure no actions are taken that impair the access to or use of trails and shared-use paths used for mobility.

GOAL 6

Build a smart system that utilizes technology and strategies to improve safety, efficiency and reliability for all modes of transportation and to meet the needs of all users.

Objective 6.1

Address roads that are deficient regarding level of travel time reliability, user delay cost and safety of all users.

Policies

- 6.1.1 Monitor effectiveness of strategies to reduce deficiencies, maximize existing roadway capacity and improve travel time reliability. Adjust or further implement them as CIPs are updated.
- 6.1.2 Establish an ongoing program to evaluate intersection capacity and traffic signals to determine if context-sensitive improvements can be made to safely enhance traffic flow and improve crossings for non-motorized travelers.
- 6.1.3 Cooperate with FDOT on the issuance of permits for driveway curb cuts and median openings on the State Highway System during development site plan review prior to the issuance of permits.
- 6.1.4 Encourage consolidation of site access points on the multimodal transportation network during the site and subdivision plan review process.
- 6.1.5 Consistently implement standards for providing cross-access among parcels fronting arterial roads, consistent with access management policies and the need for safe, consolidated access points.

Objective 6.2

Modernize the County's traffic management center to monitor and optimize the performance of pedestrian, bicycle, transit and vehicle travel, expand the Intelligent Transportation System (ITS) network and leverage "big data" for improved real-time monitoring of system and assessment of multimodal needs.

Policies

- 6.2.1 Monitor roadway conditions, minimize disruptions, provide predictable travel times, respond to emergencies and inform road users.
- 6.2.2 Implement TSM&O and ITS strategies to enhance traffic flow, manage access, improve safety, support multiple modes and increase the throughput of people and vehicles.
- 6.2.3 In conjunction with FDOT and municipalities, update or replace existing traffic control devices as needed to ensure that they are compatible with ITS, interoperable with legacy systems and devices owned by other jurisdictions, provide transit signal priority and take advantage of advances in technology.
- 6.2.4 Implement an arterial surveillance program to detect and manage incidents, establish protocols with first responders to clear lane blockages and achieve improved reliability and operations.
- 6.2.5 Collaborate with neighboring jurisdictions, technology providers and the private sector to ensure coordination across City and County lines for leveraging new technologies.
- 6.2.6 Include bicycle-sensitive traffic control signals, appropriately identified with road markings and signs, in all intersection improvement projects and new construction.

Objective 6.3

Increase person-trips and reduce vehicle miles traveled (VMT), especially in peak periods, by supporting sustainable transportation alternatives, off-peak travel, closer destinations and other Transportation Demand Management (TDM) strategies.

Policies

- 6.3.1 Continue to support ridesharing and transit usage by encouraging County employees to enroll in ridesharing programs, such as providing discounted vanpool and bus passes to employees for commute trips, and by developing flex-time and telecommuting programs.
- 6.3.2 Continue to support public/private partnerships such as micromobility opportunities and Transportation Management Organizations (TMOs) to promote TDM strategies and programs in regional activity centers and other densely developed areas.
- 6.3.3 Coordinate with TMOs to encourage employers to adopt strategies such as flexible work hours, compressed work weeks, staggered start times and telecommuting to reduce peak period congestion.
- 6.3.4 Develop strategies to reduce vehicular travel on deficient roadways, including specific timeframes and measurable goals for reducing VMT, and monitor their performance.
- 6.3.5 Utilize standards and guidelines to ensure that new development and redevelopment provide onsite bicycle and pedestrian facilities that connect to adjacent, offsite facilities.
- 6.3.6 Create incentives supportive of transit, vanpool and carpool usage, such as requiring transit amenities and facilities in development projects, and promoting pedestrian-friendly, disability-friendly environments in development and redevelopment.
- 6.3.7 Encourage mode shift through the provision of pedestrian and bicycle commuting amenities such as secure bicycle storage, showers, lockers and curbside amenities such as weather protection, benches and canopies/shading at County facilities and within private commercial and office developments.

Objective 6.4

Develop and implement comprehensive multimodal parking and curb space management programs.

Policies

- 6.4.1 Work with the private sector to provide incentives for trip reduction through strategies such as pricing and preferential parking and drop-off for carpool, vanpool and other shared vehicles in mixed-use developments and major employment centers.
- 6.4.2 Update the Land Development Code to provide context-sensitive standards and incentives for private development to integrate transit connections and facilities identified in the Transit Development Plan.
- 6.4.3 Encourage private development to provide pedestrian, bicycle and transit facilities onsite through context-sensitive regulatory changes including but not limited to reducing parking requirements.
- 6.4.4 Encourage new development and redevelopment to provide bike parking facilities.
- 6.4.5 Manage curb space to meet the dynamic demands for space, support food and package deliveries, and facilitate TNC drop offs in appropriate locations.

Objective 6.5

Pursue corridor widening strategically, maximizing existing roadway capacity and increasing capacity for vehicular and transit movement while considering lower-cost alternatives, such as increased frequency on existing transit routes.

Policies

- 6.5.1 Evaluate corridors with frequent transit service for improvements to increase reliability, such as dedicated transit lanes and signal prioritization, especially in cases where transit compares favorably with the cost and convenience of driving and parking.
- 6.5.2 Develop plans to provide cross access for developments that front on collector or arterial roadways. FDOT participation shall be requested in the planning process for projects fronting on the State highway system.

Objective 6.6

Improve multimodal surface transportation connections to major military installations, tourist destinations, airport, port, ferry, rail and intermodal terminals for passengers and freight.

Policies

- 6.6.1 Coordinate with MacDill Air Force Base on mobility and transit improvements that impact the base, including but not limited to, express bus, vanpool and ferry connections.
- 6.6.2 Encourage the development and implementation of transportation and wayfinding programs that further enhance the connectedness of tourism assets, including hospitality, local businesses, event centers, conservation parks and preserves, and other destinations.
- 6.6.3 Collaborate with Port Tampa Bay (PTB), the Hillsborough County Aviation Authority (HCAA), the TPO and FDOT to assess the need to provide or improve intermodal links to airports, seaports and rail/trucking facilities when Master Plans are updated.
- 6.6.4 Work with the PTB, HCAA, HART, TBARTA and other transportation agencies in the pursuit of efficient passenger and freight connections between Tampa International Airport (TIA), regional transit, the cruise ship terminals on the Garrison Channel and other port facilities.
- 6.6.5 Coordinate with HART, TBARTA, FDOT and other agencies to ensure that rail terminals, whether for light rail, commuter rail or inter-city rail, are accessible by bus transit.
- 6.6.6 Manage and maintain a safe, efficient and reliable freight street network to provide freight access to and from intermodal freight facilities, industrial and commercial districts, and the regional transportation system.
- 6.6.7 Invest to accommodate growth of freight volumes and ensure designated routes and facilities are adequate for over-dimensional trucks and emergency equipment.
- 6.6.8 Every five years, review and, as necessary, update the Truck Route Plan, ordinance and associated map to balance the efficiency of goods movement with neighborhood traffic concerns associated with truck traffic.

- 6.6.9 In collaboration with the TPO and FDOT, maintain and update the inventory (including maps) of the major commercial truck and railroad terminals, freight activity centers and intermodal logistics centers within Hillsborough County documented in the Tampa Bay Regional Strategic Freight Plan.

Objective 6.7

Monitor and support emerging technologies and strategies that improve safety, sustainability, efficiency and access for all modes of travel on existing and planned transportation facilities, as appropriate for the context.

Policies

- 6.7.1 Examine evidence-based practices and methods for implementation of autonomous and connected vehicle technology and shared mobility and micromobility solutions, such as electric scooters and bicycles.
- 6.7.2 Create a more connected traffic network through emerging technologies.
- 6.7.3 Consider context, equitable access, maintenance needs and necessary storage space when considering where and how particular technologies will be implemented.
- 6.7.4 Consider how new technologies and emerging alternative transportation options will impact vehicle trips, pedestrian and bicycle networks, parking and curb space demand, and the safety of vulnerable users.
- 6.7.5 Prioritize safety where different modes of transportation, particularly electric-powered options, share the same facility.
- 6.7.6 Work with transportation providers, such as car and bike share providers, to provide access and maintain affordability of their services throughout the County where feasible.
- 6.7.7 Incentivize the use of electric vehicles through the implementation and expansion of electric vehicle charging stations.

GOAL 7

Provide a multimodal transportation system that supports planned Future Land Use, respects historical and cultural assets, supports the identity of the surrounding community and protects the natural environment.

Objective 7.1

Design roadways appropriate to the Future Land Use category that they traverse.

Policies

- 7.1.1 The Context-Based Classification Plan for County roads in the multimodal transportation network, with context classifications defined in Table 1 (page 40) and depicted on Map 3 is hereby established.
- 7.1.2 Follow the complete street guidelines that refine the Context-Based Classification Plan and prioritize vulnerable users, informs standards for on-street parking provision and management, access management, interactions among modes, street design and curbside management.
- 7.1.3 Consider the scale and character of surrounding land use and complete streets concepts in the design and construction of new roadways and the widening of existing roadways.
- 7.1.4 Set speeds based on context classification and expected users of roadways. Within urban and developed rural areas, the criteria that applies to all public roadways includes the consideration of the character of surrounding land uses, existing and potential pedestrian and bicycle traffic, and recent crash history.
- 7.1.5 Examine freight activity centers to understand the type of traffic activity and context of the areas surrounding them when implementing transportation projects.
- 7.1.6 Where applicable, the County will implement standards like building placements, building volumes, architectural features, and landscaping features using Context-Based Classification to link mobility and land use plans.

Objective 7.2

Minimize adverse impacts to residential and commercial neighborhoods and environmentally sensitive land.

Policies

- 7.2.1 Conduct corridor studies, including an environmental justice analysis, prior to any right-of-way acquisition for new road construction or major road widening to assess the impacts to adjacent areas and provide avoidance, minimization or mitigation mechanisms for adverse impacts.
- 7.2.2 Require the location and design of public roads and bridges to avoid, minimize or mitigate adverse impacts to wildlife habitats and vegetative communities.
- 7.2.3 Wildlife underpasses and overpasses shall be used to address transportation infrastructure's potential impact on wildlife corridors and habitats.
- 7.2.4 Coordinate mobility improvements with natural resource agencies and County environmental staff to avoid, minimize or mitigate adverse impacts on wetlands, wildlife habitats and corridors, and other environmentally sensitive lands.
- 7.2.5 In coordination with the One Water Chapter, integrate green infrastructure into capital improvements planning and transportation infrastructure projects when feasible, including but not limited to roadways, sidewalks, medians and transit stations.
- 7.2.6 Coordinate with the Tampa Regional Office of the Division of Historical Resources, Florida Department of State, natural resource and environmental agencies to provide for the consideration of the area's historic, cultural, tribal and natural resources when new and expanded roadways are proposed.
- 7.2.7 Preserve existing stands of trees and/or provide new tree plantings associated with any roadway expansion or new construction.

Objective 7.3

Protect neighborhoods from adverse impacts of through traffic and travel speeds while providing reasonable access to and from residential areas.

Policies

- 7.3.1 Future roadway construction and reconstruction shall be designed and planned to mitigate adverse impacts on adjacent residential neighborhoods through such techniques as, but not limited to, landscaping to buffer visual effects and the use of sound walls.
- 7.3.2 Continue to utilize appropriate traffic calming devices and roadway design principles to ensure speed is managed based on context.
- 7.3.3 Continue to provide support to community and civic groups that undertake voluntary roadway landscape programs in their local communities through education and assistance in addressing requirements.

Objective 7.4

Construct complete streets to achieve safety, comfort and aesthetics for appropriate users and modes.

Policies

- 7.4.1 Implement complete streets typologies based on the Context-Based Classification Plan.
- 7.4.2 Evaluate retrofitting roads with mid-block crossings, consistent with context classifications and surrounding land uses that attract non-motorized travelers.
- 7.4.3 Implement regulations to improve the appearance of roadway corridors, including but not limited to, adding plantings to medians and regulating the number of billboards along a corridor.
- 7.4.4 Provide design features to emphasize the gateway character of designated roadways at the entrances to the County and to local communities.
- 7.4.5 Where appropriate, include art, creative design, cultural and historical markers, and other similar enhancements within the public right-of-way.

Table 1
Context-Based Classification Matrix

Context-Based Classification	Characteristics	Future Land Use Typically Surrounding the Corridor	Note
Rural (C1&C2)	Preserved land in a natural or wilderness condition, sparsely settled lands, may include agricultural land, grassland and wetlands	Natural preservation, agriculture, mining, planned environmental community, low density residential	Includes all areas outside the Urban Service Area. Excludes areas that can be designated Suburban Town.
Suburban	Residential (C3R)	Residential	Includes land uses that constitute the Suburban Development Area and Non-Residential Development Area, as well as land uses within the Urban Development Area that are expected to grow to suburban population or employment densities.
	Commercial (C3C)	Suburban mixed-use, neighborhood mixed-use, research/corporate park, light industrial, heavy industrial, energy industrial park	
Suburban Town (C3T)	Small concentrations of mixed-use areas or town centers, or developed areas which are immediately surrounded by low to medium density residential areas	Suburban mixed-use, neighborhood mixed-use, low to medium density residential	Areas with planned development forms where lower speed is required, including: 1) Areas described in the Livable Communities Element as walkable centers, walkable Overlay Districts identified in the Land Development Code and developed town centers in Mixed-Use Developments of Regional Impact (DRI); 2) The top 20 Severe Crash Corridors involving people walking or biking identified in the Vision Zero Plan that are not otherwise designated C4.
Urban General (C4)	Mixed-use set within a well-connected roadway network, highest densities within Urbanized Areas	Community mixed-use, urban mixed-use, office commercial, regional mixed-used, innovation corridor mixed-use, higher density of residential	Includes the land uses that constitute the Urban Development Area and are expected to reach urban population and employment densities or are described in the Livable Communities Element as walkable centers

Housing

Introduction



Access to safe and stable housing is imperative to the overall quality of life available to the people of Hillsborough County and directly impacts health, social, and economic outcomes for the entire community. A housing market's ability to supply housing opportunities for residents at all income levels forms the foundation of providing this housing access, but it is influenced by factors that require extensive cooperation across plans, policymakers, and private enterprise. The Housing Section provides a framework to guide decision-making that maintains an adequate supply of housing for the rapidly growing population of the county.

Hillsborough County has 1,048 square miles of land and includes the incorporated cities of Tampa, Temple Terrace, and Plant City. The unincorporated area of the County encompasses more than 84% of the total land area and houses over 69% of the County's total estimated population in 2021. From 2021 to 2045, the population of Hillsborough County's unincorporated area is expected to increase by more than 22%, while the total County population is expected to grow by 28%. This growth will provide a consistent source of demand for housing in the area.

To encourage housing supply commensurate with population growth within the County, this Section provides a multi-dimensional policy approach that addresses housing supply, development incentives, finance strategies, equal access, and sustainable and innovative housing. The Housing Section reflects the County's commitment to eliminate identified and projected deficits in the public, private, and rental housing supply. Through this framework the County can look to the future by fostering housing options that ensure a high quality of life for current and future residents.

GOAL 1

Ensure fair and equal access to housing for all people in Hillsborough County while accounting for population growth, climate change, and affordability.

Supply

Objective 1.1

Support a range of housing options to affordably meet the needs of current and future residents.

Policies

- 1.1.1 Provide opportunities for education and collaboration pertaining to fair housing rights protected by federal, state, and local laws, by creating programs that foster a culture of understanding and respect across the housing industry, legal professionals, and the general public.
- 1.1.2 Manage ongoing programs to provide housing access, housing counseling, foreclosure and eviction prevention.
- 1.1.3 Administer affordable housing programs that include inter-local agreements with the City of Tampa, City of Temple Terrace, or Plant City to encourage affordable housing opportunities.
- 1.1.4 Support the Affordable Housing Advisory Board, an affordable housing committee under State law, which is comprised of elected officials, housing professionals, and interested members of the community appointed by the Board of County Commissioners, to identify housing needs and provide recommendations to the Board of County Commissioners and Affordable Housing Services.
- 1.1.5 Continue a partnership with non-profit organizations that provide affordable housing through sweat equity programs.
- 1.1.6 Maintain a prepared inventory list of surplus land owned by Hillsborough County for the provision of affordable housing.

- 1.1.7 Preserve and grow the stock of naturally occurring affordable housing by supporting development patterns including but not limited to residential infill, small lot development, and accessory dwelling units.
- 1.1.8 Encourage a variety of housing types, including single-family, multi-family, and missing middle housing, to diversify the housing stock and provide Hillsborough County residents with more housing options across a range of income levels.
- 1.1.9 Apply an interrelated approach to increase housing supply where supported by adequate infrastructure by strategically layering development incentives, funding opportunities, capital investments and allowing for innovative housing.
- 1.1.10 Support rental housing opportunities, encouraging permanently affordable rental units.

Development Incentives

Objective 1.2

Prioritize the provision of affordable housing and implement development incentives that increase affordable housing opportunities.

Policies

- 1.2.1 Regularly review procedures to assure that processing time and fees are not a deterrent to the provision of affordable housing.
- 1.2.2 Periodically evaluate impact fee requirements, including reduction or waiver of fees and alternative methods of fee payment for the development of affordable housing.
- 1.2.3 Expedite processing of approvals of development orders or permits for affordable housing.
- 1.2.4 Regularly review ordinances, codes, regulations, and the permitting process, and eliminate excessive regulatory and administrative requirements as necessary to increase appropriate affordable housing production.

- 1.2.5 Mechanisms such as density bonuses, modified development standards, flexible lot configurations, and inclusionary zoning may be utilized as incentives to increase the supply of affordable housing.
- 1.2.6 Promote residential infill development within the Urban Service Area through measures including but not limited to flexible building envelope, parking, access, and setbacks while maintaining safety standards.
- 1.2.7 Allow for an accessory dwelling unit associated with an owner-occupied single-family residence to be built on a single deeded lot. For the purposes of calculating density, accessory dwelling units shall not be counted as a separate dwelling unit.
- 1.2.8 Affordable Housing Services shall continue to provide technical assistance and incentives to facilitate and encourage the implementation of the self-help housing program with the U.S. Department of Agriculture Rural Development (USDA/RD).
- 1.2.9 Manufactured housing and mobile homes shall be acknowledged as a viable means to provide affordable housing.
- 1.2.10 Where mobile home parks in the Urban Service Area have lawfully permitted densities which exceed the Comprehensive Plan, redevelopment of affordable housing is permissible at the same density pursuant to the affordable housing requirements of the Land Development Code. Such projects shall be exempt from the Density Bonus qualifying criteria. Such projects shall not be used as a precedent to increase the densities permitted by the Plan on neighboring properties.
- 1.2.11 Modification of development standards for affordable housing shall consider compatibility with surrounding uses.

Affordable Housing Density Bonus

Objective 1.3

Density bonuses will be utilized as an incentive to encourage the development of more affordable housing.

Policies

- 1.3.1 The maximum level of residential density and/or the maximum retail commercial Floor Area Ratio (FAR) permitted in each land use category may be increased, with project specific approval by the Board of County Commissioners and without requiring a Comprehensive Plan amendment, when the purpose for the increase is to provide moderate, low, very low, or extremely low-income affordable housing. Such an increase in density and/or Floor Area Ratio shall be part of an official request to rezone the subject parcel.

Table 1 – Table of Allowable Density and Intensity Increases for the Provision of Affordable Housing*

Future Land Use Category	Base Max. DU/Acre	Base max. FAR	Density Bonus Max DU/Acre	FAR Bonus Max Far*
RES-4	4	.25	6	.35
RES-6	6	.25	9	.35
RES-9	9	.35	12	.50
RES-12	12	.35	16	.50
RES-16	16	.35	20	.50
RES-20	20	.35	35	.50
OC-20	20	.35	35	.75
NMU-4	4	.35	6	.35
SMU-6	6	.35	12	.50
CMU-12	12	.50	20	.75
RES-35	35	.75	50	1.00
UMU-20	20	1.0	35	2.00
RMU-35	35	2.0	50	n/a
ICMU-35	35	2.0	50	n/a

*Floor Area Ratio (FAR) is calculated for the non-residential portions of the project only; it may not be used as a substitute for the residential density. Density and FAR are calculated on the gross area of the project.

1.3.2 In order to qualify for use of the Affordable Housing Density Bonus, the project shall meet the following criteria:

- a. The site shall be wholly located within the Urban Service Area.
- b. The site shall be in one of the residential or commercial Future Land Use categories as indicated in Table 1: Allowable Densities and Intensities for the Provision of Affordable Housing. The density bonus does not change the Future Land Use Map designation.
- c. The site shall be serviced by public water and sewer and have access to public streets.
- d. The units shall remain affordable for a minimum of 30 years.
- e. The bonus shall be memorialized in a Development Order as well as a deed restriction, Land Use Restriction Agreement, or other mechanism as determined by the County Attorney's Office.
- f. For projects that are proposed to be a mix of market rate and affordable units: The affordable units must be developed within the same project site as any market rate units provided; the affordable units shall not be transferred to a different site.
- g. Units shall be equitably and evenly distributed by location, type, and construction.
- h. A minimum 20% of the total number of units proposed shall be deemed affordable to households making 100% or less Area Median Income. The distribution of affordable units shall be as follows for properties greater than one acre:
 - i. A minimum fifty percent (50%) of affordable units shall be set aside for incomes at 60% or below Area Median Income,

- ii. The remaining affordable units not to exceed fifty percent (50%) shall be set aside for incomes at 100% or below Area Median Income.
- i. To encourage residential infill and appropriate scale of transition, properties one acre or less may provide all required affordable units at or below 80% AMI.

Affordable Housing Density Bonus Example:

A six-acre upland site with a Residential-20 (20 DU/GA Future Land Use category would be eligible for consideration of up to 35 DU/GA by providing twenty percent of the proposed units to households making 100% or less AMI as described within this section.

6 Acres X 35 DU/GA = 210 Units, 42 of these units shall be deemed affordable at the following AMIs. Twenty percent affordable is based on proposed units and not maximum development potential.

21 affordable units (50% or more) for incomes at 60% or below AMI.

21 affordable units (50% or less) for incomes at 100% or below AMI.

- 1.3.3 Periodically review the Affordable Housing Density Bonus to determine if it effectively encourages the delivery of affordable housing units within appropriate development applications.

Finance Strategies

Objective 1.4

Support a range of housing finance strategies to help ensure the supply of housing is consistent with the demand.

Policies

- 1.4.1 Support financial programs to help investors provide new or improved affordable rental housing.
- 1.4.2 Support the use of low-cost bond-supported programs for very low, low, and moderate income homebuyers.
- 1.4.3 Provide local government guarantees for loans made by the local banking community for affordable housing.
- 1.4.4 Support programs which provide low-cost home repair/improvement loans.
- 1.4.5 Continue to implement proactive public and private land investment initiatives, including but not limited to Community Land Trusts, and incentives for private development to encourage the development of affordable housing.
- 1.4.6 Encourage the preservation of existing housing units by seeking funds and exploring programs to assist in the maintenance and improvement of qualifying owner-occupied housing.
- 1.4.7 Continue to provide due diligence annually with federal, state, and local funds and update the Action Plan to align with the Five-Year Consolidated Plan goals to strategically address the supply of housing.

Linking Housing and Transportation

Objective 1.5

Strategically locate housing in conjunction with supportive transportation infrastructure.

Policies

- 1.5.1 Implement guidelines for locating affordable housing accessible to key economic spaces, identified transit corridors, and retail, cultural, educational, medical and recreational facilities.
- 1.5.2 Consider that near access to transit may lower a household's combined housing and transportation costs.
- 1.5.3 Provide technical assistance to private sector developers and public redevelopment agencies to enhance access to the public infrastructure system, such as interconnected sidewalks and bikeways, in areas determined to be desirable for the development or redevelopment of housing.
- 1.5.4 Plan for future residential growth near access to identified transit corridors.

Equal Access to Housing

Objective 1.6

Promote, facilitate, and provide housing opportunities to serve persons with a physical or developmental disability, people experiencing homelessness, those with intensive medical needs, the older population, farmworkers, and other groups protected by Title VI of the Civil Rights Act, the Fair Housing Act of 1968, and the Americans with Disabilities Act.

Policies

- 1.6.1 Annually assess public, private, non-profit, and for-profit housing programs and identify ways to further increase access to safe and affordable housing for all citizens, regardless of race, color, national origin, religion, sex, age, disability, ethnic background, familial status, or income level.

- 1.6.2 Increase housing choice by removing barriers that prevent low-income households from using rental assistance throughout Hillsborough County, particularly in areas with frequent transit, schools, parks, employment opportunities and other amenities.
- 1.6.3 The Equal Opportunity Administrator shall continue to promote fair housing practices by providing resources, participating in outreach, and conducting an analysis of discrimination complaints that are an impediment to fair housing choice.
- 1.6.4 Maintain existing non-discriminatory standards and criteria addressing the location of Community Residential Homes.
- 1.6.5 The development of Community Residential Homes will be allowed within each of the land use plan categories that permit residential development. The maximum density permitted for this use shall be determined by the conversion factor within the Land Development Code.
- 1.6.6 Encourage the establishment of Community Residential Homes that are within proximity to medical services, public transit, and other necessary support systems.
- 1.6.7 Continue to work to alleviate homelessness by linking housing programs to a comprehensive social services/community services plan.
- 1.6.8 Provide sufficient emergency, transitional, and long-term housing for people experiencing homelessness to regain housing independence.
- 1.6.9 Continue to develop and implement programs to prevent homelessness.
- 1.6.10 Seek opportunities through the activities of non-profit agencies and the private sector to develop and rehabilitate housing stock that is suitable and affordable for farmworker populations.
- 1.6.11 In the event farmworker housing is no longer needed for farmworkers, the County shall encourage requests to reuse such units into affordable housing when in compliance with all required affordable housing development criteria. In such instances, previously approved densities for farmworker housing may continue to exceed that of the designated Future Land Use category upon conversion to affordable housing.

- 1.6.12 Promote farmworker housing in areas of agricultural activity. Such uses may exceed the maximum densities specified in the applicable land use category on a site not to exceed eight dwelling units per gross acre.
- 1.6.13 Consider environmental justice best practices when reviewing housing development applications in vicinity to uses that may have a direct or indirect negative impact on overall health and wellbeing.
- 1.6.14 Identify and remove, in coordination with other jurisdictions and agencies in the region, potential barriers to stable housing for individuals and families, such as housing screening practices that do not align with all applicable federal, state, and local laws in their use of criminal and civil records and that perpetuate disparate impacts of our criminal justice system and other institutions.
- 1.6.15 Promote and prioritize senior housing and opportunities to age in place.
- 1.6.16 Mitigate housing insecurity by providing housing counseling to displaced households.
- 1.6.17 Stabilize existing neighborhoods by preserving affordable housing units and improving housing conditions as an alternative to household displacement.

Sustainable and Innovative Housing

Objective 1.7

Promote safe, sustainable housing that is adaptable to changing demographic and environmental conditions.

Policies

- 1.7.1 Support housing for all Hillsborough County residents that is safe and free from environmental and health hazards.
- 1.7.2 Consider providing assistance for retrofit of residential buildings to reduce the risk of displacement after a hurricane or flood event.

- 1.7.3 Encourage innovation in residential design, construction, and technology, and explore flexible regulations to conserve water, energy, and materials, reduce greenhouse gas emissions, and otherwise limit environmental and health impacts.
- 1.7.4 Review building codes and regulations to consider new building materials, innovative housing designs, energy-efficient standards and the use of construction techniques which reduce the cost of housing construction while maintaining safety standards.
- 1.7.5 Support Land Development Code regulations that allow for adaptive reuse of existing structures to increase housing supply.

Livable Communities

Introduction



[The current Livable Communities Section can be viewed here.](#)



Natural Open Space

Recreation and Open Space

Coastal Management

Environmental & Sustainability



Natural Open Space

Introduction

Managing, conserving and protecting Hillsborough County's natural environment, coastal areas, and recreational amenities requires the collective vision of the people who make the County their home. The concern for environmental quality is a County hallmark. The County and its citizens have made great efforts to acquire, preserve, restore, and maintain the function of important natural habitats. It is essential to maintain this diversity while being the economic and cultural epicenter of Central Florida's West Coast.

A key component of our natural spaces is the relationship between quality of life, economic development, citizen access, and natural environments. Conservation efforts in the County do not solely apply to land features. The interconnected landscapes including rivers, wetlands, and uplands serve as the foundation for the quality of life we all enjoy. Air quality is also an important aspect to the health and sustainability of the County. As the County continues to experience growth, the air quality has remained at a high standard.

The role of recreation parks, conservation parks, preserves, and trails in our community includes not



only the traditional view of parks as places to play, exercise, relax, and preserve the natural environment, but also recognizes they play a critical role in the community's physical, social, and economic health and sustainability. The diversity of our built and natural environment creates a range of opportunities for residents to enjoy and recreate, and protection and support of these recreation opportunities is paramount.

A major storm carries with it potential costs. Depending on the storm's severity, the threat to


Natural Open Space

human life and the costs to public, private, financial, and natural resources can be substantial. While the County is fortunate that a major hurricane has not severely impacted the area for decades, the potential exists. In the event of a destructive storm, the County is financially responsible for several costs, including evacuation, providing shelter, cleaning up, rebuilding damaged infrastructure, and a share of federal insurance payments. Recent federal policies have shifted construction costs and risk of loss to the private sector and to state and local governments. Local governments are now responsible for contributing to the National Flood Insurance Program (NFIP) to repair and construct public facilities. Minimizing the County's costs can be accomplished by implementing policies that mitigate hazards and enhance its resiliency and sustainability.

Our community is committed to ensuring our unique natural resources are maintained for future generations to enjoy and

have integrated this goal into the decision-making process of long-range planning. This chapter of the Comprehensive Plan serves as a tool to evaluate new development requests, direct capital improvement expenditures, preserve and conserve natural habitat and environmental resources, and provide guidance in public policy in a way that ensures Hillsborough County continues to be the community its citizens desire.

In this chapter, the framework for environmental protection will be established in the goals, objectives, policies that will manage the "Natural and Open Space" in which our community can thrive and continue to grow. This chapter sets forth the policy direction for the following sections: Environmental and Sustainability, Recreation and Open Space, and Coastal Management.



The people have a vital interest in the conservation of their natural resources; in the prevention of wasteful practices.

- Herbert Hoover

Recreation and Open Space

Introduction



Hillsborough County is responsible for a broad system of recreation parks, conservation parks, trails and preserves. These varied and diverse amenities serve as gathering places and connections within the community, provide access to nature, recreation and open space, and offer opportunities for enrichment, physical and mental wellness, and community activities. The importance of recreation and conservation parks, as well as providing equitable access for all, is paramount to the long-term quality of life of the community.

The Recreation and Open Space Section serves to update the Recreation and Open Space Element of the Unincorporated Hillsborough County Comprehensive Plan. The Section provides a framework for long-range planning of recreation parks,

conservation parks, recreational trails and preserves. The overarching goal of the updated Section is to ensure an integrated system of recreation and resource-based parks that are accessible, inclusive, equitable and enhance quality of life for residents and visitors in the community.

With respect to recreation parks, Hillsborough County facilitates community connections with a system of over 3,200 acres of neighborhood and community parks, playgrounds, dog parks, recreation facilities, fitness and community centers, athletic and special use facilities/complexes, and programming. On the conservation parks, preserves and trails side, a system of approximately 80,000 acres offers opportunities for activities such as wildlife viewing, picnicking, canoeing/kayaking, fishing, hiking, biking and horseback riding, all while protecting water quality and wildlife habitat. The County trails system also serves as connecting multimodal features linking residential areas, parks, commercial/retail areas and public uses and provide another

choice for walking/biking mobility in Hillsborough County.

The last time the Recreation and Open Space language was significantly updated was in 2008. The plan has undergone a holistic, comprehensive revision to address today's priorities and strategic objectives. Key concepts in the update include safe and equitable access, diverse programming opportunities, continued inclusive engagement and involvement, strategic partnerships, and integrating parks with the built environment in a manner that enhances the overall community.

The language was developed via a collaborative approach with staff from Hillsborough County's Parks & Recreation and Conservation & Environmental Lands Management Departments. In addition to providing significant public and community outreach, the project team ensured the Hillsborough Greenways Committee and Hillsborough County Parks, Recreation & Conservation Board also had an opportunity to weigh in. The Section is coordinated with master planning efforts and incorporates best practices in both comprehensive planning and parks planning.

GOAL 1

Ensure an integrated system of Active Recreation and Regional Parks that are accessible, inclusive, equitable, and enhance quality of life for residents and visitors in the community.

Objective 1.1

Provide a system of Active Recreational Parks, Regional Parks, preserves and trails that is adequately and equitably sited, maintained, and where feasible, interconnected, to serve County residents and visitors.

Policies

- 1.1.1 Ensure parks and recreation facilities are inclusive, accessible and reflect current needs of the community; routinely assess the latest available demographic information as part of facility evaluation.
- 1.1.2 Provide Active Recreational Parks, Regional Parks, preserves and trails in a proportional and equitable manner to meet the needs of the current and projected future population and among all socioeconomic groups, as feasible given budgetary constraints and environmental conditions. Consider historic gaps in park infrastructure and historically underserved communities when planning and prioritizing new facilities.
- 1.1.3 Routinely review County-owned and potential acquisition lands for additional opportunities for parks, trails, preserves and recreation facilities, as well as consideration of co-location and shared use of sites in strategic master planning.
- 1.1.4 Continue to explore opportunities for connection and continuity of parks, recreation and conservation assets and other public lands and facilities via rights of way, trails, and other open space corridors. The Hillsborough Greenways Master Plan, ELAPP Strategic Acquisition Map or other parks/preserve planning efforts shall be used to guide these connections, dedications and any acquisitions where appropriate.
- 1.1.5 Pursue a balance between creation of new parks/facilities and the maintenance, operation, and upgrades to existing parks/facilities. Evaluate long-term operation and maintenance costs and ensure resources for adequate maintenance prior to the development of any new park.

- 1.1.6 Utilize natural materials and green maintenance practices for parks where feasible.
- 1.1.7 Understanding the public health and environmental benefits of trees, consider the development of an arboriculture program for both conservation and recreational parks, which includes a certified arborist and urban forester along with other appropriate resources.
- 1.1.8 Consider the following factors when acquiring or creating new parks or trails facilities:
 - A. Areas that are currently underserved by parks or trails facilities
 - B. Responding to needs analysis feedback from the community
 - C. Locations either adjacent to existing parks or in growth areas where new development limits availability of land
 - D. Addressing demand for specialty facilities (dog parks, skate parks, adaptive playgrounds, etc.)
 - E. Maximizing the benefits of co-location and shared use with other public facilities
 - F. Existing or proposed transportation options that would enable greater accessibility for the community
 - G. Maximizing the number of residents within a half-mile walk
 - H. Providing greater access to economically disadvantaged residents
 - I. Continue to prioritize ELAPP lands acquisition by environmental value and/or threat by development
- 1.1.9 Prioritize additional amenities, facilities and park improvements for the following:
 - A. Regional Parks proposed as “Destination Sites” by the Conservation and Environmental Lands Management (CELM) Master Plan
 - B. Active Recreation Parks and sports complexes as identified in the Parks and Recreation Master Plan
- 1.1.10 Explore the feasibility of land banking for future recreational park creation.
- 1.1.11 Meet or exceed the adopted Levels of Service for Regional and Active Recreation Parks as outlined in the Capital Improvements Section.

Objective 1.2

Policies

Integrate Active Recreational Parks, Regional Parks, preserves and trails with other aspects of the built environment in a manner that enhances the overall community.

- 1.2.1 Utilize parks to inspire a sense of place and as gathering spaces for the community.
- 1.2.2 Integrate and design recreational facilities to be well-connected and walkable to residential areas and community serving uses and facilities. Continue to connect parks to sidewalks and other infrastructure for walking, bicycling, and public transportation; incorporate design features to ensure safety, accessibility and functionality for all users.
- 1.2.3 As parks are developed or redeveloped, consider design features that reflect and promote community identity, reflecting community input or as outlined in the Livable Communities Element and other community-focused documents.
- 1.2.4 Ensure the preservation of cultural, historical, archeological, scenic, and natural resources to promote resource-based recreation; provide public access where such access does not impact the resource.
- 1.2.5 Integrate environmentally sensitive and natural areas into parks, preserves and recreation amenities while retaining natural character and function.
- 1.2.6 Protect and maintain connectivity of natural systems when planning recreation opportunities. To protect sensitive ecosystems and wildlife corridors, locate and design trail/greenway facilities and other recreational amenities in an environmentally sensitive manner, consistent and compatible with natural resource protection and conservation.
- 1.2.7 Enable multi-use recreation opportunities and co-location of recreational facilities with other public or publicly beneficial uses.
- 1.2.8 Explore methods to increase the reservation of corridors to complete the trail network.

- 1.2.9 Retain lands and trails publicly dedicated for existing and future recreation; these shall be held inviolate against conversion to other uses except in instances of overriding public interest as defined by the BOCC or, where appropriate, state and federal agencies, in which case they will be effectively replaced. Pursue modifications to the appropriate ordinances or regulatory documents to strengthen implementation of this policy.
- 1.2.10 Continue to use incentives to encourage developers to provide public recreation facilities that meet County standards; employ incentives to encourage new development projects containing waterfront sites suitable for parkland to provide public access to the water. Incentives may include, but are not limited to, credits for density or impact fee credit.
- 1.2.11 Require new development to contribute to recreational facilities through payment of impact fees (preferred) or the dedication to Hillsborough County of usable open space. Any usable open space shall be accessible to the public. The regulatory framework for open space dedication requirements shall be routinely reviewed and updated to provide defined criteria for usable open space and consider a minimum size requirement of 10 acres (a smaller size may be considered for open space providing public access or navigable access to natural water bodies – lakes, rivers, freshwater springs, the bay, or major tributaries or canals connected to these water bodies). The size and location of dedicated park land shall continue to be analyzed.
- 1.2.12 Land development regulations shall address standards for recreation and open space areas pertaining to landscaping, protection and signage.
- 1.2.13 Ensure new development is compatible with the uses of adjacent public recreational lands; incompatible uses shall be eliminated or mitigated via site design techniques such as buffering and screening.

Objective 1.3

Promote strategic and complementary partnerships to maximize park resources and enhance facility and programming opportunities.

Policies

- 1.3.1 Continue to use cooperative agreements or other coordination methods with government agencies, public and private schools, colleges and universities, non-profits, churches and the private sector to assure facilities and access for recreational opportunities and/or potential connectivity to trails, with a particular focus on enhancing recreational opportunities for residents in economically disadvantaged or historically underserved areas.
- 1.3.2 Coordinate public and private resources to provide residents with a balanced program of athletic, aquatic, community recreational, educational, heritage and resource-oriented park activities.
- 1.3.3 Collaborate with local, regional and state agencies to encourage the strategic acquisition and connection of existing publicly owned parcels of land.
- 1.3.4 Target partnerships with entities responsible for creating linear public facilities, such as electrical utilities or drainage improvements, to combine the objectives and funding of these projects with the Hillsborough Greenways Master Plan or other trail planning efforts.
- 1.3.5 Analyze operation and maintenance cost-sharing opportunities periodically to identify and establish cost recovery partnerships for the operation and maintenance of recreational facilities.
- 1.3.6 Pursue joint financing for activities and programs that can be combined.
- 1.3.7 Maintain an active volunteer program and explore additional opportunities for volunteer assistance in new areas.
- 1.3.8 Public/private beautification efforts on public property shall continue, provided resources are available to maintain the additional inventory.

1.3.9 Explore opportunities for sponsorships of County park, recreation and conservation assets and programming.

1.3.10 Continue to examine partnership opportunities with the agricultural community.

Objective 1.4

Provide diverse recreational programming opportunities that reflect community needs for all ages and abilities, facilitate athletic and outdoor activities, promote the overall health of the community, and support tourism while prioritizing programming and activities for residents.

Policies

1.4.1 Ensure that programming opportunities continue to reflect the input and needs of the community and are updated as growth and development occurs.

1.4.2 Explore opportunities to connect programming with public health, health equity, community inclusion, and community education. This includes support of 1) out of and after-school activities and youth athletic opportunities that benefit the next generation and build a strong sense of community; 2) programs and services that support the ability to age in place and community engagement for seniors; 3) programs affordable to residents of all incomes; and 4) youth and adult recreation opportunities that facilitate connections between residents.

1.4.3 Prioritize community athletic facilities for recreation style leagues that allow for social equity and opportunity for all players from the community.

1.4.4 Continue to provide active and passive recreational opportunities and programming related to the County's water resources.

1.4.5 To ensure adequate programming, inventory, analyze, and recommend specific programming responsibilities among various public and private organizations such as those focused on athletics, community improvement, health, the arts and nature.

- 1.4.6 Support sports tourism's role in enhancing the local economy via dedicated facilities for tournaments, competitive travel leagues, adaptive sports and other athletic opportunities while ensuring this does not supersede provision of athletic facilities for residents.
- 1.4.7 Expand ecotourism in Hillsborough County. Promote, as a Destination Site, the Tampa Bay Wilderness Area as an interconnected network of Regional Parks and preserves with adequate public access.
- 1.4.8 Focus on future programming for wilderness area Destination Sites, including enrichment and educational programs centered on environmental education, ecotourism, adventure sports, fitness activities, historical/ cultural programs, special events, and rentals.
- 1.4.9 Continue to support and promote trail-related and cycling tourism.

Objective 1.5

Ensure safe and equitable access to Active Recreational Parks, Regional Parks, preserves, trails and waterfront lands for all members of the community.

Policies

- 1.5.1 Continue to implement the ADA Transition Plan and other enhancements to ensure parks and recreation facilities, programs and communications are accessible and inclusive for citizens of all ages and abilities, embed accessibility and universal design within park and recreation operations and facility design, and continue to offer sensory-friendly recreation opportunities.
- 1.5.2 Continue to provide, maintain and improve public access to beaches, lakes and rivers as well as conservation lands. Such access shall be designed to protect natural system integrity and be compatible with site management plans for ELAPP preserves.
- 1.5.3 Ensure equity and access for residents of all income levels and ability to pay. To enhance access to amenities and programming, ensure scholarships, vouchers or reduced/sliding scale fees are made available and these opportunities are effectively communicated to the public.

- 1.5.4 Retain ownership rights to any property providing or having the potential to provide public access to passive open space, public access to waterfronts/coastal areas (e.g., avoid vacating dead-end streets and undeveloped dedicated rights-of-way in these instances). Formally established public access to parks, preserves or other recreation facilities through private lands shall be maintained and in no way diminished or rendered unusable.
- 1.5.5 Seek opportunities to expand recreational access to public lands, facilities and assets during land acquisition for other public facilities.
- 1.5.6 Enhance public access and equity via coordination of present and future parks/recreation sites with multimodal transportation options.
- 1.5.7 Design and plan future parks to maximize the number of residents within a half-mile walk. For existing parks, incorporate both walkability criteria and acreage per capita to measure equity and access.
- 1.5.8 In cooperation with state, regional and local entities, ensure no actions are taken which impair the access to or use of trails.
- 1.5.9 Ensure a safe and welcoming environment for all park users across age, culture, race, ability and gender via implementation of Crime Prevention Through Environmental Design (CPTED) principles, staff training and diligence, continued partnerships with law enforcement, and use of technology to enhance safety.

Objective 1.6

Continue an inclusive engagement strategy to increase awareness and use of parks and recreation opportunities and programming; enable opportunities for ongoing community feedback and input.

Policies

- 1.6.1 Utilize both new (social media, websites, apps, interactive mapping) and traditional (trail, bike path, and other illustrative maps, wayfinding, media, signage, brochures) communication platforms to promote and communicate programs, events, and recreational/conservation amenities to the community. As applicable, continue interdepartmental coordination and other related approaches to achieve these promotional and communication objectives.

- 1.6.2 Routinely survey the community on awareness of and any challenges or barriers in accessing facilities/amenities, programming needs, and satisfaction; provide opportunities for multilingual digital and paper-based comments and input.
- 1.6.3 Ensure marketing, communication and information is disseminated across the community in a manner so that residents of different socioeconomic and linguistic backgrounds and abilities are aware of all opportunities in County parks and conservation lands.
- 1.6.4 Explore new information sharing and community input opportunities with neighborhood associations and other community-based organizations.
- 1.6.5 Explore outreach programs to introduce members of the public to Active Recreational Parks, Regional Parks, preserves, and trails.
- 1.6.6 Communicate the need to responsibly maintain, connect and preserve the complexity of natural systems in Hillsborough County.
- 1.6.7 Track demographic and socioeconomic participation and use of County parks facilities and programs; use this information to inform community outreach.
- 1.6.8 Continue consistent branding and messaging for Active Recreational Parks, Regional Parks, preserves and trails.
- 1.6.9 Provide information to community residents about methods to preserve and maintain recreational amenities.

Objective 1.7

Strategically ensure the long-term fiscal sustainability of Active Recreation Parks, Regional Parks, preserves and trails facilities via traditional and innovative funding and financing tools.

Policies

- 1.7.1 Continue to prioritize park and recreational needs through the Capital Improvement Program (CIP) process; ensure a separate list of additional project needs is maintained to supplement the CIP and to be available for unexpected or specialized funding opportunities.

- 1.7.2 Continue to seek grants and foundation funding from state, federal, community, and non-profit sources for parks and recreation development.
- 1.7.3 Balance fee structures to provide cost recovery for programs and facilities without excluding users from participation; explore differentiated fee structures between destination sites and traditional Regional Parks.
- 1.7.4 Explore opportunities for revenue generating activities/programs, as well as initiatives that enhance the overall economic development of Hillsborough County.
- 1.7.5 Continue to support park and recreational facility development via multiple funding sources, including but not limited to developer contribution.

Coastal Management

Introduction



The Hillsborough County coastline overlooks much of Tampa Bay. An estuary of national significance, the bay is fed by three major rivers and more than 100 small tributaries. More than 200 species of fish, bottlenose dolphins, manatees, oysters, scallops, clams, shrimp, crab, brown pelicans, heron and egret, roseate spoonbills, cormorants and laughing gulls inhabit the bay's seagrass beds, mudflats and mangrove wetlands. A 43-foot deepwater shipping channel is at the bay's entrance. It leads to Port Tampa Bay, the largest port in the state (in terms of physical size), handling over 37 million tons of cargo per year.

The abundance of scenic resources, recreational opportunities, shipping opportunities, waterways and natural habitat makes coastal Hillsborough County both a desirable location to

live, work and recreate, as well as being vulnerable to natural hazards such as tropical storms and hurricanes.

The Coastal Management Section provides a framework to guide the County's decisions and programs to maintain the responsible use and management of coastal resources related to development activities, protection of human life, the limitation of public expenditures in areas subject to natural disaster and protection of wildlife and natural habitat. It is the intent of the County to responsibly manage its coastal area and protect working commercial waterfronts and coastal natural resources. The proper management and use of this area is necessary for the protection of life and property from natural disasters in addition to the conservation of natural resources.

The Coastal Management Section provides plan and policy direction for development activities in the Coastal Planning Area of Hillsborough County. The Coastal Management Section's role is to ensure that development in

the coastal area does not adversely impact public accessibility to the coast, that adequate public hurricane shelter space is available to coastal inhabitants, that levels of service on evacuation routes are maintained, that water-dependent and water-related land uses are given priority on the coast, that coastal natural resources are conserved and protected, and that public decisions will include consideration of coastal hazards in the decision-making process.

Additionally, coastal planning spans the Comprehensive Plan Sections. Please refer to the **Future Land Use Section** for additional policies regarding land use suitability in the Coastal High Hazard Area and Coastal Planning Area. Policies related to infrastructure in the Coastal High Hazard Area and the Coastal Planning Area can be found in the **Capital Improvements Section**. Policies referring to rivers, tributaries and wetlands can be found in the **Environmental and Sustainability Section**. Policies referring to stormwater management and green infrastructure can be found in the **One Water Chapter**.

GOAL 1

Conserve, protect, restore and enhance natural coastal resources.

Objective 1.1

Support the Tampa Bay Estuary through the implementation of the Comprehensive Conservation & Management Plan (CCMP).

Policies

- 1.1.1 Support the TBEP Habitat Master Plan as a component of the CCMP.
- 1.1.2 Continue membership, support, participation and coordination on inter-jurisdictional boards, such as the Agency on Bay Management, to address the estuarine environmental quality of Tampa Bay.
- 1.1.3 Collaborate with the TBEP to achieve a measurable annual increase in restored tidal wetland acreage.
- 1.1.4 Protect, maintain and enhance the abundance and diversity of living marine resources in the Tampa Bay.
- 1.1.5 Consider public education and the adoption and enforcement of marine turtle protection regulations, including marine turtle friendly exterior lighting.
- 1.1.6 Prohibit unmitigated development activities on submerged lands containing seagrass habitat and seek to restore seagrass coverage appropriately, except in cases of overriding public interest.
- 1.1.7 Investigate the capacity of the Tampa Bay and its surrounding natural features, soils, wetlands, and other water bodies to serve as “blue carbon” sequestration reserves.

- 1.1.8 Encourage wetland design changes that allow for the landward migration of wetlands for resilience to sea-level rise.
- 1.1.9 Identify priority areas for land acquisition based on their strategic capacity to absorb floodwaters and support coastal ecosystem migration in order to reduce loss to flooding.

GOAL 2

Increase community resiliency to protect property, cultural and natural resources from natural vulnerabilities.

Objective 2.1

Maintain beaches and coastlines in an environmentally sensitive manner.

Policies

- 2.1.1 Protect and restore beaches to provide storm protection, recreational opportunities, and a natural habitat for endemic flora and fauna.
- 2.1.2 Encourage shoreline softening through vegetative projects, submerged vegetation and living shorelines in order to minimize flood damage, stabilize the shore, and maintain adaptability to future sea-level rise conditions.
- 2.1.3 Incorporate living coastlines into storm surge reduction projects, as feasible.
- 2.1.4 Coordinate beach stabilization techniques with state agencies.
- 2.1.5 Require public access at any private beach that is renourished at public expense.
- 2.1.6 Preserve and restore, as feasible, coastal ecosystems to maintain and enhance natural coastal barriers to natural hazards.
- 2.1.7 Collaborate with regulatory agencies to prohibit the destruction or degradation of natural inter-tidal and sub-tidal vegetative communities for the purpose of developing new man-made beaches.
- 2.1.8 Expand the use of living shorelines and living breakwater systems as the preferred method of shoreline stabilization and storm surge reduction.
- 2.1.9 Evaluate shoreline setbacks and identify the potential for updates to protect vulnerable structures from the effects of long-term sea-level rise.

- 2.1.10 Where the maintenance and/or alteration of existing hardened shoreline is allowed, the County may require mitigation of environmental impacts. Such mitigation may include but is not restricted to the installation of appropriate living shorelines.
- 2.1.11 Encourage the enhancement of existing hardened shorelines by installing oyster reefs or other vegetation where appropriate and feasible.

Objective 2.2

Manage historic and archaeological resources to protect and preserve their historical value in the Coastal Planning Area.

Policies

- 2.2.1 Continue to collaborate with the Florida Division of Historical Resources to maintain a registry of historical and archaeological assets.
- 2.2.2 Maintain criteria, standards, and procedures to protect historical and archaeological assets and sites from natural hazards.
- 2.2.3 Collaborate with public, private, local, state, and/or federal historical conservation entities to restore or maintain structures of historical value.

GOAL 3

Reduce or prevent the unnecessary exposure of human life and property to natural hazards to facilitate rapid and efficient recovery in the event of a disaster.

Objective 3.1

Ensure development and redevelopment has the ability to prepare and plan for, absorb, recover from, and more successfully adapt to natural hazards.

Policies

- 3.1.1 Support local and regional mapping, modeling and monitoring programs to assure the most current and locally specific data on climate change vulnerability and sea-level rise is available.
- 3.1.2 Continue to make flood elevation certificates available to the public and digitally enter them into a geographic database to aid with assessment and other resiliency efforts.
- 3.1.3 Continue to Implement the “Coastal High Hazard Area” (CHHA) policies and regulations and delineate on zoning maps. Where the definition found in the definition’s section of the Comprehensive Plan and any graphic representation of this area is not consistent, the definition shall govern.
- 3.1.4 The Local Mitigation Strategy (LMS) Report is incorporated into the Comprehensive Plan by reference.
- 3.1.5 Develop strategies to identify and incorporate climate adaptation strategies in cooperation with the EPC, the Planning Commission and other agencies into program areas.
- 3.1.6 Educate and inform the public regarding the impacts of natural hazards, including hurricanes, storm surge and flooding within the CHHA and 100-year floodplain.
- 3.1.7 Uphold the flood-resistant construction requirements in the Florida Building Code and applicable floodplain management regulations outlined in 44 C.F.R. part 60.

- 3.1.8 Meet or exceed building codes and development regulations, such as risk-based setback provisions, structural connections, and other site control and overlay zones, to reduce future property damages and losses.
- 3.1.9 Encourage the use of stilted structures rather than fill to meet flood elevation construction requirements within flood-prone areas.
- 3.1.10 Promote programs for sellers of real property within the CHHA to notify buyers of structures and properties of the hazards associated with the CHHA designation.
- 3.1.11 New hospitals, nursing homes and assisted living facilities in the Coastal High Hazard Area are prohibited. Siting or expansion of hospitals or care facilities in Evacuation Level B zones is discouraged.
- 3.1.12 Continue to participate in the National Flood Insurance Program's (NFIP) Community Rating System (CRS) administered by the Federal Emergency Management Agency to maintain a CRS score of 5 or better.
- 3.1.13 Proactively seek assistance in public acquisition of abandoned properties and undeveloped land in the Coastal Planning Area.
- 3.1.14 Consider measures to mitigate flood and storm surge risk to new structures and provide incentives to move development out of high-risk areas such as the existing/pre-development 25-year floodplain, such as but not limited to transfer of development rights or clustering. This does not preclude the development of water-dependent uses, water-related and water-enhanced uses, stormwater management structures, non-habitable structures, and passive recreational uses where appropriate.
- 3.1.15 Consider the implementation of Adaptation Action Areas for low-lying zones that experience coastal flooding due to extreme high-tide or king tides, storm surge and are vulnerable to the impacts of sea level rise.
- 3.1.16 Review, update and maintain the Post Disaster Redevelopment Plan (PDRP) to reduce the impacts and eliminate the exposure of human life, public and private property; and facilitate rapid recovery from natural hazards.

- 3.1.17 Ensure the risk of existing contaminated lands is addressed in appropriate planning efforts, including the LMS and PDRP.
- 3.1.18 Encourage post-disaster redevelopment in areas with less vulnerability to storm surge, inundation, flooding, sea-level rise and other impacts of climate change, and encourage locally appropriate mitigation and adaptation strategies.
- 3.1.19 Effectively address during redevelopment existing and potential flooding problems when identified within floodplains and low-lying areas subject to tidal inundation and/or sea-level rise, as identified on the floodplains and Coastal High Hazard Area maps.
- 3.1.20 Reconstruct structures with damage exceeding 50 percent of pre-storm market value or that are substantially improved to ensure compliance to all applicable codes and regulations, including the High-Velocity Hurricane Zone portion of the Florida Building Code for structures located in the “V” and “Coastal A” Zones and for others in the A zone or the 100-year floodplain.
- 3.1.21 Maintain an inventory of repetitive loss properties and target hazard mitigation planning and technical assistance programs to these areas.

Objective 3.2

Maintain adequate evacuation clearance times and shelter space.

Policies

- 3.2.1 Utilize the Florida Statewide Regional Evacuation Study For Tampa Bay when determining if proposed developments or redevelopments will cause roadways to fall below acceptable level-of-service standards for hurricane evacuation and if sheltering needs are met.
- 3.2.2 Review, update and maintain the Comprehensive Emergency Management Plan (CEMP).
- 3.2.3 Facilitate public knowledge of the need to evacuate at various threat levels.

- 3.2.4 Maintain evacuation clearance time standards on and protect from flooding, all identified major evacuation routes maintained by the County.
- 3.2.5 The Level of Service for out-of-county hurricane evacuation (Intra-State Movements) for a category 5 storm is 28 hours.
- 3.2.6 No plan amendment within the Coastal High Hazard Area that increases density will be approved that would exceed a 28-hour evacuation Level of Service for a category 5 storm unless the increase in density is mitigated pursuant to accepted techniques; whereby, the mitigation technique accepted will maintain the evacuation clearance time at, or less than, the 28-hour limit.
- 3.2.7 Meet the public's shelter space needs based on a standard of 20 square feet per person.
- 3.2.8 Require new development and redevelopment to demonstrate adequate shelter space is available or fully mitigate its impacts.
- 3.2.9 Whenever possible, new or expanded County buildings shall be located, designed, and constructed so they may be utilized as shelter space.

GOAL 4

Water-dependent and water-related uses are directed to suitable areas of the County that meet or exceed applicable criteria.

Objective 4.1

Existing ports and marinas will be targeted for concentrations of marine-related land uses.

Policies

- 4.1.1 Encourage existing public and private marina sites to expand prior to siting new marina facilities.
- 4.1.2 The following criteria shall serve as the County's marina siting guidelines
 - A. Support Services (Utilities/Public Facilities)
 - 1. Adequate Uplands/Access: Marinas shall demonstrate that they have sufficient upland area to accommodate all needed utilities and marina support facilities with minimal environmental impacts. Only facilities providing parking areas that minimize stormwater runoff and mitigate pollution shall be permitted.
 - 2. Wastewater Capacity: All new marinas shall provide adequate capacity to handle wastewater in accordance with state standards, either by means of on-site pump-out and treatment facilities or connection to a treatment plant. All marinas with fueling facilities should provide pump-out facilities at each fuel dock. Marinas that serve liveaboards or overnight transient traffic shall provide shower, restroom and wastewater treatment facilities at the dock. Facilities of 50 slips or more shall provide permanent pump-out facilities.
 - 3. Spill Containment: All applicants shall provide documentation of their capability to respond rapidly and effectively to contain any spills of petroleum or other hazardous materials within the leased area boundaries.

B. Resource Constraints (Environmental Considerations)

1. Sensitive Areas: In the following sensitive areas, the applicant shall be required to demonstrate that a marina is clearly in the public interest and in accordance with all pertinent rules of appropriate regulatory agencies before approval to build is granted.
 - Aquatic Preserves
 - Florida Fish and Wildlife Conservation Commission Critical Wildlife Areas
 - Outstanding Florida Waters
 - Class I Waters
 - Class II Waters
 - Marine or Estuarine Sanctuaries
 - Manatee Sanctuaries or Critical Manatee Habitats
 - Areas approved or conditionally approved by the Florida Department of Environmental Protection for shellfish
 - Other highly productive or unique habitats as determined by the Florida Department of Environmental Protection, based on vegetation or wildlife species
 - Areas designated as particularly sensitive to oil spills
2. Water Depth: Only those docking facilities in locations having adequate water depths to accommodate the proposed boat use shall be permitted. A minimum water depth of 4-feet mean low water shall be required. Greater depths shall be required for those facilities designed for or capable of accommodating boats having greater than a 3-foot draft. These depth requirements shall also apply to the area between the proposed facility and any natural or other navigation channels, inlet or deep water. Where necessary, marking of navigational channels may be required.

3. Access/Dredging: Preference shall be given to docking facilities that require minimal or no dredging or filling to provide access by canal, channel or road. This restriction applies to widening or deepening any existing canal or channel, but not to regular maintenance dredging and filling to meet depth standards of existing canals or channels. Preference shall be given to marina sites adjacent to naturally maintained channels.
4. Environmental Restoration: In reviewing applications for new docking facilities or renewal of existing leased facilities, an effort shall be made to identify ways to improve, mitigate or restore adverse environmental impacts caused by previous activities. This may include shallowing dredged areas, restoring wetlands or submerged vegetation or making navigable channels. Such mitigation or restoration could be required as a condition of approval for new, renewed or expanded facilities.
5. Cultural Resource Protection: Facilities must demonstrate no adverse impact on archaeological or historic properties.
6. Access Markers: Immediate access (ingress and egress) points shall be delineated by channel markers, indicating speed limits and any other applicable regulations.
7. Erosion Prevention: On sites with historically erosion-prone shorelines, applicants shall ensure that appropriate shoreline protection measures (as determined by Port Tampa Bay and the Florida Department of Environmental Protection) will be taken.

Objective 4.2

Cooperate with the Port Tampa Bay to restrict dredge and fill operations within the coastal area to activities that facilitate the continued use of existing channels, activities associated with appropriate water-dependent uses, water-related uses, and uses pursuant to the Port Master Plan, and activities that correct environmental degradation.

Policies

- 4.2.1 Except as provided herein, filling of surface waters of Tampa Bay and its rivers and tributaries up to the distance of navigability as defined by Port Tampa Bay jurisdiction for development purposes is prohibited. This policy shall not apply to
1. Incidental Fill; or
 2. Governmental projects that are necessary to promote public health, safety or general welfare, including activities that facilitate the continued use of existing channels, activities associated with appropriate water-dependent uses, water-related uses, and uses pursuant to the Port Master Plan, and activities that correct environmental problems.
- 4.2.2 Work with Port Tampa Bay to maximize the use of existing deep water access to avoid impact to shallow water bay bottom and undeveloped shoreline.
- 4.2.3 Encourage environmentally sound development and redevelopment of Port Tampa Bay along with infrastructure to serve the Port and related maritime industries.
- 4.2.4 Support Port Tampa Bay's efforts to:
- A. Seeking the acquisition of other appropriate lands for future port expansion and diversification in accordance with Port Tampa Bay's Master Plan.
 - B. Continue to assure coordination of its submerged land management and permitting programs with County land use regulations.

- C. Participate in efforts to establish regional wetland and bay bottom management strategies by maintaining active membership in the Tampa Bay Regional Planning Council's, Agency on Bay Management and cooperating with the Southwest Florida Water Management District to implement the Surface Water Improvement and Management Plan for Tampa Bay.
- D. Continue the support and implementation of estuarine resource restoration research and management programs.
- E. Continue mitigation projects to offset ecological impacts of future port development projects on Hookers Point.
- F. Continue to implement an efficient consolidated berth maintenance dredging program under requisite authorizations (permits) of the FDEP and the Army Corps of Engineers, including a long-term Dredged Material Management Plan (DMMP).
- G. Continue to develop methods for the management and maintenance of bird nesting and feeding habitats on diked disposal islands while maintaining the utility of those areas for dredged material disposal operations.
- H. Monitor and mitigate adverse impacts on water quality during harbor deepening and maintenance dredging projects according to issued permits.
- I. Incorporate cost-effective and innovative stormwater treatment capability into Port Tampa Bay's projects; to the extent that such systems do not compromise port safety, displace critical shoreside properties, and are practicable from an engineering standpoint.

Environmental & Sustainability

Conservation Element per Chapter 163

Introduction



By virtue of its subtropical climate and variable hydrology and geology, Hillsborough County supports a rich and diverse complement of natural resources. The County borders the largest estuary in the State, Tampa Bay, and three major rivers (Hillsborough, Alafia and Little Manatee) flow through the County. The County includes various solution sinks and depressions containing a wide variety of wetland flora and fauna. Simultaneously, the higher well-drained elevations support rare evergreen forests on well-drained sandy soils and scrub habitats. The County and its citizens have made it a priority to acquire, preserve, restore, and maintain the function of important habitats. By preserving a variety of habitats, the County ensures there will be natural spaces for native wildlife to thrive, ecosystems to maintain, and improved quality of life for County residents.

The County's economy and quality of life are intricately linked to a healthy environment. The correlation between the built and natural environments are also crucial, as the quality of our natural

environment has a direct impact on the health of the human community. By recognizing the value natural systems have in sustaining life and prosperity, it is important that growth and development use sustainable practices. This ensures we meet the community's present needs without compromising future generations' ability to meet theirs. The purpose of the Comprehensive Plan's Environmental and Sustainability Section is to provide a framework for conserving, maintaining, and restoring the natural environment and factors that affect energy conservation. Handling of hazardous waste materials is addressed in this section; however, please refer to the **Solid Waste Management Section** for additional policies regarding recycling and solid waste management. Policies related to water resources and aquifer recharge can be found in the **One Water Chapter**.

GOAL 1

Ensure sufficient, reliable, and clean energy is available to meet the future needs of Hillsborough County residents, businesses, and government.

Objective 1.1

Actively participate in the U.S. Environmental Protection Agency (EPA)'s Energy Star for Buildings program, which promotes energy conservation in major public and private structures and facilities.

Policies

- 1.1.1 Engage in and promote practices that result in energy conservation and efficiency.
- 1.1.2 Continue to offer energy conservation and efficiency information to enable residents, businesses, and County employees to reduce electrical loads and demands on the electrical utility system.
- 1.1.3 Conserve energy and become more energy efficient within operations by developing and adopting a comprehensive energy management plan.
- 1.1.4 Promote energy efficient and sustainable development practices.
- 1.1.5 Encourage builders and developers to exceed the minimum requirements for energy efficiency of the Florida Building Code by sharing information on available training, tools, or literature on resource efficient development.
- 1.1.6 Continue cross jurisdictional and departmental collaboration to create and implement mutually supporting sustainable and/or resilience programs and initiatives.

Objective 1.2

Support the development, and consider use, of alternative energy/fuel.

Policies

- 1.2.1 Support domestic production of environmentally safe energy sources.
- 1.2.2 Promote the use of alternative energy technology for existing, new, and renovated County facilities and vehicles.

GOAL 2

Handle industrial hazardous waste in a manner that minimizes risk to all residents and the environment.

Objective 2.1

Ensure the dependable, environmentally safe means to dispose of industrial hazardous waste.

Policies

- 2.1.1 The County and the Environmental Protection Commission (EPC) will ensure existing hazardous waste generators, as well as hazardous waste transporters and treatment/storage/disposal facilities, are identified and to the extent authorized by Chapter 1-7, Rules of the EPC. Ensure that very small quantities of hazardous waste generators (VSQG) and small quantities of hazardous waste generators (SQG) are regulated.
- 2.1.2 The EPC will continue the regulation of and revise, to the extent authorized by Chapter 1-7, Rules of the EPC or through any delegation of authority from the Florida Department of Environmental Protection (FDEP), all Class I and Class III landfill operating plans to ensure adequate safeguards exist to prevent the disposal of hazardous waste.
- 2.1.3 Continue to assist the EPC in providing technical assistance to the EPA and the FDEP to rank clean-up priorities. The County shall continue to assist said agencies in their efforts to direct federal and state funds to the implementation of investigations, and clean-up actions for currently identified potential chemical contamination sites.
- 2.1.4 The County and the EPC will continue to assist the FDEP, EPA or other federal agencies, to direct federal and state funds to the implementation of cleanup actions for all currently identified Superfund sites within County boundaries.
- 2.1.5 In cooperation with EPC, continue to provide information needed by hazardous waste generators to comply with federal and state regulations.

GOAL 3

Support the preservation, conservation, restoration, and management of natural resources while maintaining or enhancing environmental quality.

Objective 3.1

Comply with all national and state ambient air quality standards.

Policies

- 3.1.1 Collaborate with the EPC to promote energy conservation measures and alternative energy sources to reduce the demand for electricity and to minimize power plant emissions from the burning of fossil fuels.
- 3.1.2 Support public and alternative transportation programs and actions intended to reduce motor vehicle emissions.
- 3.1.3 Support environmental programs and policies designed to improve air quality and protect the public.
- 3.1.4 Continue to support EPC's efforts to inventory and regulate stationary sources and facilities which generate regulated and/or hazardous air pollutants (HAPs).
- 3.1.5 Support the local hazardous and toxic air pollutants program as implemented by the EPC.
- 3.1.6 Continue to provide a public outreach campaign in coordination with the EPC to educate residents of air quality issues.
- 3.1.7 Coordinate with federal, state, and local agencies and governments in pursuing regional compliance with ambient air quality standards.

- 3.1.8 Cooperate with the EPC to ensure fugitive dust control measures are used during nonagricultural land clearing and development.
- 3.1.9 Cooperate with EPC to encourage techniques and ways to minimize noise pollution to protect, promote and preserve the health, safety and welfare of Hillsborough County residents and ensure compliance with EPC Chapter 1-10, Rules of the EPC (Noise Pollution Rule) sound level limits.
- 3.1.10 Collaborate with the EPC and FDEP to institute the most effective procedure to alert the public of an Air Pollution episode.
- 3.1.11 Continue to work with the EPC and FDEP to ensure that an air quality monitoring program to monitor compliance with all ambient air quality standards is maintained.
- 3.1.12 Continue to coordinate with the State to update building code requirements in order to minimize the risk of radon gas emissions and accumulation in residential developments.

Objective 3.2

Manage mining and reclamation lands to ensure a healthy environment, economy, and quality of life.

Policies

- 3.2.1 The prudent operation of mining activities and timely reclamation of mined areas is required.
- 3.2.2 The phasing of mining to ensure that limited land areas are affected by excavation and settling ponds at one time and that reclamation occurs in the most effective manner is required.
- 3.2.3 Implement the Phosphate Mining Regulations to require prudent operation of mining activities.
- 3.2.4 Require appropriate setbacks between mining activities and adjacent existing and future land uses.

- 3.2.5 Regulate the location and operation of land excavations to minimize negative impacts on surrounding properties, ensure that land excavations are appropriately reclaimed, and encourage the productive reuse of such areas.
- 3.2.6 Prohibit mining and land excavation activities in documented habitats of Listed Species except as provided under local rules and regulations including mitigation as required.
- 3.2.7 Land excavation activities that adversely impact surface or groundwater levels or wetlands and/or other surface waters on surrounding property are prohibited.
- 3.2.8 Setbacks between land excavations and adjacent land uses to protect public health, safety, and welfare are required.
- 3.2.9 Reclamation plans to ensure environmentally and economically viable reuses of excavated lands are required.
- 3.2.10 Mining reclamation plans are required to comply with, or exceed, state and local regulations related to land reclamation.
- 3.2.11 The preparation of wetland/lake management plans for the reclamation of land excavation projects to be reclaimed as lakes to ensure that such areas become viable and productive aquatic systems are required.
- 3.2.12 Demonstration of the capability of restoring Essential Wildlife Habitat prior to permitting mining in areas that support Listed Species is required.
- 3.2.13 Mining activities shall comply with County criteria, standards, methodologies, and procedures to regulate mining within floodplains of rivers and streams and provide for streamside buffers for mining and mining related activities to protect perennial streams.
- 3.2.14 Require proof of long-term financial responsibility for the reclamation of mined lands.
- 3.2.15 Provide the public with information regarding health hazards associated with reclaimed lands and radon gas emissions.

Objective 3.3

Conserve soils, discourage erosion, and maintain water quality through consideration of topographic conditions and natural soil characteristics.

Policies

- 3.3.1 Soil conservation and protection measures, consistent with best management practices, will continue to be reviewed and required during land alteration or development activities.
- 3.3.2 The use of soils in accordance with the soil suitabilities identified by the United States Department of Agriculture (USDA) Natural Resource Conservation Service is encouraged.
- 3.3.3 Site-specific analysis of proposed incompatible land use and identified soil suitability is required prior to the commitment of resources.
- 3.3.4 In cooperation with the USDA Natural Resource Conservation Service, topsoil best management practices are required during all land alteration activities.
- 3.3.5 Evaluate the threat of sinkholes through the County's planning and land development process based on adopted criteria, standards, methodologies, and procedures including those of the Department of Environmental Protection.
- 3.3.6 Cooperate with the Southwest Florida Water Management District (SWFWMD) to provide technical expertise to the public regarding sinkhole risk.

Objective 3.4

Protect and conserve Surface Waters for the environmental, recreational, economic, and quality of life benefits these areas provide.

Policies

- 3.4.1 Support the EPC's scientifically defensible Surface Water quality monitoring program in order to monitor compliance with State Water Quality Standards.

- 3.4.2 Work to improve surface water quality as measured by data collected by the EPC. Water quality of natural surface water bodies that do not meet state and water management district water quality standards for their designated use shall be improved or restored to the applicable water quality standard.
- 3.4.3 Support a public education program aimed at residential homeowners that addresses the impacts of improperly managed lawn litter and fertilizer/ herbicide/pesticide applications on Surface Water quality, wetlands, and/or other surface waters.
- 3.4.4 The County shall conserve, appropriately use, and protect the quality and quantity of current and projected water sources, as well as protect from activities and land uses known to affect adversely the quality and quantity of identified water sources, including natural groundwater recharge areas, wellhead protection areas, and surface water sources used as a source of public water supply. Further details, including principles, guidelines and standards, can be found in this Section as well as the **One Water Chapter**.

Objective 3.5

Apply adopted criteria, standards, methodologies, and procedures to manage and maintain wetlands and/or other surface waters for optimum fisheries and other environmental values in consultation with EPC.

Policies

- 3.5.1 Collaborate with the EPC to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration. Apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values provided by the functions performed by wetlands and/or other surface waters authorized for projects in Hillsborough County.
- 3.5.2 Collaborate with the EPC through the land planning and development review processes to prohibit unmitigated encroachment into wetlands and/or other surface waters and maintain equivalent functions.

- 3.5.3 Channelization or hardening (e.g., paving, piping) of natural Shorelines and natural waterways to include tidal creeks is prohibited, except in cases of overriding public interest as established by the County or where necessary for reasonable use of a property as determined by the EPC. Encourage Shoreline stabilization with native plant communities and living Shorelines.
- 3.5.4 Regulate and conserve wetlands and/or other surface waters through the application of local rules and regulations including mitigation during the development review process.
- 3.5.5 In cooperation with the EPC and the Southwest Florida Water Management District, promote the use of Florida native wetland plant species for the creation of wetland habitat and for biologically enhancing filtration and treatment of pollutants in newly constructed stormwater Retention and Detention ponds.
- 3.5.6 All wetland and/or other surface water mitigation projects must comply with the State Uniform Mitigation Assessment Method (UMAM). Mitigation projects must demonstrate the restoration of the ecological values provided by the functions performed by impacted wetlands and/or other surface waters unless a previous evaluation method was authorized by the appropriate regulatory agencies.
- 3.5.7 Wetlands and/or other surface waters shall be designated as conservation or preservation on all development plans and plats.
- 3.5.8 Establish setbacks and buffers based on current science for protecting the hydrologic and biologic integrity of wetlands/other surface waters, including the Hillsborough County Wetland Ecological Buffers study published in February 2012.

Objective 3.6

The ecological integrity of natural lakes and ponds shall be maintained or improved.

Policies

- 3.6.1 Ensure surface water bodies meet or exceed state water quality standards for their use.
- 3.6.2 Maintain adopted criteria, standards, methodologies, and procedures to retain existing natural areas on aquatic Shorelines in as natural a state as feasible.
- 3.6.3 A development project's potential impact on a lake's existing environmental quality shall be assessed during the planning and development review process. Development shall be compatible with maintaining or improving a lake's environmental quality.
- 3.6.4 Collaborate with the EPC and the SWFWMD to provide information and technical assistance regarding the management, hydrology, and ecology of lakes.

Objective 3.7

Promote projects and innovations that integrate the pillars of Sustainability: natural resource protection, community health and wellbeing, and economic prosperity.

Policies

- 3.7.1 Regulations and performance standards shall ensure that water quality and quantity, environmentally sensitive areas, wildlife habitats, lakes, rivers, and creeks are protected from degradation by development.
- 3.7.2 Regulate development in areas that possess the following characteristics: wetlands, 100-year floodplain, and/or habitats for Listed Species as provided under local rules and regulations including mitigation as required.
- 3.7.3 Coordinate with existing natural resources action plans of other agencies through participation in the development and review process.

- 3.7.4 Consult with the Florida Fish and Wildlife Conservation Commission in determining the issuance of, and conditions to be placed on, land development approvals that would impact Listed Species as appropriate.
- 3.7.5 Minimize impacts on open space, environmental resources, and floodplains, through adopted criteria, standards, methodologies, and procedures including, but not limited to, clustering and the transfer of development rights to increase contiguous pervious surface.
- 3.7.6 Development shall comply with adopted criteria, standards, methodologies, and procedures to prevent adverse effects on Essential Wildlife Habitat.
- 3.7.7 Discourage and minimize the removal of natural upland vegetation caused by site filling and clearing.
- 3.7.8 Manage and maintain a healthy urban tree canopy for its benefits, including the mitigation of the heat island effect and expanded ecosystem services it provides.
- 3.7.9 Continue to require the conservation of trees including those achieving Grand Oak status and existing native vegetation during the land development process.
- 3.7.10 Encourage Florida-Friendly Landscaping principles and continue to distribute Florida-Friendly Landscaping public education materials.
- 3.7.11 Utilize Florida-Friendly Landscape principles in conjunction with native plants and trees in public rights-of-way and other public lands to conserve water, improve habitat for urban wildlife, conserve Central Florida flora, and improve the County's aesthetic appeal and environmental quality when feasible.
- 3.7.12 Foster projects and initiatives that value natural resource protection, conservation and improve environmental quality of our air, water, land, and natural habitat.

Objective 3.8

Manage flora, fauna, and uplands to ensure a healthy, functioning environment, economy, and quality of life.

Policies

- 3.8.1 Protect and conserve Significant Wildlife Habitat and ensure a no net loss of Essential Wildlife Habitat.
- 3.8.2 Continue to prohibit unmitigated encroachment into the 100-year floodplain to protect and conserve the functions and natural wildlife habitat attributes where they exist within the 100-year floodplains of rivers and streams as provided under local rules and regulations including mitigation as required.
- 3.8.3 Maintain local wildlife and wildlife habitat protection and management programs to protect native plants and wildlife.
- 3.8.4 Continue to apply adopted criteria, standards, methodologies, and procedures that require the development and implementation of management plans for Significant or Essential Wildlife Habitat determined to provide particularly valuable and manageable habitat qualities.
- 3.8.5 Offsite preservation will not be permitted for field verified Significant Wildlife Habitat which is capable of being managed or restored onsite as a high-quality native plant community or communities, except in cases of overriding public interest (Per Governor and Cabinet Final Order AC-93-087).
- 3.8.6 The abundance and distribution of Listed Species shall be maintained and/or increased.
- 3.8.7 Coordinate with the Florida Fish and Wildlife Conservation Commission and the U.S. Fish and Wildlife Service, in the management of natural preserve lands owned or managed by the County when appropriate.
- 3.8.8 Collaborate with the U. S. Fish and Wildlife Service, the Florida Fish and Wildlife Conservation Commission, Florida Department of Agriculture and Consumer Services, and the FDEP in the implementation of protection and recovery programs for Listed Species.

- 3.8.9 Control the spread of exotic and nuisance species on County managed land by at least 90% from previously uncontrolled levels.
- 3.8.10 Collaborate with the Florida Department of Agriculture and Consumer Services, FWC, SWFWMD, and the FDEP to control and/or eliminate exotic and nuisance species on County owned or management land and incorporate these efforts into the management plans of natural preserve lands.

Objective 3.9

Manage natural preserves to ensure a healthy, functioning environment, economy, and quality of life.

Policies

- 3.9.1 Consider residents and visitors in the governance of natural resources to ensure equitable access and distribution.
- 3.9.2 Increase the acreage of natural preserve lands, ensure their protection, proper use, and implementation of appropriate management activities.
- 3.9.3 Continue to implement the Jan K. Platt Environmental Lands Acquisition and Protection Program (ELAPP), at funding levels equal to or greater than the current funding.
- 3.9.4 Seek assistance in public acquisition of natural preserves under federal, state, and regional programs.
- 3.9.5 Provide multiple use opportunities on County-owned natural preserve lands consistent and compatible with natural resource protection and conservation.
- 3.9.6 Promote public land acquisition projects and public land dedications that remove land in the River Corridor Overlay District from development, particularly lands vegetated by natural plant communities, containing or buffering environmentally sensitive areas, contributing to aquifer recharge, or those providing wildlife habitat.

- 3.9.7 Enhance the ability to qualify for matching funds from state and regional land acquisition programs, such as Florida Communities Trust, Florida Forever, and Save Our Rivers.
- 3.9.8 Continue to fund land management, research, fieldwork, and qualified staff to maintain, restore and enhance upland, freshwater, and marine natural habitats and ecosystems, including Beaches and Shorelines.
- 3.9.9 Protect natural resources, coastal resources, publicly owned, or managed natural preserves from adverse impacts attributable to adjacent land uses. Continue to require development activities on adjacent properties to comply with adopted criteria, standards, methodologies, and procedures to prevent adverse impacts.
- 3.9.10 Preserve rare and threatened native vegetative communities and protect Listed Species from development and associated impacts of development, such as habitat fragmentation, noise, light, and domestic animals as provided under local rules and regulations including mitigation as required.
- 3.9.11 Restore and enhance degraded natural areas on lands acquired for preservation, including removal of noxious exotics, reforestation, aquatic grass bed restoration, reintroduction of fire through prescribed burns, and restoration of Shorelines and natural hydrology, as needed.
- 3.9.12 Encourage private landowners to utilize multiple-use management techniques to provide both economic (e.g., cattle grazing, silviculture) and ecological (e.g., provision of Wildlife habitat) benefits.

Objective 3.10

Identify, enhance, and protect corridors or linkages that maintain a contiguous network of wildlife habitat between public and private lands per local rules and regulations.

Policies

- 3.10.1 Require consideration, and where appropriate, incorporation of County approved conceptual Greenway System and Wildlife Corridor plans into reclamation plans.
- 3.10.2 Land alteration activities adjacent to viable public Wildlife Corridors shall be regulated in a manner consistent with the continued function of the corridor, in accordance with adopted criteria, standards, methodologies, and procedures.

- 3.10.3 Wildlife Corridors within development projects shall be preserved, as provided under local rules and regulations including mitigation as required and extension/ expansion of corridors is encouraged.
- 3.10.4 Establish and maintain desirable native vegetative buffers on public lands along Wildlife Corridors.
- 3.10.5 Continue to acquire and physically link existing public preservation areas with Wildlife Corridors into a contiguous system.
- 3.10.6 Encourage appropriate agencies and private organizations to assist the County in conserving and preserving public natural area linkages which may function as Wildlife Corridors.
- 3.10.7 Collaborate with private landowners to limit the fragmentation of wildlife movement areas. Analyze the cumulative impacts of development, steps to mitigate, and steps to maintain and enhance native ecosystems.
- 3.10.8 Coordinate with surrounding county governments and private landowners to increase regional wildlife corridors and wildlife distribution to link other public and private lands.
- 3.10.9 Coordinate with neighboring counties and jurisdictions to identify those lands for public acquisition necessary to preserve vital portions of Wildlife Corridors.
- 3.10.10 Promote Wildlife Corridor linkages to lands in adjacent counties to develop a system of interconnected public Greenways and Blueways.
- 3.10.11 Protect or enhance Wildlife Corridors by minimizing road crossings over wetlands and floodplains and designing crossings to allow for unimpeded passage of wildlife as provided under local rules and regulations including mitigation as required.
- 3.10.12 Review, update, and maintain regulatory adopted criteria, standards, methodologies, and procedures to protect the integrity of Shoreline Wildlife Corridors.
- 3.10.13 Continue to identify, adopt, and preserve Wildlife Corridors/Greenway System, generally north of the City of Tampa's northern boundary to the Pasco County line, connecting Cypress Creek and the Hillsborough River (Per Governor and Cabinet Final Order AC-93-087).

GOAL 4

Protect the natural resources of the Cockroach Bay Aquatic Preserve from environmental degradation and manage the Preserve's resources for the benefit and enjoyment of all residents.

Objective 4.1

Continue to implement the “Cockroach Bay Aquatic Preserve Management Plan.”

Policies

- 4.1.1 Appropriate provisions from the Cockroach Bay Aquatic Preserve Management Plan shall continue to be considered as appropriate tools to help implement this Plan or other applicable plans endorsed by the Board of County Commissioners.
- 4.1.2 Take all practical action to revive the shellfish habitat of the Cockroach Bay Area.
- 4.1.3 New permitted discharges likely to impact the Cockroach Bay Aquatic Preserve will meet or exceed applicable water quality standards.
- 4.1.4 Review, and mitigate or restrict as appropriate, all proposed development likely to impact the Cockroach Bay Aquatic Preserve to ensure that water quality or habitat degradation does not occur.
- 4.1.5 Seek to establish a scientifically defensible protective buffer zone between the Cockroach Bay Aquatic Preserve and adjacent upland land uses to prevent degradation of water quality and aquatic vegetative habitats.
- 4.1.6 Continue to support preservation, restoration, and monitoring goals in the Cockroach Bay Aquatic Preserve.
- 4.1.7 Work with the appropriate authorities, including the EPC and the FDEP, to implement means of protecting seagrasses from propeller dredging throughout the Cockroach Bay Aquatic Preserve.

GOAL 5

Ensure rivers are cleaner, safer, and more attractive; protect their natural ecological functions which support plant and animal Wildlife; and promote the enhancement of the rivers as recreational and aesthetic assets to the surrounding community. This goal and its associated objectives and policies shall be known as the River Corridor Policy Overlay.

Objective 5.1

Maintain and improve, water quality in rivers and primary tributaries and meet or exceed State Water Quality Standards.

Policies

- 5.1.1 In conjunction with the EPC and other appropriate agencies, identify pollution sources that adversely affect rivers and develop strategies by which to mitigate or eliminate such sources and their effects.
- 5.1.2 Solid waste landfills and hazardous material facilities in Unincorporated Hillsborough County shall be sited and managed such that they will not adversely affect the rivers, tributaries, and associated floodplains and wetlands.

Objective 5.2

Preserve and restore natural vegetative and wildlife habitats and preserve archaeological resources along rivers and primary tributaries.

Policies

- 5.2.1 Natural riverbanks, levees and vegetative buffers along river and tributaries shall be conserved, preserved, and restored unless authorized by the appropriate regulatory agencies.
- 5.2.2 Restrict clearing or filling of natural plant communities within 50 feet of wetlands and/or other surface waters, rivers, creeks, and designated River Corridor Overlay Districts or within 100 feet of the mean and ordinary high-water line of such rivers and creeks, whichever is greater. If no beneficial use of the property is possible without clearing or filling within this area, impose conditions which will mitigate the adverse impact of these activities on wildlife habitat, native vegetation, and natural stormwater filtration systems.

- 5.2.3 Draining, clearing, or filling wetlands hydrologically connected to rivers in Hillsborough County shall be prohibited, except as provided under local rules and regulations including mitigation and where authorized by appropriate regulatory agencies.
- 5.2.4 The removal of healthy native trees, with a diameter at breast height of five inches or greater, is prohibited within 100 feet of wetlands and/or other surface waters; except when reasonable property utilization is not possible without tree removal or in cases of overriding public interest or as part of standard, accepted habitat management, and/or restoration practices.
- 5.2.5 Continue to preserve natural shorelines and reverse the trend toward hardened shores and channelization along rivers and primary tributaries. Continue the restoration of vegetated shorelines, including the replacement of deteriorated seawalls and rip-rap with native vegetation and hybrid shoreline improvement strategies which support aquatic/wildlife and provide resiliency benefits to the community and property.
- 5.2.6 Prohibit backfilling of waterfront properties or extension of waterfront lots through artificial means, unless authorized by appropriate regulatory agencies.
- 5.2.7 Increase public awareness of the ecological and economic implications resulting from hardening of Shorelines and the removal of native vegetation and wildlife habitats along the river.

Objective 5.3

Manage rivers as important community assets and provide appropriate public access to these valuable natural amenities.

Policies

- 5.3.1 To enhance public safety and natural resources, continue to establish and post marine regulatory speed zones, where appropriate, including in the vicinity of marinas, bridges, marine structures, navigably constricted areas, and in areas of rivers where manatees are known to inhabit.
- 5.3.2 Hillsborough County recognizes the special character of its rivers and shall not take any action which will impair the use or enjoyment of state designated canoe trails in Hillsborough County. These areas include but not limited to the Hillsborough River Canoe Trail, the Alafia River Canoe Trail, and the Little Manatee River Canoe Trail.

- 5.3.3 Minimize river use conflict and mitigate public nuisances.
- 5.3.4 Water dependent uses such as docks, boat slips, and boardwalks shall constitute the only private over-the-water structures allowed on rivers. Structures that are clearly in the public interest, such as bridges, shall also be allowed.
- 5.3.5 Seek state funding through the Marine Patrol Derelict Vessel Removal Program to remove all abandoned craft recommended for removal by the Marine Patrol or Port Tampa Bay.
- 5.3.6 Upon advisement of Port Tampa Bay, all abandoned/deteriorated docks and seawalls shall be removed at the expense of the owner. Removal shall occur within an amortization period set forth by the Port Authority. Any replacement structures shall be constructed according to adopted Port Tampa Bay and County rules and regulations.

Objective 5.4

Implement standards for development addressing the unique qualities, visual intrusion, protection, and use in the river corridors.

Policies

- 5.4.1 In keeping with the natural character of the Rivers, parking lots and service roads are prohibited within 500 feet wetlands and/or other surface waters of the river and its tributaries, unless there is an overriding public interest such as, but not limited to public facilities (parks, boat ramps, etc.), or reasonable use of the property would otherwise not be possible.
- 5.4.2 Encourage the reclamation of lands along rivers with native vegetation and encourage public acquisition, where appropriate.
- 5.4.3 Widen and soften altered creek or river corridors to restore hydrologic eco-hydric function where appropriate and feasible.

GOAL 6

Make the Hillsborough River cleaner, safer, and more attractive, protect its natural ecological functions which support plant and animal wildlife and to promote the enhancement of the river as a recreational and aesthetic asset to the surrounding community. This section shall serve as the Hillsborough River Master Plan, pursuant to Chapter 86-335, Laws of Florida.

Objective 6.1

Continue to protect this major source of drinking water and promote the improvement of water quality in the Hillsborough River, where it does not meet or exceed State Water Quality Standards for its designated use.

Policies

- 6.1.1 No person shall control or attempt to control aquatic plants by chemical or biological means in the Hillsborough River except as provided in permits issued by the EPC and the Florida Fish and Wildlife Conservation Commission. Alternative methods to chemical control, and side effects of current methods, shall be evaluated on a regular basis and reported to the Hillsborough River Interlocal Planning Board in an effort to identify and promote less harmful methods of weed control.
- 6.1.2 Prevent further destruction of desirable natural vegetative buffers along the Hillsborough River and its tributaries.
- 6.1.3 Wastewater treatment facilities within the drainage basin will meet or exceed regulatory standards.

Objective 6.2

Reverse the trend toward hardened shores and channelization on the Hillsborough River.

Policies

- 6.2.1 To preserve natural wildlife habitat, the construction of vertical seawalls in the Upper Hillsborough River, north of Fletcher Avenue, will be prohibited, unless in cases of overriding public interest or where authorized by the appropriate regulatory agencies.

- 6.2.2 Support the elimination of hardened Shoreline and replacement with natural slopes and wetland vegetation along the riverbanks as existing bulkheads are repaired or replaced.

Objective 6.3

Continue to cooperate with state and federal programs to provide for improved boat traffic control in the Hillsborough River and minimize public use conflicts and nuisances by promoting the enforcement of water safety laws.

Policies

- 6.3.1 New marinas shall be prohibited on the Upper Hillsborough River.
- 6.3.2 The construction of new boat ramps is restricted along the Hillsborough River.
- 6.3.3 Water skiing on the Hillsborough River is allowed only between the dam (Tippin Water Treatment facility) and the 56th Street bridge.
- 6.3.4 To prevent riverbank erosion, protect wildlife habitat, and ensure public safety, especially during low water periods, that portion of the river north of 56th Street shall be posted with "Idle Speed, No Wake" signs.
- 6.3.5 In recognition of the Florida Designated Paddling Trail on the Hillsborough River, from Fletcher Avenue, southerly and downstream to River Hills Park, the County will not take any action which will impair its use as designated by the state within or along its jurisdictional limits.

Objective 6.4

Implement standards for development in the Hillsborough River corridor.

Policies

- 6.4.1 Within 100 feet of the river's wetlands, existing publicly owned parking lots, loading docks, and service areas (containing such items as trash receptacles and machinery) are required to be screened from the river by dense planting using Florida Friendly Landscaping principles and native vegetation when appropriate.

- 6.4.2 Support the guidelines and standards for riverfront development as recommended in the Hillsborough River Corridor Overlay Study.
- 6.4.3 Pursuant to Chapter 86-335, Laws of Florida, cooperate with the Hillsborough River Interlocal Planning Board and Technical Advisory Council in the performance of its mission by providing information, staff coordination, and participation.

Objective 6.5

Continue to cooperate with state and federal programs to provide for improved boat traffic control in the Hillsborough River and minimize public use conflicts and nuisances by promoting the enforcement of water safety laws.

Policies

- 6.5.1 The number of docks in single family zoning districts is limited to one per zoning lot. Shared ownership of docks is encouraged in all new subdivisions adjacent to the river. Shared ownership may be accomplished by construction on the property line or by establishing the dock(s) as common property.
- 6.5.2 Multifamily zoning districts are permitted one dock per zoning lot and one additional dock for every 100 feet of linear river frontage in excess of 100 feet. Where multiple docks are permitted, they must be clustered with a maximum separation of 30 feet between docks. Each dock is limited to no more than two berths.
- 6.5.3 Continue to support the multijurisdictional distribution of a pamphlet detailing proper marine construction by Port Tampa Bay, EPC, FDEP, the U.S. Army Corps of Engineers, local building departments, and other appropriate entities that can effectively provide the pamphlet to contractors and the public.
- 6.5.4 Maintain the requirement of a local specialty license for contractors involved in marine construction projects to assure the proper placement, methods, and materials are used in the construction of seawall, docks, ramps, and other marine related structures.

Objective 6.6

Continue to manage the Hillsborough River as an important community asset and provide appropriate public access to this valuable natural amenity.

Policies

- 6.6.1 Private landowners are encouraged to provide public vistas, dedications of land interests, and pedestrian/bike paths which link public and private property within the river corridor into a linear greenbelt system.
- 6.6.2 At public access points, provide information on laws created to minimize use conflicts and mitigate public nuisances along the Hillsborough River, where feasible.
- 6.6.3 Acquire vacant waterfront parcels as they are available and restrict the sale of County owned riverfront property.
- 6.6.4 Dead-end roads on the riverfront will not be vacated and will be utilized for passive open space and stormwater retention, where environmentally feasible.

Objective 6.7

Continue to preserve and enhance wildlife habitats and preserve archaeological resources on the Hillsborough River.

Policies

- 6.7.1 The removal of exotic nuisance species from riverbanks shall be encouraged and may be required as a permitting condition.

Objective 6.8

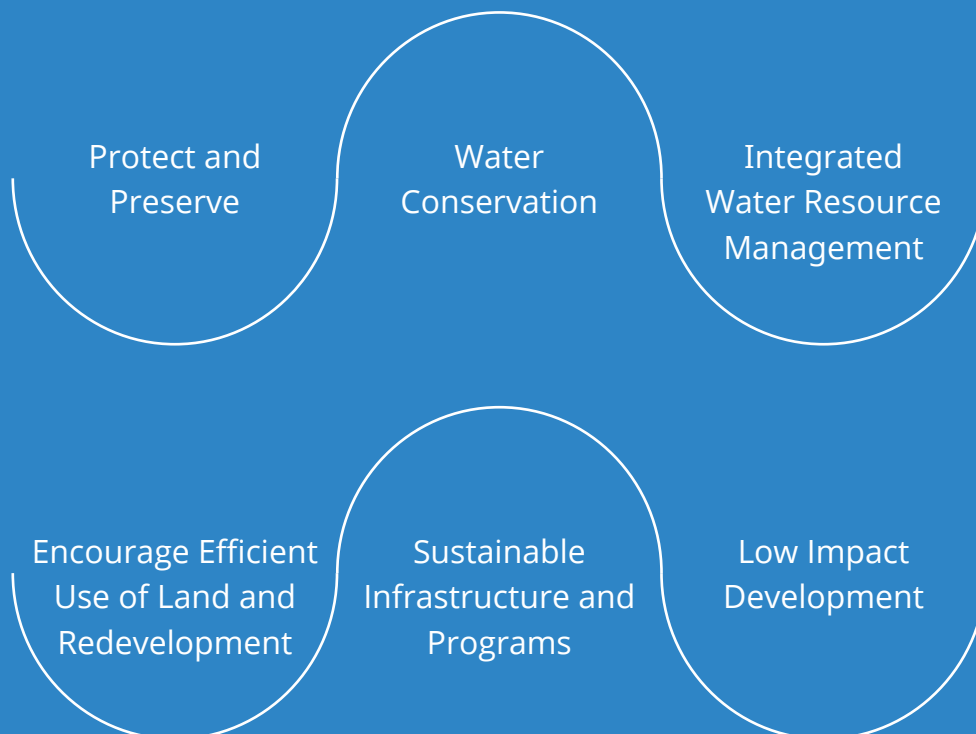
Preserve the rural character of the Upper Hillsborough River by discouraging additional development within the river corridor except for those sites improved or developed that are dedicated to passive recreational pursuits.

Policies

- 6.8.1 The Upper Hillsborough River shall be managed as a Wildlife Habitat Corridor to provide an area for wildlife passage.
- 6.8.2 Recreation facilities in the Upper Hillsborough River Corridor shall be designed to minimize impacts upon wildlife habitat by encouraging less disruptive passive pursuits such as hiking, nature study, photography, picnicking, fishing, and canoeing. No buildings shall be constructed within 500 feet of the river's wetlands.
- 6.8.3 To preserve the quiet pristine character of the upper Hillsborough River, additional boat docks and ramps in this section of the river are prohibited, unless authorized by appropriate regulatory agencies. This provision shall not apply to canoe launches.



One Water





One Water

Introduction

One Water represents a holistic and integrated approach to planning for potable water, wastewater, stormwater, and the natural environment within Hillsborough County. The concept rests on the knowledge that all water is interrelated, and all water has value. Matching the right water resource to the right use can be used as an innovative solution to meet growing population demands. Viewing water holistically enables the County to be more flexible and quick to address threats like storm surge, changing rainfall patterns, and the increased need for resiliency.

The One Water Chapter synthesizes and modernizes the water resources-related language that previously lived in siloed Elements. The Chapter combines the Potable Water, Sanitary Sewerage, and Stormwater Elements as well as water resource related language from the Conservation and Aquifer Recharge, Future Land Use, Coastal Management, and Capital Improvements Elements. In addition, the Chapter contains new language that is on the forefront of water resources management, such as green infrastructure, multi-use projects, and coordinated water infrastructure planning.

The Chapter is a collaboration between stakeholders from the One Water Working Group, which represent



staff from across the County: the Water Resources Department, Environmental Management Division, Development Services Department and Engineering and Operations Department. Via this integrated approach to Comprehensive Planning, the One Water Chapter sets the stage for implementation of creative programming by the County. The Chapter ensures projects consider the impact of one resource on another and take a holistic view to optimize resources and maximize benefits across the County.

Goals

- ① Protect and preserve water resources.
- ② Increase water conservation.
- ③ Pursue opportunities for integrated water resource management.
- ④ The planning and construction of water resources infrastructure should encourage fiscal sustainability and the efficient use and redevelopment of land.
- ⑤ Water resource infrastructure and programs will be constructed and managed in a fiscally and environmentally sustainable manner.
- ⑥ Expand the use of Low Impact Development (LID) principles in the built environment.



No matter who we are, where we live, or what we do, **water connects all of us.**

When we embrace the belief that water in all its forms has value—water in our lakes, seas, rivers, streams, drinking water, wastewater, and stormwater—the full water life cycle can be optimized to build strong economies, vibrant communities, and healthy environments.

– US Water Alliance

GOAL 1

Protect and preserve water resources.

Objective 1.1

Protect, and where feasible, improve water resources via a robust regulatory framework.

Policies

- 1.1.1 Meet or exceed regulatory standards for all water systems.
- 1.1.2 Maintain technical design standards for water resources infrastructure that protect human health, safety and the environment.
- 1.1.3 Stormwater technical design standards will address the cumulative impacts on flooding and water quality.
- 1.1.4 For new development, there shall be no direct discharge into riverine systems, lakes, streams or creeks from adjacent development without first providing adequate water quality treatment.
- 1.1.5 Encourage and support Low Impact Development (LID) or green infrastructure type treatment systems, and work with other agencies and stakeholders to address further implementation measures as appropriate.
- 1.1.6 Prevent the introduction of harmful materials and/or chemicals into the County wastewater and stormwater system.
- 1.1.7 New development and nonresidential and nonagricultural redevelopment/ expansions shall meet water quality standards and shall have a runoff rate and duration that is substantially similar to that for predevelopment conditions.

- 1.1.8 Support the reclassification of surface waters and groundwater aquifers to accommodate higher standards, where it can be demonstrated that improved water quality conditions will prevail in the future.
- 1.1.9 Minimize the impact of maintenance work on natural features of storage and conveyance areas.

Objective 1.2

Continue to collaborate with state, regional and local agencies to ensure the provision and protection of water resources.

Policies

- 1.2.1 Coordinate with the Southwest Florida Water Management District (SWFWMD) to ensure minimum freshwater flows and levels are scientifically determined and maintained to support natural optimal diversity and productivity in estuarine areas; that new and existing water supply development projects are permitted at quantities that will not violate established permit limits. Implement recovery strategies where applicable; and assist with the Quality Water Improvement Program (QWIP) through the identification of abandoned wells.
- 1.2.2 Collaborate with the Environmental Protection Commission (EPC) and SWFWMD to ensure that consumptive use of groundwater or drainage does not adversely lower water tables or surface water levels, reduce base flows, adversely affect lakes or wetlands, or increase current levels of saltwater intrusion by including these agencies in the appropriate development approval processes.
- 1.2.3 Coordinate with appropriate regulatory agencies to require municipal and industrial point sources of water pollution or sources of significant loadings to establish and implement water quality management plans. These plans shall include nutrient monitoring and control programs that eliminate or improve discharges or significant nutrient loadings into Tampa Bay and its tributaries.
- 1.2.4 Collaborate with state, local and regional agencies to ensure compliance with the Underground Storage Tank (UST) Program, especially in areas of demonstrated high aquifer recharge/contamination potential, by including these agencies in the appropriate development approval processes.

- 1.2.5 Address agricultural activities' water quality impacts through coordination with SWFWMD, Florida Department of Environmental Protection (FDEP), Florida Department of Agriculture and Consumer Services, and the EPC of Hillsborough County. Water quality impacts may also be subject to the County's Stormwater Quality Management Ordinance as applicable and consistent with state law.
- 1.2.6 Evaluate options for joint stormwater planning with adjacent jurisdictions to coordinate cross-jurisdictional drainage issues.
- 1.2.7 Evaluate and implement projects which contribute to the goals and priorities of the Tampa Bay Estuary Program (TBEP), National Pollutant Discharge Elimination System (NPDES), the Surface Water Improvement and Management (SWIM) program of SWFWMD, as developed in Basin Management Action Plans for the implementation of Total Maximum Daily Loads (TMDLs), and as otherwise needed to meet TMDL requirements.

Objective 1.3

Protect surface water and groundwater quantity and quality for current and future use.

Policies

- 1.3.1 Manage land and water resources in a manner that protects, enhances, conserves, improves and restores terrestrial and aquatic ecological systems; while ensuring surface and groundwater resources functions of potable water supplies are maintained for future use.
- 1.3.2 All stormwater management projects will seek to maximize, to the greatest extent practicable, improvements to wetland habitat and water quality and groundwater recharge functions.
- 1.3.3 Support public education and effective Best Management Practices (BMPs) to address water quality issues resulting from urban and agricultural runoff, including but not limited to impacts from fertilizer and sediment. Urban BMPs shall be evaluated for effectiveness; continue to evaluate non-structural BMPs as an option for WMMP implementation.

- 1.3.4 Review, update, and maintain regulatory criteria, standards, methodologies and procedures that consider land use types and densities, impervious surface limitations, stormwater management plans, and innovative site planning and engineering techniques to protect and conserve surface water, groundwater, aquifer recharge areas, and public water supply wellfields.
- 1.3.5 Protect water quality and quantity by restricting activities and land uses which would adversely affect the quality and quantity of sources of public water supply through the land development review process. Continue to prohibit excavations that would breach the confining layers of the Floridan aquifer.
- 1.3.6 Review, update, and maintain criteria, regulations, standards, methodologies, and procedures to maximize recharge to aquifers. Such regulations and performance standards may include, but are not limited to: control of land use types and densities, impervious surface limitations, additional requirements for onsite retention of stormwater, and groundwater discharge controls.
- 1.3.7 Information on high aquifer recharge/contamination potential will be considered in planning and regulation; areas with a high potential for groundwater contamination and/or aquifer recharge will be protected from adverse impacts of development through land use categories and performance standards.
- 1.3.8 Continue a comprehensive wellhead and surface water protection program to protect public potable water supplies, as depicted on adopted maps within the Comprehensive Plan:
 - a. Wellhead Resource Protection Areas (WRPAs) surrounding public potable water supply wells with a daily permitted amount of 100,000 gallons per day or greater.
 - b. Surface Water Resource Protection Areas (SWRPAs) surrounding surface waters used for public potable supply based on the 100-year floodplain, and any buffers as may be required to protect the surface water resource.

- 1.3.9 Review, update, and maintain regulations, criteria, standards, methodologies and procedures for new development and redevelopment within WRPAs and SWRPAs. Such regulations, etc. shall be designed to prevent potential degradation of public potable water supplies.
- 1.3.10 Protect existing and planned future sources of public potable supply through the identification of prohibited activities in WRPAs and SWRPAs, as established in the Land Development Code (LDC) or other regulatory documents.
- 1.3.11 Review, update, and maintain a permitting, inspection and enforcement program for the County's policies and regulations to protect public potable water supplies in WRPAs and SWRPAs.
- 1.3.12 No additional areas shall be designated with industrial land use plan categories within the SWRPAs and WRPAs.
- 1.3.13 Protect Potable Water Wellheads with a 500 foot radial setback, as outlined and implemented in the Land Development Code (LDC).

GOAL 2

Increase water conservation.

Objective 2.1

Continue and enhance a comprehensive water conservation program.

Policies

- 2.1.1 Encourage water conservation in new and existing development via regulatory modifications or incentives.
- 2.1.2 Focus water conservation education and information to those users with the greatest water savings potential.
- 2.1.3 Continue an inverted block rate structure or other water conservation inclined user fees. Routinely evaluate the effectiveness of the rate structure and opportunities to enhance conservation practices.
- 2.1.4 Support and contribute to public education initiatives regarding water conservation.
- 2.1.5 Implement a code enforcement strategy to ensure compliance with watering restrictions, landscape standards and building code requirements; assist the Southwest Florida Water Management District in enforcing water conservation measures.
- 2.1.6 Require low flow plumbing fixtures for all new development and continue to fund retrofits of older fixtures and devices in existing development.

Objective 2.2

Maximize water conservation opportunities for irrigation and other non-potable uses.

Policies

- 2.2.1 Development shall utilize the lowest quality water reasonably, safely and feasibly available for irrigation and industrial uses.
- 2.2.2 New development shall prioritize meeting irrigation needs through demand management strategies, water reuse (if available), rainwater or stormwater and potentially community ground water wells. Incentives shall be developed to provide irrigation from non-potable sources.
- 2.2.3 Continue to implement and refine land development regulations that require incorporating Florida-Friendly Landscaping™ principles, proper plant selection and siting, limitations on shallow-rooted turfgrass, preservation of existing vegetation and use of native plants, rain sensors, efficient irrigation systems and appropriate maintenance procedures to prevent wasteful practices.
- 2.2.4 A low volume irrigation system shall be used whenever feasible.
- 2.2.5 Promote rainwater harvesting and rain barrels/cisterns for irrigation.
- 2.2.6 Evaluate incentives for development to provide irrigation from non-potable sources.

GOAL 3

Pursue opportunities for integrated water resource management.

Objective 3.1

Develop and implement coordinated water resource management programs across departments.

Policies

- 3.1.1 Work across traditional organizational boundaries to foster a collaborative water resources approach to planning, design, operations and construction of County infrastructure and programs.
- 3.1.2 Explore private, local, state and federal funding for integration and multi-benefit projects.
- 3.1.3 Maintain and update Watershed Management Master Plans, Potable Water Services, Water Reuse, Stormwater and Wastewater Master Plans to address the infrastructure needs and capital projects generated by the corresponding levels of existing development and planned growth within the County.
- 3.1.4 Planning approaches, programs and regulatory frameworks shall be routinely reviewed and updated to ensure they reflect and utilize best practices, emerging technologies and best available data for water resources.

Objective 3.2

Utilize a multifaceted approach to match the right resource to the right use.

Policies

- 3.2.1 Consider a full range of water uses in the development and implementation of public facilities and services.
- 3.2.2 Support the development of new and alternative water sources, in cooperation with Tampa Bay Water where appropriate, while protecting natural resources.
- 3.2.3 Maximize all efficient uses of water; utilize non-potable sources where economically feasible and appropriate as determined by the County.
- 3.2.4 Support and plan for innovative and flexible potable, wastewater, stormwater, and alternative water supply programs.
- 3.2.5 Meet potable water demand under all future scenarios through water reuse, conservation and appropriate use of groundwater, surface water, desalination and other alternative sources.
- 3.2.6 Stormwater management facilities will seek to maximize aquifer recharge functions to the greatest extent practicable.

GOAL 4

The planning and construction of water resources infrastructure should encourage fiscal sustainability and the efficient use and redevelopment of land.

Objective 4.1

Ensure that land use and area-based planning initiatives are closely coordinated with water resources planning.

Policies

- 4.1.1 Direct water resources infrastructure investment to encourage redevelopment/infill of existing vacant or underutilized property.
- 4.1.2 Evaluate regional or areawide stormwater infrastructure as an option for redevelopment areas, or other areas where increases in density and intensity would be desirable.
- 4.1.3 Explore place or impact-based incentives for potable water, wastewater or stormwater to help achieve growth management, redevelopment and fiscal goals.
- 4.1.4 Development in both floodways and the 100-year floodplain shall continue to be regulated in order to protect floodplain functions; continue to prevent net loss of 100-year floodplain storage volume in Hillsborough County.
- 4.1.5 Maintain higher performance standards that mitigate stormwater runoff in areas defined by Hillsborough County as “volume or peak sensitive.”
- 4.1.6 New County, community and franchise wastewater treatment facilities are prohibited in the Coastal High Hazard Area.
- 4.1.7 All Watershed Management Master Plans shall include evaluations of flood conditions within sub-basins or watersheds; expand the scope to include the water quality and environmental conditions within these areas.

Objective 4.2

Within the Urban Service Area, connect existing and future development to public potable water and wastewater systems.

Policies

- 4.2.1 New development within the Urban Service Area shall connect to public potable water and wastewater systems. Private well and septic shall continue to be prohibited except in very limited cases as determined by the LDC. Any subdivision of land is required to connect to a public wastewater system where technically feasible as determined by the County's utility staff.
- 4.2.2 Continue to convert existing low-pressure sewer systems, private/franchise water and wastewater systems and individual wells to County utilities where operationally and financially feasible within the Urban Service Area.
- 4.2.3 Develop regulations, incentives or programmatic enhancements to increase connections to existing potable water and wastewater lines within the Urban Service Area.
- 4.2.4 New potable and wastewater treatment infrastructure and facilities shall be publicly owned and operated. Exceptions will be limited and evaluated and determined on a case by case basis by the Board of County Commissioners. Any exceptions will be subject to the following limitations:
 - a. Any private, franchise or interim infrastructure and facilities developed under this policy shall be built to County standards.
 - b. Ensure adequate maintenance programs, as reviewed and approved by Hillsborough County Public Utilities, shall be part of the conditions of approval for any private, franchise or interim infrastructure and facilities.

Objective 4.3

Limit public potable water and wastewater lines from being extended into the Rural Area, except under specified conditions.

Policies

4.3.1 Public potable water and wastewater lines shall not be permitted to be extended into the Rural Area unless this extension occurs to:

- a. Serve a planned village (RP-2 or WVR-2), or Planned Environmental Community ½ as described in this Plan;
- b. Serve a project that has established vested rights for the use of these facilities;
- c. Address a public health hazard documented by the Health Department or other regulatory agency;
- d. Provide for the extension of centralized potable water or wastewater infrastructure to serve Hillsborough County Public Schools operated by the Hillsborough County School Board, so long as the service lines are designed to accommodate solely the service demands of the school, consistent with the Interlocal Agreement for School Facilities Planning and Siting and School Concurrence;
- e. Allow properties located within the Wellhead Resource Protection Areas or Tampa Bay Water Wellfield Mitigation Areas to be served by public utilities if adequate capacity is available and when public water or sewer service provides an additional level of protection to potable water resources. All such properties shall conform to the following criteria:

(1) New Development:

- a) Be the subject of an approved Planned Development Zoning;

- b) Contain building lots of not less than one-half (1/2) acre each;
- c) Located within 1,000 feet of the Urban Service Area boundary (inclusive of road rights-of-way and riverine systems);
- d) Maximum residential density cannot exceed 80% of the maximum density permitted under the Comprehensive Plan for properties where wetlands comprise less than 25% of the property; and
- e) Maximum residential density cannot exceed 90% of the maximum density permitted under the Comprehensive Plan for properties with at least 25% wetlands onsite (using wetland density calculations).

(2) Existing Development:

- a) Located within 1,000 feet of the Urban Service Area boundary, (inclusive of road rights-of-way and riverine systems).

(3) Provisions 4.3.1.e(1) & (2) shall not be available for use within the boundaries of the Keystone-Odessa Community Plan.

(4) Utilization of this provision could result in clustered development, achieving a greater amount of common open space in a project than projects using wells/septic systems. Such open space shall be identified on the zoning site plan as permanent conservation either through platting or other mechanism approved by Hillsborough County.

- 4.3.2 Connections to existing water/wastewater systems in the Rural Area may be considered on a very limited basis, so long as such connections do not foster a development pattern that is in conflict with other Plan policies. The intent of this policy is to allow some utilization of existing infrastructure for those properties located along existing lines, not to allow extensions to those systems. Details of implementation shall be outlined in the LDC. Connections to the Limited Access Transmission Main are prohibited.
- 4.3.3 Any extension or utilization of existing potable water/wastewater lines under the previous Policies outlined in this Objective are subject to the following criteria:
- a. New development shall be responsible for infrastructure and services outside the current Urban Service Area. Any such connection and extension of lines shall be at the expense of the party requesting such service and permitted at the discretion of Hillsborough County.
 - b. The only jurisdiction permitted to extend lines into the Rural Area shall be Hillsborough County, unless provided for in a pre-existing service area agreement or a public health issues as identified in Policy 4.3.1(c) above.
 - c. Any extension or connection shall not be considered a justification for increases in densities or intensities through the Future Land Use Map amendment process, nor shall these provisions be used as a basis for a rezoning to allow uses that require public utility connections but would be incompatible with the surrounding development pattern or inconsistent with other Rural Area policies.
- 4.3.4 The policies in this section do not prohibit the placement of transmission infrastructure through the Rural Area to serve development within the Urban Service Area. Nor shall these policies prohibit any maintenance of existing infrastructure systems within the Rural Area and/or other improvements intended to improve operational efficiency of those systems.

GOAL 5

Water resource infrastructure and programs will be constructed and managed in a fiscally and environmentally sustainable manner.

Objective 5.1

Ensure water resources services and infrastructure serve the current and future population in Hillsborough County.

Policies

- 5.1.1 Develop, support, maintain, and implement capital projects that address the provision of water resource services and infrastructure; remedy any potable water, water reuse, wastewater or stormwater facility deficiencies, and coordinate the acquisition, expansion, and construction of infrastructure to meet future needs. This shall be accomplished in cooperation with Tampa Bay Water, where appropriate. This includes, but is not limited to:
- a. A managed system of stormwater infrastructure which will minimize the occurrences of damage due to flooding, improve the quality of surface waters, reestablish and create wetland habitat, enhance aquifer recharge, and provide opportunities for water reuse and recreational benefits. Maintenance and asset protection shall occur on a regular, routine basis to ensure flood protection and water quality functions.
 - b. A potable and wastewater collection, transmission, water reuse and treatment system within designated service areas; existing and programmed infrastructure shall be utilized before extending the service area.
- 5.1.2 Meet or exceed the adopted Levels of Service for potable water, wastewater and stormwater as outlined in the Capital Improvements Section.

- 5.1.3 Implement programs and projects serving a public purpose that reduce or mitigate flooding and improve water quality as determined by the Watershed Management Master Plans. Stormwater detention and retention infrastructure will continue to serve as the preferred alternatives to alleviate flooding issues.
- 5.1.4 Promote the co-location of water resources infrastructure and other County facilities to enhance the efficient use of land, reduce public costs, and minimize impact on the community.
- 5.1.5 Incorporate adaptation and mitigation measures into planning decisions for water resources infrastructure.
- 5.1.6 Continue coordination with FEMA as a cooperative technical partner to update Flood Insurance Rate Maps.

Objective 5.2

Minimize adverse impacts of septic tanks.

Policies

- 5.2.1 If wastewater service is not available or feasible, properly sited, permitted, and maintained septic tanks are a suitable alternative. Septic tanks are permitted for use in accordance with all adopted regulations and the other Goals, Objectives and Policies of this Plan.
- 5.2.2 Maintain siting criteria, performance standards, density limitations, separation distances and other development regulations for septic systems to ensure the protection of surface and groundwater water quality; special criteria and standards shall be maintained for those septic systems located in areas adjacent to Class I Waters, Class I Treated Waters, Class II Waters and Outstanding Florida Waters.
- 5.2.3 Septic tank and drain field installation shall be prohibited within 200 feet of the jurisdictional wetland lines of rivers and their tributaries, except in such cases where the 200-foot criterion cannot be met due to vested lot size or configuration.

- 5.2.4 Septic tanks are prohibited for new development in the Coastal High Hazard Area. Exceptions may be granted for development that is vested under criteria, standards and procedures established by the LDC.
- 5.2.5 Where current or future connection to wastewater infrastructure is not feasible, as determined by the County, encourage the use of Distributed Wastewater Treatment Systems in lieu of septic tanks, and as a replacement for existing septic tanks.
- 5.2.6 Implement a comprehensive program to convert existing septic to County wastewater within the Urban Service Area.
- 5.2.7 Coordinate with the Hillsborough County Health Department and/or the Florida Department of Environmental Protection (FDEP) to ensure that non-compliant septic systems connect to County wastewater facilities and conveyance systems where feasible.
- 5.2.8 In conjunction with the appropriate regulatory agencies, explore potential updates to septic siting and wastewater connection policy, the technical and financial feasibility of updating criteria for limited wastewater extension, or other solutions to address potential environmental impacts of septic.

Objective 5.3

Coordinate with local, state and regional agency partners on water resources infrastructure planning and projects.

Policies

- 5.3.1 Coordinate with SWFWMD to ensure consistency between the Comprehensive Plan and SWFWMD's Regional Water Supply Plan via the 10-Year Water Supply Facilities Work Plan (WSFWP). The WSFWP shall be updated every five years and within 18 months of the update of SWFWMD's Regional Water Supply Plan.
- 5.3.2 The annual update to the Capital Improvement Program shall be coordinated with the WSFWP, Tampa Bay Water's Master Water Plan and Capital Improvements Program, and SWFWMD's Regional Water Supply Plan.

- 5.3.3 Coordinate with adjacent jurisdictions to ensure any adverse impacts from major stormwater conveyance systems are minimized or addressed.
- 5.3.4 Collaborate with the SWFWMD, Tampa Bay Water, the Cities of Tampa, Plant City and Temple Terrace and the Hillsborough County City-County Planning Commission to ensure coordination, and where appropriate, consistency of water supply and demand projections and population data.
- 5.3.5 Any area in the unincorporated County which by interlocal agreement is part of the area for which a city has the responsibility for providing potable water or wastewater service, but, in which the city does not provide that service to retail customers, shall be periodically reviewed by County staff for recommendation to the BOCC regarding the most cost effective and efficient provision of potable water or wastewater service.
- 5.3.6 Coordinate with SWFWMD, FDEP, Florida Department of Agriculture and Consumer Services, the EPC of Hillsborough County, and the Agriculture Economic Development Council where water resources infrastructure planning may have an effect on agriculture.

GOAL 6

Expand the use of Low Impact Development (LID) principles in the built environment.

Objective 6.1

Explore opportunities to incorporate green infrastructure or other LID principles in public projects and on publicly owned land.

Policies

- 6.1.1 Create demonstration projects to illustrate the value and effectiveness of green infrastructure and/or LID.
- 6.1.2 Where feasible, design County green infrastructure projects so that they serve multiple functions. Examples include stormwater infrastructure that also serve as public natural spaces, or linear parks along roadways that serve as pedestrian/bicycle facilities as well as stormwater management.
- 6.1.3 Determine opportunities during the planning and development phase of Capital Improvement Program projects for LID and green infrastructure in Hillsborough County, such as alternative roadway designs, swales, bioretention, curb extensions, and innovative/permeable pavement solutions.
- 6.1.4 Ensure that publicly-owned land and right-of-way landscaping is designed to serve multiple functions, utilizing Florida-Friendly Landscaping™ whenever practicable. This landscaping should be designed to allow for the capture, treatment and utilization of stormwater runoff and incorporate a treatment train approach where feasible.

Objective 6.2

Evaluate incentives and regulatory modifications to enhance the use of green infrastructure and/or LID principles in private development.

Policies

- 6.2.1 Coordinate with private sector stakeholders to identify opportunities and obstacles for utilization of green infrastructure/LID in new development and redevelopment.
- 6.2.2 Develop manuals, guidance and technical specifications for utilization of green infrastructure/LID in new development, redevelopment and capital projects by 2024.
- 6.2.3 Explore incentives for development projects utilizing green infrastructure and/or LID.
- 6.2.4 Stormwater management infrastructure should utilize the existing topography of the site and minimize disturbance of existing natural features and hydrology to the greatest extent feasible.
- 6.2.5 When effective pretreatment measures can be provided, and treatment enhances the wetland system, wetlands may be used for stormwater treatment when appropriate.

2021 Hillsborough County 10-Year Water Supply Facilities Work Plan

POTABLE WATER PROJECTS (in thousands)	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27-32	FY 22-32 TOTAL
32013 - South County Drinking Water Transmission Main - One Water Campus (funding source)	\$80,000						\$80,000
32012 - South County Drinking Water Facility Phase 1 - One Water Campus (funding source)		\$4,600	\$56,000				\$60,600
32011 - Potable Water In-Line Booster Pump Station (funding source)	\$23,000						\$23,000
32014 - Tampa Bay Water Transmission Main (funding source)	\$0	\$3,500		\$61,200			\$64,700
31982 - 19 th Ave Water Transmission Main (1-75 to US 41) – Project Completed (funding source)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
31979 - Countywide Non-Urgent Facility R&R (Master Project) (funding source)	\$1,220	\$500	\$500	\$75	\$500	\$2,500	\$5,295
31981 - Countywide R&R of AC & Schedule 40 PVC Pipe (Master Project) (funding source)	\$1,500	\$1,500	\$1,500	\$14,000	\$1,500	\$6,000	\$26,000
31977 – Countywide Water Trans/Distribution Line R&R (Master Project) (funding source)	\$6,600	\$13,000	\$13,000	\$13,000	\$13,000	\$62,200	\$120,800
31983 – Environmental Laboratory Replacement - Project Complete (funding source)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
31978 – Public Utilities Telemetry/Data Network and Support (funding source)	\$1,500	\$500	\$500	\$500	\$2,500	\$0	\$5,500
31945 – Utility Relocation (Master Project) (funding source)	\$2,000	\$2,500	\$2,500	\$4,000	\$2,500	\$12,500	\$26,000
30116 – Water Treatment R&R (Master Project) (funding source)	\$4,500	\$1,500	\$1,500	\$1,500	\$1,500	\$7,500	\$18,000
Planned - TOC Removal System at Lake Park (funding source)				\$4,200	\$26,600		\$30,800
TOTAL POTABLE WATER	\$120,320	\$27,600	\$75,500	\$98,475	\$48,100	\$90,700	\$460,695

2021 Hillsborough County 10-Year Water Supply Facilities Work Plan

RECLAIMED WATER/CONSERVATION AND ALTERNATIVE WATER SUPPLY PROJECTS (in thousands)	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27-32	FY 22-32 TOTAL
Planned - NHARP Expansion (funding source)					\$7,800		\$7,800
10308 - South County OWC Pipeline Corridor Reclaimed Water (funding source)		\$4,000	\$31,500				\$35,500
Planned - South County OWC Pipeline Corridor Reclaimed Water - Segment 2 (funding source)		\$3,600	\$26,400				\$30,000
10217 - 19 th Ave Reclaimed Water Transmission Main - Project Complete (funding source)	\$0		\$0	\$0	\$0	\$0	\$0
10795 - Reclaimed Water Pump Station & Remote Telemetry Monitoring (Master Project) (funding source)	\$1,600	\$550	\$800	\$550	\$550	\$2,750	\$6,800
19017 - RWTM Ext. to New Development & RWIU's (Master Project) (funding source)	\$1,060	\$300	\$300	\$300	\$300	\$3,725	\$5,985
TOTAL RECLAIMED WATER	\$2,660	\$8,450	\$59,000	\$5,050	\$35,250	\$6,475	\$116,885

Legend: Funding Sources

A. Water Enterprise Fees – charges for services imposed on users of facilities of the two programs funded through enterprise funds □ Solid Waste and Water/Wastewater/ Reclaimed Water. Use of these revenues is restricted to operating, maintaining or building new infrastructure for the respective service for which the fee is being collected.

B. Financing – includes long and short term borrowing

Source: Hillsborough County, Water Resources Department, November 2021. This WSWP table includes significant potable and reclaimed water capital projects at the time of plan preparation, and reflects information from the adopted Hillsborough County CIP. Project funding listed beyond the FY 26 horizon is not confirmed and is subject to approval by the Hillsborough County Board of County Commissioners. Please note that the projects and funding in this table may be modified over time. The funding source for all the projects in this table are Enterprise funds.

Tampa Bay Water Projects							
POTABLE WATER PROJECTS (in thousands)	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27-32	FY 22-32 TOTAL
Tampa Bay Water Transmission Main (funding source)	\$9,911	\$9,558	\$9,667	\$7,533	\$56,259	\$208,461	\$301,389
Tampa Bay Water Booster Pump Station (funding source)	\$5,000	\$5,000	\$2,000				\$12,000
TOTAL TAMPA BAY WATER PROJECTS	\$14,911	\$14,558	\$11,667	\$7,533	\$56,259	\$208,461	\$313,389

Legend: Funding Sources

B. Financing – includes long and short term borrowing

Source: Tampa Bay Water Agency Comment Email, 3 December 2021, Danielle Keirse, PMP, Planning Project Manager III.



Governance

Capital Improvements

Intergovernmental Coordination

Solid Waste

Public Schools

Capital Improvements

Introduction



The Capital Improvements Section (CIS) provides a framework for utilizing the County's Comprehensive Plan and other adopted plans as guides for developing and implementing capital projects.

The Section provides guidance on evaluating the need for public facilities as identified in other Sections of the Comprehensive Plan. The Section shows how infrastructure needs identified in different Sections of the Comprehensive Plan will be funded. The Section supports the Future Land Use Section, providing guidance regarding infrastructure and capital planning by outlining growth decisions' revenue and expenditure requirements. The CIS also includes:

1. Adopted Level of Service (LOS) policies relate to public facilities

that must be maintained to provide adequate services. These are water and wastewater systems, solid waste, parks and recreation facilities and stormwater related to development and redevelopment.

2. Target Level of Service policies that are distinct and separate from Adopted LOS policies. Target Levels of Service policies are used for planning purposes only and focus on flooding and the public stormwater management system, roadways, transit service, and bicycle and pedestrian accommodations.
3. Ensuring public facilities serve all members of the community.
4. Limiting public expenditures for infrastructure in the Coastal High Hazard Area.
5. Financial policies to guide funding of improvements to address needs identified in other Comprehensive Plan Sections.

6. The Schedule of Projects depicts cost estimates for improvements for which the County has fiscal responsibility.

The Schedule of Projects is a list of the various improvement projects for public infrastructure scheduled in the next five years and serve a Level of Service. The Schedule of Projects, a subset of the County's Capital Improvement Program, shows how infrastructure needs identified in other Sections of the Comprehensive Plan will be funded including: Transportation Improvement Program (TIP) projects; parks facilities; solid waste; stormwater and water enterprise (potable and wastewater); The Schedule of Projects is revised annually and adopted by the Board of County Commissioners.

GOAL 1

Provide and maintain, in a timely and efficient manner, adequate public facilities for both existing and future populations, consistent with available and projected future financial resources. Where appropriate, as outlined in this Section, facilities shall be provided concurrent with or prior to development to achieve and maintain Adopted Levels of Service (LOS) standards.

Objective 1.1

Potable water, wastewater, stormwater, solid waste, and parks and recreation facilities Adopted LOS standards are established to satisfy concurrency requirements and identify capital improvement needs to achieve and maintain the standards for existing and future populations¹.

Policies

- 1.1.1 **County Water Systems LOS:** 115 gallons per capita per day in the service area based on the Southwest Florida Water Management District (SWFWMD) adjusted gross per capita calculation, with minimum fire flow appropriate to the land use measured in gallons per minute. Pressure will be a minimum of 40 pounds per square inch (psi) during normal operation and a minimum of 20 psi during fire flow.
- 1.1.2 **County Wastewater Systems LOS:** 90 gallons per day per capita in the system service area.
- 1.1.3 **Stormwater LOS:** All new development and redevelopment will be designed so that post-development stormwater runoff from the site will be substantially similar to or better than predevelopment runoff in terms of rate, hydroperiod, and drainage basin and meet applicable county, regional, state and federal standards.
- 1.1.4 **County Solid Waste Facilities LOS:** 6.0 pounds of solid waste per capita per day disposal capacity in the Unincorporated Hillsborough County system service area.

¹ LOS standards and associated concurrency requirements for schools are found in Objective 1.8 and subject to the interlocal agreement.

1.1.5 County Parks and Recreation Facilities LOS:

- a. The LOS for Regional Park trails is 0.5 miles per 1,000 residents and for all other Regional Parks collectively is 3.0 acres per 1,000 residents.
- b. The LOS for Active Recreation Park trails is 0.06 miles per 1,000 residents, and for all other Active Recreation Parks collectively is 2.9 acres per 1,000 residents.
- c. Recreation facilities (i.e., buildings and improvements) are included in the cost of parkland.
- d. The standards for Active Recreation Parks will be applied in increments of 10 acres.

1.1.6 Circumstances in which the standards of LOS are not the exclusive determinant of the need for a capital improvement include:

- a. Repair, remodeling, renovation, and replacement of obsolete or worn-out facilities as determined by the Board of County Commissioners upon the recommendation of the County Administrator.
- b. Capital improvements that provide LOS in excess of the standards adopted in this Comprehensive Plan may be constructed or acquired at any time, provided they meet all the following conditions:
 - 1. The capital improvement does not make financially infeasible any capital improvement of the same type needed to achieve or maintain the standards for LOS adopted in this Comprehensive Plan.
 - 2. The capital improvement does not contradict, limit or substantially change the Goals, Objectives and Policies of any Section of this Comprehensive Plan.
 - 3. Any excess capacity is related to a capital improvement needed to achieve or maintain standards for LOS.
 - 4. Any excess capacity provides economies of scale, making it less expensive than a comparable amount of capacity if acquired at a later date.

- 1.1.7 Include projects to provide capacity for County facilities in the County's Capital Improvements Program necessary to accommodate the build-out of projects included in Development Orders approved before the adoption of this plan. This provision in no way releases developers from their requirements and obligations to make infrastructure improvements.
- 1.1.8 Capital improvements will be evaluated on the following criteria and considered in the priority listed below.
- a. New public facilities, and improvements to existing public facilities, that eliminate public hazards or improve safety not otherwise eliminated by improvements.
 - b. Repair, remodeling, renovation, or replacement of obsolete or worn-out facilities that contribute to achieving or maintaining standards for LOS adopted in this Comprehensive Plan.
 - c. New or expanded facilities that reduce or eliminate deficiencies in LOS for existing demand.
 - d. New facilities that significantly reduce the operating cost of providing a service or facility or otherwise mitigate impacts of public facilities on future operating budgets.
 - e. New or expanded facilities that provide the Adopted LOS for new development and redevelopment during the next five fiscal years.
 - f. Providing excess public facility capacity that is needed for future growth beyond the next five fiscal years.
 - g. Previously approved or newly approved development or redevelopment.

Objective 1.2

Apply Target LOS standards for planning purposes, distinct and separate from the Adopted LOS used for concurrency; to flooding and the public stormwater management system, roadways, transit service, and bicycle and pedestrian accommodations.

Policies

- 1.2.1 For the purpose of evaluating the performance and developing projects for the improvement of the public stormwater management system, the following Target LOS criteria will be applied:

Table 1: Target Flood LOS

Storm Event (Duration 24 hours)	Roadway Flood Depth (At lowest edge of travel lane)	Hillsborough County's LOS
100-Year (1% Chance)	0 inches	A ¹
50-Year (2% Chance)	<= 4 inches	B ²
25-Year (4% Chance)	<= 4 inches	C ³
10-Year (10% Chance)	<= 4 inches	D
5-Year (20% Chance)	<= 4 inches	E
2.33-Year (43% Chance)	<= 4 inches	F

¹ Target LOS for Evacuation Routes

² Target LOS for Arterial/Collector Roads

³ Target LOS for Local Roads

- a. It is Hillsborough County's goal to achieve a Target LOS, relative to all major stormwater conveyance systems, of the 25-year/24-hour/B level, as well as compliance with the requirements of both the County's county, regional, state and federal standards.

1.2.2 Plan for average annual daily traffic (AADT) Target LOS standards, using capacity and/or reliability measures on all County arterials and collectors. These LOS Standards are for planning purposes, per state statute.

- a. The vehicular Target LOS standard is D for arterials.
- b. Utilize maps, data analysis, and reliability or other performance measures to reflect roadway capacities and reliability based on professionally accepted methodology.

Table 2: Constrained Roads

On Street	From	To	Reason
56TH ST	SLIGH AVE	HILLSBOROUGH RIVER	R N
ANGEL LN	LUTZ LAKE FERN RD	PASCO COUNTY	P
BEARSS AVE	DALE MABRY HWY	FLORIDA AVE	P R
BELL SHOALS RD	BLOOMINGDALE AVE	LITHIA PINCREST	P E
BOYSCOUT RD	RACE TRACK RD	TARPON SPRINGS RD	KOCP
BUSCH BLVD	DALE MABRY HWY	ARMENIA AVE	P
CASEY RD	GUNN HWY	S VILLAGE DR	N
CRAWLEY RD	BOYSCOUT RD	TARPON SPRINGS RD	KOCP
CRENSHAW LAKE RD	SIMMONS RD	US HWY 41	LCP
CROOKED LANE	CRYSTAL LAKE RD	LUTZ LAKE FERN RD	LCP
CRYSTAL LAKE RD	SIMMONS RD	US HWY 41	LCP
DALE MABRY HWY	HILLSBOROUGH AVE	VAN DYKE RD	P R N
DEBUEL RD	US HWY 41	HANNA RD	LCP
FLETCHER AVE	DALE MABRY HWY	30TH ST	R N

On Street	From	To	Reason
FLORIDA AVE	FOWLER AVE	NEBRASKA/FLORIDA	R
GUNN HWY	S MOBLEY RD	PASCO COUNTY	KOCP
HANNA RD	VANDERVORT RD	SUNSET LANE	LCP
HILLSBOROUGH AVE	MEMORIAL HWY	HOOVER BLVD	R
HUTCHINSON RD	N MOBLEY RD	WILCOX RD	KOCP
KINGSWAY RD	SR 60	M L KING BLVD	N
LAMBRIGHT/SLIGH	DALE MABRY HWY	TAMPANIA AVE	RN
LINEBAUGH AVE	COUNTRYWAY BLVD	SHELDON RD	N
LIVINGSTON AVE	VANDERVORT RD	PASCO COUNTY	LCP
LUTZ LAKE FERN RD	GUNN HWY	SUNCOAST PARKWAY	KOCP
LUTZ LAKE FERN RD	DALE MABRY HWY	US HWY 41	KOCP
LYNN TURNER RD	GUNN HWY	EHRlich RD	N
McINTOSH RD	THONOTOSASSA RD	US HWY 301	P
N BOULEVARD	BEARSS AVE	BUSCH BLVD	P
N MOBLEY RD	CRAWLEY RD	HUTCHINSON RD	KOCP
PATTERSON RD	RACE TRACK RD	TARPON SPRINGS RD	KOCP
RACETRACK RD	S MOBLEY RD	GUNN HWY	KOCP
SHELL POINT RD	DEAD END	21ST SE	N
SIMMONS RD	VAN DYKE RD	CRENSHAW LAKE	LCP
CRYSTAL LAKE RD	VAN DYKE RD	LCP	LCP
SR 60	LITHIA PINECREST RD	VALRICO RD	P
SR 674/SUN CITY CENTER	US 301	I-75	N

SUNSET LANE	US HWY 41	LIVINGSTON AVE	LCP
TARPON SPRINGS RD	PINELLAS COUNTY	GUNN HWY	KOCP
TOBACCO RD	HUTCHINSON RD	VAN DYKE RD	KOCP
US HWY 301	CAUSEWAY BLVD	SELMON EXPWY	P
US HWY 41	19TH AVE NE	LITTLE MANATEE RIV	RCP
US HWY 41	MADISON AVE	PALM RIVER	R*
VAN DYKE RD	DALE MABRY HWY	SIMMONS RD	LCP
VAN DYKE RD	GUNN HWY	SUNCOAST PKWY	KOCP
VANDERVORT RD	HANNA RD	LIVINGSTON AVE	LCP
WATERS AVE	DALE MABRY HWY	ARMENIA AVE	R N
WHITAKER RD	US HWY 41	HANNA RD	LCP

LEGEND

Reason for constrained designation

E – Environmental impacts

KOCP – Keystone-Odessa Community Plan

LCP – Lutz Community Plan

N – Neighborhood or Business impacts

P- Policy restrictions

R – Right-of-Way constraints

RCP – Ruskin Community Plan

**Constrained after improvement is made*

Table 3: Transit Density Chart

Poplation + Jobs per Acre*	Context Classification	Transit Frequency	Transit LOS (TLOS)
< 4	C1, C2	-	-
4 to 7.9	C3	31-60 min	E
8 to 17	C4	21-30 min	D
		15-20 min	C
> 17	C4 or higher	< 15 min	B

**May be less if concentrations of transportation disadvantaged exist.*

***If Context Classification is less than shown for density of population plus jobs, TQOS may be reduced by one grade.*

- 1.2.3 Plan for multimodal Target LOS (MMLOS) standards for transit, bicycle and pedestrian facilities on all County arterials and collectors. These Target LOS standards are for planning purposes, per state statute.
 - a. Collaborate with HART to work toward achieving the appropriate transit Target LOS based on the density and intensity of the surrounding land use, as shown in Table 3.
 - b. Provide safe and convenient pedestrian and bicycle facilities along all County roads corresponding with expected users, context classification, and local community needs.
 1. Provide pedestrian and bicycle facilities that meet Target LOS standard B in areas with C4 and C3T context classification, and other areas where higher pedestrian or bicycle use is expected or desired.
 2. Provide pedestrian and bicycle facilities that meet Target LOS standard C in all other areas within the Urban Service Area.

3. Occasionally, physical and/or environmental constraints will prevent a facility's upgrading, when necessary, to its appropriate Target LOS. Minimum pedestrian and bicyclist facilities will be provided in line with the County's technical and design standards.
- 1.2.4 Planning for transportation improvements to achieve the Target LOS standards will be limited to existing right-of-way only on the roads listed in Table 2, which are constrained from widening.
- 1.2.5 Continue to provide needed capital improvement funding solutions to support public facilities through the implementation of various transportation improvement programs identified in the Long-Range Transportation Plan (LRTP).
- 1.2.6 The Hillsborough County Transportation Planning Organization (TPO) Transportation Improvement Program (TIP), Hillsborough Area Regional Transit Authority's (HART's) Transit Development Plan (TDP) capital projects and the Hillsborough County Public Schools Facilities Work Program are incorporated by reference into the CIS, except as expressly excluded during the annual adoption of the Schedule of Projects. The County is not financially responsible for those capital projects funded, maintained and/or under the control of other agencies or jurisdictions.
- 1.2.7 Ensure that port, airport and related facilities needs identified in their Master Plans and 5-year work programs are considered when prioritizing roadway and transit service improvements in:
 - a. The County's Capital Improvements or Transportation Improvement Program.
 - b. The County's Capital Improvements Section.

Objective 1.3

Provide needed public facilities within the County's ability to fund the facilities from internal or external sources.

Policies

- 1.3.1 The estimated costs of all needed capital improvements will not exceed conservative estimates of revenues from sources that are available to the County pursuant to current statutes.
- 1.3.2 Ensure future development pays a fair share of the costs of capital facility capacity needed to accommodate new development without current residents subsidizing an urban sprawl pattern of new development. This can be accomplished by having impact fees and other available and appropriate methods that stay current with costs to meet the LOS and other development conditions.
- 1.3.3 Address operation and maintenance, as appropriate, prior to accepting or providing new or expanded facilities.

Objective 1.4

Integrate land use planning and decisions with plans for public facility capital improvements and manage the land development process to ensure that all development receives public facilities operating at Adopted LOS. The following policies only apply to Adopted LOS, not Target LOS.

Policies

- 1.4.1 The location of and LOS provided by projects in the Schedule of Capital Improvements will maintain Adopted LOS for existing and future development in a manner and location consistent with the Future Land Use Element of this Comprehensive Plan.
- 1.4.2 The County will determine, before issuing final Development Orders, whether public facilities will have sufficient capacity to meet the standards for LOS for the existing population and the proposed development concurrent with the proposed development. For this policy, "concurrent with" will be defined as follows:

- a. Final Development Orders will not be issued unless there will be sufficient capacity of public facilities to meet the standards for LOS for the existing population and the proposed development according to the following deadlines:
- b. Prior to a final Development Order, determine and ensure capacity is available and facilities are in place to meet the standards of LOS for the existing and proposed development.
- c. For parks and recreation facilities, facilities will be in place prior to or within a year of issuing the Certificate of Occupancy. If the necessary facilities are funded to commence construction in the first year of the Schedule of Projects are the subject of a binding executed contract or are guaranteed in an enforceable development agreement that requires the commencement of actual construction of the facilities within one year of the issuance of the Certificate of Occupancy.

1.4.3 Ensure public facilities operating at Adopted LOS are available when Certificates of Occupancy are issued by:

- a. Requiring conditions on development approvals that phase development with the availability of facilities.
- b. Requiring, or when not required, allowing developers to improve or provide public facilities at their own expense.
- c. Entering into public-private partnerships, when appropriate, to provide public facilities.
- d. Anticipating development and planning the Capital Improvements Program accordingly.

1.4.4 Mandatory Review of Development Orders: The determination that the capacity of public facilities which provide an Adopted LOS will be available concurrent with development will be made at the time of application for a final Development Order. Further requirements are specified in the Land Development Code.

1.4.5 Optional Review of Development Orders: The applicant may elect to request approval of a preliminary Development Order without a determination of the capacity of public facilities which provide an Adopted LOSs or request a determination of capacity at any time provided that any such order is issued subject to requirements in the applicable land development regulation or to specific conditions contained in the preliminary Development Order that:

- a. Final Development Orders for the subject property are subject to a determination of capacity of public facilities which provide an Adopted LOS.
- b. No rights to obtain final Development Orders, nor any other rights to develop the subject property have been granted or implied by the County's approval of the preliminary Development Order or the determination of capacity of public facilities as part of the optional review.

1.4.6 The standards for facilities' Adopted LOS will be applied to the issuance of Development Orders in the following geographic areas:

- a. Public facilities which serve the entire County will achieve and maintain the standard for LOS on a County-wide basis. No Development Order will be issued in any part of the County if the standard for LOS is not achieved and maintained throughout the County for Solid Waste Disposal, Stormwater Management, Active Recreational Parks and Regional Parks.
- b. Public facilities which serve less than the entire County will achieve and maintain the standard for LOS within their assigned service area. No Development Order will be issued in an assigned service area if the standard for LOS is not achieved and maintained throughout the assigned service area for the following public facilities and assigned service areas.
 - 1. **Potable Water Systems:** Potable Water System service areas and individual transmission systems. Transmission system limitations will not result in closing the entire area to development if facility capacity remains

2. **Wastewater Systems:** Treatment facility service areas and individual transmission systems. Transmission system limitations will not result in closing the entire area to development if facility capacity remains.

1.4.7 Capital Improvements listed in the Schedule of Projects may only be delayed subject to one of the following:

- a. Projects providing capacity equal to or greater than the delayed project are accelerated within or added to the Schedule of Capital Improvements to provide capacity of public facilities in the fiscal year at least equal to the capacity scheduled prior to the act which delayed the subject project.
- b. Modification of Development Orders issued conditionally or subject to the concurrent availability of public facility capacity provided by the delayed project. Such modification will restrict the allowable amount and schedule of development to that which the capacity of public facilities can serve according to the revised schedule.
- c. A lesser amount of development growth warrants the need for smaller or no additional projects, and existing or smaller-scale improvements can adequately serve the existing and smaller-scale future development.

Objective 1.5

Protect the coastline and avoid loss of life and property in coastal areas by minimizing and/or mitigating the hazards of land development and limiting public expenditures for infrastructure in Coastal High Hazard Area (CHHA) or in areas likely to be subject to the impacts of sea-level rise.

Policies

- 1.5.1 Limit public infrastructure expenditures in the Coastal High Hazard Area to:
 - a. Restoration or enhancement of natural resources or public access
 - b. Flood-proofing existing potable water and wastewater facilities

- c. The development or improvement of public roads and bridges that are on the TPO's Long-Range Transportation Plan or that are identified as critical and vulnerable in transportation system resiliency plans.
 - d. Reconstruction of seawalls that are essential to the protection of existing public facilities or infrastructure.
 - e. A public facility of overriding public interest as determined by the Hillsborough County Board of County Commissioners.
 - f. The retrofitting of stormwater management facilities for water quality enhancement of stormwater runoff.
 - g. Port and port-related facilities.
- 1.5.2 Seek multiple community objectives in project development and capital improvement projects, including but not limited to hazard mitigation, resiliency and climate adaptation.
 - 1.5.3 Prioritize critical infrastructure and hazard mitigation projects through cross-organizational planning efforts.
 - 1.5.4 As improvements are made to electrical utility lines, require them to be placed underground in the CHHA and encouraged in the Coastal Planning Area.
 - 1.5.5 In the CHHA, only roadways designated on the Corridor Preservation Plan may be accepted for new public maintenance.
 - 1.5.6 Maintain an inventory of existing infrastructure within the CHHA and develop a program to relocate or retrofit such facilities as replacements become necessary.
 - 1.5.7 Incorporate sea level rise projections, and storm surge impacts consistent with the Tampa Bay Regional Planning Council and Climate Science Advisory Panel into infrastructure improvements or new development and redevelopment projects.

- 1.5.8 When public infrastructure within the CHHA receives damage that equals or exceeds 50 percent of the cost of replacing the facility at its current location, the County will analyze the feasibility of relocating this infrastructure landward of the CHHA.
- 1.5.9 Encourage power generation facilities and power transmission infrastructure to be sited and designed in a manner that takes into consideration impacts from climate change, including but not limited to increasing winds, storm surge, ambient temperatures and sea-level rise.

Objective 1.6

Assess public facilities and services through programming in the Capital Improvement Program to ensure that underserved communities are served equitably.

Policies

- 1.6.1 Address historic inequities and underserved communities in determining the priority areas for public funding of capital facilities, services and infrastructure.
- 1.6.2 Ensure projects minimize or mitigate impacts on neighborhoods and underserved communities; address a full range of public facilities and services, including physical infrastructure and health and human and public safety services.
- 1.6.3 Strive to provide an adequate and equitable supply and appropriate level of public facilities necessary to support all of Hillsborough County.
- 1.6.4 Capital improvement planning is encouraged to include an assessment of current facilities and future needs and should promote equity, economic and operational efficiencies and environmental sustainability.
- 1.6.5 Consider the equitable distribution of benefits and impacts when siting new or relocated public facilities.
- 1.6.6 To reduce overall public costs, noise, climate change impacts and disruption to the local area, installation of new or maintenance of existing facilities should be timed and coordinated with other projects.

Objective 1.7

Continue to provide information concerning capital improvements planning and programming in a form and in sufficient detail to facilitate understanding and access by citizens, neighborhood groups, business interests, and other stakeholder groups.

Policies

- 1.7.1 The Schedule of Capital improvements will list Capital Improvements that address LOS (both Adopted and Target) and be updated annually.
- 1.7.2 The County will transmit an Annual Schedule of Projects which addresses LOS to the Board of County Commissioners. The Schedule will include the status of all active projects by cost and the expected completion date. Additional details, including funding source, project location and whether the completed project replaces an existing obsolete facility, corrects a deficiency or is a requirement of growth, can be found in the Capital Improvement Program document.
- 1.7.3 This Capital Improvements Section (CIS) provides standards for public facilities which may be owned or operated by federal, state and municipal governments, independent districts and private organizations and which apply to Development Orders and other elements of this Comprehensive Plan. Nevertheless, it is the express intention of the County that by approving the CIS, which may include projects of other agencies, the County in no way obligates itself to all or any portion of the capital projects of the other agencies and authorities unless otherwise indicated.
- 1.7.4 An opportunity for public input will be provided for neighborhoods, businesses, and other interested groups in County capital improvements planning and programming, particularly prior to and during project development. Affected registered neighborhood organizations will be notified at the start of the project development phase.

Objective 1.8

Ensure that future needs are addressed consistent with the Adopted LOS standards for public schools. Through its Capital Improvements Section, the County will ensure that the capacity of schools is sufficient to support residential subdivisions and site plans at the Adopted LOS standards. These standards will be consistent with the Interlocal Agreement between the School Board and the local governments within Hillsborough County.

Policies

- 1.8.1 The LOS standards herein will be applied consistently by all the local governments within Hillsborough County and by the School Board district-wide to all schools of the same type.
- 1.8.2 Consistent with the Interlocal Agreement, the uniform, district-wide LOS standards are initially set utilizing the Florida Inventory of School Houses (FISH) capacity formulas calculated by the FDOE.

Table 4: Public Schools LOS Standards

Type of School	LOS Standards
Elementary	100% of permanent FISH capacity
Middle	100% of permanent FISH capacity
K-8	100% of permanent FISH capacity
High	100% of permanent FISH capacity
Special purpose	100% of permanent FISH capacity

Objective 1.9

Cooperate with the School District to ensure existing deficiencies and future needs are addressed consistent with the Adopted LOS standards for public schools.

Policies

- 1.9.1 Coordinate with the School District in the School District's implementation of strategies for correcting existing deficiencies and addressing future needs, which include:
 - a. The School Board's commitment to continue the re-boundary process to reallocate school capacity to reduce school overcrowding within concurrency service areas.
 - b. Implementation of a financially feasible 5-year Work Program that identifies capital improvements that are necessary to ensure the LOS standards are achieved and maintained; and Identification of adequate sites for funded schools.
- 1.9.2 Cooperate with the School Board to ensure that future development provides mitigation proportionate to the demand for public school facilities needed to accommodate new development and assist in maintaining Adopted LOS standards.
- 1.9.3 Adopt by reference the schedule of capacity improvements approved by the School Board annually, that includes school capacity sufficient to meet anticipated student demands projected by the County and municipalities, in consultation with the School Board's projections of student enrollment, based on the Adopted LOS standards for public schools. The 5-year schedule of improvements ensures the LOS standards for public schools are achieved and maintained within the period covered by the 5-year schedule.
- 1.9.4 Funding for the construction and acquisition of sites for new schools adequate to meet identified needs is included in the financially feasible 5-year schedule of improvements. However, sites have not been identified for all schools included in years 4 and 5 of the schedule. Priority will be given to locating adequate sites within the first three years.
- 1.9.5 Provide an adequate and reliable funding source for the Hillsborough County communities experiencing rapid growth. Update impact fees and, at a minimum, include a school construction component for capital facilities in its fee structure.

Hillsborough County

FY24 – FY28 Schedule of Capital Improvements

Capital Improvements Section
Goals, Objectives, and Policies
As last amended on October 12, 2023

GOVERNMENT FACILITIES PROGRAM												
PROJECTS SUMMARY SCHEDULE												
(in thousands)												
PROJECT NUMBER	PROJECT TITLE	TOTAL ESTIMATED COST	PRIOR EXPENSES	FY 24		FY 25	FY 26	FY 27	FY 28	FY 29	FUTURE	PROJECT COMPLETION DATE
				Carryforward	Additional							
C69107000	Traffic Management Center	7,311	7,240	260	(189)	0	0	0	0	0	0	Post Construction
	Subtotal FY 24			260	(189)							
	Total Government Facilities Program	\$7,311	\$7,240	\$71		\$0	\$0	\$0	\$0	\$0	\$0	

TOTAL FY 24 - FY 29 = \$71

* New Project TBD - To Be Determined
 * Project includes undetermined funding in the Future column. Future funding to be determined based on project prioritization and available options at BOCC discretion.
 (MP) - Master Project - A listing of sub-projects under this master project will appear in the Appendix section of the CIP document.
 Note: Some projects have "Post Construction" in the Project Completion Date column. These projects have finished their primary construction phases and may have been placed in use; nevertheless, these projects still have unspent balances that are earmarked for post-construction project costs.

PARKS FACILITIES PROGRAM												
PROJECTS SUMMARY SCHEDULE												
(in thousands)												
PROJECT NUMBER	PROJECT TITLE	TOTAL ESTIMATED COST	PRIOR EXPENSES	FY 24		FY 25	FY 26	FY 27	FY 28	FY 29	FUTURE	PROJECT COMPLETION DATE
				Carryforward	Additional							
C83309000	Al Barnes Park - Cultural Center	\$500	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	TBD
C83662000	Alexander Metal Roof Replacement (R3M)	225	30	195	0	0	0	0	0	0	0	Sep 2024
C83663000	All Peoples Annex Metal Roof Replacement (R3M)	250	30	220	0	0	0	0	0	0	0	Sep 2024
C83644000	All Peoples Hardening	1,850	50	1,050	750	0	0	0	0	0	0	TBD
C83682000*	All Peoples Life Center Chiller Replacement (R3M)	500	0	0	500	0	0	0	0	0	0	Sep 2025
C83323000	All Peoples Park Expansion	3,550	1,690	1,860	0	0	0	0	0	0	0	Various
C83679000*	Athletic Facilities Batting Cage Renovations (R3M) (MP)	800	0	0	400	400	0	0	0	0	0	Ongoing
C83665000	Baseball Dugout and Bleacher Cover Replacement (R3M) (MP)	600	100	500	0	0	0	0	0	0	0	Post Construction
C83671000	Boardwalk Replacement - Various Locations (MP)	5,393	84	5,309	0	0	0	0	0	0	0	Various
CM1500000	Boating Improvement R3M Program (MP)	518	255	263	0	0	0	0	0	0	0	Ongoing
C83232000	Branchton Regional Park	9,473	1,962	6,011	1,500	0	0	0	0	0	0	Various
C83681000*	CELM Fencing Replacement (R3M) (MP)	300	0	0	300	0	0	0	0	0	0	Various
C83680000*	CELM Hardscape Replacements (R3M) (MP)	400	0	0	200	200	0	0	0	0	0	Various
C83645000	Concrete Flatwork/Park Sidewalk and Hardscape Repairs (R3M) (MP)	900	479	421	0	0	0	0	0	0	0	Sep 2024
C83200000	Conservation Park Road Repaving -Lithia Medard Lettuce (R3M) (MP)	2,000	711	1,289	0	0	0	0	0	0	0	Sep 2024
C83278000	Countywide Park Impact Fee Enhancements (MP)	8,840	6,184	2,656	0	0	0	0	0	0	0	Ongoing
C80209000	Countywide Soccer Complex	20,975	20,599	301	75	0	0	0	0	0	0	Jun 2024
C80005000	Cross Creek Park Construction	9,605	457	8,398	750	0	0	0	0	0	0	TBD
C83649000	EG Simmons Fishing Pier Renovations (R3M)	625	35	590	0	0	0	0	0	0	0	Post Construction
C83659000	EG Simmons Shelter Replacement (R3M)	500	100	400	0	0	0	0	0	0	0	Sep 2024
C83247000	EG Simmons/Eco Tourism	3,110	1,619	741	750	0	0	0	0	0	0	Various
C83668000	ELAPP Site Access Management and Safety Improvements (MP)	6,000	200	5,800	0	0	0	0	0	0	0	Various
C83652000	Emanuel Johnson Park Splash Pad	1,000	417	583	0	0	0	0	0	0	0	Oct 2024
C83312000	Indoor Athletic Facility	2,000	0	2,000	0	0	0	0	0	0	0	TBD
C89900000	Jan K Platt (ELAPP) Property Acquisition Capital Project (MP)	118,856	91,855	27,002	0	0	0	0	0	0	0	Ongoing
C89200000	Jan K Platt (ELAPP) Property Restoration Capital Project (MP)	42,418	14,170	23,241	4,756	40	40	171	0	0	0	Ongoing
C83650000	Kenly Park Splash Pad	1,100	316	524	250	0	0	0	0	0	0	Dec 2024
C80236000	Keystone Park Expansion	4,650	3,916	134	0	0	0	0	0	0	0	Post Construction
C83677000**	King Forest Park Splash Pad - ARP Act 3 Funds	900	13	888	0	0	0	0	0	0	0	Oct 2026
C83674000	Kings Forest Park Improvements	2,500	0	1,500	1,000	0	0	0	0	0	0	Dec 2024
C83660000	Lake Park BMX Track Lighting Replacement (R3M)	300	187	113	0	0	0	0	0	0	0	Sep 2024
C83319000	Lake Park Reconstruction and Access Improvement (R3M)	1,100	265	1,585	(750)	0	0	0	0	0	0	Post Construction
C83664000	Larry Sanders Synthetic Turf Replacement (R3M)	600	500	100	0	0	0	0	0	0	0	Post Construction
C83661000	LED Lighting at Park Sites and Athletic Buildings (R3M) (MP)	1,250	244	256	750	0	0	0	0	0	0	Post Construction
C83654000	Lettuce Lake Park Playground	850	273	577	0	0	0	0	0	0	0	Dec 2023
C83667000	Lithia Springs ADA Playground Replacement	900	50	850	0	0	0	0	0	0	0	TBD

Capital Improvements Section
Goals, Objectives, and Policies
As last amended on October 12, 2023

PARKS FACILITIES PROGRAM PROJECTS SUMMARY SCHEDULE (in thousands)												
PROJECT NUMBER	PROJECT TITLE	TOTAL ESTIMATED COST	RIOR EXPENSE	FY 24		FY 25	FY 26	FY 27	FY 28	FY 29	FUTURE	PROJECT COMPLETION DATE
				Carryforward	Additional							
C83657000	Mann-Wagon Memorial Park Canoe Launch	200	100	100	0	0	0	0	0	0	0	Post Construction
C83259000	New Tampa Performing Arts Center	9,105	8,277	553	275	0	0	0	0	0	0	Post Construction
C83306000	Parks ADA Safety Improvements (MP)	6,875	685	4,008	170	670	670	670	0	0	0	Various
C83318000	Parks Playground Replacements (R3M) (MP)	4,150	694	2,456	1,000	0	0	0	0	0	0	Sep 2024
C83646000	Parks Septic System Rehabilitation (R3M) (MP)	600	100	500	0	0	0	0	0	0	0	Post Construction
C83653000	Parks Shade Covers (MP)	225	104	121	0	0	0	0	0	0	0	Various
C83300000	Parks Tree Restoration Project (MP)	4,198	2,447	1,001	375	375	0	0	0	0	0	Various
C83672000	Pickleball Complexes - ARP Act Revenue Recovery Funds (MP)	3,000	183	2,817	0	0	0	0	0	0	0	Various
C83675000**	Progress Village Park Improvements - ARP Act 3 Funds	2,400	38	2,363	0	0	0	0	0	0	0	Various
C83678000*	Providence West Sport Complex Renovations (R3M)	600	0	0	600	0	0	0	0	0	0	Dec 2025
C83683000*	Public Access and Trailheads for ELAPP (MP)	600	0	0	300	300	0	0	0	0	0	Various
C83286000	Riverview / Brandon / East Area Parks (MP)	6,225	6,185	40	0	0	0	0	0	0	0	Various
C83658000	Saladino Pickleball Amenities	900	35	865	0	0	0	0	0	0	0	Oct 2025
C83655000	Shimberg Sports Complex Improvements	500	0	500	0	0	0	0	0	0	0	TBD
C83656000	Skyway Park Playground Shade	125	114	11	0	0	0	0	0	0	0	Post Construction
C83311000	South County Boat Ramp	600	0	600	0	0	0	0	0	0	0	TBD
C83648000	Sport Lighting Replacement (R3M) (MP)	10,000	676	3,324	1,500	1,500	1,500	1,500	0	0	0	Various
C83301000	Synthetic Turf Fields (MP)	8,500	6,302	2,198	0	0	0	0	0	0	0	Various
C83314000	Tennis & Basketball Court Renovations and Replacements (R3M) (MP)	2,100	1,024	576	500	0	0	0	0	0	0	Sep 2024
C83291000	The Historic Moseley Homestead Renovations/Preservation	1,650	209	1,441	0	0	0	0	0	0	0	TBD
C83643000	Thonotosassa Park Improvement/Expansion	4,960	148	4,812	0	0	0	0	0	0	0	TBD
C83292000	UACDC Aquatic Center & Community Center Improvements	750	279	471	0	0	0	0	0	0	0	Mar 2024
C83673000	Veterans Memorial Park Entrance and Other Improvements	965	75	890	0	0	0	0	0	0	0	Various
C83676000	Veterans Memorial Park Renovations (R3M)	1,200	50	1,150	0	0	0	0	0	0	0	TBD
C83689000	Veterans Memorial Park/Resource Center Improvement - Phase 2	4,093	57	2,436	0	0	0	0	0	0	1,600	Oct 2024
C80326000	Waterset Sports Complex	25,871	10,981	869	8,021	6,000	0	0	0	0	0	Various
C83651000	Winston Park Splash Pad	850	325	525	0	0	0	0	0	0	0	Oct 2024
Subtotal FY 24				\$130,493	\$23,972							
Total Parks Facilities Program		\$355,962	\$185,879	\$154,464		\$9,486	\$2,211	\$2,341	\$0	\$0	\$1,600	

* New Project TBD - To be Determined

** Added to the Capital Improvement Program as part of a Budget Amendment in Fiscal Year 2023

(MP) - Master Project - A listing of sub-projects under this master project will appear in the Appendix section of the CIP document.

Note: Some projects have "Post Construction" in the Project Completion Date column. These projects have finished their primary construction phases and may have been placed in use; nevertheless, these projects still have unspent balances that are earmarked for post-construction project costs.

TOTAL FY 24 - FY 29 = \$168,502

Capital Improvements Section
Goals, Objectives, and Policies
As last amended on October 12, 2023

SOLID WASTE ENTERPRISE PROGRAM
PROJECTS SUMMARY SCHEDULE
(in thousands)

PROJECT NUMBER	PROJECT TITLE	TOTAL ESTIMATED COST	PRIOR EXPENSES	FY 24		FY 25	FY 26	FY 27	FY 28	FY 29	FUTURE	PROJECT COMPLETION DATE
				Carryforward	Additional							
C54065000	Countywide Solid Waste Management Facilities R&R (MP)	\$31,430	\$7,393	\$6,127	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$0	Ongoing
C54079000	Hillsborough County Material Recovery Facility (MRF)	33,000	512	32,488	(30,000)	30,000	0	0	0	0	0	TBD
C54067000	Northwest Transfer Facility Improvements	34,420	3,397	30,523	(14,500)	15,000	0	0	0	0	0	Sep 2026
C54085000*	Northwest TS and LF Facility Improvements (MP)	5,500	0	0	750	750	1,000	1,000	1,000	1,000	0	Ongoing
C54075000	Resource Recovery Facility Improvements (MP)	70,150	2,528	18,122	5,000	4,500	10,000	10,000	10,000	10,000	0	Ongoing
C54088000*	RRF Fly Ash Separation and Building Expansion	15,000	0	0	15,000	0	0	0	0	0	0	Dec 2026
C54089000*	RRF Waste Handling and Crane Improvements	10,000	0	0	0	10,000	0	0	0	0	0	Dec 2026
C54084000	Solid Waste Warehouse & Offices	21,000	0	11,000	(11,000)	21,000	0	0	0	0	0	Dec 2026
C54086000*	South County TS Facility Improvements (MP)	5,500	0	0	750	750	1,000	1,000	1,000	1,000	0	Ongoing
C54082000	Southeast Alternative Waste Processing Facility	612,500	190	2,400	0	10,000	0	200,000	200,000	200,000	0	Jan 2033
C54081000	Southeast County Composting Facility Expansion	13,000	406	12,594	(7,000)	7,000	0	0	0	0	0	Jun 2026
C54080000	Southeast County Landfill Closure	36,085	290	35,895	0	0	0	0	0	0	0	Jun 2026
C54077000	Southeast County Landfill Expansion	18,000	940	1,182	2,000	3,000	10,000	878	0	0	0	Dec 2027
C54076000	Southeast County Landfill Facility Improvements (MP)	6,000	0	0	3,000	3,000	0	0	0	0	0	Ongoing
C54087000*	Southeast County Landfill Leachate Storage System	7,500	0	0	7,500	0	0	0	0	0	0	Feb 2025
	Subtotal FY 24			\$190,322	(\$25,500)							
	Total Solid Waste Enterprise Program	\$919,085	\$15,385	\$124,822		\$108,000	\$25,000	\$215,878	\$215,000	\$215,000	\$0	

* New Project TBD - To be Determined

TOTAL FY 24 - FY 29 = \$903,700

(MP) - Master Project - A listing of sub-projects under this master project will appear in the Appendix section of the CIP document.

STORMWATER PROGRAM
PROJECTS SUMMARY SCHEDULE
(in thousands)

PROJECT NUMBER	PROJECT TITLE	TOTAL ESTIMATED COST	PRIOR EXPENSES	FY 24		FY 25	FY 26	FY 27	FY 28	FY 29	FUTURE	PROJECT COMPLETION DATE
				Carryforward	Additional							
C46186000	56th and Hannah Regional Drainage Improvements - ARP Act 3 Funds	\$2,500	\$0	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	TBD
C46143000	Canal Dredging and Preventative Measures (MP)	242	100	142	0	0	0	0	0	0	0	Ongoing
C46142000	Culvert Renewal & Replacement Program (MP)	184,679	\$3,317	17,462	13,900	17,500	20,000	16,500	16,500	19,500	0	Ongoing
C46190000	Culvert Upgrade and Enhancement (MP)	1,000	30	870	0	0	0	0	0	0	0	Ongoing
C46187000	Delaney Creek Water Quality Improvements - ARP Act 3 Funds	1,600	1,400	200	0	0	0	0	0	0	0	Post Construction
C46132000	Major Neighborhood Drainage Improvements (MP)	10,596	9,192	1,404	0	0	0	0	0	0	0	Ongoing
C46145000	Neighborhood Drainage Capital Improvements (MP)	61,364	13,759	17,305	6,500	7,320	4,120	4,120	4,120	4,120	0	Ongoing
C46139000	Neighborhood Drainage Improvements (MP)	14,363	14,138	226	0	0	0	0	0	0	0	Ongoing
C46188000	Progress Village Local Drainage Improvements - ARP Act 3 Funds	1,500	378	1,122	0	0	0	0	0	0	0	Post Construction
C46185000	Progress Village Regional Drainage Improvements - ARP Act 3 Funds	9,000	354	8,646	0	0	0	0	0	0	0	Jun 2026
C46189000	Stormwater Drainage and Water Quality Improvements - ARP Act 3 Funds (MP)	2,900	358	2,542	0	0	0	0	0	0	0	Ongoing
C46144000	Stormwater Pump Station Repair & Replacement (MP)	11,838	1,331	2,507	1,868	1,400	1,100	1,100	1,100	1,500	0	Ongoing
C46147000	Stormwater System Maintenance (MP)	3,500	2,845	655	0	0	0	0	0	0	0	Ongoing
C46134000	Water Quality Improvement & Environmental Program (MP)	12,151	9,052	3,099	0	0	0	0	0	0	0	Ongoing
C46141000	Water Quality Improvements and Environmental Program (MP)	6,609	2,905	704	500	500	500	500	500	500	0	Ongoing
C46137000	Watershed Drainage Improvements (MP)	49,826	2,894	1,462	3,670	4,380	7,930	11,630	10,680	7,180	0	Ongoing
C46140000	Watershed Master Plan Updates (MP)	13,151	4,985	4,521	45	400	450	250	1,200	1,300	0	Ongoing
	Subtotal FY 24			\$65,468	\$28,415							
	Total Stormwater Program	\$386,820	\$127,039	\$91,881		\$31,500	\$34,100	\$34,100	\$34,100	\$34,100	\$0	

* New Project TBD - To be Determined

TOTAL FY 24 - FY 29 = \$259,781

(MP) - Master Project - A listing of sub-projects under this master project will appear in the Appendix section of the CIP document.

Capital Improvements Section Goals, Objectives, and Policies As last amended on October 12, 2023

TRANSPORTATION PROGRAM PROJECTS SUMMARY SCHEDULE (in thousands)												
PROJECT NUMBER	PROJECT TITLE	TOTAL ESTIMATED COST	PRIOR EXPENSES	FY 24		FY 25	FY 26	FY 27	FY 28	FY 29	FUTURE	PROJECT COMPLETION DATE
				Carryforward	Additional							
C8964000	19th Avenue NE Corridor Improvements (US 41 to US 301)	\$3,564	\$1,539	\$2,025	\$0	\$0	\$0	\$0	\$0	\$0	\$0	TBD
C8960200*	Advanced Traffic Management System Improvement Program (MP)	89,788	26,981	7,037	0	0	0	0	0	0	\$5,850	Ongoing
C8964300	Apollo Beach Blvd I-75 Overpass	27,923	24,981	3,022	0	0	0	0	0	0	0	Post Construction
C8968500*	Balm Boyette/Alafia Connector Trail	20,100	73	727	0	0	0	0	0	0	19,300	TBD
C8911200	Bell Shoals Road Corridor Improvements (Bloomingsdale to Boyette)	71,676	68,119	5,781	(2,294)	0	0	0	0	0	0	Post Construction
C8964700	Big Bend Road Corridor Improvements East - Simmons Loop to US Hwy 301	38,252	2,146	30,205	(2,206)	0	0	0	0	0	13,106	Mar 2026
C8962000**	Big Bend Road Corridor Improvements West - US 41 to Covington Gate Dr	28,896	0	0	8,846	0	0	0	0	0	19,269	TBD
C8965700	Big Bend-75 Interchange Improvements	64,665	61,133	3,532	0	0	0	0	0	0	0	Sep 2025
C8967700*	Bridge and Guardrail Program (MP)	44,595	5,521	7,065	4,891	200	200	200	200	200	26,118	Ongoing
C6212000	Bridge and Guardrail Rehabilitation and Repair (MP)	12,071	11,859	111	0	0	0	0	0	0	0	Ongoing
C8920000*	Bridge Improvements (MP)	64,736	10,728	16,347	61	0	0	0	0	0	37,600	Ongoing
C8113400	Citrus Park Drive Corridor Improvements (Countryway Blvd To Sheldon Rd)	63,602	62,140	1,462	0	0	0	0	0	0	0	Post Construction
C8962000*	Corridor Safety Retrofit Improvements (MP)	14,750	85	415	250	250	250	250	250	250	12,750	Ongoing
C8964200*	East 131st Ave. Corridor Improvements (North 30th St. to US 41)	30,784	1,216	3,792	0	0	0	0	0	0	25,768	TBD
C8101000	Harline Capital Allocation	5,188	4,256	961	45	45	45	45	45	45	0	Ongoing
C8967900*	Intersection Capital Improvement Program (MP)	110,962	24,862	36,377	18,532	15,054	8,117	0	0	0	6,000	Ongoing
C8960000	Intersection Improvement Program (MP)	90,813	53,097	27,623	1,417	8,476	0	0	0	0	0	Ongoing
C8964500	Intersection Operation and Safety Program (MP)	10,858	9,336	1,520	0	0	0	0	0	0	0	Ongoing
C8964900*	Lithia Pinecrest Rd Corridor Improvements (Fishhawk Blvd to Lumsden Ave)	216,000	398	5,586	0	0	0	0	0	0	216,016	TBD
C8967200	Lumsden Rd at Heather Lake Blvd/Paddock Club/Kensington Ridge Blvd Int.	3,474	6	3,468	0	0	0	0	0	0	0	Apr 2024
C8115000	Madison Avenue Improvements (US 41 To 78th Street)	2,677	1,783	295	0	0	0	0	0	0	0	TBD
C8960100	New & Improved Signalization Program (MP)	15,112	13,450	1,736	(15)	0	0	0	0	0	0	Ongoing
C6352000	Orient Road/Sligh Avenue Traffic Signal	2,852	2,252	600	0	0	0	0	0	0	0	Post Construction
C8968300	Osprey Ridge Drive Resurfacing	2,609	2,120	488	0	0	0	0	0	0	0	Post Construction
C8963800*	Pedestrian Safety and Mobility Enhancement Program (MP)	69,081	16,705	16,371	1,900	2,600	4,825	0	0	0	26,680	Ongoing
C8968400*	Roadway Pavement Preservation - ARP Act Revenue Recovery Funds (MP)	40,000	22,975	17,025	0	0	0	0	0	0	0	Ongoing
C8961000*	Roadway Pavement Preservation Program (MP)	437,953	135,092	10,860	35,400	5,400	5,400	5,400	5,400	5,400	229,600	Ongoing
C8967600*	Safe Routes To School Programs (MP)	36,760	2,927	23,346	(4,013)	0	0	200	2,000	2,000	10,360	Ongoing
C8969100**	Safe Streets and Roads for All (MP)	32,055	0	1,952	9,387	0	0	0	0	0	21,716	Ongoing
C8968800	Sidewalk Improvements - ARP Act 3 Funds (MP)	15,000	1,000	14,000	0	0	0	0	0	0	0	Ongoing
C8968900	Sidewalk Improvements - ARP Act Revenue Recovery Funds (MP)	5,000	600	4,400	0	0	0	0	0	0	0	Ongoing
C8967800*	Sidewalk Repair Program (MP)	68,704	8,173	530	550	550	550	550	550	550	56,700	Ongoing
C8966600*	South 78th Street Corridor Improvements (Progress Blvd. to Causeway Blvd.)	33,091	0	3,000	0	0	0	0	0	0	30,091	TBD
C8968700	South Coast Greenway Trail 19th Ave. (US 41 to 30th)	500	0	500	0	0	0	0	0	0	0	TBD
C8967500	South Coast Greenway Trail Adamsville (Phase III) & Big Bend Overpass (MP)	21,634	450	6,992	(1,209)	0	0	0	0	0	16,000	TBD
C8968100*	South Coast Greenway Trail Gibsonton Segment (Phase VI)	19,851	74	26	0	0	0	0	0	0	19,751	TBD
C8969900	South Coast Greenway Trail Ruskin Gap (Phase 1A and 1B) (MP)	6,855	2,880	3,375	600	0	0	0	0	0	0	Mar 2025

TRANSPORTATION PROGRAM PROJECTS SUMMARY SCHEDULE (in thousands)												
PROJECT NUMBER	PROJECT TITLE	TOTAL ESTIMATED COST	PRIOR EXPENSES	FY 24		FY 25	FY 26	FY 27	FY 28	FY 29	FUTURE	PROJECT COMPLETION DATE
				Carryforward	Additional							
C8963900	Sun City Center Pedestrian Mobility (MP)	8,103	3,847	3,721	535	0	0	0	0	0	0	Ongoing
C8966000*	Tampa Bypass Canal Trail	51,000	743	257	0	0	0	0	0	0	\$0,000	TBD
C8963500	Transportation Utility Allocation (MP)	11,836	10,883	954	0	0	0	0	0	0	0	Ongoing
C8962500	Turkey Creek Road Improvements from MLK Blvd to Sydney Road	14,606	12,028	2,578	0	0	0	0	0	0	0	Post Construction
C8965400*	University Area Transportation Improvements (MP)	93,337	1,665	628	0	865	3,048	7,266	0	0	79,865	TBD
C8966100*	Upper Tampa Bay Trail IV	10,500	108	1,231	2,000	0	0	0	0	0	7,100	TBD
C8964600*	Van Dyke Road Corridor Improvement - Gunn Hwy. to East of Whirley Rd.	93,624	5,183	5,317	380	0	0	0	0	0	82,744	TBD
Subtotal FY 24				\$278,691	\$69,148							
Total Transportation Program		\$2,104,295	\$613,537	\$347,839		\$33,440	\$22,435	\$13,911	\$8,445	\$8,445	\$1,056,242	

* New Project TBD - To be Determined

** Added to the Capital Improvement Program as part of a Budget Amendment in Fiscal Year 2023

* Project includes undetermined funding in the Future column. Future funding to be determined based on project prioritization and available options at BOCC discretion.

(MP) - Master Project - A listing of sub-projects under this master project will appear in the Appendix section of the CIP document.

Note: Some projects have "Post Construction" in the Project Completion Date column. These projects have finished their primary construction phases and may have been placed in use;

nevertheless, these projects still have unspent balances that are earmarked for post-construction project costs.

TOTAL FY 24 - FY 29 = \$434,515

Capital Improvements Section
Goals, Objectives, and Policies
As last amended on October 12, 2023

WATER ENTERPRISE PROGRAM PROJECTS SUMMARY SCHEDULE (in thousands)												
PROJECT NUMBER	PROJECT TITLE	TOTAL ESTIMATED COST	PRIOR EXPENSES	FY 24		FY 25	FY 26	FY 27	FY 28	FY 29	FUTURE	PROJECT COMPLETION DATE
				Carryforward	Additional							
C10294000	Advanced Water Treatment Demonstration Program	\$6,850	\$3	\$847	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	Dec 2029
C10314000	Balm Rd Super Pump Station	116,400	0	40,000	(40,000)	9,207	0	0	0	0	107,193	Jun 2030
C1020000*	BSOC Expansion	12,000	0	0	0	0	0	0	0	0	12,000	Sep 2032
C10329000*	Collection System Improvements (MP)	92,500	0	0	0	92,500	0	0	0	0	0	Sep 2028
C10327000*	Countywide Aquifer Recharge Program (MP)	38,000	0	0	1,000	25,000	0	0	0	0	12,000	Dec 2033
C1919000	Countywide Non-Urgent Facility R&R (MP)	13,140	7,444	741	(45)	500	500	500	500	500	2,500	Ongoing
C19177000	Countywide Potable Water Transmission and Distribution System (MP)	441,221	21,193	12,263	7,500	2,500	2,500	2,500	2,500	2,500	387,763	Ongoing
C10171000	Countywide Wastewater Collection and Transmission System (MP)	281,952	30,756	23,558	8,900	5,238	10,000	12,500	12,500	12,500	166,000	Ongoing
C10138000	Countywide Wastewater Pump Stations R&R (MP)	226,349	92,220	19,829	12,500	8,000	8,000	7,000	7,000	7,000	65,000	Ongoing
C10330000*	Falkenburg AWWTF Disinfection System (Conversion of UV to Bleach)	2,500	0	0	0	0	0	0	0	0	2,500	Sep 2032
C10331000*	Falkenburg Equalization Tank(s)	20,000	0	0	0	0	0	0	0	0	20,000	Sep 2032
C10293000	Falkenburg Structural Rehabilitation	2,587	91	2,496	0	0	0	0	0	0	0	Jan 2025
C10332000*	Falkenburg Structural Rehabilitation PH2	10,500	0	0	0	10,500	0	0	0	0	0	Feb 2028
C10280000	Flow Diversion From Falkenburg (Pump Stations & Pipelines)	26,500	1,891	24,609	(22,179)	0	0	0	0	0	22,179	Dec 2025
C10262000	Franchise Acquisition and Connection (Sunset & Windemere) (MP)	42,425	487	12,662	4,996	0	0	0	0	0	25,200	Jul 2027
C10299000	Gibsonton Area Septic to Sewer Conversion Program	58,708	2,138	269	13,000	7,000	10,000	10,000	3,300	0	13,000	Sep 2029
C10318000	Gibsonton Area Septic to Sewer Conversion Program - ARP Act 3 Funds	50,350	2,387	48,043	0	0	0	0	0	0	0	Oct 2026
C10768000	Low Pressure Sewer System (LPSS) (MP)	27,968	20,849	807	750	750	750	750	750	750	2,550	Ongoing
C10310000	LPSS SCADA System Replacement (MP)	1,575	0	1,500	(338)	413	0	0	0	0	0	Dec 2026
C10304000	Maintenance Facility (NW Service Area)	14,550	0	1,800	0	0	0	0	0	0	12,750	Jun 2027
C10333000*	Mitchell Master PS to Clay Ave PS Pipeline and Station Upgrades	19,200	0	0	0	19,200	0	0	0	0	0	Mar 2028
C10238000	Northwest Hillsborough Aquifer Recharge Program (NHARP)	4,250	3,751	1,499	(1,000)	0	0	0	0	0	0	Dec 2026
C10239000	Northwest Regional WRF System Improvements & Expansion	206,383	205,898	375	0	0	0	0	0	0	0	Post Construction
C10313000	Northwest RWRf Access Roads from Citrus Park Dr	4,763	25	745	0	0	0	0	0	0	3,993	Jun 2027
C10312000	Northwest RWRf Odor Control	3,500	100	1,900	1,500	0	0	0	0	0	0	Sep 2025
C10334000*	One Water Campus Expansion (For Growth)	188,000	0	0	0	0	0	0	0	0	188,000	Sep 2031
C10303000	Operations Building (NWRWRF)	13,221	600	10,650	(10,529)	0	0	0	0	0	12,500	Jun 2027
C1021000*	Palm River Service Area Purchase and Connection (MP)	120,000	0	0	0	0	0	0	0	0	120,000	Mar 2030
C10297000	Palm River Utility Expansion Program (Septic to Sewer)	70,600	0	0	0	5,000	0	0	0	0	65,600	Sep 2033
C10319000	Palm River Utility Expansion Program Septic to Sewer - ARP Act 3 Funds	10,000	0	10,000	0	0	0	0	0	0	0	Dec 2028
C30110000	Potable Water Treatment Plant R&R (MP)	36,435	21,465	3,771	1,200	1,000	1,000	1,000	1,000	1,000	5,000	Ongoing
C1022000*	Potential New Point of Connection for TBW	100,000	0	0	0	0	0	0	0	0	100,000	Dec 2036
C19178000	Public Utilities Telemetry / Data Network and Support Program (MP)	14,811	7,816	795	1,200	500	500	500	500	500	2,500	Ongoing
C191795000	Reclaimed Water Pump Station & Remote Telemetry Monitoring (MP)	17,093	5,245	1,748	600	600	600	600	600	600	6,500	Ongoing
C19017000	Reclaimed Water Transmission Main Extensions to New and Existing Customers (MP)	9,881	2,914	992	0	0	450	600	600	600	3,725	Ongoing
C10745000	Regional Wastewater Treatment Plant R&R (MP)	144,689	60,120	4,979	13,300	7,400	5,700	5,400	5,400	5,400	37,000	Ongoing
C10296000	Ruskin and Wimauma Sewer System	108,646	1,473	5,273	200	5,000	5,000	5,000	11,700	11,700	63,300	Dec 2039
C10320000	Ruskin and Wimauma Sewer System - ARP Act 3 Funds	30,000	1,001	28,999	0	0	0	0	0	0	0	Dec 2026
C10219000	Ruskin Potable Water Transmission Main	8,300	0	1,100	(1,100)	1,100	0	0	0	0	5,200	Jun 2028

**Capital Improvements Section
Goals, Objectives, and Policies
As last amended on October 12, 2023**

**WATER ENTERPRISE PROGRAM
PROJECTS SUMMARY SCHEDULE
(in thousands)**

PROJECT NUMBER	PROJECT TITLE	TOTAL ESTIMATED COST	PRIOR EXPENSES	FY 24		FY 25	FY 26	FY 27	FY 28	FY 29	FUTURE	PROJECT COMPLETION DATE
				Carryforward	Additional							
C32017000	Service Area Purchases (MP)	50,000	0	0	0	0	0	0	0	0	50,000	Ongoing
C10298000	South County AWWTF Modular Expansion - OWC	109,490	8,748	67,742	0	33,000	0	0	0	0	0	Mar 2027
C32012000	South County Drinking Water Facility PH1 - OWC	56,900	50	32,050	(30,600)	55,400	0	0	0	0	0	Mar 2028
C32018000	South County Drinking Water Facility Phase II - OWC	135,800	0	0	0	0	0	0	0	0	135,800	Jun 2036
C32013000	South County Drinking Water Transmission Main - OWC	145,323	61,529	44,579	39,216	0	0	0	0	0	0	Dec 2025
C10301000	South County One Water Campus AWWTF	498,600	0	275,000	(267,000)	58,400	0	0	0	0	440,200	Dec 2029
C10308000	South County OWC Pipeline Corridor Reclaimed Water	139,977	0	67,032	(48,100)	7,995	0	0	0	0	113,050	Apr 2028
C10309000	South County OWC Pipeline Corridor Wastewater	135,113	0	50,968	(38,900)	7,995	0	0	0	0	113,050	Apr 2028
C10328000*	South County Reclaimed Water Booster Pump Station	25,000	0	0	0	25,000	0	0	0	0	0	Jun 2027
C10258000	South Hillsborough Aquifer Recharge Program (SHARP)	14,102	11,684	8,418	(6,000)	0	0	0	0	0	0	Jul 2026
C32014000	Tampa Bay Water Transmission Main	59,615	0	4,970	(4,970)	59,615	0	0	0	0	0	Dec 2028
C32023000*	TBW Test Well Connection to WRD System	7,500	0	0	0	7,500	0	0	0	0	0	Dec 2027
C32024000*	TQC Removal System at Lake Park	5,670	0	0	0	0	0	0	0	0	5,670	Dec 2038
C32019000	Turbine Power to Fawn Ridge WTP	4,225	84	2,541	1,600	0	0	0	0	0	0	Sep 2024
C10322000	University Area Septic to Sewer Innovation Area	45,000	0	0	0	0	0	0	0	0	45,000	Dec 2040
C10317000	University Area Septic to Sewer Innovation Area - ARP Act 3 Funds	3,000	121	2,879	0	0	0	0	0	0	0	Dec 2026
C31945000	Utility Relocation (MP)	160,337	41,491	37,996	(7,800)	5,000	5,000	3,650	3,650	3,650	67,700	Ongoing
C10311000	Valrico Aeration Improvements	10,000	25	5,975	4,000	0	0	0	0	0	0	Dec 2025
C10335000*	Valrico AWWTF Disinfection System	2,500	0	0	0	0	0	0	0	0	2,500	Sep 2032
C10336000*	Valrico Effluent Piping Simplification	2,000	0	0	0	0	0	0	0	0	2,000	Sep 2032
C10291000	Valrico Equalization Basin	24,345	639	23,706	0	0	0	0	0	0	0	Aug 2026
C10337000*	Valrico Improvements (Beyond the Original 3 MGD Scope)	96,000	0	0	0	0	0	0	0	0	96,000	Sep 2028
C10338000*	Valrico Improvements (Permitted Capacity)	22,000	0	0	0	22,000	0	0	0	0	0	Aug 2027
C10339000*	Van Dyke Flow Diversion (Pump Station and Pipeline)	70,000	0	0	0	70,000	0	0	0	0	0	Mar 2029
C10300000	Van Dyke Immediate Facility Improvements	8,326	192	8,134	0	0	0	0	0	0	0	Dec 2026
C10323000	Waters Ave Forcemain Replacement	24,000	0	12,000	(7,800)	0	0	0	0	0	19,800	Jun 2027
C10324000	Williams Rd Forcemain Extension	11,000	0	600	3,400	7,000	0	0	0	0	0	Jun 2027
C10326000**	Wimauma Water and Sewer Connection - ARP Act 3 Funds	2,000	0	2,000	0	0	0	0	0	0	0	Dec 2026
C10292000	Woodberry Super Station Rehabilitation	5,800	1,524	4,276	0	0	0	0	0	0	0	Jun 2024
Subtotal FY 24				\$913,320	(\$369,589)							
Total Water Enterprise Program		\$4,438,446	\$614,982	\$543,730		\$552,311	\$50,000	\$50,000	\$50,000	\$46,700	\$2,530,722	

* New Project - TBD - To be Determined

** Added to the Capital Improvement Program as part of a Budget Amendment in Fiscal Year 2023

(MP) - Master Project - A listing of sub-projects under this master project will appear in the Appendix section of the CIP document.

Note: Some projects have "Post Construction" in the Project Completion Date column. These projects have finished their primary construction phases and may have been placed in use; nevertheless, these projects still have unspent balances that are earmarked for post-construction project costs.

TOTAL FY 24 - FY 29 = \$1,292,742

Intergovernmental Coordination

Introduction



The purpose of intergovernmental coordination, pursuant to Section 163.3177(6) (h), F.S., is to identify: "...principles and guidelines to be used in coordinating the adopted comprehensive plan with the plans of school boards, regional water supply authorities, and other units of local government..."

To this end, this Section sets forth the mechanisms by which to coordinate the activities and responsibilities of local governments, agencies and departments within Hillsborough County and the Tampa Bay region. It sets policy direction that identifies and places responsibility where it is needed to accomplish tasks that meet the vision of Hillsborough County.

According to *Merriam-Webster's Dictionary*, coordination has two perspectives: first, "the process of organizing people or groups so they work together properly and well"; second, "harmonious functioning of parts for the most effective results". Therefore, this Section is constructed to ensure cooperation amongst local governments and agencies for the mutual benefit of each party and the

residents of Hillsborough County.

The Intergovernmental Coordination Section contains goals and measurable objectives written to support and implement the entire Hillsborough County Comprehensive Plan. The policies provide for specific actions that will achieve these objectives and goals that ultimately will realize the overarching vision of Hillsborough County.

The Section is organized as follows:

- I. Introduction
- II. Inventory and Analysis
- III. Future Needs and Alternatives
- IV. Goals, Objectives and Policies

Inventory and Analysis

PURPOSE

The purpose of inventory and analysis is to survey available data and other information through interviews, literature searches, attendance at public meetings, and the review of individual Sections of the Hillsborough County Comprehensive Plan, all of which was originally compiled in 2008 and is now being updated in 2021/22.

METHODOLOGY

A major data source used to gather information for the original development of the Intergovernmental Coordination Section includes department and agency interviews at the state and local levels in Hillsborough County. Sources for the historical interviews included the cities of Plant City, Temple Terrace, and Tampa; the Environmental Protection Commission of Hillsborough County, internal departments that address water, wastewater, solid waste, transportation, stormwater management and other critical services provided by Hillsborough County. Also interviewed, at that time, were the Southwest Florida Water Management District; the Tampa Electric Company, the Hillsborough County School District; Tampa Bay Water; the Florida Department of Transportation; Tampa and Manatee Port Authorities; the adjacent counties of Polk, Pasco, Pinellas and Manatee; and the planning staffs of the cities of Lakeland and Oldsmar. In addition, staff interviewed the staff of the Tampa Bay Regional Planning Council, including those assigned to support the Agency on Bay Management.

The conversations and interviews started with a list of assumptions, which include:

1. Communication is the foundation of coordination and cooperation.

2. Existing interlocal agreements cover obvious, physical, measurable needs, such as sharing a resource recovery plant, or reciprocal firefighting agreements.
3. Other issues are more subtle, requiring time to establish relationships and to coordinate data analysis and use for annual reporting.
4. There is a need for a regional viewpoint - between counties and within a county.
5. Issues should be spotted and managed before they become controversial positions. It is easier to discuss a desired outcome than to argue over an established position.
6. Technical (staff) coordination of issues, with proposed resolutions, is better than open confrontation. Anticipation is better than reaction.
7. There are many staffs covering many technical, occasionally overlapping, issues.
8. The Planning Commission is a multi-jurisdictional agency with a vital and legally mandated role to play in the area of planning.
9. The planning process, with its emphasis on reviews of adjacent governments' plans and the doctrine of standing provides the impetus for coordination. The alternatives, lawsuits and injunctions, are costly, time-consuming and counter-productive to growth, planning and development.
10. In addition, to interviews, data on existing interlocal agreements and other coordination mechanisms were solicited input from all departments. in Hillsborough County. Each Section of the Hillsborough County Comprehensive Plan was also reviewed to determine intergovernmental coordination needs and problems and the corresponding means for resolution.

EXISTING CONDITIONS AND STANDARDS

Intergovernmental Coordination for unincorporated Hillsborough County involves many jurisdictions. A listing is as follows:

- Hillsborough County
- Tampa
- Plant City
- Temple Terrace

Manatee County (and its Municipalities)

Pasco County (and its Municipalities)

Polk County (and its Municipalities)

Pinellas County (and its Municipalities)

Hardee County (and its Municipalities)

Future Needs and Alternatives

The purpose of this chapter is to set the policy direction of the Intergovernmental Coordination Section.

METHOD

The development of the Intergovernmental Coordination Section was based upon several research techniques and assumptions. Research included interviews with agency/department heads or planners within and outside of Hillsborough County. Discussion generally followed the requirements for intergovernmental coordination as outlined in Chapter 163.3177, F.S. Questions were designed to elicit response about existing coordination mechanisms, problems and suggested means of resolving those problems. Another method used was a literature search, including current news articles, as they related to intergovernmental coordination in the Tampa Bay region. Finally, staff gathered data and other information related to this Section by attending and participating in numerous public meetings (related to land use, zoning and other topics) between the last update and 2021/22.

ASSUMPTIONS

Assumptions about the value and use of this Section in developing a view of future needs are many. They include the list below.

1. Existing interlocal agreements cover needs which are physical and require immediate, defined reaction. Examples are: Reciprocal fire response, county jail operations in the City of Tampa.
2. Some intergovernmental agreements address only the immediate issue. 'Secondary' issues can actually be of equal importance. An example is annexation agreements and their secondary impacts to the provision of improved infrastructure and service delivery.

3. There are scattered informal, technical level relationships already in place, however accountability and responsiveness are not required by these alliances.
4. There is a need for formal, joint technical consideration of issues between and among governments and agencies both within and adjacent to Hillsborough County.
5. Anticipating issues and events is better than reacting to them.
6. Land use is the primary focus of this plan; however other Sections offer important guidance on how to meet the vision and expectations of the residents of Hillsborough County.
7. Many issues (i.e., traffic, environment, etc.) are regional in scope and require an outward view by each government of its action's effects on others.
8. The Planning Commission has a vital, legal role to play in coordinating growth and development by utilizing its unique, multi-jurisdictional perspective from which it can review and formulate recommendations on such issues as land use, housing, transportation, natural resources, utilities and many other topics that are of prominent importance in Hillsborough County.

FUTURE CONDITIONS, STANDARDS AND NEEDS

The substantive basis for the goal, objectives and policies are the assumptions listed above, such as interviews, meeting attendance and subsequent Evaluation and Appraisal Reports. The direction provided leads to recognition of the need for cooperation and coordination among internal departments, local and state agencies and other jurisdictions in and around Hillsborough County.

GOAL 1

To establish and maintain an efficient, effective and comprehensive intergovernmental coordination program to address multi-jurisdictional, comprehensive planning issues for the purpose of:

Policies

- 1.1.1 Continue to coordinate with representatives from the local (including HART), regional, state (including FDOT) and federal agencies and departments to promote best practices and most current techniques and policies are utilized. Specifically, these efforts should address issues relating to: land use, transportation, natural environment, coastal management, schools, affordable housing, recreation and other public facilities and services.
- 1.1.2 Utilize a variety of techniques including joint meetings, forums and interjurisdiction/departments meetings to identify issues among jurisdictions and agencies and provide a structural framework for discussion of appropriate subjects.
- 1.1.3 Recommendations resulting from these efforts may be used to develop amendments to the Hillsborough County Comprehensive Plan. The BOCC and affected agencies shall be apprised of the recommendations.
- 1.1.4 The Planning Commission shall be responsible for the research, data collection and analysis to support the Hillsborough County Comprehensive Plan and for the coordination and sharing of data with other governments, institutions and agencies benefiting from shared information.
- 1.1.5 Continuously develop new means of cooperatively using, exchanging and combining data and information so that it is of practical benefit to local governments, the agencies represented and citizens.

- 1.1.6 On an annual basis, ask the School District to provide information from their Five-Year Facilities Master Plan to determine the need for additional school facilities in Hillsborough County. The School District shall provide to the county, each year, a general education facilities report. The educational facilities report shall contain information detailing existing facilities and their locations and projected needs. The report shall also contain the School District's Capital Improvement Plan, including planned facilities with funding representing the district's unmet needs. In accordance with the interlocal agreement adopted by the Board of County Commissioners and the School Board, the coordination of school siting shall be conducted for Hillsborough County.
- 1.1.7 Identify and recognize the campus master plans of all public post-secondary institutions that are located within its jurisdiction. A review of new campus master plans or updates of an existing master plans shall be conducted by the Planning Commission to ensure coordination with the Hillsborough County Comprehensive Plan. Comments and recommendations shall be provided to the appropriate jurisdictions and agencies, and the Board of Education.

Objective 1.2

COORDINATION ON DEVELOPMENT: Continue to address through coordination mechanisms, the impacts of development proposed in the Hillsborough County Comprehensive Plan upon development in adjacent jurisdictions, the region and the State of Florida.

Policies

- 1.2.1 Continue to cooperate with Temple Terrace, Plant City, Tampa and adjacent county governments for planning review of selected types of development proposals within one mile of their respective borders or any development which will impact another jurisdiction. The staff shall cooperate at the technical and administrative levels to review the relationship of proposed development to the existing comprehensive plans, address impacts of development and to achieve compatibility with the comprehensive plans of the respective jurisdictions in plan amendments, areas of rezonings, land development regulations, and infrastructure management. Interlocal agreements may be negotiated to formalize these review procedures.
- 1.2.2 Work with the staff of the jurisdictions and external agencies (including the Planning Commission, HART and FDOT) to develop additional measures to provide for full review and coordination regarding economic development activities, development applications, infrastructure needs and growth trends.

- 1.2.3 The Planning Commission, as part of the agency's annual report, will provide a summary of the plan amendments and updates processed over the previous year to the Hillsborough County Comprehensive Plan.
- 1.2.4 Hillsborough County staff will review and as needed provide comments on all plan amendments under review by the local planning agency (i.e., the Planning Commission).
- 1.2.5 Hillsborough County and Planning Commission staff will review all annexation requests by the municipalities of Plant City, Tampa and Temple Terrace. The County will strive to negotiate interlocal agreements with the incorporated municipalities to resolve planning and infrastructure issues relating to lands planned for annexation.
- 1.2.6 The County and its municipalities shall open discussions to further refine existing annexation policy to direct, in a timely manner, the process of annexing unincorporated land adjacent to the municipalities to create efficient development patterns and ensure cost effective provision of infrastructure to support those annexations.
- 1.2.7 During the discussions noted in Policy 1.2.6, work to identify and implement joint planning areas with Plant City, Tampa and Temple Terrace, especially for the purpose of municipal annexation, and infrastructure and service delivery within Hillsborough County. Similar land use and infrastructure discussions with other cities and the counties that are adjacent to the borders of Hillsborough County will begin no later than 2025.
- 1.2.8 When lands are annexed into a municipality that are served by adjacent roadways under the jurisdiction of Hillsborough County, the municipality should contribute funds (proportional to its impacts) for needed improvements and maintenance of the roadways. Also, if non-transportation public facilities provided by Hillsborough County are identified as being impacted by new developments within these annexation areas, the annexing municipality should participate in implementing any improvements needed to ensure that adopted levels-of-service are maintained to the standards of Hillsborough County.
- 1.2.9 As a result of annexations, when municipal lands along both sides of a roadway segment under the jurisdiction of Hillsborough County comprise half or more of the total liner feet, the County will evaluate how such roadway segment functions and, if appropriate, formally request the municipality take over ownership and maintenance of the affected roadway segment or contribute funds (proportional to its impacts) for needed improvements and maintenance of such roadway segment.

Objective 1.3

COORDINATION ON THE ENVIRONMENT AND INFRASTRUCTURE:
On an ongoing basis, continue to coordinate with representatives from local, regional, state (including FDOT) and federal agencies and departments, units of local government and adjacent municipalities and counties to promote coordinated and efficient provision of infrastructure and protection of natural resources.

Policies

- 1.3.1 Coordinate with the cities of Plant City, Temple Terrace and Tampa as well as other appropriate agencies (including HART), to promote the efficient provision of infrastructure including but not limited to transportation, water and wastewater, transit, parks, public safety and schools.
- 1.3.2 Coordinate the establishment of level of service standards for public facilities with state (including FDOT), regional or local entities having operational and maintenance responsibility for such facilities.
- 1.3.3 Continue to coordinate with the Environmental Protection Commission of Hillsborough County and representatives from local, regional, state and federal agencies and departments to ensure coordinated actions relative to bay management, ecosystems management and protection, designation of dredge and spoil sites, water quality and quantity and other aspects of our natural heritage, to enhance the quality of life and health of the citizens of Hillsborough County.
- 1.3.4 Maintain membership on, and respectively participate in, the planning processes of the Tampa Port Authority, to ensure, among other issues, intergovernmental coordination in the designation of new or maintenance of existing dredge spoil disposal sites.
- 1.3.5 Coordinate with the Southwest Florida Water Management District and other entities to meet the statutory requirements of the 10-Year Water Supply Facilities Work Plan process. Details of this coordination and implementation are found in the One Water Chapter.
- 1.3.6 When siting facilities of county-wide significance, Hillsborough County will notify and coordinate with the cities of Tampa, Plant City and Temple Terrace to provide for opportunities for collaboration on the siting of those facilities.

- 1.3.1 Maintain membership on the Tampa Bay Water Board of Directors and coordinate the planning and development of adequate and sustainable drinking water supplies for the region.
- 1.3.8 Encourage coordination between local jurisdictions and state agencies (i.e., FDOT) with other public and private entities to consolidate power, gas, water, and wastewater utilities within the same road rights-of-way during the implementation of Capital Improvement Projects to reduce the overall adverse impacts to the environment.

Objective 1.4

COORDINATION ON PUBLIC EDUCATION FACILITY INFRASTRUCTURE: Maintain and enhance joint planning processes and procedures for coordination of public education facilities to ensure plans of the School District are coordinated with the plans of Hillsborough County. On an ongoing basis, the County, in cooperation with the School District, shall review existing coordination mechanisms, its Comprehensive Plan, the Interlocal Agreement, and other programs and their effects on the plans developed for the School District. Assistance for this effort shall be requested from regional and state agencies by the Planning Commission, as needed.

Policies

- 1.4.1 In cooperation with the School District and the local governments within Hillsborough County, the County will continue to maintain and implement an Interlocal Agreement, as required by Section 1013.33, Florida Statutes, which includes procedures for:
 - a. Coordination and Sharing of Information
 - b. Planning Processes
 - c. School Siting Procedures
 - d. Site Design and Development Plan Review
 - e. School Concurrency Implementation
 - f. Implementation and Amendments
 - g. Resolution of Disputes

- 1.4.2 On an annual basis, the School District shall provide information from their Five-Year Facilities Work Program outlining the need for additional school facilities including information detailing existing facilities and their locations and projected needs. The Work Program shall also contain the School District's capital improvement plan, including planned facilities with funding representing the unmet needs in Hillsborough County. The coordination of school siting shall be conducted in accordance with the Interlocal Agreement between the Board of County Commissioners and the School Board.
- 1.4.3 In order to coordinate the effective and efficient provision and siting of public educational facilities with associated infrastructure and services, the staffs of Hillsborough County, the Hillsborough County City-County Planning Commission and the Hillsborough County School District shall meet jointly to develop mechanisms for coordination. Such efforts may include:
- a. Coordinated submittal and review of the annual capital improvement program of Hillsborough County with the School District's 5 Year Facilities Work Program.
 - b. Coordinated review and assessment of the associated costs and expenditures of siting and developing schools with needed public infrastructure, including review of the annual capital improvements program of Hillsborough County for infrastructure to support schools.
 - c. Coordinated review of residential planned developments or mixed use planned developments involving residential development.
 - d. Use of a unified data base including population (forecasts of student population), land use and facilities.
 - e. Ongoing coordinated siting of schools with parks, libraries and other public uses for multi-functional use.
 - f. Coordinated reviews of proposed plan amendment applications shall include an analysis of the existing, planned and funded capacity of schools to serve development resulting from these approvals. The analysis, provided by the applicant working with the School District staff, shall reflect the need for additional schools and the financial feasibility of adding those facilities into the 5-year plan and/or 10-20-year plans.

Directives resulting from these meetings shall be referred to the appropriate government entity for incorporation into the Comprehensive Plan, Land Development Regulations, and other appropriate mechanisms as deemed necessary.

Objective 1.5

COORDINATION ON TRANSPORTATION PLANNING: To ensure the integration of multimodal transportation planning into the comprehensive planning process, the County will participate fully in the Transportation Planning Organization (TPO) and its advisory committees.

Policies

- 1.5.1 Appoint County Commissioners and staff, as appropriate, to regularly attend and participate in TPO board and advisory committee meetings.
- 1.5.2 Coordinate with the TPO and other authorities as appropriate, (including HART) to:
 - 1. Cooperatively implement development criteria compatible with the establishment of regional transit services in the County's Comprehensive Plan.
 - 2. Evaluate and determine the level of public expenditures that subsidize development permitted in coastal high-hazard areas or reduce hurricane evacuation times.
 - 3. Evaluate surface transportation access plans for the airport and port with the mapped and built mass transit and traffic circulation system.
- 1.5.3 Coordinate with other jurisdictions and FDOT for the purpose of using common methodologies for measuring impacts on transportation facilities and adopting compatible level of service standards on inter-jurisdictional arterial and collector roadways.

Objective 1.6

COORDINATION WITH THE PLANNING COMMISSION: On an ongoing basis, the Planning Commission shall evaluate the comprehensive plan with the master facilities plans of the School District, local authorities and plans of other units of government providing services but not having regulatory authority over the use of land, such as Florida Department of Transportation, housing authorities and with the comprehensive plans of adjacent municipalities and counties in an effort to ensure consistency with the Hillsborough County Comprehensive Plan.

Policies

- 1.6.1 Utilize the Planning Commission as the intergovernmental coordination and review agency, in addition to the already established duties of the agency. Duties shall include, among others, the provision of information and services, such as economic research; population data analysis; socio-economic reporting; land use amendment analysis and recommendations; authority plans and land development regulations review of all of the governments in Hillsborough County.
- 1.6.2 Mechanisms shall be established for Planning Commission review of long-range plans, master plans and amendments thereto of boards and authorities, pursuant to Section 7(2) of 75-390, Laws of Florida, as amended. For such review, recommendations pertaining to the consistency of such proposals with the Comprehensive Plan shall be made to the affected board or authority.
- 1.6.3 The Planning Commission shall be the source of data and information related to the development and implementation of the Comprehensive Plan and shall encourage the participation of other governments and agencies in Hillsborough County and the State of Florida.
- 1.6.4 All coordination mechanisms that effectively and efficiently resolve coordination issues shall be maintained.
- 1.6.5 If any existing or new agreement fails to effectively address intergovernmental issues that are significant to Hillsborough County, the mechanism shall be reviewed by the Planning Commission and a recommendation provided towards a corrective measure and its implementation within one year of its documented ineffectiveness.

- 1.6.6 If the agreement revision is not agreed to by the jurisdiction or if the recommended solution is not accepted by both parties, then Hillsborough County may conform to the requirements of Section 164.101 (F.S.). If taking no further action does not adversely affect the planning and implementation process in Hillsborough County, then the County may take no further action. The dispute resolution services of Tampa Bay Regional Planning Council may be used to arrive at an acceptable solution.
- 1.6.7 The Planning Commission will review and make recommendations to amend comprehensive plans(s) in accordance with state law and local policy for consistency with revised interlocal agreements.
- 1.6.8 The Hillsborough County Comprehensive Plan shall be the primary planning guide for unincorporated Hillsborough County, and the Hillsborough County City-County Planning Commission shall advise the Board of County Commissioners on interpretations of the plan in a consistent and timely manner.

Objective 1.7

COORDINATION AND PLANNING FOR SOCIAL SERVICES AND UNDERSERVED COMMUNITIES: Continue to explore alternate methods to share information and coordinate activities regarding the needs of underserved communities and provision of social services among state, local and regional human service agencies in order to properly assess and coordinate services and activities offered to underserved communities and minority groups.

Policies

- 1.7.1 Facilitate the coordination of social programs, land use planning and other related efforts between each of the local jurisdictions and other agencies (including HART), whose responsibilities include addressing the needs of the underserved communities in Hillsborough County. (The description of what constitutes an “underserved community” and a map showing their current locations is in the Mobility Section.)
- 1.7.2 Support coordination and long-range planning efforts between public, private and non-profit social service providers and utilize capacity building strategies to promote effective and efficient service delivery to the underserved communities of Hillsborough County.

- 1.7.3 In order to establish a clear direction, which minimizes duplication of effort and maximizes community resources, foster cooperation and coordination between the health and social service providers operating in Hillsborough County. Consider utilizing memorandum of agreements and other tools to enhance these coordination efforts.
- 1.7.4 Coordinate the collection and distribution of statistical data, needs assessments, cost of services and other pertinent information for the purpose of providing effective and efficient social service delivery within Hillsborough County.
- 1.7.5 The Planning Commission shall continue to be responsible for the integration of recommendations for policy changes regarding underserved communities within the Hillsborough County Comprehensive Plan.
- 1.7.6 Amendments proposed to the Comprehensive Plan, including land use amendments, shall consider the effect of these changes on the underserved communities of Hillsborough County.
- 1.7.7 Periodically, hold forums and other meetings to discuss past results and the future implementation of social service programs and other approaches support the underserved communities of Hillsborough County.

Objective 1.8

COORDINATION OF PUBLIC SERVICES: Coordinate between internal and external agencies providing services to the citizens of Hillsborough County to deliver effective and accessible services throughout the County.

Policies

- 1.8.1 Evaluate existing and future county service centers, including locations, targeted population, accessibility and frequency of use, to ensure that they are effectively serving the public. Efforts will be made to more effectively provide services through collocation of multiple public and non-public services at service centers and other shared facilities.
- 1.8.2 Implement means to improve the convenience of countywide services. Consideration should be given to the expansion of service center hours and location of service centers where the population concentrations are highest.

- 1.8.3 Explore creative alternatives to the delivery of countywide services; these might include utilization of new technologies, mobile units, improved interactive delivery of services and provision of services at existing county facilities such as libraries and recreation centers.

Objective 1.9

COORDINATION OF CONFLICT RESOLUTION: Maintain and update as needed a conflict resolution process for guidance in the resolution of disputes or issues, and shall encourage other jurisdictions in the County to do so, as well.

Policies

- 1.9.1 Utilize the conflict resolution process to resolve intergovernmental conflicts, including but not limited to, the siting of locally unpopular public and private land uses and facilities.
- 1.9.2 Ad hoc committees of the local jurisdictions, at the technical staff level of the various jurisdictions, may be convoked to discuss the problem and to resolve it. These committees shall be formed upon the request of one of the local jurisdictions and by mutual agreement of the participating jurisdictions.
- 1.9.3 If no resolution of the issue is attained, then voluntary coordination meetings at the highest technical level, such as the department or agency director level, shall discuss the issue and attempt to resolve the differences between the jurisdictions.
- 1.9.4 If no resolution is reached, the problem will surface to the next level, the policy level, for resolution, i.e., the Chief Executive Officer and elected officials.
- 1.9.5 If no decision is reached at the policy level, then by mutual agreement and as a voluntary option, the parties may call for arbitration or mediation from Tampa Bay Regional Planning Council, the University System or a State Agency.
- 1.9.6 If this solution is not acceptable to the jurisdictions involved, then they may pursue a binding resolution through the courts, after invoking the Florida Governmental Cooperation Act of 1987, Florida Statutes, Chapter 164. This is now required before one governing body of a county or municipality may file suit against another county or municipality.

Objective 1.10.1

COORDINATION FOR SUSTAINABLE AND RESILIENT COMMUNITIES:
Work across departments and with relevant partner jurisdictions, public agencies and institutions, not-for-profit groups and the private sector to promote sustainable and resilient communities within Hillsborough County and across the Tampa Bay region.

Policies

- 1.10.1 Collaborate with federal (inclusive of MacDill AFB), state, regional and local partners (including HART), to enhance the environmental, social, and economic resilience of communities in Hillsborough County.
- 1.10.2 Continue to participate on the Tampa Bay Regional Resiliency Coalition, including the development and implementation of a Regional Resiliency Action Plan. Also, continue to work with partner agencies to develop, and once completed, implement Hillsborough County's Sustainability Action Plan.
- 1.10.3 Collaborate with community and agency partners to educate and inform the public about the potential impacts of natural and man-made disasters and how residents should prepare for these events for the protection of lives and property within Hillsborough County.
- 1.10.4 Work with relevant partner agencies and other identified stakeholders, to address and mitigate issues related to changes in our local weather patterns, such as, but not limited to, longer periods of high temperatures, more frequent and severe storms and sea-level rise in and around Tampa Bay.
- 1.10.5 Coordinate with partner jurisdictions, agencies (such as FDOT) and community groups to assess and integrate, wherever feasible, solutions that provide for equitable and more sustainable and resilient infrastructure in Hillsborough County.
- 1.10.6 Work with relevant local and regional partner agencies, community groups and institutions to provide resources that strengthens the sustainability and resiliency of neighborhoods, such as improved access to affordable housing, healthcare and nutritious food options throughout Hillsborough County.

- 1.10.7 Utilize partnerships with regional and local agencies (including HCC), and the business community to provide for a resilient and diverse local economy, such as, but not limited to, developing mentoring programs that provide vocational training for residents that creates a more robust workforce within Hillsborough County.
- 1.10.8 Cooperate with other agencies and institutions to plan and provide for a resilient natural environment that protects, preserves and restores thriving habitats and abundant wildlife in Hillsborough County.

Solid Waste

Introduction



Solid waste management is integral to protecting the health, safety, and welfare of citizens as well as the natural environment. From curbside collection to recycling, it is essential to a functioning, clean and vibrant community. Hillsborough County's solid waste system is composed of a 3,300 acre Class 1 landfill, a Resource Recovery Facility, two transfer facilities, three yard waste facilities, three household hazardous waste collection sites, and five community collection centers which handle bulky waste, paint and electronic waste. The annual system tons managed are roughly 1.1 million.

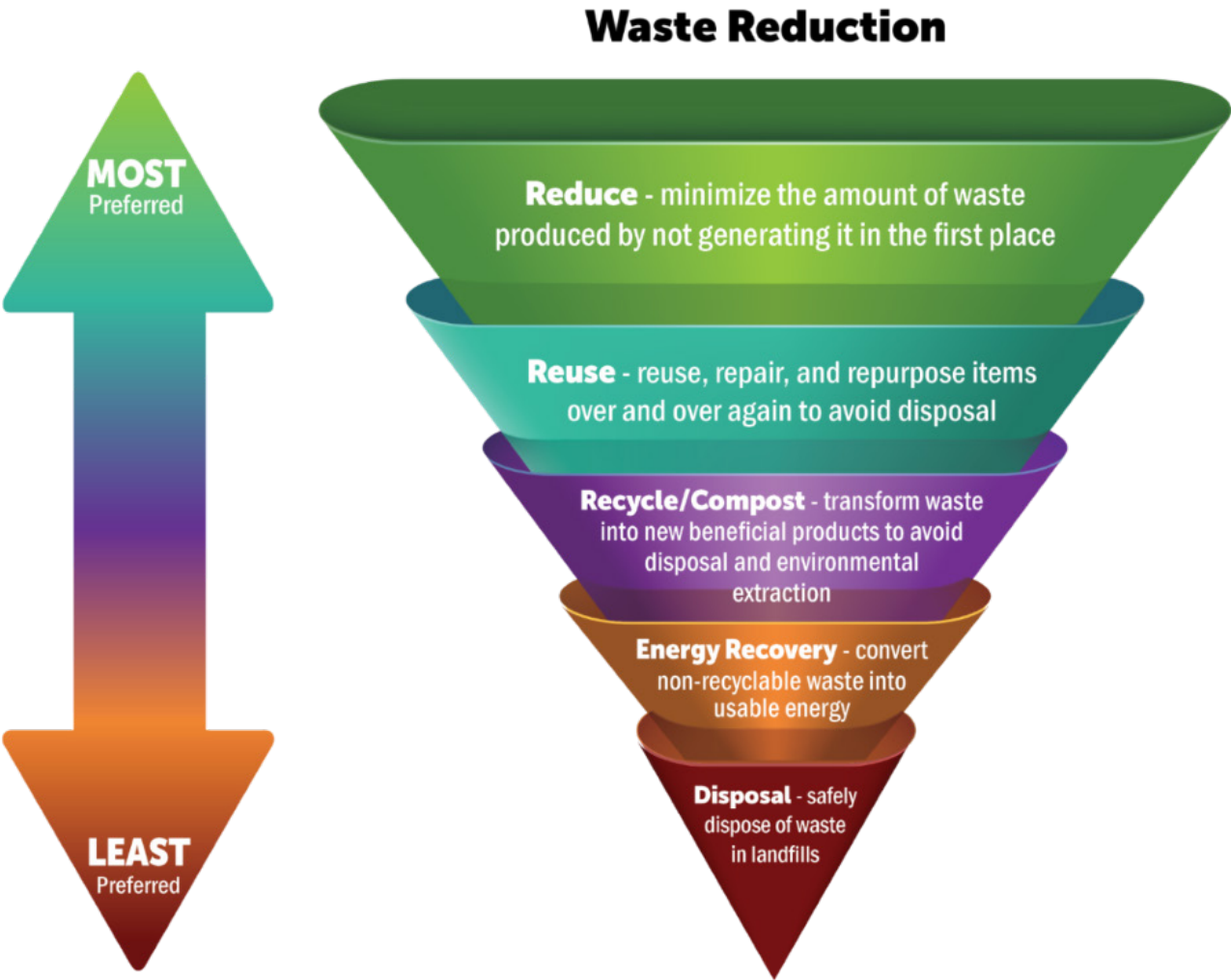
Given the County's robust population growth, there are challenges with the long-term sustainability of the solid waste management system. The Resource Recovery Facility is at capacity, the landfill has somewhat limited capacity, and all additional waste generated by additional growth is being landfilled. At the same time, approximately 70% of the County's solid waste stream is recyclable or compostable, providing a profound opportunity for an impactful shift to sustainable solid waste management. In conjunction with other planning efforts,

updated solid waste language in the Comprehensive Plan is intended to provide a policy outline for this shift.

The Solid Waste Section serves to update the Solid Waste Element of the Unincorporated Hillsborough County Comprehensive Plan. Incorporating the integrated hierarchy of waste management, the Solid Waste Section update is designed to support Hillsborough County in sustainable solid waste management leadership. Employing best practices and solid waste innovations, the Section provides a framework for reducing waste generation, increasing recycling and reuse, maximizing waste diversion from County operations/processes, exploring new opportunities for beneficial uses of waste, direct needed updates to other County documents and providing policy direction to guide programmatic enhancements and capital projects.

The language was developed via a collaborative approach with staff from Hillsborough County's Solid Waste Management Division and the Environmental Management Division's Innovation and Resiliency Section. It is coordinated with other County sustainability and solid waste planning efforts.

Solid Waste



“Integrated Hierarchy of Waste Management” graphic courtesy of Hillsborough County (non-adopted, for illustrative purposes only)

GOAL 1

Lead in waste reduction, reuse and recycling in a cost-efficient manner to provide for sustainable solid waste management.

Objective 1.1

Adopt an integrated hierarchy of solid waste management using source reduction as the primary approach, followed in order by reuse, recycling/composting and energy recovery. Landfill disposal shall be considered the last resort.

Policies

- 1.1.1 Regularly review and update codes and ordinances to implement the integrated hierarchy of waste management.
- 1.1.2 Support state and federal efforts to establish producer responsibility systems (e.g. product redesigns) in reducing waste generation at the source and end of life management of materials; explore methods to enhance local producer responsibility.
- 1.1.3 Expand partnerships with the public, private and nonprofit sector to enhance community reuse opportunities and increase organics recovery and composting infrastructure.
- 1.1.4 Pursuant to state statutes, require new commercial and multi-family developments to provide adequate space and receptacles for recycling infrastructure.
- 1.1.5 Explore a phased approach to universal recycling to expand recycling to all commercial and multi-family properties.
- 1.1.6 Explore and support approaches to increase waste diversion from construction-related activities.
- 1.1.7 Continue methods to recover energy from waste that is not recyclable.

- 1.1.8 Ensure that hurricane and storm debris disposal is factored into future landfill planning.
- 1.1.9 Continue to meet the Adopted LOS as outlined in the Capital Improvements Section using the integrated hierarchy as a primary strategy.

Objective 1.2

Leverage waste as a resource; evaluate and implement beneficial uses for waste.

Policies

- 1.2.1 Foster in-state market development for reusable, recyclable and compostable materials.
- 1.2.2 Implement policies and programs to recover organics from the waste stream for beneficial use.
- 1.2.3 Research alternatives for beneficial reuse of materials and gas generated by waste to energy, landfilling and the recovery processes.
- 1.2.4 Continue to monitor emerging technologies and beneficial uses for waste, as well as applicability to overall solid waste management.

Objective 1.3

Ensure the County leads by example through its own facilities, education and outreach.

Policies

- 1.3.1 Continue education and outreach to support citizen awareness regarding waste reduction strategies such as composting, reducing contamination in recycling and utilizing reusable materials.
- 1.3.2 Expand recycling to all County facilities and special events on County property; track and enhance County recycling rate.
- 1.3.3 Investigate the feasibility of requiring County construction projects to recycle construction and demolition (C&D) waste; explore requiring County-subsidized projects to employ reduction and diversion practices.

- 1.3.4 Explore cross-departmental mechanisms to enhance the internal reuse of materials or supplies.
- 1.3.5 Co-locate solid waste capital facilities to enhance the efficient use of land and energy and reduce costs.
- 1.3.6 Continue to partner across County departments on innovative and multi-benefit solid waste management projects.
- 1.3.7 Continue collaboration with regional partners on solid waste projects and programs.

Objective 1.4

Continue resilient and sustainable solid waste management siting and practices that protect citizens and the environment.

Policies

- 1.4.1 New Solid Waste Disposal Sites shall be located outside of the Coastal Planning Area.
- 1.4.2 Solid Waste Management Facilities located in the Coastal Planning Area shall have an operations plan for effective management of waste prior to storm surge events.
- 1.4.3 Updates to the Solid Waste Master Plan shall consider the relocation of existing Solid Waste Management Facilities and Solid Waste Disposal Sites to areas outside of the Coastal Planning Area in lieu of replacement or renovation.
- 1.4.4 Explore options to allocate actual cost of service for collection and disposal of solid waste.
- 1.4.5 Utilize collections contracts or other mechanisms to ensure new residential development does not adversely affect existing or new solid waste collection services.
- 1.4.6 Continue to operate facilities that enable proper residential disposal of household hazardous waste and electronic waste.

- 1.4.7 Identify businesses generating hazardous or non-processible waste to ensure prohibited materials do not enter the solid waste stream.
- 1.4.8 Meet, and where feasible, exceed all regulatory and environmental standards for operation of solid waste facilities.

Public Schools

Introduction



[The current Public Schools Section can be viewed here.](#)

This Section will be updated to the 2045 horizon in 2023.

Definitions

[The current Definitions Section can be viewed here.](#)

This Section will be updated to the 2045 horizon in 2023.

