

Hillsborough  
Planning Commission  
*CLC UPDATE*  
*PLANNING COMMISSION  
HEARING*

December 12,  
2022



Hillsborough County  
City-County  
Planning Commission

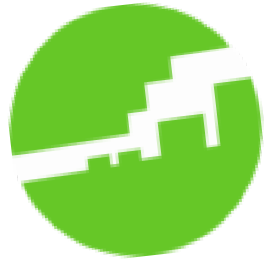


# AGENDA

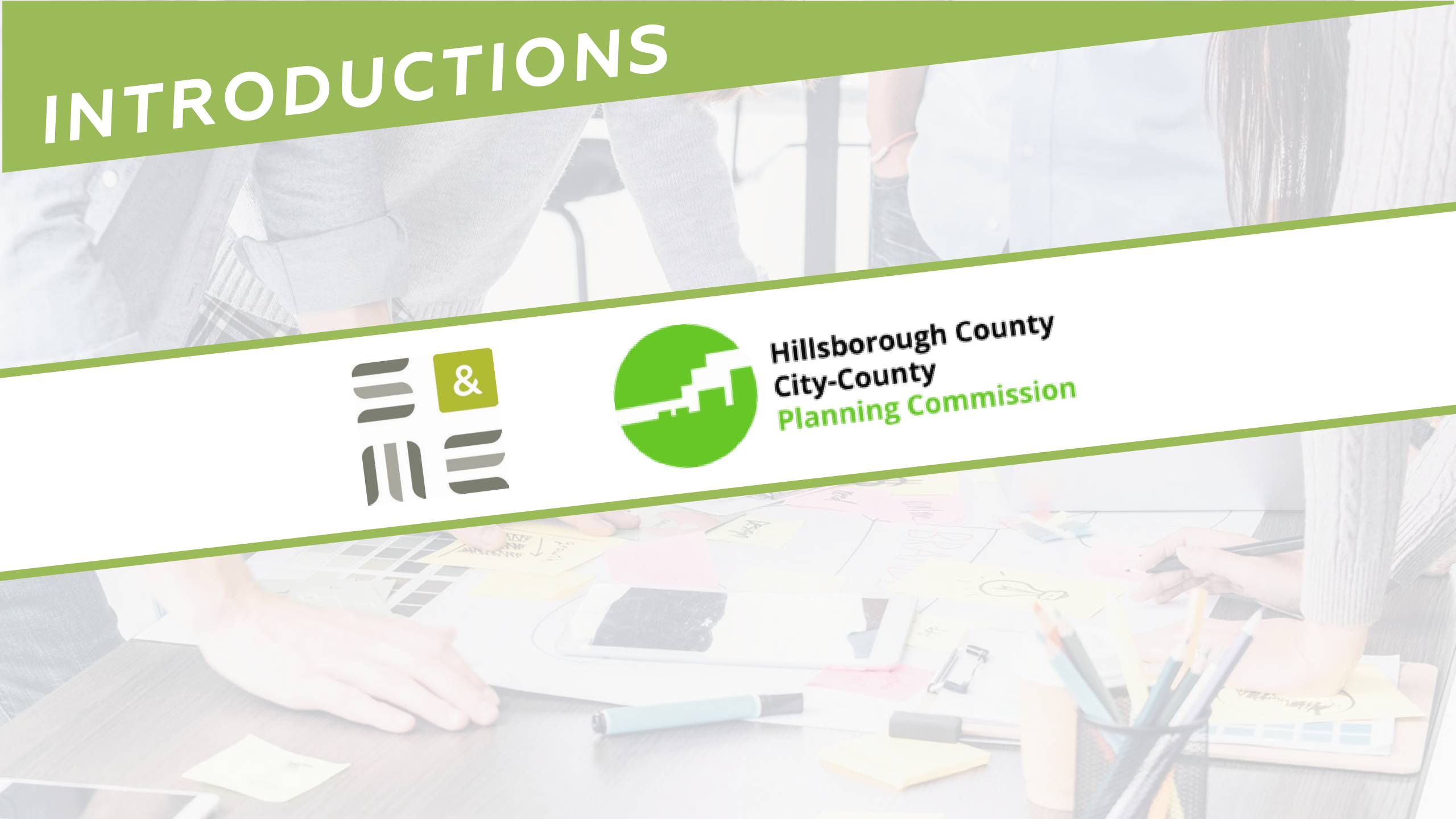
- 1 Introductions
- 2 Commercial-Locational Criteria
- 3 Project Background
- 4 Background Research
- 5 Public Feedback
- 6 Recent Revisions
- 7 Agency Comments/  
Consistency
- 8 Next Steps/Contact Us



# INTRODUCTIONS



**Hillsborough County  
City-County  
Planning Commission**





COMMERCIAL-  
LOCATIONAL  
CRITERIA





# THE CLC

- ❑ The County has increasingly strived to support mixed-use communities which accommodate all modes of transportation
- ❑ To that end, a wide range commercial developments are currently permitted within close proximity to residential neighborhoods, *subject to the provisions of the Commercial-Locational Criteria (FLUE Objective 22)*
- ❑ This update seeks to improve the contents and functionality of the CLC by:
  - Revising outdated language
  - Reevaluating waiver eligibility and approval
  - Reflecting the desires of the public for cultivating mixed-use, multi-modal communities
  - Ensuring the character of existing neighborhoods are protected from incompatible development
  - ***Refining the relationship between commercial scale and context within the Plan***



scale

context

URBAN



COMMUNITY



REGIONAL



SUBURBAN



RURAL



N/A



PROJECT  
BACKGROUND

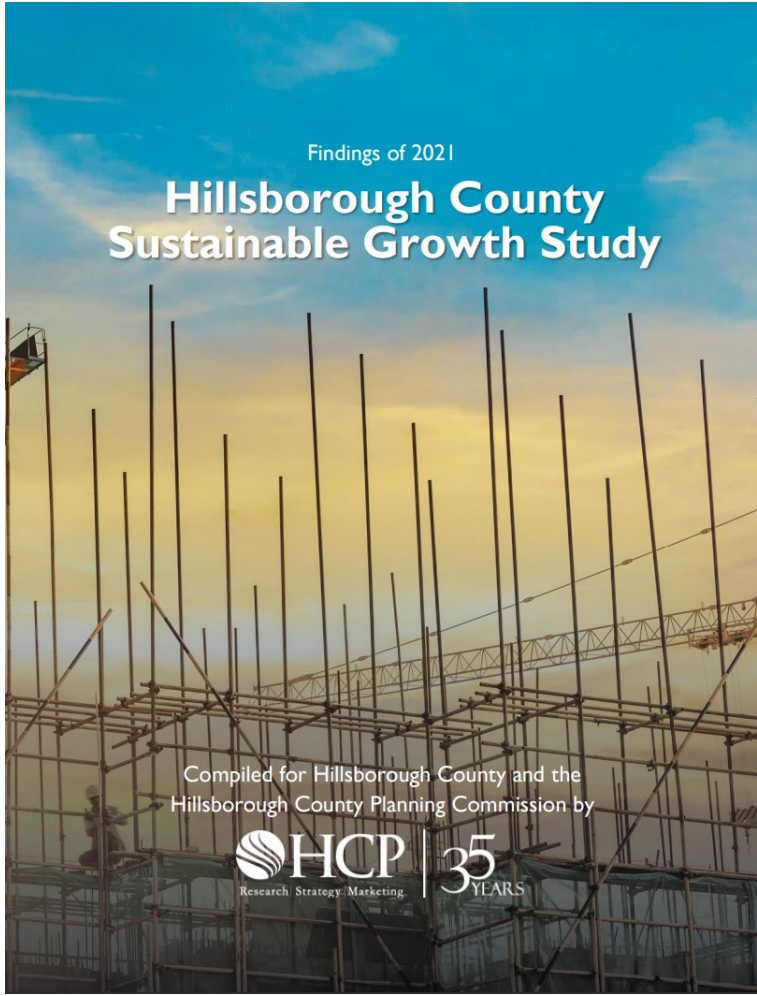




# BACKGROUND

Of the **1,300** members of the community surveyed:

- ❑ **80%** said it was very important to live in a community with **retail and business options**
- ❑ **75%** said it was very important to live in a community where **it is convenient to safely walk or bike for most of your everyday needs**
- ❑ **58%** said it was very important to live in a community where **one's commute to work is minimal**
- ❑ **91%** said it was very important for the County to **discourage/limit new development to protect agricultural lands**





# BACKGROUND



## Built Environment

Future Land Use

Property Rights

Mobility

Housing

Livable Communities

- ❑ Avoid "strip" nonresidential development patterns by concentrating commercial/office activities (FLUE Policy 23.2)
- ❑ Limit commercial development in residential land use categories to neighborhood scale (FLUE Policy 16.1)
- ❑ Development shall be seamlessly integrated with adjacent land uses (FLUE Policy 16.3)
- ❑ Commercial uses should be designed to decrease the need for motorized vehicle trips through convenient, safe, non-motorized access (FLUE Policy 23.3)
- ❑ Compact, livable and walkable communities shall be supported by locally-oriented employment, goods, and services (FLUE, Community Design Component, 2.1, Goal 1)
- ❑ Create a sustainable transportation system that allows people to take their mode of choice to access necessities, opportunities, recreation, and each other (MOBE Goal 5)
- ❑ Require nonmotorized connections between adjacent, compatible developments (MOBE Policy 4.1.2)



**BACKGROUND  
RESEARCH**





# BACKGROUND RESEARCH

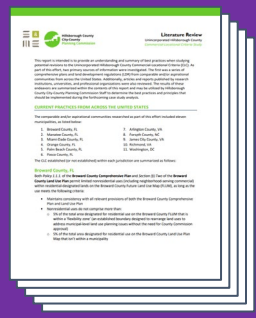
## DOCUMENT REVIEW

- ❑ Address transportation and access issues
- ❑ Accommodate pedestrians, cyclists, and transit users
- ❑ Support the creation/retention of town centers
- ❑ Remain sensitive to Community Planning Areas



## LITERATURE REVIEW

- ❑ Few communities permit commercial within residential future land use categories
- ❑ Where permitted, most communities require a commercial rezoning supplemented with additional compatibility, buffering, and locational requirements
- ❑ Principles are established within the Comprehensive Plan; standards are established within the LDR



## CASE STUDIES

- ❑ Three case study sites:
  - Two within the Urban Service Area
  - One within the rural area
- ❑ Case studies showcased the differences between existing development and what would be permitted with the proposed CLC standards\*



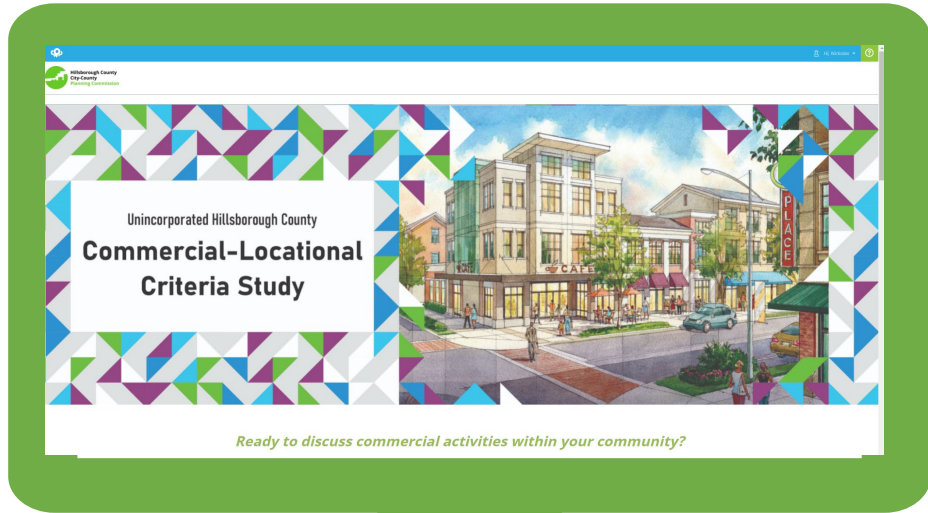


PUBLIC FEEDBACK





# PHASE I FEEDBACK

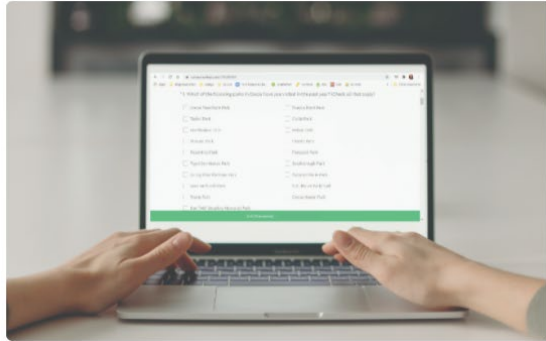


## Community Idea Wall

Would you love the ability to walk to your neighborhood convenience store? Do you think there is too much retail activity within the your community? Do you have an idea for how best to incorporate commercial activity near your neighborhood? Let us know by posting on the Community Idea Wall!

START 28 Sep 2021 END 28 Jan 2022

Add Your Idea



## Public Survey

Your input is important to the success of this Study. Please consider taking this brief survey to help us understand your preferences regarding commercial services near your neighborhood.

START 28 Sep 2021 END 28 Jan 2022

Take The Survey

[tinyurl.com/HillsboroughCLC](https://tinyurl.com/HillsboroughCLC)

PROJECT WEBSITE



# PHASE I FEEDBACK

- ❑ Planning Commission Project Page
- ❑ Interactive Project Website
  - ❑ Survey (**277** Responses)
  - ❑ Comment Wall (**79** Comments)
  - ❑ CLC Drafts & Engagement Summary Memos (**54** Downloads)
- ❑ Multiple Newspaper Advertisements
- ❑ Several rounds of Constant Contact
- ❑ APA Sun Coast Blast
- ❑ Plan Hillsborough Twitter/Facebook Posts
- ❑ Commissioner Newsletter Advertisement
- ❑ Plan Hillsborough Newsletters
- ❑ Partnership with Hillsborough County Communications
- ❑ Citizen Questions

## METHODS

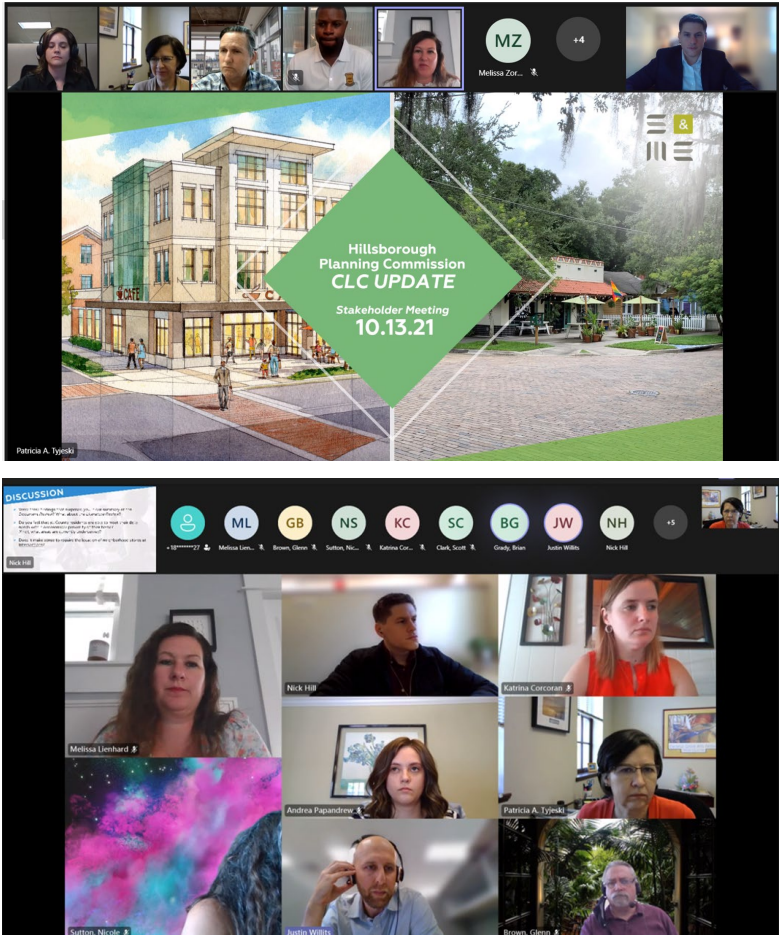
- ❑ **12** Individual Interviews with BOCC
- ❑ Group Interview with Planning Commission
- ❑ **Four** Meetings with County Staff
- ❑ **Four** Community Meetings
- ❑ **Three** Stakeholder Interview Sessions
  - Group 1: Development Community
  - Group 2: Transportation Advocates & Organizations
  - Group 3: Engaged Citizens/Groups (**600** invites sent) including Neighborhood Associations, ULI, YIMBY, Tampa Bay EDC, UACDC, Hillsborough County Economic Development & Affordable Housing
- ❑ Developer/Industry-Initiated Meeting

## MEETINGS



# PHASE I FEEDBACK

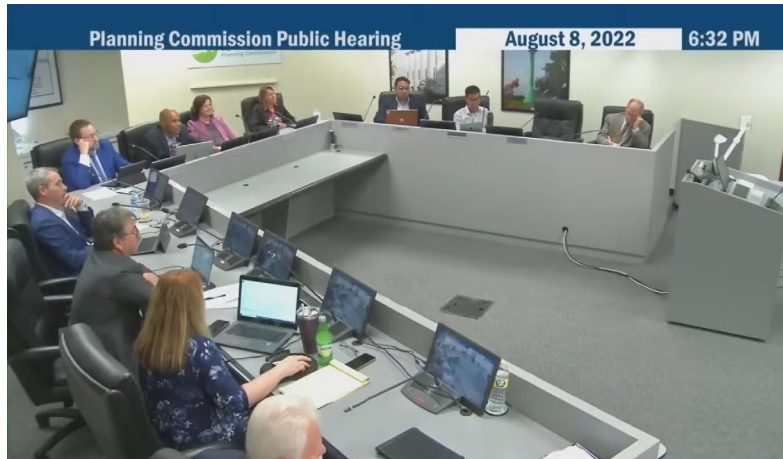
Locates ♦ Developers ♦ Residents ♦ Elected Officials ♦ Stakeholders ♦ Activists ♦ R



- ❑ Promote **context-sensitive** development by revising standards for commercial accessibility, connectivity, and scale
- ❑ Protect the **character** of neighborhoods by limiting the size and location of commercial development, particularly within the rural areas
- ❑ Require **connectivity** and **quality design** standards, where appropriate
- ❑ Establish **flexible development standards** and **waiver opportunities** to assist developers in providing commercial and office uses when and where appropriate
- ❑ Clarify that the CLC should not override the adopted **Community Plans**



# AUG. 8<sup>TH</sup> PC HEARING



- ❑ Concerns were raised regarding the direction of the amendments:
  - ❑ Requiring **pedestrian-friendly** developments
  - ❑ Reducing the **scale** of development in certain categories
  - ❑ Reducing **waiver** opportunities
  - ❑ **Justification** for proposed changes
- ❑ Planning Commission members recommended **further public engagement**
- ❑ PC Staff added opportunities for **feedback (Phase II)**:
  - Two additional community meetings
  - Up to 10 individual briefings with members of the PC and BOCC
  - Matrix summarizing Phase II feedback



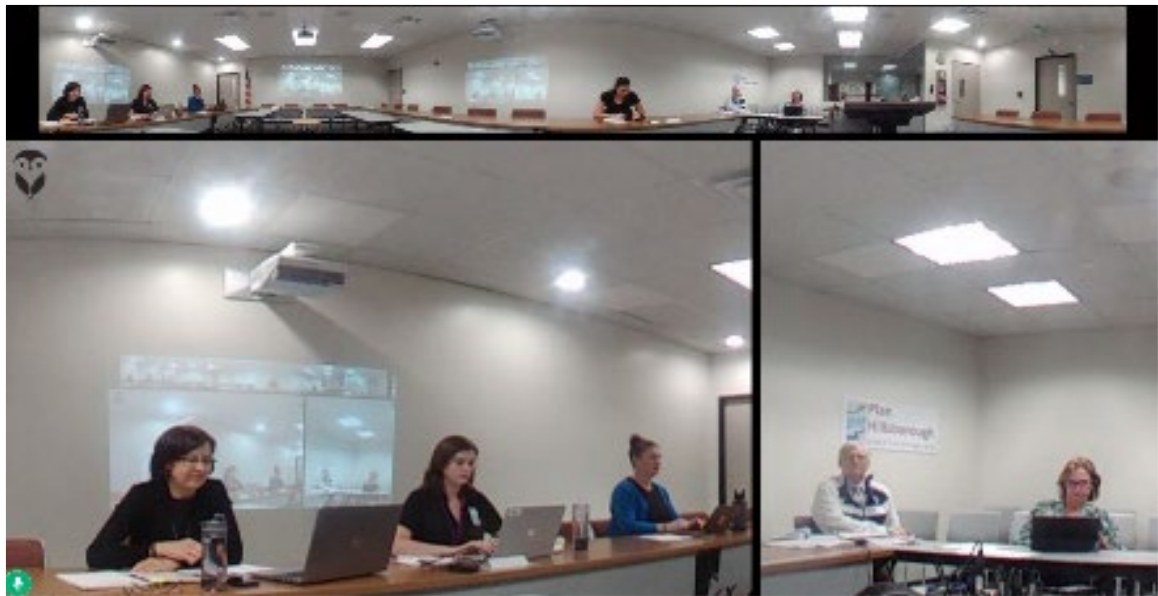
# PHASE II FEEDBACK

## COMMUNITY MEETING 5



August 30, 2022

## COMMUNITY MEETING 6



October 18, 2022



# PHASE II FEEDBACK

COMMENT	RESPONSE
1. I am correct in understanding that the latest draft of the proposed amendment prohibits drive, access and parking from being located between the building and street (Ron Weaver?)	That is correct, but only commercial developments not located along suburban commercial classified roadways are subject to these standards.
2. How does requiring buildings to be placed closer to street promote walkability (Kam Corbett)?	There are multiple ways in which placing buildings closer to the street can enhance the walkability of the community. Pulling buildings closer to the road causes drivers to slow down as there is likely activity happening within close proximity to the road. Additionally, it helps to reduce the number of potential conflict points for pedestrians and cyclists, as they won't have to cross parking lots or drive streets to access the commercial uses.
3. Thank you for striving to make the community more walkable with this proposed amendment to the Comprehensive Plan. Although it may not be appropriate for rural areas of the County, that is very appropriate for Hillsborough County's suburban communities (Yvonne Stokar)	Thank you for your input.
14. Where does the latest definition of "suburban community" come from (Ron Weaver?)	The latest definition is pulled directly from Florida Statutes but has been amended slightly for improved clarity.
15. Is it the intent of the County to limit the provision of multi-family residential development within this draft (Ron Weaver?) Limiting this type of development to vertical road use buildings may limit the provision of these units throughout the County (Kam Corbett)	Thank you for your input. We will re-examine this provision in light of this comment.
16. Doesn't requiring a minimum separation between commercial nodes encourage driving (Joe Moriello)?	Minimal separation is intended to prevent areas of the County where the distance between intersections is minimal from being together and essentially creating rural commercial corridors.

COMMENT	RESPONSE
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## PHASE II

# FEEDBACK MATRIX

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COMMENT	RESPONSE
7. Some of this group's concerns could be addressed by reviewing the FLUM as a whole and redesignating as commercial now. From an industry perspective, it feels less useful and more constrained (Jake Cremer)	Based on this feedback, we have an internal team working on a tool that will be incorporated into a public viewer tool (PMA), that will have the ability to show each individual future land use category countywide.
8. What is the real-world practical effect of changing the long-range transportation map? and how many intersections are we removing/adding? (Kam Corbett)	We are a total net context of road and analysis. land use.
9. In regards to South County, I just did a rezoning in Residential-4 to certain intersections that should not have required a plan amendment. Would be interested to see this intersection map. This is the biggest vested rights issue we aren't sure what some of this means for existing development, non-conformity or something burns down. It is my understanding that this process was a study to evaluate the changing needs of the commercial industry relative to location. Seems like you are pushing people to drive further based on these rules (Michael Brooks)	We are in existing conform of princ expansion shall not in an inc existing category.
10. We also encourage that these policies be considered at the same time as the Future Land Use update so that stakeholders are better able to analyze the context of these changes (NAIOP)	Noted.
11. I feel that these proposed changes eliminate significant rights that property owners have in existing land use categories since the 80s. Existing commercial intersections will have limited rights, including the agricultural communities. I would also advocate for in-person meetings (Jake Cremer, August 8th).	We are r
12. I fear that the proposed changes to the CLC will result in a significant reduction in size and type of commercial uses and will force residents to drive further to access commercial uses. This is the exact opposite of what stakeholders have said. There is not enough in the presentations on how to implement at the rezoning stage. Please host multiple in-person workshops in the future to explain further these nuances. (Todd Josko, August 8th).	A few categories will see a decrease in square footage allowed, but most will see an increase. Utilizing the Context Classification map will allow for additional intersections as opposed to the current adopted 2040 LTR Map. Staff is working on finalizing a map and intersection count. This is the link to the County Context Classification Map and the FDOT Map will be uploaded to the Plan Hillsborough website shortly. In the meantime, if anyone has any questions on the FDOT roadway classifications, please contact staff for assistance. County Context Classification Map: <a href="https://planhillsborough.maps.arcgis.com/apps/webappviewer/index.html?id=add2248cc7e5457baf62d22535ce77c9">https://planhillsborough.maps.arcgis.com/apps/webappviewer/index.html?id=add2248cc7e5457baf62d22535ce77c9</a>

# 122 COMMENTS ADDRESSED

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RECENT REVISIONS





# RECENT REVISIONS



## clarification

- ❑ Clarified **gas station pump** language
- ❑ Reiterated that **agricultural-related uses** are exempt from the provisions of the CLC, per FLUE Policy 30.5
- ❑ Clarified the **grandfathering** provisions
- ❑ Clarified **node separation** measurements
- ❑ Revisited the definition of '**strip commercial**'
- ❑ Clarified that **RP-2** is also subject to CLC requirements
- ❑ Reverted **compatibility section** to original language

# RECENT REVISIONS

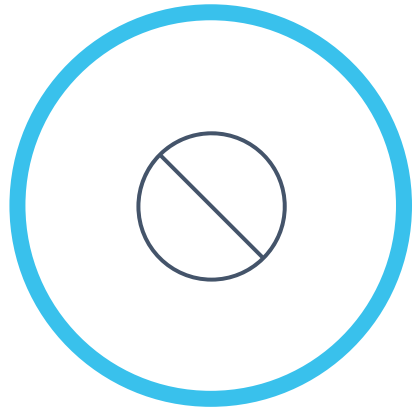


## flexibility

- ❑ **Removed maximum** development size limits per quadrant for some future land use categories if located in the Urban Service Area
- ❑ Expanded ability to develop **office uses** throughout node
- ❑ **Eliminated** building placement and tenant size **limitations** for nonresidential uses located along **Suburban Commercial** roadways
- ❑ **Simplified** building design standards
- ❑ **Added** a tenant size waiver



# RECENT REVISIONS

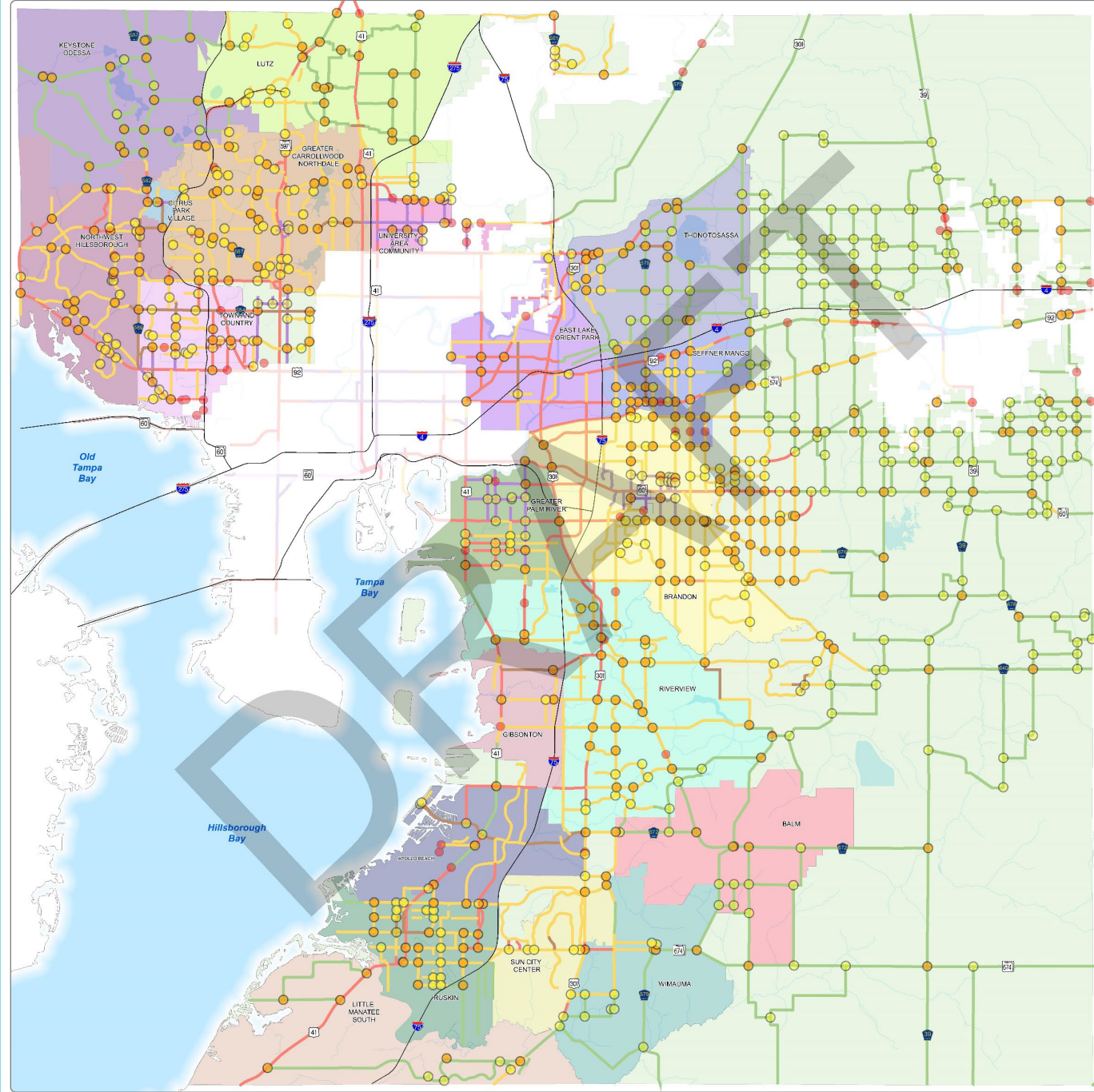


**changes not  
made\***


- ❑ Request to allow **drive-through establishments** within CN limited by right
- ❑ Request to also **waive tenant size and building design requirements** for sites along Suburban Residential roadways
- ❑ Eliminate **minimum separation** between commercial nodes as the requirement will encourage more driving
- ❑ The proposed building **location and design standards** are not appropriate for existing suburban areas

*\* Requests made by some members of the development community*

# Context Classification Map



**HILLSBOROUGH COUNTY, FLORIDA**  
**HILLSBOROUGH COUNTY**  
**COMMERCIAL-LOCATIONAL CRITERIA**  
**INTERSECTION COUNT COMPARISON**

  
[planhillsborough.org](http://planhillsborough.org)

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**LEGEND**

**HILLSBOROUGH COUNTY**  
**CONTEXT CLASSIFICATION**  
**OF COUNTY ARTERIAL**  
**AND COLLECTOR ROADS**

- RURAL [C1 & C2]
- SUBURBAN COMMERCIAL [C3C]
- SUBURBAN RESIDENTIAL [C3R]
- SUBURBAN TOWN [C3T]
- URBAN GENERAL [C4]

**FDOT CONTEXT CLASSIFICATION**

- NATURAL AND RURAL [C1 & C2]
- RURAL TOWN [C2T]
- SUBURBAN COMMERCIAL [C3C]
- SUBURBAN RESIDENTIAL [C3R]
- URBAN GENERAL [C4]
- URBAN CENTER [C5]
- URBAN CORE [C6]

**OTHER ROADWAY NETWORKS**

- MAJOR ROADWAY NETWORK

**NATURAL FEATURES**

- WATER

**INTERSECTIONS**

- CONTEXT CLASSIFICATION INTERSECTIONS
- 2040 ROADWAYS INTERSECTIONS
- CONTEXT CLASSIFICATION AND 2040 ROADWAY INTERSECTIONS

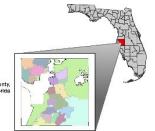
**COMMUNITY PLANS**

- APOLLO BEACH
- BALM
- BRANDON
- BRANDON MAN STREET
- CITRUS PARK VILLAGE
- EAST LAKE ORIENT PARK
- GIBSONTON
- GREATER CARROLLWOOD NORTHDALE
- GREATER PALM RIVER
- KEYSTONE ODESSA
- LITTLE MANATEE SOUTH
- LUTZ
- NORTHWEST HILLSBOROUGH
- RIVERVIEW
- RUSKIN
- SEFFNER MANGO
- SUN CITY CENTER
- THONOTOSASSA
- TOWN AND COUNTRY
- UNINCORPORATED AREA AND SOUTHSHORE PLAN
- UNIVERSITY AREA COMMUNITY
- WIMAUMA


DISCLAIMER: THIS MAP DOES NOT SERVE AS A GUARANTEE THAT EVERY INTERSECTION IDENTIFIED IN THE CONTEXT CLASSIFICATION NETWORK WILL MEET COMMERCIAL LOCATIONAL CRITERIA OR BE FOUND CONSISTENT WITH COMPREHENSIVE PLAN POLICIES. IT IS TO BE USED AS REFERENCE ONLY.

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**LOCATOR MAP AND REFERENCE INFORMATION**



Hillsborough County, Florida



Miles

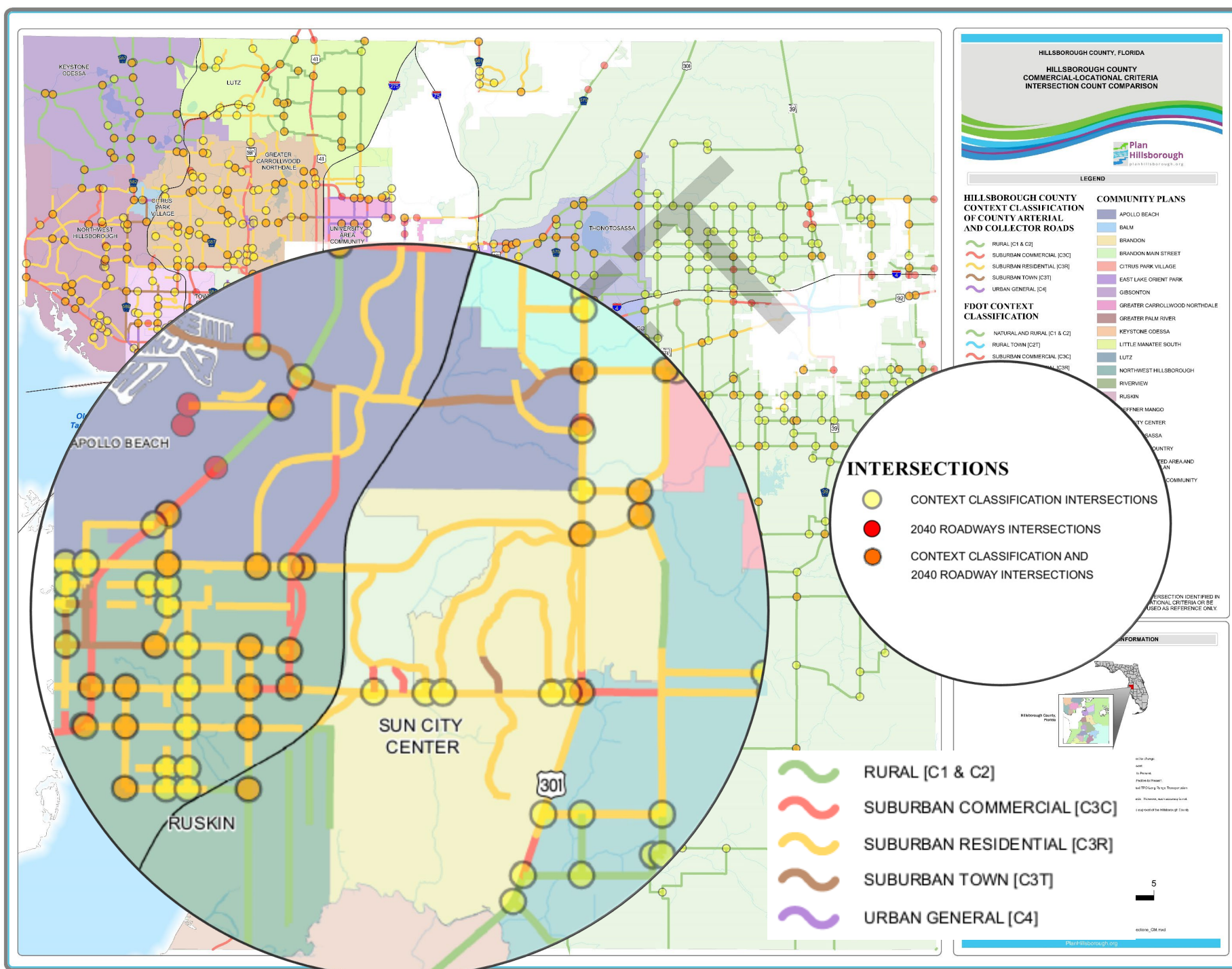
CONTEXT CLASSIFICATION: Hillsborough County. These classifications are preliminary and subject to change.  
 AUTHOR: MARIO JARROLD - Hillsborough County, Florida, Planning Department - Planning Services  
 DATE: 07/14/2010  
 SOURCE: 2008-2010 COMMUNITY DEVELOPMENT PLAN - Hillsborough County, Florida, Planning Department - Planning Services  
 MAPS: 2008-2010 COMMUNITY DEVELOPMENT PLAN - Hillsborough County, Florida, Planning Department - Planning Services  
 2040 ROADWAYS: Transportation Planning and Designation Long Range Transportation Plan, Six-Regional TPO Using Trip-Intermodal Plan for Hillsborough County  
 2040 ROADWAYS: 2040 Roadways for the purposes of the Comprehensive Land Use and Transportation Plan, Six-Regional TPO Using Trip-Intermodal Plan for Hillsborough County  
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Author: Mario Jarrold  
 Date: 10/20/2010  
 Path: G:\gis\workspace\Conceptual\2010\2010\_2040\_Roadways\_Intersections\_CLC.mxd  
 Plan: Hillsborough.org

*Map only shows intersections within FLU categories relevant to CLC*



# Context Classification Map



Map only shows intersections within FLU categories relevant to CLC

APPENDIX B: COMPARISON OF ADOPTED AND PROPOSED DISTANCES AND SQUARE FOOTAGE PER QUADRANT

	ADOPTED				PROPOSED
Land Use Category	Major Local/ 2 Lane or 4 Lane	2 Lane/2 Lane	2 Lane/4 Lane	4 Lane/4 Lane	Any # of Lanes
<b>Distance</b>	<b>300 ft</b>	<b>660 ft</b>			<b>900</b>
HI	5,000	30,000	30,000	30,000	<u>30,000</u>
RCP	5,000	30,000	30,000	30,000	<u>30,000</u>
LI	5,000	30,000	50,000	75,000	<u>30,000</u>
LI-P	5,000	30,000	50,000	75,000	<u>30,000</u>
<b>Distance</b>	<b>300 ft</b>	<b>660 ft</b>			<b>660</b>
AM-1/20	5,000	20,000	30,000	40,000	<u>20,000</u>
A-1/10	5,000	20,000	30,000	40,000	<u>20,000</u>
AR-1/5	5,000	20,000	30,000	40,000	<u>20,000</u>
<b>Distance</b>	<b>300 ft</b>	<b>660 ft</b>			<b>660</b>
AE-1/2.5	5,000	15,000	15,000	20,000	<u>20,000</u>
RES-1	5,000	20,000	25,000	30,000	<u>20,000</u>
RP-2	5,000	50,000	75,000	110,000	<u>N/A</u>
PEC 1/2	*	*	*	*	
<b>Distance</b>	<b>300 ft</b>	<b>900 ft</b>			<b>900</b>
RES-2	5,000	50,000	75,000	110,000	<u>50,000 / FAR<sup>[3]</sup></u>
RP-2	5,000	50,000	75,000	110,000	<u>50,000 / FAR<sup>[3]</sup></u>
<b>Distance</b>	<b>300 ft</b>	<b>900 ft</b>			<b>1,000</b>
NMU-4(3)	5,000	50,000	75,000	110,000	<u>FAR</u>
NMU-6	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	<u>FAR</u>
RES-4	5,000	120,000	150,000	175,000	<u>110,000 / FAR<sup>[3]</sup></u>
RES-6	5,000	120,000	150,000	175,000	<u>110,000 / FAR<sup>[3]</sup></u>
SMU-6	5,000	120,000	150,000	175,000	<u>FAR</u>
<b>Distance</b>	<b>300 ft</b>	<b>1,000 ft</b>			<b>1,000</b>
RES-9	5,000	120,000	150,000	175,000	<u>110,000 / FAR<sup>[3]</sup></u>
RES-12	5,000	120,000	150,000	175,000	<u>FAR</u>
RES-16	5,000	120,000	150,000	175,000	<u>FAR</u>
RES-20	5,000	120,000	150,000	175,000	<u>FAR</u>
RES-35	5,000	120,000	150,000	175,000	<u>FAR</u>

[3] Per FAR in Urban Service Area. Unless further restricted elsewhere in the Comprehensive Plan.



**Table 1. Commercial-Locational Criteria Requirements**

FLU	Uses <sup>[2]</sup>	Roads (minimum classification)	Distance (+75% rule)	Node Separation (Pol. 22.3)	Building Placement & Design (Pol. 22.4) <sup>[2]</sup>	Floor Area Ratio	Max. GFA per Quadrant	Max. GFA per Tenant <sup>[2]</sup>
LI, LI-P, HI, RCP	CN limited per Policy 22.4.a.i, CI, M	Context Classified Road/Major Local	900' <sup>[1]</sup>	Yes <sup>[1]</sup>	Yes <sup>[1]</sup>	0.75	30,000 <sup>[1]</sup>	NA
AM, A, AR, AE, RES-1	CN limited per Policy 22.4.a.1 + 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.1 + 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 <sup>[3]</sup>	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 <sup>[3]</sup>	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	175,000 Per FAR <sup>[3]</sup>	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	175,000 Per FAR <sup>[3]</sup>	NA
SMU-6	CN, CG, CI, M	Context Classified Road/Major Local	1,000'	Yes	No	0.25	175,000 Per FAR <sup>[3]</sup>	NA
OC-20 <sup>[4]</sup>	CN, CG, CI	NA	NA	No	No	0.35 (0.75 non-retail)	350,000 Per FAR <sup>[3]</sup>	NA
CMU-12 <sup>[4]</sup>	CN, CG, CI, M	NA	NA	No	No	0.5 FAR	650,000 Per FAR <sup>[3]</sup>	NA
UMU-20 <sup>[4]</sup>	CN, CG, CI, M	NA	NA	No	No	1.0	Per FAR <sup>[3]</sup>	NA
ICMU-35 <sup>[4]</sup>	CN, CG, CI, M			No	No	2.0		
RMU-35 <sup>[4]</sup>	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

**Table 1. Commercial-Locational Criteria Requirements**

FLU	Uses <sup>[2]</sup>	Roads (minimum classification)	Distance (+75% rule)	Node Separation (Pol. 22.3)	Building Placement & Design (Pol. 22.4) <sup>[2]</sup>	Floor Area Ratio	Max. GFA per Quadrant	Max. GFA per Tenant <sup>[2]</sup>
LI, LI-P, HI, RCP	CN limited per Policy 22.4.a.i, CI, M	Context Classified Road/Major Local	900' <sup>[1]</sup>	Yes <sup>[1]</sup>	Yes <sup>[1]</sup>	0.75	30,000 <sup>[1]</sup>	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
<a href="#">RP-2</a> 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 <sup>[3]</sup>	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 <sup>[3]</sup>	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	175,000 Per FAR <sup>[3]</sup>	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	175,000 Per FAR <sup>[3]</sup>	NA
SMU-6	CN, CG, CI, M	Context Classified Road/Major Local	1,000'	Yes	No	0.25	175,000 Per FAR <sup>[3]</sup>	NA
OC-20 <sup>[4]</sup>	CN, CG, CI	NA	NA	No	No	0.35 (0.75 non-retail)	350,000 Per FAR <sup>[3]</sup>	NA
CMU-12 <sup>[4]</sup>	CN, CG, CI, M	NA	NA	No	No	0.5 FAR	650,000 Per FAR <sup>[3]</sup>	NA
UMU-20 <sup>[4]</sup>	CN, CG, CI, M	NA	NA	No	No	1.0	Per FAR <sup>[3]</sup>	NA
ICMU-35 <sup>[4]</sup>	CN, CG, CI, M			No	No	2.0		
RMU-35 <sup>[4]</sup>	CN, CG, CI, M			No	No	2.0		

<sup>[1]</sup> Not applicable in the CI and M zoning districts

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

<sup>[3]</sup> Unless further restricted elsewhere in the Comprehensive Plan.

<sup>[4]</sup> Not subject to Commercial-Locational Criteria



**Table 1. Commercial-Locational Criteria Requirements**

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LI, LI-P, HI, RCP	CN limited per Policy 22.4.a.i, CI, M	Context Classified Road/Major Local	900' <sup>[1]</sup>	Yes <sup>[1]</sup>	Yes <sup>[1]</sup>	0.75	30,000 <sup>[1]</sup>	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
<a href="#">RP-2</a> 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; <a href="#">per FAR in the Urban Service Area <sup>[3]</sup></a>	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; <a href="#">per FAR in the Urban Service Area <sup>[3]</sup></a>	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	<a href="#">475,000 Per FAR <sup>[3]</sup></a>	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	<a href="#">475,000 Per FAR <sup>[3]</sup></a>	NA
SMU-6	CN, CG, CI, M	Context Classified Road/Major Local	1,000'	Yes	No	0.25	<a href="#">475,000 Per FAR <sup>[3]</sup></a>	NA
<a href="#">OC-20 <sup>[4]</sup></a>	CN, CG, CI	NA	NA	No	No	0.35 (0.75 non-retail)	<a href="#">350,000 Per FAR <sup>[3]</sup></a>	NA
<a href="#">CMU-12 <sup>[4]</sup></a>	CN, CG, CI, M	NA	NA	No	No	0.5 FAR	<a href="#">650,000 Per FAR <sup>[3]</sup></a>	NA
<a href="#">UMU-20 <sup>[4]</sup></a>	CN, CG, CI, M	NA	NA	No	No	1.0	Per FAR <sup>[3]</sup>	NA
<a href="#">ICMU-35 <sup>[4]</sup></a>	CN, CG, CI, M			No	No	2.0		
<a href="#">RMU-35 <sup>[4]</sup></a>	CN, CG, CI, M			No	No	2.0		

<sup>[1]</sup> Not applicable in the CI and M zoning districts

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

<sup>[3]</sup> Unless further restricted elsewhere in the Comprehensive Plan.

<sup>[4]</sup> Not subject to Commercial-Locational Criteria

**AGENCY  
COMMENTS/  
CONSISTENCY**





# AGENCY COMMENTS

- Hillsborough County Development Services Department
- Hillsborough County Attorney's Office
- Hillsborough County Economic Development Department
- Hillsborough County Community and Infrastructure Planning Department
- EPC
- Transportation Planning Organization

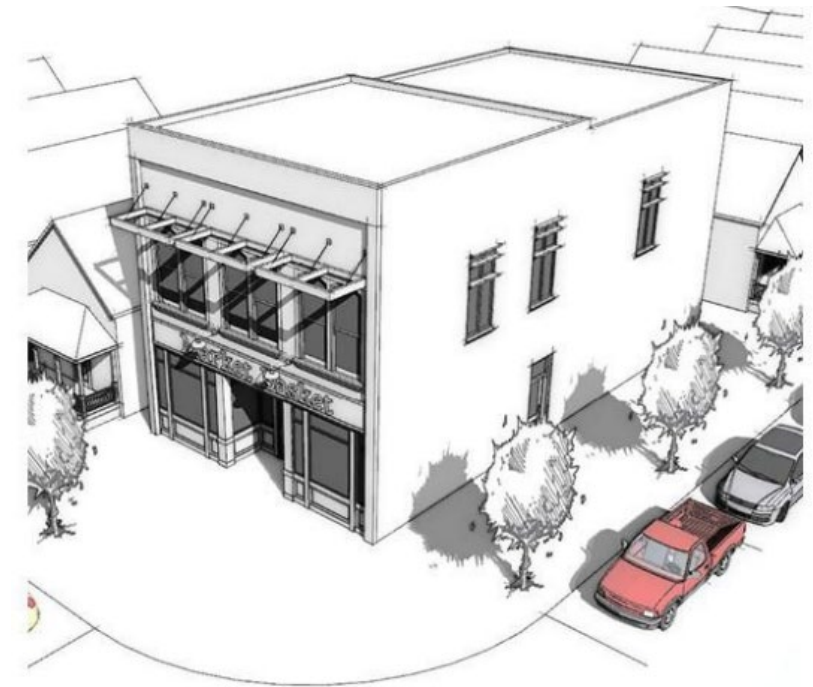


# CONSISTENCY REVIEW

Consistent with the following Comprehensive Plan goals, objectives, and policies:

## **Future Land Use Element**

- Rural Area (*Objective 4*)
- Neighborhood/Community Development (*Objective 16 & Policies 16.1, 16.2, 16.3 & 16.5*)
- Community Planning (*Objective 18 & Policy 18.1*)
- Commercial Locational Criteria (*Policy 22.5*)
- Discouraging Strip Commercial Development (*Objectives 23 & 24 & Policies 23.2, 23.3, 23.4, 23.5 & 24.2*)
- Commercial Character (*CDC Goal 9 & Policies 9-1.1, 9-1.2, 9-1.3 & 9-1.4*)
- Suburban Residential Character (*CDC Goal 8*)





# CONSISTENCY REVIEW

Consistent with the following Comprehensive Plan goals, objectives, and policies:

## Mobility Section

- Promote Connectivity (*Goal 4, Objective 4.1 & Policies 4.1.1, 4.1.2 & 4.1.3*)
- Provide Choices When Not Driving (*Goal 5, Objective 5.7 & Policies 5.7.1, 5.7.2, 5.7.3, 5.7.4, 5.7.5 & 5.7.9*)
- Ensure Compatibility with Context (*Goal 7, Objective 7.1 & Policies 7.1.1 & 7.1.3*)



Neighborhood

# Recommendation

Planning Commission staff recommends that the proposed Text Amendment be found **CONSISTENT** with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*



Hillsborough County  
City-County  
**Planning Commission**



# NEXT STEPS

- BOCC Transmittal Hearing – January 2023
- State Review
- Adoption Hearing

DRAFT AVAILABLE FOR REVIEW:

<https://planhillsborough.org/commercial-locational-criteria-study>



# CONTACT US

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**Lienhard,** AICP  
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*Executive Planner*



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(813) 547-4364 



**Public Input Website**

[Tinyurl.com/HillsboroughCLC](https://tinyurl.com/HillsboroughCLC)

**Andrea**  
**Papandrew,** AICP  
Planning Commission  
*Planner II*



papandrewa@plancom.org 

(813) 665-1331 



**County Project Website**

[https://planhillsborough.org/  
commercial - locational - criteria - study](https://planhillsborough.org/commercial-locational-criteria-study)

**THANK YOU!**



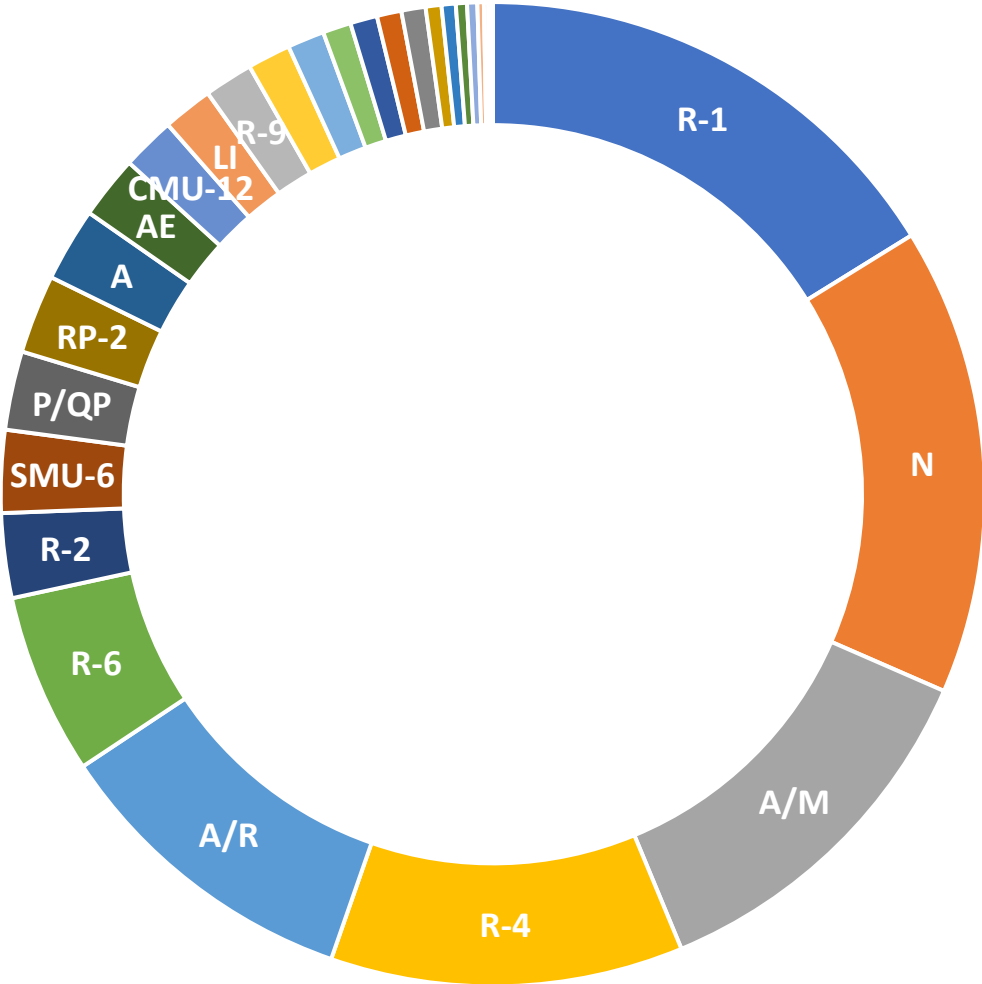


THANK YOU!





# TOTAL ACREAGE (UNINCOPORATED HILLS. CO.)

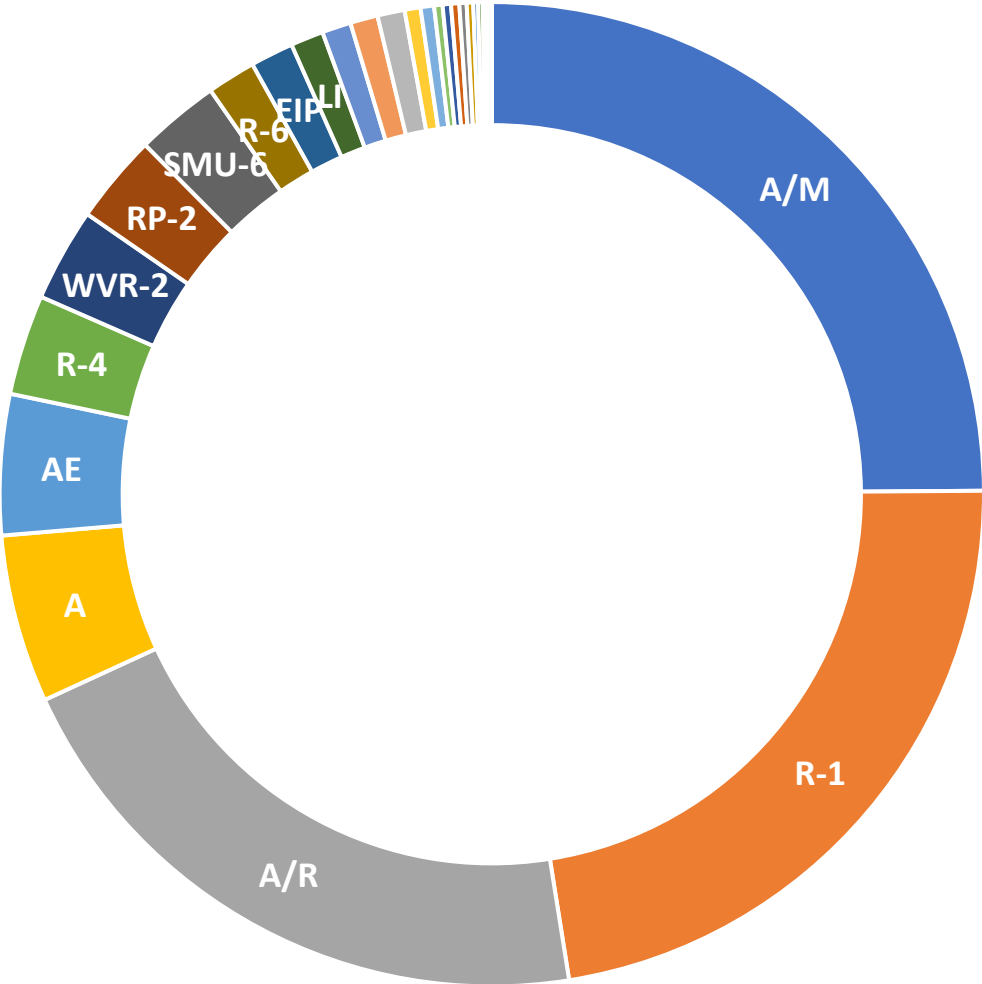


A	14,117.84	2.42%
A/M	71,129.46	12.20%
A/R	60,319.68	10.34%
AE	12,093.25	2.07%
CMU-12	10,237.82	1.76%
CPV	808.19	0.14%
EIP	3,026.21	0.52%
HI	5,179.28	0.89%
ICMU-35	83.92	0.01%
LI	9,595.04	1.65%
LI-P	2,124.40	0.36%
N	89,587.69	15.36%
NMU-4	2,709.48	0.46%
OC-20	5,407.58	0.93%
P/QP	15,075.49	2.58%
PEC	1,956.40	0.34%

R-1	94,391.56	16.18%
R-12	4,694.00	0.80%
R-16	69.33	0.01%
R-2	16,204.73	2.78%
R-20	4,632.48	0.79%
R-4	67,573.80	11.59%
R-6	34,633.00	5.94%
R-9	9,361.80	1.61%
RCP	732.54	0.13%
RMU-35	1,241.02	0.21%
RP-2	15,069.49	2.58%
SMU-6	15,806.32	2.71%
TA	5.44	0.00%
UMU-20	7,074.04	1.21%
WVR-2	8,264.11	1.42%
<b>Total</b>	<b>583,205.39</b>	<b>100.00%</b>



# TOTAL DEVELOPABLE ACREAGE LEFT (UNINCOPORATED HILLS. CO.)



A/M	36,270.5	24.89%
R-1	32,937.0	22.60%
A/R	30,098.6	20.65%
A	8,047.2	5.52%
AE	6,728.3	4.62%
R-4	4,803.5	3.30%
WVR-2	4,470.9	3.07%
RP-2	4,259.8	2.92%
SMU-6	4,016.1	2.76%
R-6	2,326.2	1.60%
EIP	2,064.2	1.42%
LI	1,572.0	1.08%
PEC	1,387.8	0.95%
R-2	1,321.5	0.91%
CMU-12	1,301.5	0.89%
UMU-20	760.6	0.52%
R-9	643.9	0.44%

N	402.7	0.28%
R-12	401.2	0.28%
OC-20	394.1	0.27%
LI-P	344.5	0.24%
R-20	314.4	0.22%
HI	227.4	0.16%
NMU-4	220.4	0.15%
P/QP	146.9	0.10%
RMU-35	96.8	0.07%
RCP	88.7	0.06%
CPV	69.6	0.05%
R-16	21.1	0.01%
TA	4.4	0.00%
ICMU-35	0.0	0.00%
<b>TOTAL</b>	<b>145,741.55</b>	<b>24.99%</b>