

COMMERCIAL-LOCATIONAL CRITERIA

Commercial-Locational Criteria

Objective 22: ~~To avoid strip commercial development, locational criteria for neighborhood serving commercial uses shall be implemented to scale new commercial development consistent with the character of the areas and to the availability of public facilities and the market. Commercial uses may be permitted within future land use categories where commercial is not the primary use allowed. Such developments do not require a Future Land Use Map Amendment to a non-residential category provided they meet the criteria established within the following policies, which are intended to:~~

- ~~a. provide a means of ensuring appropriate commercial nodes are located within a reasonable distance from users~~
- ~~b. ensure the proposed commercial development is generally consistent with the surrounding character in scale and design~~
- ~~c. concentrate commercial uses at nodes to prevent the proliferation of strip commercial development~~

Policy 22.1:

~~The locational criteria for neighborhood serving non-residential uses in specified land uses categories will:~~

- ~~—provide a means of ensuring appropriate neighborhood serving commercial development without requiring that all neighborhood commercial sites be designated with a on the Future Land Use Map;~~
- ~~—establish a maximum square footage for each proposed neighborhood serving commercial intersection node to ensure that the scale of neighborhood serving commercial development defined as convenience, neighborhood, and general types of commercial uses, is generally consistent with surrounding residential character; and~~
- ~~—establish maximum frontages for neighborhood serving commercial uses at intersections ensuring that adequate access exists or can be provided~~

The Commercial-Locational Criteria established in this Objective shall only apply within the following agricultural, residential, industrial, and mixed-use future land use categories. In the NMU-4, NMU-6 and SMU-6 Future Land Use categories, however, the Commercial-Locational Criteria shall only apply to free-standing commercial uses that are not part of a mixed-use building.

Rural Residential/Agriculture:

- Agricultural/Mining - 1/20 (AM-1/20)
- Agricultural - 1/10 (A-1/10)
- Agricultural/Rural - 1/5 (AR-1/5)
- Agricultural Estate - 1/2.5 (AE-1/2.5)
- Residential - 1 (RES-1)

Residential:

- Residential Planned -2 (RP-2)
- Residential - 2 (RES-2)
- Residential - 4 (RES-4)
- Residential - 6 (RES-6)
- Residential - 9 (RES-9)
- Residential - 12 (RES-12)

- Residential - 16 (RES-16)

- Residential - 20 (RES-20)

- Residential - 35 (RES-35)

Industrial:

- Light Industrial Planned (LI-P)

- Light Industrial (LI)

- Heavy Industrial (HI)

- Research/Corporate Park (RCP)

Mixed-Use:

- Neighborhood Mixed Use - 4(3) (NMU-4(3))

- Neighborhood Mixed Use - 6 (NMU-6)

- Suburban Mixed Use - 6 (SMU-6)

Policy 22.2:

Commercial development proposed under this Objective shall meet the provisions outlined in Table 1 and the subsequent policies, which detail the requirements.

**COMMERCIAL-LOCATIONAL CRITERIA
PROPOSED PLAN AMENDMENTS
DRAFT #6 (11/14/22)**

Table 1. Commercial-Locational Criteria Requirements

FLU	Uses ^[2]	Roads (minimum classification)	Distance (+75% rule)	Node Separation (Pol. 22.3)	Building Placement, Uses & Design (Pol. 22.4) ^[2]	Floor Area Ratio	Max. GFA per Quadrant	Max. GFA per Tenant ^[2]
LI, LI-P, HI, RCP	CN limited per Policy 22.4.a.i, CI, M	Context Classified Road/Major Local	900' ^[1]	Yes ^[1]	Yes ^[1]	0.75; RCP 1.0	30,000 ^[1]	NA
AM, A, AR AE RES-1	CN limited per Policy 22.4.a.i + commercial ag uses (per Policy 30.5)	Context Classified Road/Major Local	660'	Yes	No	0.25	20,000	NA
RP-2 RES-2	CN limited per Policy 22.4.a.i + commercial ag uses (per Policy 30.5)	Context Classified Road/Major Local	900'	Yes	Yes	0.25	50,000; per FAR in the Urban Service Area ^[3]	20,000 (50,000 grocery stores)
RES-4 RES-6 RES-9	CN limited per Policy 22.4.a.i	Context Classified Road/Major Local	1,000'	Yes	Yes	RES-4 and 6: 0.25 RES-9: 0.35	110,000; per FAR in the Urban Service Area ^[3]	20,000 (50,000 grocery stores)
NMU-4 NMU-6	CN, CG	Context Classified Road/Major Local	1,000'	Yes	Yes	NMU-4: 0.25 NMU-6: 0.35	Per FAR ^[3]	NA
RES-12 RES-16 RES-20 RES-35	CN limited per Policy 22.4.a.i	Context Classified Road/Major Local	1,000'	Yes	Yes	0.35	Per FAR ^[3]	NA
SMU-6	CN, CG, CI, M	Context Classified Road/Major Local	1,000'	Yes	No	0.25	Per FAR ^[3]	NA
OC-20 ^[4]	CN, CG, CI	NA	NA	No	No	0.35 (0.75 non-retail)	Per FAR ^[3]	NA
CMU-12 ^[4]	CN, CG, CI, M	NA	NA	No	No	0.5 FAR	Per FAR ^[3]	NA
UMU-20 ^[4]	CN, CG, CI, M	NA	NA	No	No	1.0	Per FAR ^[3]	NA
ICMU-35 ^[4]	CN, CG, CI, M			No	No	2.0		
RMU-35 ^[4]	CN, CG, CI, M			No	No	2.0		

[1] Not applicable in the CI and M zoning districts

[2] Policy 22.4.a.i, building placement, and maximum tenant size provisions do not apply to sites located along Suburban Commercial roadways

[3] Unless further restricted elsewhere in the Comprehensive Plan.

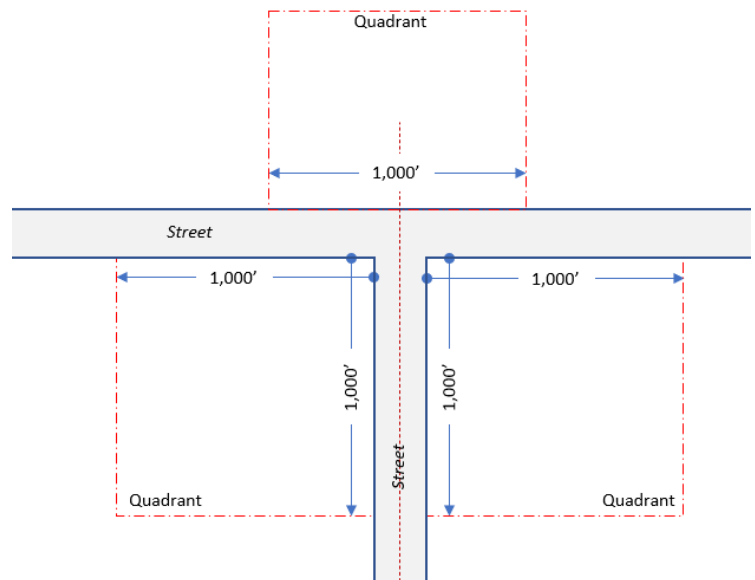
[4] Not subject to Commercial-Locational Criteria

Policy 22.23:

Commercial uses shall meet the following provisions:

- a. **Location.** Commercial uses established as part of this Objective must be located at intersections of roadways given a context classification in the Hillsborough County Context Classification Map or the Florida Department of Transportation Context Classification Map, as applicable, or at the intersection of one of those roadways with a *major local roadway* (as defined in this Plan). Three way, or “T” intersections are considered full intersections for locational purposes.
- b. **Roadway characteristics.** At least two travel lanes of traffic (one in each direction) are required on both roadways.
- c. **Maximum distance from intersection.** Commercial uses do not have to locate at the corner but are required to stay within a certain distance from the qualifying intersection, measured from the edge of the right-of-way (ROW). Sites may extend beyond the prescribed distance if at least 75% of the property line along the ROW is within that distance. The land area within this distance, as measured along both roadways, makes a quadrant (see graphic below and Table 1 in Policy 22.2).
- d. **Maximum building size per quadrant (T intersections assume three quadrants).** If more than one building is proposed in a quadrant, the cumulative square footage for all buildings within the quadrant shall not exceed the maximums shown within Table 1 under Policy 22.2. See FLUE Appendix A for additional size restrictions per land use category.

e. **Maximum size per business/tenant.** In order to ensure the scale of commercial development is consistent with the character of the area, some future land use categories, as shown in the Commercial-Locational Criteria Table 1 in Policy 22.2, limit the size of individual business/tenant spaces to 20,000 sq. ft. with the exception of grocery stores, which shall not exceed 50,000 sq. ft. and shall be limited to one per quadrant. Notwithstanding the maximum FAR permitted by the Future Land Use, several businesses/tenants may locate in a commercial node if the maximum building size noted in subsection d of this Policy is not exceeded. For the purpose of this Policy, *grocery stores* are uses primarily engaged in the retail sale of fresh fruits, vegetables, and meats in combination with canned and dry goods. Ancillary uses within grocery stores may also include bakeries, delis, coffee shops, and pharmacies. Buildings located along roads classified as Suburban Commercial are exempt from the tenant size restriction.



f. **Minimum separation.** Table 1 in Policy 22.2 specifies where node separation requirements apply. Within those future land use categories where such a requirement applies, a new commercial node, proposed based on Objective 22, shall not be allowed if there is a developed or entitled commercial node within a certain distance as shown in Table 2. The distance shall be measured between the property lines of the subject site and closest site within the other node, following along a common vehicular path, and shall be

based upon the context classification(s) of the intersecting roadways which form the new commercial node. Policy 22.6 allows waivers from this requirement.

Table 2. Commercial-Locational Criteria Node Separation

<u>Context Classification</u>	<u>Major Local</u>	<u>Rural</u>	<u>Suburban Residential</u>	<u>Suburban Commercial</u>	<u>Suburban Town</u>	<u>Urban General</u>
<u>Major Local</u>	<u>Prohibited</u>	<u>2 miles</u>	<u>1 mile</u>	<u>1 mile</u>	<u>1 mile</u>	<u>1 mile</u>
<u>Rural</u>	<u>2 miles</u>	<u>2 miles</u>	<u>2 miles</u>	<u>2 miles</u>	<u>2 miles</u>	<u>2 miles</u>
<u>Suburban Residential</u>	<u>1 mile</u>	<u>2 miles</u>	<u>1 mile</u>	<u>1 mile</u>	<u>1 mile</u>	<u>1 mile</u>
<u>Suburban Commercial</u>	<u>1 mile</u>	<u>2 miles</u>	<u>1 mile</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Suburban Town</u>	<u>1 mile</u>	<u>2 miles</u>	<u>1 mile</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Urban General</u>	<u>1 mile</u>	<u>2 miles</u>	<u>1 mile</u>	<u>None</u>	<u>None</u>	<u>None</u>

The maximum amount of neighborhood-serving commercial uses permitted in an area shall be consistent with the locational criteria outlined in the table and diagram below. The table identifies the intersection nodes that may be considered for non-residential uses. The locational criteria is based on the land use category of the property and the classification of the intersection of roadways as shown on the adopted Highway Cost Affordable Long Range Transportation Plan. The maximums stated in the table/diagram may not always be achieved, subject to FAR limitations and short range roadway improvements as well as other factors such as land use compatibility and environmental features of the site.

In the review of development applications consideration shall also be given to the present and short range configuration of the roadways involved. The five year transportation Capital Improvement Program, MPO Transportation Improvement Program or Long Range Transportation Needs Plan shall be used as a guide to phase the development to coincide with the ultimate roadway size as shown on the adopted Long Range Transportation Plan.

Maximum Building Square Footage Permitted For Neighborhood-serving commercial uses Per Quadrant of the Intersection:

<u>Land Use Category</u>	<u>Major Local/ 2 Lane or 4 Lane</u>	<u>2 Lane/2 Lane</u>	<u>2 Lane/4 Lane</u>	<u>4 Lane/4 Lane</u>
<u>Rural Agriculture Scale Distance</u>	<u>300 ft</u>	<u>660 ft</u>		
AM-1/20	5,000	20,000	30,000	40,000
A-1/10				
AR-1/5				
<u>Rural Residential Scale Distance</u>	<u>300 ft</u>	<u>660 ft</u>		
<u>Residential</u>				
AE-1/2.5	5,000	15,000	15,000	20,000
RES-1		20,000	25,000	30,000
RP-2		50,000	75,000	110,000
PEC-1/2	*	*	*	*
<u>Non-Residential</u>				
HH	5,000	30,000	30,000	300,00
RCP				
<u>Suburban Scale Distance</u>	<u>300 ft</u>	<u>900 ft</u>		
L1	5,000	30,000	50,000	75,000

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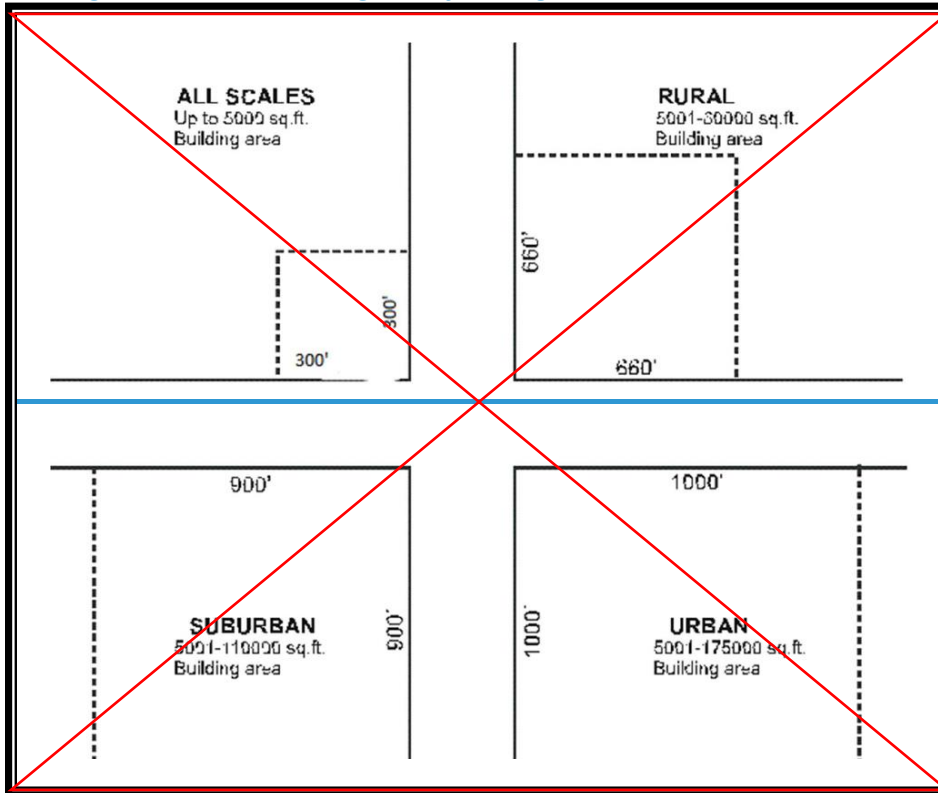
Land Use Category	Major Local/2 Lane or 4 Lane	2 Lane/2 Lane	2 Lane/4 Lane	4 Lane/4 Lane
LLP				
RES-2				
RP-2		50,000	75,000	110,000
NMU-4(3)				
RES-4				
SMU-6		120,000	150,000	175,000
RES-6				
Urban Scale Distance	300 ft	1000 ft		
RES-9				
RES-12				
RES-16	5,000	120,000	150,000	175,000
RES-20				
RES-35				

Roadways listed in the table as 2 or 4 lane roadways must be shown on the Highway Cost Affordable Long Range Transportation Plan; major local roadways are defined in the definitions section of this element.

At least 75% of the subject property must fall within the specified distance from the intersection. All measurements should begin at the edge of the road right-of-way.

* A Planned Development established by the PEC ½ category shall be exempt from the locational criteria listed in the above chart.

Frontage Width and Building Area for Neighborhood Commercial Uses Under the Locational Criteria



Policy 22.3:

In order to address instances where a site does not exactly meet the dimension requirements of the Chart in Policy 22.2, the following will apply:

- Where a proposed neighborhood commercial use is located such that the major roadway frontage associated with the proposed use exceeds the maximum distance specified in the Chart in Policy 22.2 but at least 75% of the frontage associated with the use is within that distance and under single ownership, then such proposed use may also be considered for approval.
- When an intersection is shown on the adopted Highway Cost Affordable Long Range Transportation Plan, as a three way, or “T” intersection, consideration for commercial development can occur as if there were a full intersection for locational purposes, but when determining the appropriate size development for each quadrant the configuration of the road may not support maximum square footage’s due to the limiting nature of the intersection.

Policy 22.4:

In any of the Plan categories where new commercial development is subject to the locational criteria, up to 20% of a larger mixed use projects (typically, over 160 acres and 500 dwelling units) may be considered for neighborhood serving commercial uses; regardless of the limitations of the Chart in Policy 22.2. These uses shall be integrated into and located internal to the mixed use development and should not front on external roadways, and should be appropriately scaled with other project uses. Generally, the amount of commercial uses permitted in this type of development will not exceed the maximum square footage shown in the chart with the locational criteria, unless a greater project demand has been demonstrated.

Policy 22.5:

When planning the location of new non residential developments at intersections meeting the locational criteria, a transition in land use shall be established that recognizes the existing surrounding community character and supports the creation of a walkable environment. This transition will cluster the most intense land uses toward the intersection, while providing less intense uses, such as offices, professional services or specialty retail (i.e., antiques, boutiques) toward the edges of the activity center.

Policy 22.6: Exceptions for Office Uses

Office development may be considered outside of the locational criteria under Policy 22.2 when:

- a) proposed as a buffer between existing commercial and residential uses or adjacent to existing commercial uses other than offices;
- b) proposed on a parcel that is unsuitable or undevelopable for residential development. The rezoning must be to a site plan controlled district or to a zoning district restricting uses to residential scale office. Sites which may be unsuitable or undevelopable may include but are not limited to: parcels altered due to the acquisition of adjacent land for public purposes or natural features (rivers, lakes or preservation areas) either of which may isolate a parcel, or if existing development has isolated a parcel along a roadway shown on the adopted Long Range Transportation Plan. Parcels must be five usable acres or less. However, all parcels under five usable acres may not qualify for consideration of this provision.

Policy 22.4:

Applications for new commercial development at qualifying intersections will require a rezoning to a zoning district that implements the following provisions. Rezonings to Commercial Intensive (CI) or Commercial General (CG) are not allowed within residential or agricultural future land use categories.

- a. **Land Uses.** Table 1 in Policy 22.2 lists the permitted uses based on the future land use category of the site, subject to the following:
 - i. **Commercial:** Where Table 1 in Policy 22.2 refers to “CN limited”, the uses permitted include those uses allowed in the Commercial Neighborhood (CN) Zoning district except for the following auto-oriented uses: drive-through facilities, gasoline stations exceeding eight fueling/electric vehicle charging stations (up to eight cars fueled/charged simultaneously), service stations, minor or major vehicle repair, and car wash facilities. Agriculture related uses are exempt from the CLC as noted in Policy 30.5. Sites located along roads classified as Suburban Commercial are exempt from the "CN limited” restriction. Any use permitted in CN may be requested for those sites.
 - ii. **Office Uses.** Office uses may be considered within commercial nodes subject to the same size, location and design limitations for commercial uses noted in Table 1 in Policy 22.2.
 - iii. **Residential Uses.** Multi-family uses are permitted as part of vertical mixed-use developments.
- b. **Building Placement.** Table 1 in Policy 22.2 specifies where the building placement requirements apply. Within those future land use categories, commercial and office building design along roadways classified as Urban General, Suburban Town, or Suburban Residential on the Context Classification Map for Hillsborough County and the Florida Department of Transportation (FDOT), must be oriented to the street and cater primarily to pedestrians. There shall be no vehicular parking or circulation between the building and the street and service areas must be located to the rear or side of the building. Building placement along other roadways shall be determined based on surrounding conditions. Policy 22.6 allows waivers from this requirement.
- c. **Site Access and Circulation.** Attention must be given to the manner in which surrounding neighbors will access the site. Pedestrian connections must be optimized through the public realm. All development shall be required to provide adequate direct pedestrian access from the public sidewalk to the building.
- d. **Compatibility.** When planning the location of new non-residential developments at intersections meeting the locational criteria, a transition in land use shall be established that recognizes the existing surrounding community character and supports the creation of a walkable environment. This transition will cluster the most intense land uses toward the intersection, while providing less intense uses, such as offices, professional services, or specialty retail (i.e., antiques, boutiques) toward the edges of the activity center. The massing of proposed new structures will be assessed as part of the rezoning process to ensure compatibility with the surrounding areas.
- e. **Building Design.** Table 1 in Policy 22.2 specifies where the building design requirements apply. Within those future land use categories, commercial and office buildings along roadways classified as Urban General, Suburban Town or Suburban Residential on the Hillsborough County or FDOT Context Classification Map shall meet the following provisions:
 - i. Building volumes are divided to appear as smaller volumes grouped together. Volume breaks may be achieved by volume projections and recesses, and varying volume heights and roof lines.
 - ii. Facades must be designed to reduce the monolithic appearance of blank/unadorned walls through the use of wall projections and/or recesses, windows, doors, and/or changes in plane, material, or color.

iii. Landscaping shall focus less on hiding the building from the road and more on providing shade, accentuating buildings and public spaces, and screening residential from non-residential uses.

iv. The requirements above may be modified to address site conditions that prevent full compliance.

Policy 22.5:

If any conflicts arise between this Objective and the Special Districts requirements contained in the LDC, the Special Districts standards shall prevail. The review of rezoning applications to approve commercial uses under the provisions of Objective 22 shall consider the Community Plans contained in the Livable Communities Section.

Policy 22.7:

Neighborhood commercial activities that serve the daily needs of residents in areas designated for residential development in the Future Land Use Element shall be considered provided that these activities are compatible with surrounding existing and planned residential development and are developed in accordance with applicable development regulations, including phasing to coincide with long range transportation improvements.

The locational criteria outlined in Policy 22.2 are not the only factors to be considered for approval of a neighborhood commercial or office use in a proposed activity center. Considerations involving land use compatibility adequacy and availability of public services, environmental impacts, adopted service levels of effected roadways and other policies of the Comprehensive Plan and zoning regulations would carry more weight than the locational criteria in the approval of the potential neighborhood commercial use in an activity center. The locational criteria would only designate locations that could be considered, and they in no way guarantee the approval of a particular neighborhood commercial or office use in a possible activity center.

Policy 22.86:

The Board of County Commissioners may grant a waiver to the intersection criteria for the location of commercial uses outlined in Policy 22.2. The waiver would be based on the compatibility of the use with the surrounding area and would require a recommendation by the Planning Commission staff. Unique circumstances and specific findings should be identified by the staff or the Board of County Commissioners which would support granting a waiver to this section of the Plan. The Board of County Commissioners may reverse or affirm the Planning Commission staff's recommendation through their normal review of rezoning petitions. The waiver can only be related to the location of the neighborhood serving commercial or agriculturally oriented community serving commercial zoning or development. The square footage requirement of the plan cannot be waived.

The Board of County Commissioners may grant a waiver only to the following requirements:

- a. Building placement requirement if it is determined that based on the characteristics of the site (e.g., environmental features, irregular lot shape) and surrounding areas, the building should not be placed close to the street.
- b. Minimum separation between nodes if it is determined that the new node will not result in strip commercial, will address a need for commercial uses in the area, and will be compatible with the surrounding neighborhoods.
- c. Tenant/establishment size may be increased by 15% for individual establishments provided the maximum gross floor area allowed per quadrant or FAR, whichever is less, is not exceeded.

Policy 22.97:

Commercial nodes (developed or entitled) existing prior to [ENTER ADOPTION DATE] are not required to meet the individual tenant size, maximum gross floor area per quadrant, use limitations, building design and placement

~~restrictions contained in this Objective. During the Zoning Conformance process, the Board of County Commissioners recognized the existence of neighborhood serving commercial uses or zoning which did not comply with the Locational Criteria for Neighborhood Serving Commercial uses. These sites are exempt from further review under the locational criteria, (location and specific square footage limitations outlined in the Chart) but are not exempt from review under all other policies of the Comprehensive Plan. For the purpose of this Objective, those existing nodes shall be deemed conforming uses and/or structures. The redevelopment and/or expansion of those nodes beyond the original approval shall be subject to this Objective and policies to the greatest extent possible given the constraints of the existing development/site.~~

Policy 22.10:

~~The Locational Criteria outlined in Policy 22.2 will not apply in the following instances:~~

- ~~• where proposed neighborhood commercial uses are proposed as part of a Traditional Neighborhood Development meeting the requirements of this plan and the adopted land development regulations for Traditional Neighborhood Development; or~~
- ~~• in large mixed use developments within the mixed use future land use categories (typically over 40 acres in size).~~

Policy 22.11:

~~General commercial uses, as defined in the Land Development Code, may NOT be considered at the intersection of major local roadways unless it is determined to be infill development (see Policy 25.3) or as part of an industrial or office park project greater than 300,000 square feet.~~

COMMERCIAL REDEVELOPMENT AND INFILL

Policy 25.4:

Office development may be considered within residential future land use categories without meeting outside of the locational criteria under Objective 22 ~~Policy 22.2~~ when:

- a. ~~a) proposed as a buffer between existing commercial and residential uses or adjacent to existing commercial uses other than offices;~~
- b. ~~b) proposed on a parcels that is~~ are unsuitable or undevelopable for residential development. The rezoning must be to a site plan-controlled district or to a zoning district restricting uses to residential scale office. Sites which may be unsuitable or undevelopable may include but are not limited to: parcels altered due to the acquisition of adjacent land for public purposes or natural features (rivers, lakes or preservation areas) either of which may isolate a parcel, or if existing development has isolated a parcel along a roadway shown on the adopted Long Range Transportation Plan. Parcels must be five usable acres or less. However, all parcels under five usable acres may not qualify for consideration of this provision.

ECONOMIC DEVELOPMENT: INDUSTRIAL AND HEAVY COMMERCIAL USES, RESEARCH CORPORATE PARKS AND TOURIST/LEISURE INDUSTRIES

Policy 26.6:

In industrial land use categories, up to twenty percent (20%) of the project land area, when part of larger industrial developments (those industrial and/or office parks greater than 300,000 square feet total) may be considered for certain-neighborhood serving commercial-retail, and service and tourist-related uses; generally, the amount of commercial uses permitted in this type of development will not exceed the maximum square footage shown-stated in Objective 22 (Commercial-Locational Criteria)~~the chart with locational criteria~~. Retail activities may also be considered in industrial areas as freestanding uses if it is demonstrated to serve the greater industrial area, pursuant to the provisions of the suburban-scale Locational Criteria ^{xix}.

COMPREHENSIVE PLAN DEFINITIONS

Commercial Uses - Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Community Activity Centers - These activity centers designate Transportation Analysis Zone (TAZ) locations for existing and future major regional employment clusters that have more than 1,000 regional commercial or service employees and/or locations around fixed guideway transit stations. It is anticipated that these locations will emphasize a focal point for surrounding neighborhoods that will include a variety of public facilities and services including commercial and office development, integration of viable residential neighborhoods and the redevelopment of areas within the activity center appropriate for higher intensity uses. It is anticipated that regional shopping centers, major office and employment areas, higher educational facilities and professional sports and recreation complexes exist or will develop in higher concentrations. Higher residential densities can also be considered for these areas as services and facilities become available to provide the necessary infrastructure. Existing viable low density residential uses found within or adjacent to the Community Primary Activity Centers should be protected through policies of the Comprehensive Plan. Ultimate limits of the Primary Community Activity Center shall be coordinated with fixed-guideway transit plans (such as rail or bus rapid transit) where applicable and determined by a Special Area Plan and/or Multimodal District analysis.

Community Serving Commercial/Community Commercial - Commercial development and uses of a greater intensity than neighborhood serving commercial uses. Uses include, but are not limited to, [warehousing, general and intensive retail](#), wholesale, [warehousing, and](#) office uses, and major auto or commercial vehicle sales, service, and repair. The intensity of community serving commercial shall be as provided for in the criteria and development standards for community serving commercial uses. Agriculturally oriented community serving commercial uses include farm machinery sales, service, and repair.

Compatibility- Defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Established Neighborhood - A neighborhood where platted, or otherwise divided, lands have been at least eighty percent developed and occupied without substantial deterioration since such development.

Major Local Roadway - To assist in determining the amount of commercial development that can be considered in accordance with the locational criteria contained in the plan, the term "major local" will generally refer to local streets (those not shown on the MPO 2015 Long Range Transportation Plan) which have the following characteristics:- The roadway will connect at least two or more collector or higher roadways and/or be a primary access road to at least 500 dwelling units from a collector or arterial roadway, (as defined in this Element). Final determination of the status of a major local road will be made during the review of a request for rezoning.

Mixed or Multiple Use - The mixture of more than one land use within a single building, or within a single project in separate buildings, such uses planned in a coordinated manner under a single master development plan. Land uses, which when combined constitute mixed or multiple uses, exclude parks, golf courses, schools, and public facilities (fire stations, utility substations, etc.). Land uses, which when combined within a single project constitute mixed or multiple uses include residential, commercial, office and industrial uses.

Neighborhood - An integrated area related to the larger community of which it is a part and consisting [primarily](#) of residential districts.

Neighborhood Serving Commercial/Neighborhood Commercial - Retail commercial and office development, ~~usually located on a collector or arterial street at the edge of a neighborhood,~~ serving the daily needs of one or several contiguous neighborhoods. This type of commercial activity is generally smaller than community and regional-serving commercial developments, typically provide including convenience goods and personal services, and are scaled and designed in a manner which is compatible with nearby neighborhoods. ~~Neighborhood-serving commercial development shall be limited as to the intensity of the described use as provided in the locational criteria for neighborhood-serving commercial uses. Intensive commercial uses (uses allowed within the Commercial Intensive zoning district) shall not be considered neighborhood-serving.~~

Office - A structure for conducting business, professional, or governmental activities in which the showing or delivery from the premises of retail or wholesale goods to a customer is not the typical or principal activity.

Regional Activity Center - This designation refers to the high concentration of government centers, high intensity commercial uses and potential high density residential development that will emphasize the Central Business District of Tampa as the central core of the Tampa Bay Region, as well as the Westshore Area with its major office and employment areas and the University of South Florida area with its higher educational facilities.

Regional Serving Commercial/Regional Commercial - Commercial development and uses of a greater intensity than community serving commercial uses. Uses serve an entire metropolitan area and may include, but are not limited to, regional retail, wholesale, warehousing, office uses, shopping malls, retail outlets, light industrial, and major auto or commercial vehicle sales, service, and repair.

Strip Commercial Development- Development pattern characterized by low density, automobile-oriented development with either a single use or multiple uses that are not functionally related, featuring multiple driveways, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses.