



Hillsborough County
City-County
Planning Commission

HOW SHOULD WE GROW? LET US KNOW.

Unincorporated Hillsborough County
Comprehensive Plan –
Future Land Use Section Update

Project Advisory Team Meeting #2
June 13, 2023

PlanHillsborough.org/hclanduse





AGENDA

- **Welcome & Introductions**
- **Project Overview**
- **Public Survey Results**
- **Anticipated Changes-Presentation & Discussion**
 - **Transit Oriented Development**
 - **Commercial Locational Criteria**
 - **Centers and Connections**
- **Next steps & stay involved**
- **General Q&A/Open Discussion**

The Team



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Project Manager/Executive Planner



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Consultant Project Manager



Angela Gazabon-Serje
*Senior Community
Outreach Specialist*



Alex Burns
Community Planner



Why are we doing
this update?

The Comprehensive Plan can ...

- ✓ **Envision Future Growth**
- ✓ **Provide Consistency**
- ✓ **Prioritize Funding**
- ✓ **Protect Resources**

- Legally required
- Typically updated every 7-10 years



Current Updates

- Natural Open Space
- One Water
- Governance
- Community and Built Environment
 - Mobility
 - Housing



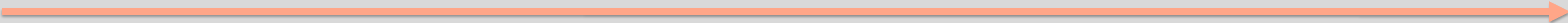
The Future Land Use Section is the last major piece of the puzzle.



Update Approval Process

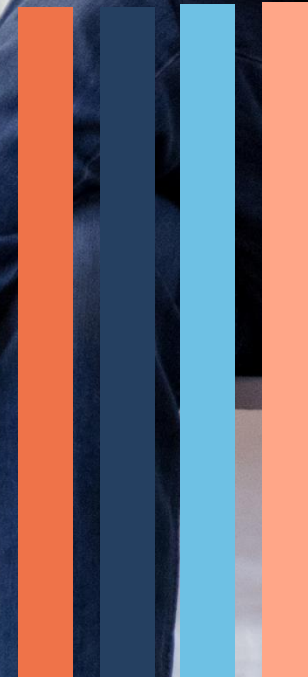


Public Engagement and Stakeholder Coordination





About the Update



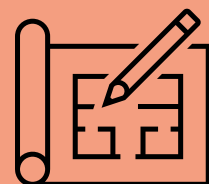
Future Land Use vs. Zoning



Future Land Use



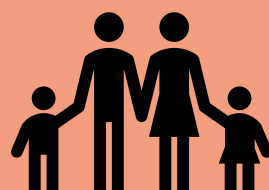
Guides purpose and character of growth



Separates land into general categories



Sets maximum density and range of uses



Maintain health, safety, and welfare by separating incompatible land uses



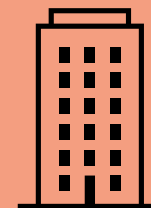
Zoning



Regulates building size, setbacks, specific uses, etc.



Used to approve/deny developments and uses



Defines specific districts within general categories



Hillsborough County
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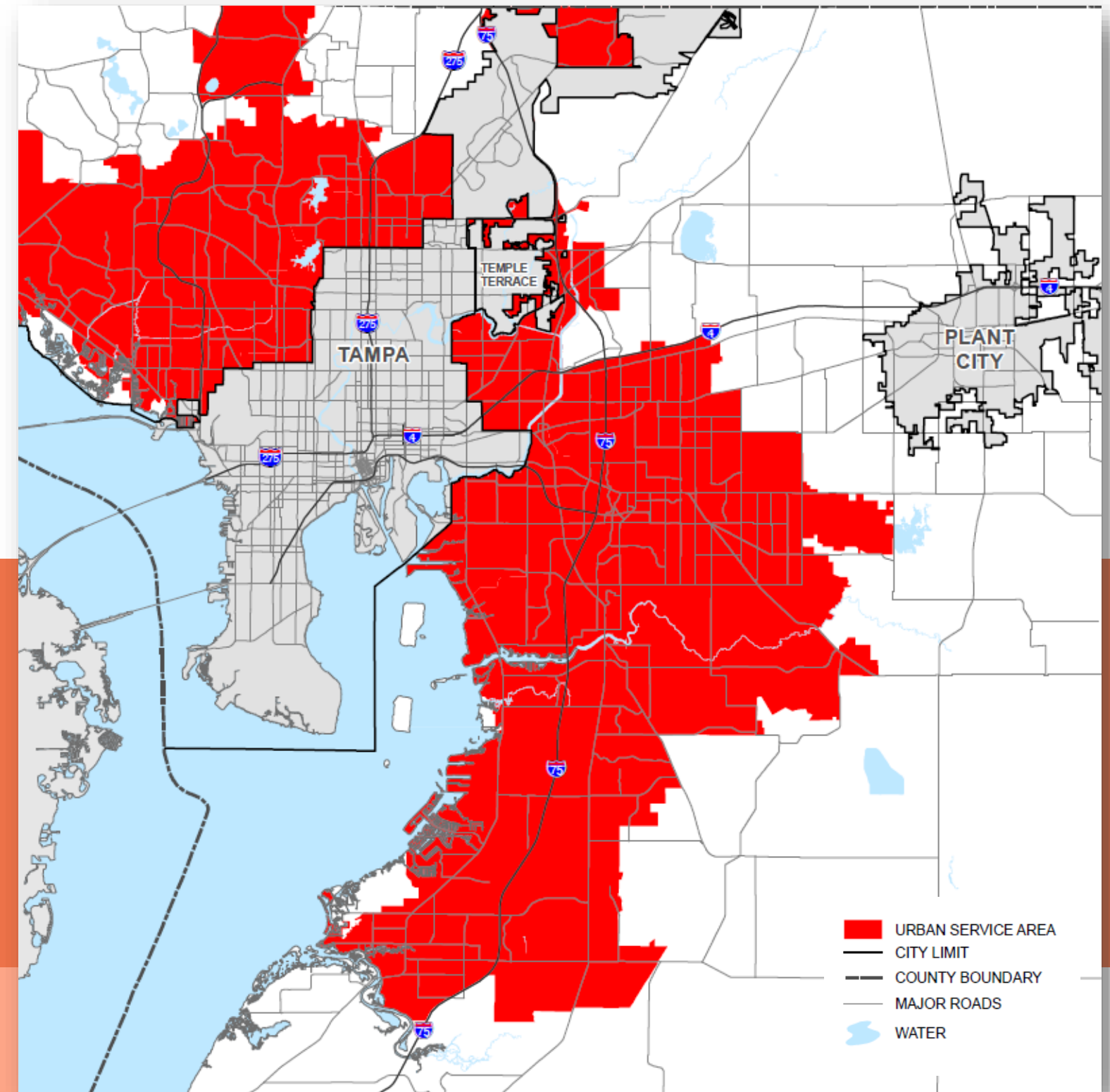
Hillsborough
County Florida

Urban Service Area

- Part of the adopted Future Land Use Element's Growth Management Strategy
- Pinpoints where current growth is focused
- Identifies urban/suburban development and rural areas
- Helps to create compatible development patterns that efficiently utilize land and county services

20%

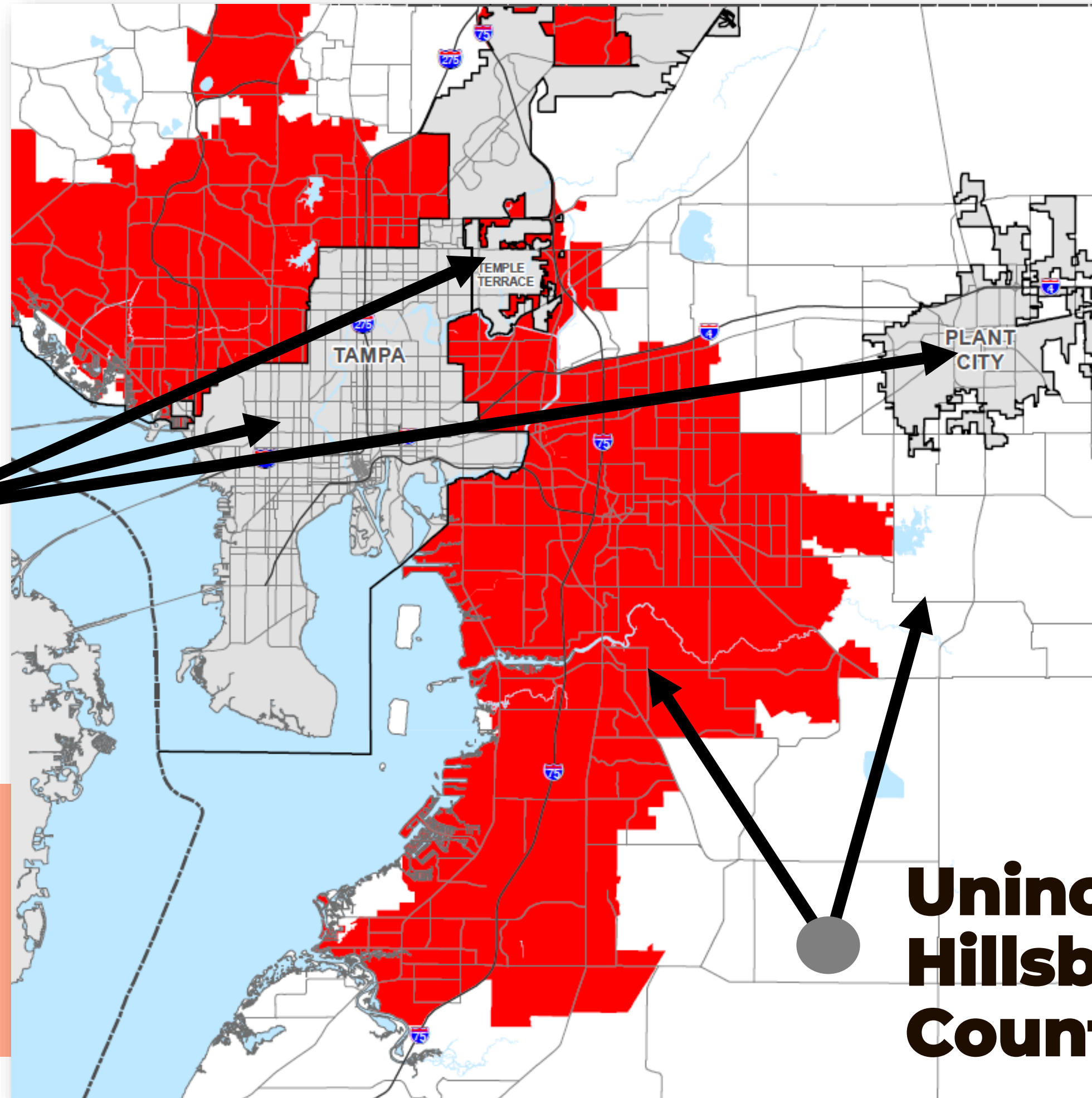
Land that is vacant, developable or redevelopable within the Urban Service Area



Source: Planning Commission, Jan. 2023

*Note: 2,110 acres annexed by Plant City since 2015

Cities



**Unincorporated
Hillsborough
County**

Working Together



LONG RANGE TRANSPORTATION PLAN



TRANSIT DEVELOPMENT PLAN



COMPREHENSIVE PLAN



LAND DEVELOPMENT CODE

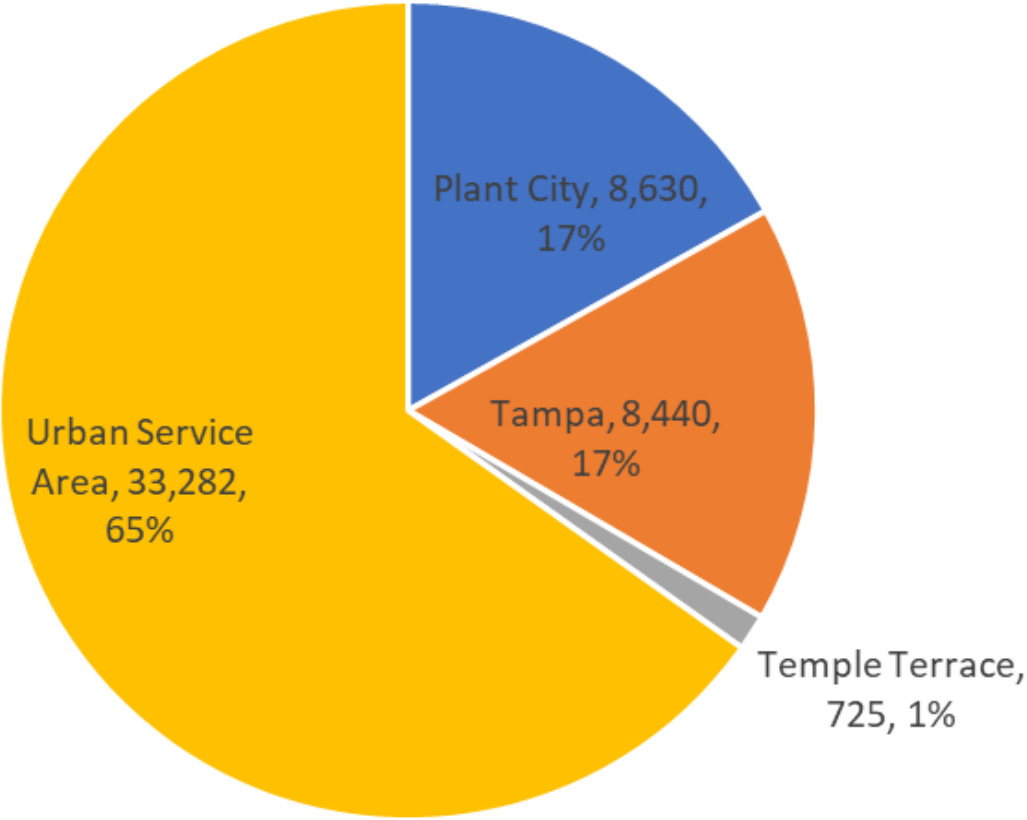


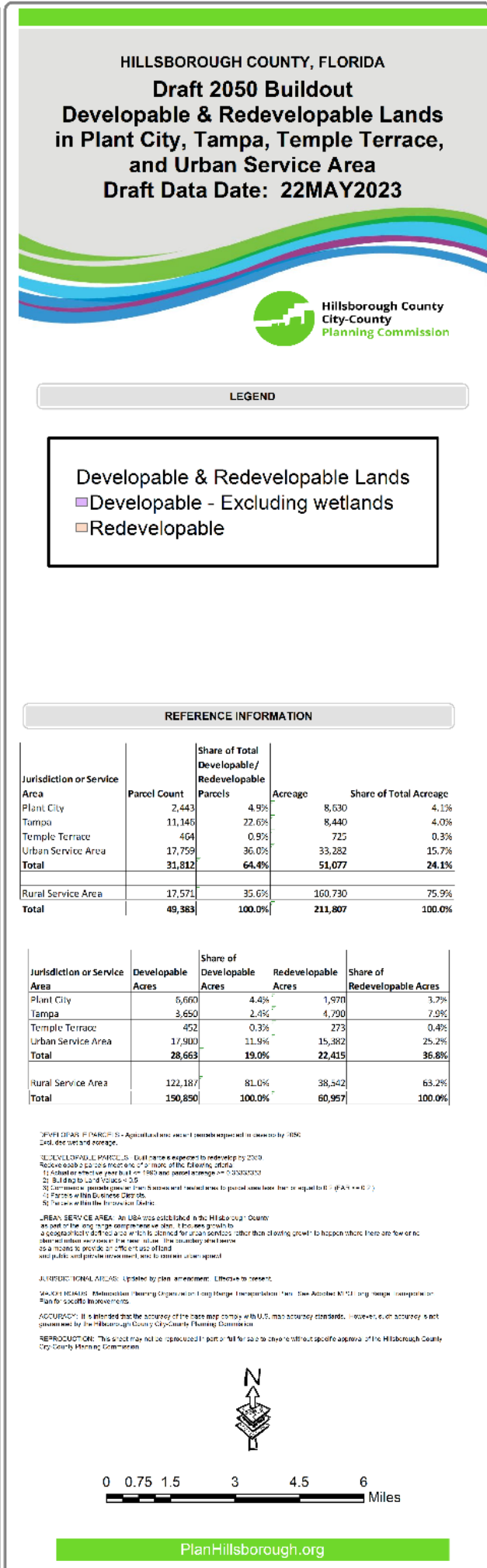
OTHER PLANS WE COLLABORATE WITH:

- River Board Plans
- Local City Plans
- Sustainability Plans
- Affordable Housing Plans
- Community Plans
- Regional Plans
- Trail Network Plans
- Hillsborough School Plans

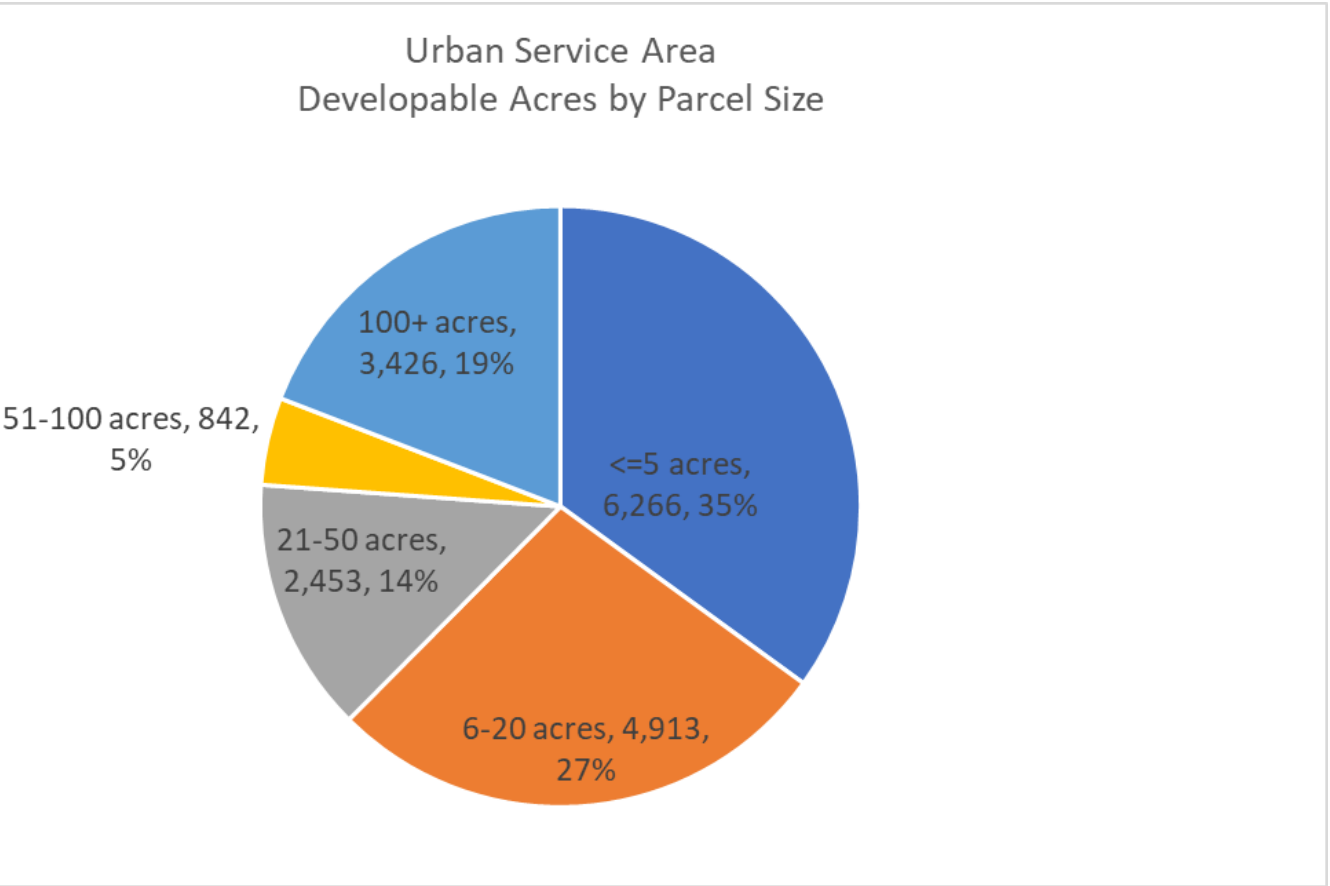
Jurisdiction or Service Area	Parcel Count	Share of Total Developable/ Redevelopable Parcels	Acreage	Share of Total Acreage
Plant City	2,443	4.9%	8,630	4.1%
Tampa	11,146	22.6%	8,440	4.0%
Temple Terrace	464	0.9%	725	0.3%
Urban Service Area	17,759	36.0%	33,282	15.7%
Total	31,812	64.4%	51,077	24.1%
Rural Service Area	17,571	35.6%	160,730	75.9%
Total	49,383	100.0%	211,807	100.0%

Developable and Redevelopable Acres
Plant City, Tampa, Temple Terrace & USA





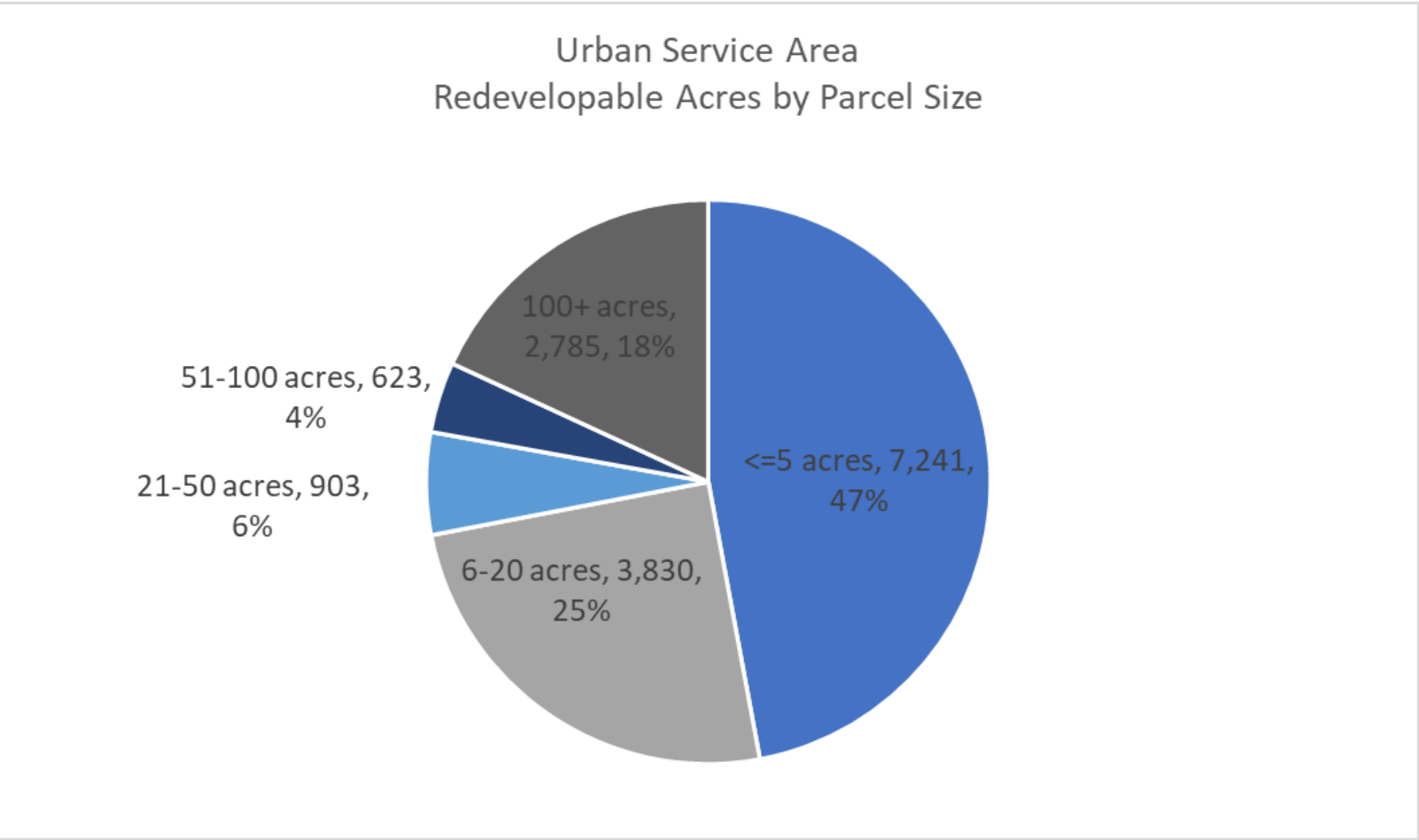
Urban Service Area Developable Acres



Developable Acreage	Parcels	Percent of Parcels	Acreage	Percent of Total Acreage
<=5 acres	10,494	94.2%	6,266	35.0%
6-20 acres	540	4.8%	4,913	27.4%
21-50 acres	79	0.7%	2,453	13.7%
51-100 acres	12	0.1%	842	4.7%
100+ acres	17	0.2%	3,426	19.1%
Total	11,142	100.0%	17,900	100.0%

Urban Service Area Redevelopable Acres

Redevelopable Acreage	Parcels	Percent of Parcels	Acreage	Percent of Total Acreage
<=5 acres	6,127	92.6%	7,241	47.1%
6-20 acres	438	6.6%	3,830	24.9%
21-50 acres	34	0.5%	903	5.9%
51-100 acres	9	0.14%	623	4.1%
100+ acres	9	0.14%	2,785	18.1%
Total	6,617	100.0%	15,382	100.0%

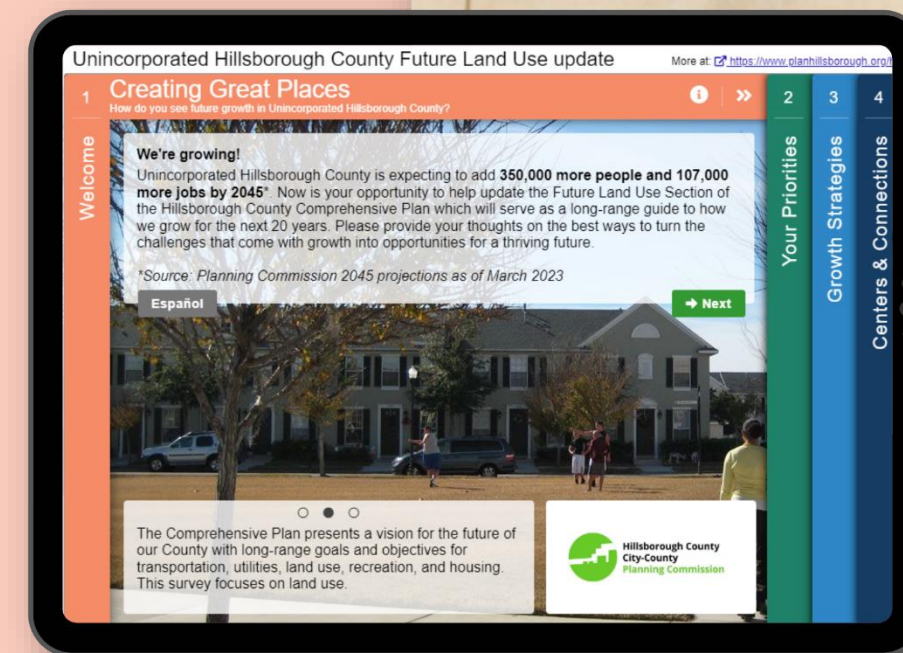




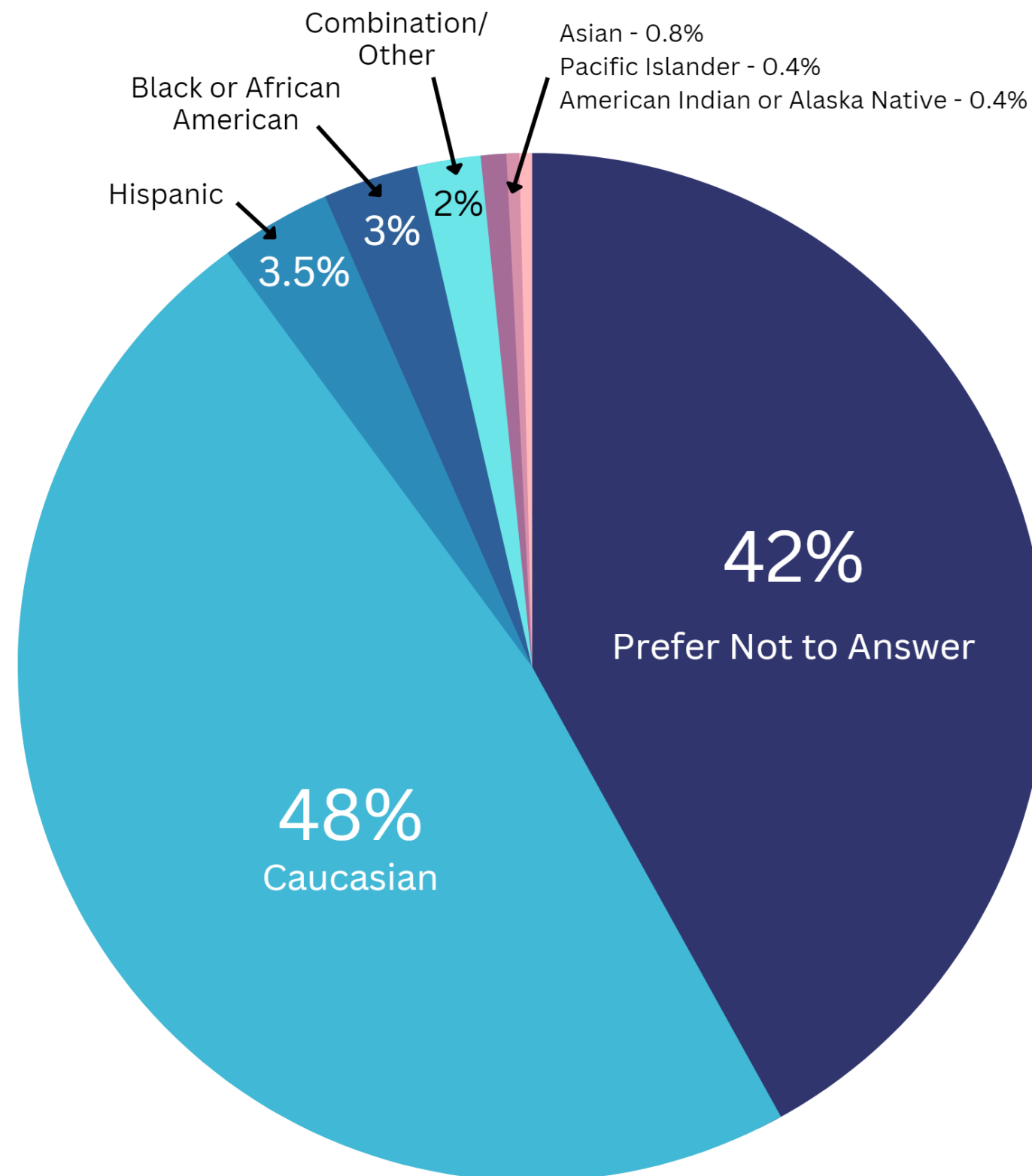
What have we
heard so far?

Who have we heard from?

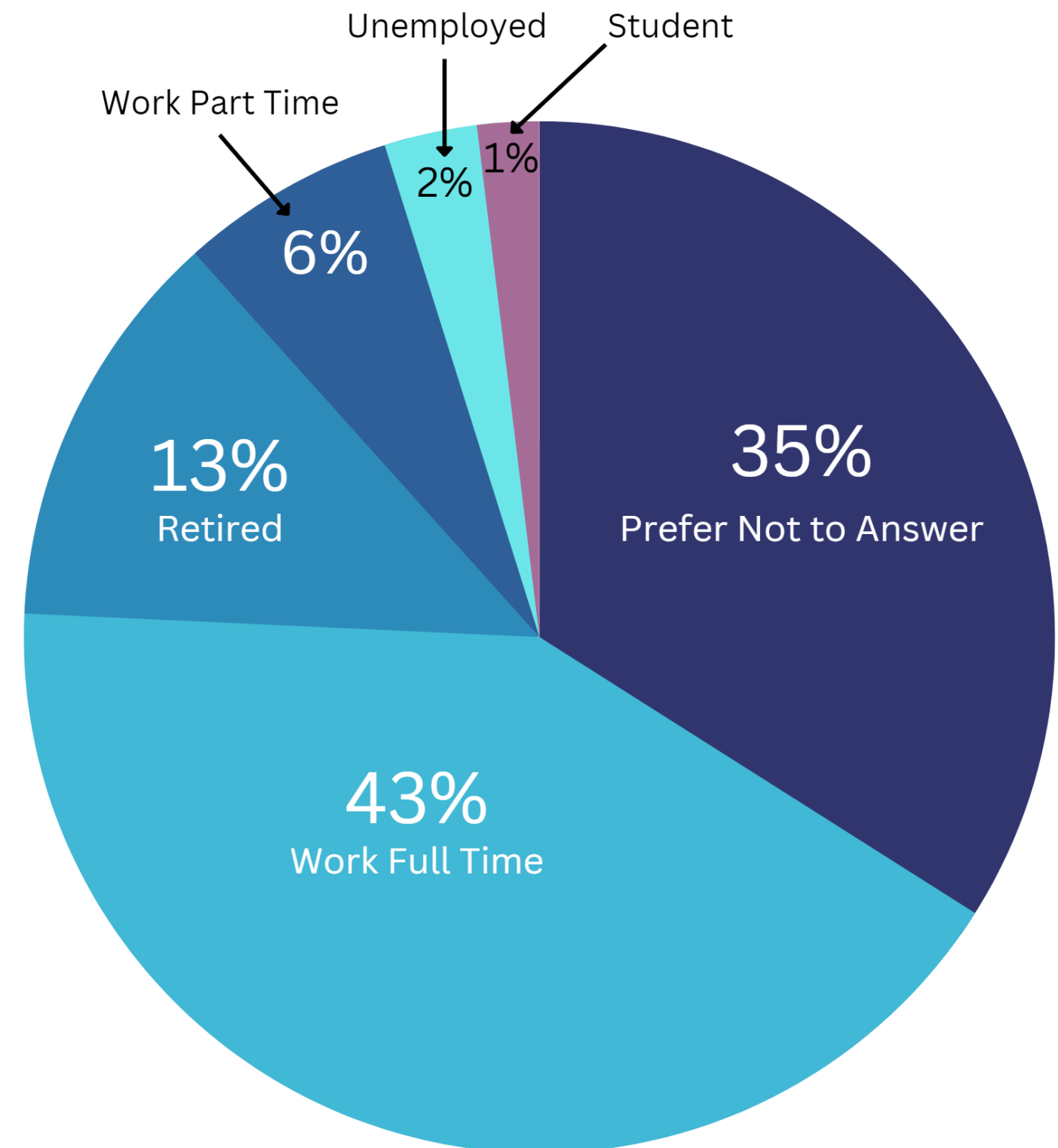
- ✓ **1,800+** survey participants
- ✓ **32,000+** data points collected
(approx. 17 per participant)
- ✓ **1,600+** comments submitted overall
- ✓ **5,600+** mapping data points




Race of respondents



Employment status of respondents





What did they say?

Question: What is a priority for you?

Top four priorities overall:

1. Preserve natural areas (20% ranked as #1 priority)
2. Infrastructure and development (17% ranked as #1 priority)
3. Maintain agricultural and rural lands (10% ranked as #1 priority)
4. Variety of mobility choices (6% ranked as #1 priority)

What did they say?

Question: How important is each strategy when considering inward growth (within the Urban Service Area boundary)?



Most Important: Maximizing Existing Infrastructure

Relative to the other options, **maximizing existing infrastructure was the most important strategy** when focusing on inward growth



Least Important: Variety of Housing Types

Variety of housing types was ranked as the least important of the four options

What did they say?

Question: How important is each strategy when considering inward growth (within the Urban Service Area boundary)?

1 = not effective or important, 5 = extremely effective or important



Maximizing existing infrastructure

- An average of 4.36 out of 5
- 52% of respondents ranked it 5



Close to daily needs

- An average of 4.02 out of 5
- 38% of respondents ranked it 5




Safe walking and biking

- An average of 4.23 out of 5
- 49% of respondents ranked it 5



Variety of housing types

- An average of 3.36 out of 5
- 25% of respondents ranked it 5



What did they say?

Question: How important is each strategy when considering outward growth (outside the Urban Service Area boundary)?



Most Important: Minimize Impacts to the Environment

Relative to the other options, **minimizing impacts to the environment was the most important strategy** when focusing on outward growth



Least Important: Access to Major Highways

Access to major highways was ranked as the least important of the four options

What did they say?

Question: How important is each strategy when considering outward growth (outside the Urban Service Area boundary)?

1 = not effective or important, 5 = extremely effective or important



Minimize impacts to environment

- An average of 4.53 out of 5
- 55% of respondents ranked it 5



Preservation of rural areas

- An average of 4.36 out of 5
- 50% of respondents ranked it 5



Have infrastructure in place

- An average of 4.26 out of 5
- 47% of respondents ranked it 5

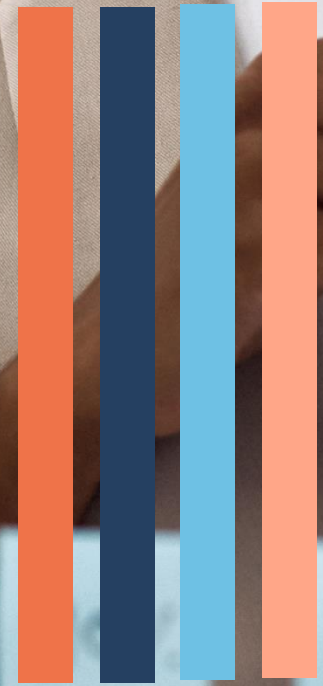


Compatible Land Uses

- An average of 4.04 out of 5
- 34% of respondents ranked it 5



Creating access to
opportunity



Anticipated Changes



Minor streamline process changes
Typographical fixes

MAY - JUNE

- Centers & Connections
- Transit Oriented Development
- Commercial Locational Criteria

JUNE - AUG

- Timing of Growth & Expansion Area
- Preliminary feedback

FALL

- Continuous Conversations

Transit- Oriented Development



- **Existing** language is being clarified and simplified
- TOD is defined as – “urban places designed to bring people, activities, buildings, and public space together, with walking and cycling connections between them and transit service”
- Transit service is limited to those on a “fixed guideway” – a stop that does not easily move such as a streetcar stop.
 - Currently the Tampa Streetcar is the only transit facility the policy may be applied.
 - Future expansion of the Streetcar and other facilities are planned.
- This policy does not propose specific TOD locations or define density/intensities, at this time.

TOD & the Update

- *TOD policy applies to a .5 mile radius of the proposed station stop along the transit route.*
- *The policy provides a development option that may afford increased density/intensity in exchange for certain design features that promote mobility, mix of uses and affordable housing.*
- *The policy with slight modification will be adopted into the City of Tampa and unincorporated Hillsborough County Comprehensive Plans.*

Questions



Commercial Locational Criteria

***FALL 2021-
FALL 2022***

***Public Outreach &
Draft Recommendations***

SPRING 2023

***BOCC Direction &
Revisions***

NOW

***Adding CLC into FLU
Update***

PUBLIC OUTREACH

6 Community Workshops

3 Stakeholder Workshops

3 PC Interviews

17 BOCC Interviews

4 County Staff Meetings

2 Community Conversations



277

**Survey
Responses**



79

**Pinned
Comments**

Commercial Locational Criteria



The Comprehensive Plan provides criteria to allow **commercial developments within residential or industrial** Future Land Use categories (Objective 22 - CLC)

The CLC of the Comprehensive Plan was established to ensure that:

- Residents can **meet their daily needs** for goods and services within a reasonable distance from their neighborhood
- Commercial **activities are integrated seamlessly** into nearby residential neighborhoods
- New **commercial which services nearby neighborhoods are easy to create** and do not require a Comprehensive Plan amendment



Major Revisions

Neighborhood Mixed-Use 6

- Permits commercial activities without permitting high density development

Commercial Neighborhood

- Considers how to handle certain auto-oriented uses (ie. car washes) to maintain residential character of neighborhoods

Development Size per Intersection Quadrant Reduction

- Review maximum development size per intersection quadrant in Rural and Industrial areas ensuring an appropriate intensity for each intersection

Context Classification Map

- Utilize the Context Classification Map to determine appropriate locations for commercial development replacing an outdated *Cost Affordable Map*

Node Separation*

- Establish a minimum distance between new and existing commercial nodes to prevent strip commercial

*** Waiver opportunity available**

Not Changing

Existing Commercial Entitlements

- Existing entitlements still exempt from proposed CLC changes

Agricultural-related Use Exemptions

- Existing Policy 30.5 to remain

Community Plan Language

- 22 Community Plans in the Livable Communities Element

Mixed-Use Future Land Use Categories

- Mixed-use categories will still be exempt from CLC

Floor Area Ratio

- No proposed changes, still based on Future Land Use category

Distance from Intersection

- 75% of the site must be a certain distance from an intersection; distances have been updated and are based on the Future Land Use category

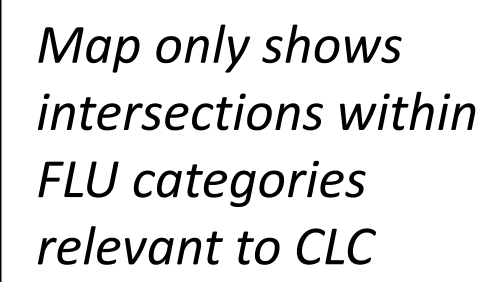
Future Land Use Map

- No updates to the adopted Future Land Use Map



Map Methodology

- Based off existing context classifications for roadways developed by FDOT and Hillsborough County Community & Infrastructure Planning
- **Additional 345 intersections** that can be **considered** for commercial
 - Yellow dots indicate new intersections
 - Orange dots intersections not changing from current adopted map
- Red dots intersections **removed** with new proposed map
 - Mostly due to **unbuilt roadways** or an intersection **not having 2 context classifications**
- Still **subject to Community Plans** and Comprehensive Plan policies (i.e. compatibility)
- Intersections within a **mixed use Future Land Use category** not shown on map (i.e. OC-20)
 - Exempt from CLC requirements
- Draft map available on FLU project page



Questions



Centers and Connections

What are Centers & Connections?

- Policy approach to implement proposed FLU Goal 4
- Create safe, livable, and sustainable communities serving the needs of all residents which provide opportunities for housing, jobs and services in close proximity with a variety of mobility choices.

What is the intent?

- Streamline the Comprehensive Plan Amendment process
- Incentivizing growth in desired areas with existing infrastructure to maintain choices

Centers & Connections

Expanding choices for living and getting around



How did we get here?

Mobility Section (Effective May 2022)

- Updated and streamlined mobility Comprehensive Plan policy language
- Included language on context classification and collaboration with HART
- Considered mobility policy and current status with the Centers & Connections concept



Centers and Connections

How will this work?

- Encourage growth in areas where communities desire it by allowing density and intensity bonuses in specific centers and corridors, in line with adopted Community Plans within the Urban Service Area (USA)
- Expand housing opportunities, improve walkability, and encourage a sense of place



Map Methodology

CONNECTIONS

- On roads that have either:
 - An adopted roadway context designation that **supports more walkability**
 - Future Land Use categories that **already support** the potential for higher density
- Corridors in the CHHA are excluded
- Potential for density bonuses along these corridors

CENTERS

- Include **major intersections and areas** identified in Community Plans for **redevelopment or walkability**
- Centers in the CHHA or that are in primarily single-family residential areas are **colored differently** for focus on **walk/bike improvements** rather than increased development
- Potential for intensity and density bonuses within **centers**

What could this look like?

TOWN 'N' COUNTRY

BEFORE...



Waters Ave



Residential with 6
homes per acre

AFTER...



Residential with 10
homes per acre

What could this look like?

USF AREA

BEFORE...



AFTER...



What could this look like?

PALM RIVER

BEFORE...



78TH ST.



Residential with 9 homes per acre

AFTER...

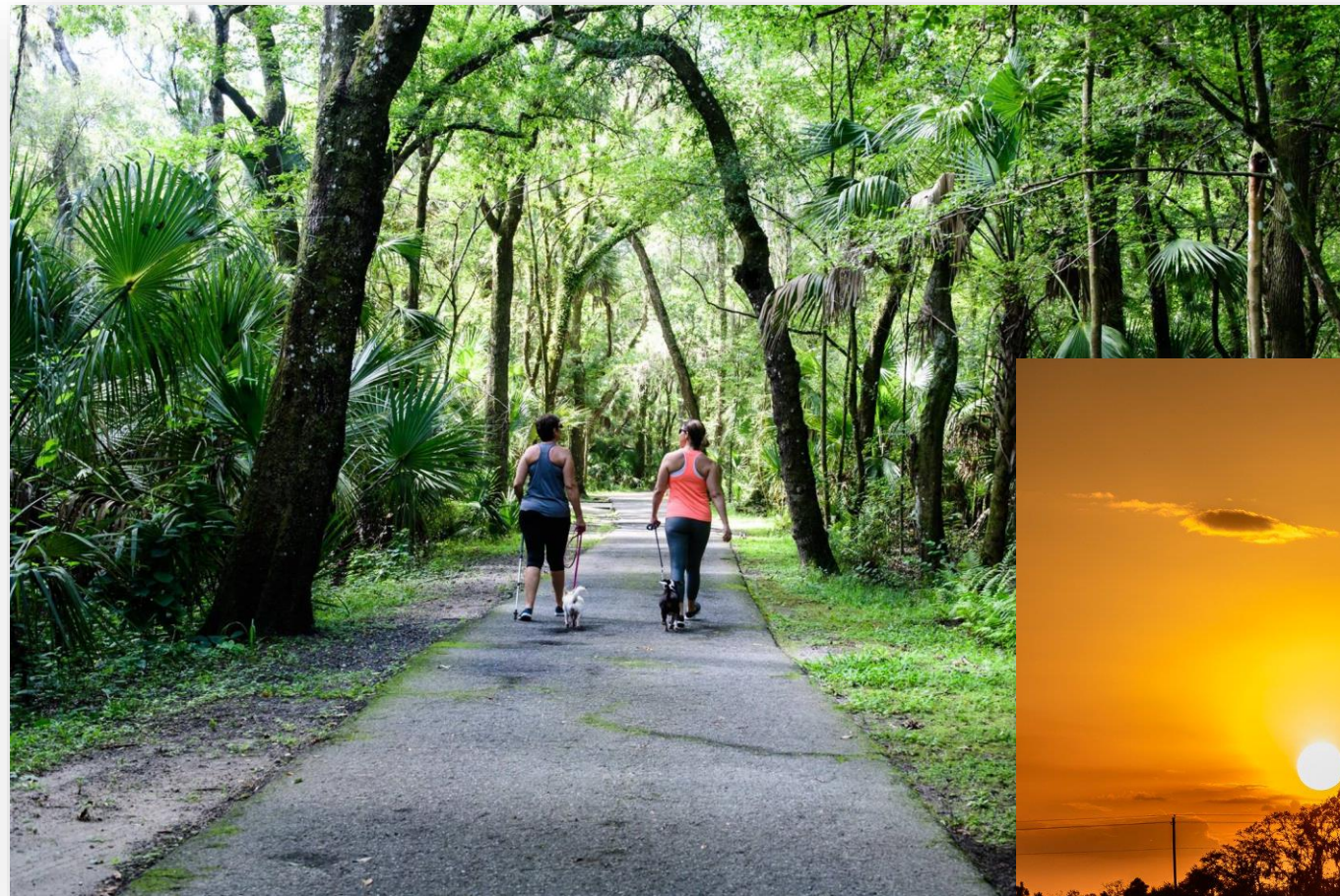


Residential with 14 units per acre



Residential with 15 units per acre

● Density in the right areas allows preservation in others



Outreach & Engagement For C&C



Minor streamline process changes
Typographical fixes

MetroQuest Survey

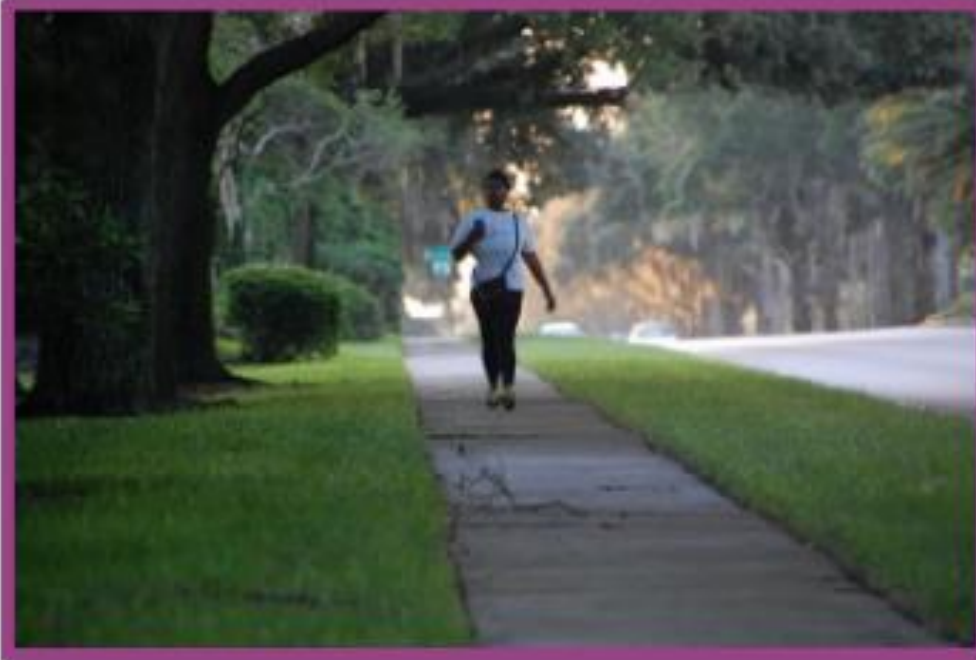
- Inward growth priorities
- C&C map feedback

Public Meetings

- May 16 in-person meeting for the FLU update
- May 23 virtual meeting for the FLU update
- May 24 Palm River CPAC meeting
- Visual preference exercise

Visual Preference Exercise

Connected Sidewalks



Crosswalks



Transit Service



Protected Bicycle Lanes



Reduced Speed Limits



Commercial Development



Visual Preference Exercise

Duplexes



Townhomes



Midrise Development



Mixed Use Development



Public Greenspace



Visual Preference Exercise

Duplexes



Townhomes



Public Greenspace



Midrise Development



Mixed Use Development



We need your feedback!

- Overall thoughts on the concept
- Are we looking at the right areas (consider the map)?
- Based on the description of this bonus approach – will this be utilized? What would make it work?
- Any other considerations for the policy language and requirements



Questions





Open Discussion





Discussion

GUIDELINES

- **Allow everyone a chance to speak**
- **Listen respectfully, without interrupting**
- **Do not use inflammatory language**
- **Ideas not related to this discussion will be placed in our “Parking Lot”**

Open Discussion

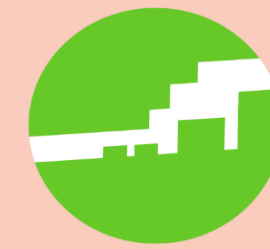




What's next?



PUBLIC MEETING



Hillsborough County
City-County
Planning Commission

Let's talk about our future!

How should we grow?

Let us know!



IN PERSON

THURSDAY, JUNE 22

FROM 6:30 PM

All Peoples Life Center
6105 E Sligh Ave.
Tampa, FL 33617

VIRTUAL

MONDAY, JUNE 26

FROM 6:30 PM

REGISTER HERE:

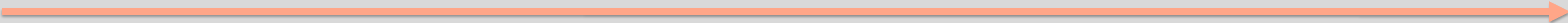
bit.ly/howdowegrow3

Topics covered in these meetings will also be covered in the August PAT Meeting.

Update Approval Process



Public Engagement and Stakeholder Coordination



Get in Touch



Hillsborough County
City-County
Planning Commission

Contact us for more information.



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**Visit our website and
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planhillsborough.org/hclanduse



Hillsborough County Departments

For Questions about:	Contact:	Phone:
Zoning or Development Code Violations	Code Enforcement	(813) 274-6600
Zoning, Permitting, Building Inspection	Development Services	(813) 272-5600
Community, Transportation, or Infrastructure Studies	Community and Infrastructure Planning	(813) 635-5400
Roads/Transportation	Public Works	(813) 635-5400