

NEIGHBORHOOD COMMERCIAL LOCATIONAL CRITERIA
PROPOSED PLAN AMENDMENTS

Neighborhood 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.~~ Neighborhood serving 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 neighborhood serving commercial nodes are located within a reasonable distance from users
- b. ensure the proposed neighborhood serving commercial development is generally consistent with the surrounding character in scale and design
- c. 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~~

Policy 22.1:

The Neighborhood Commercial Locational Criteria established in this Objective shall only apply within the following agricultural, residential, industrial, and mixed-use future land use categories. Within the mixed-use future land use categories listed, however, the Neighborhood Commercial Locational Criteria shall only apply to free-standing neighborhood commercial uses that are not part of a mixed-use development:

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 - 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)

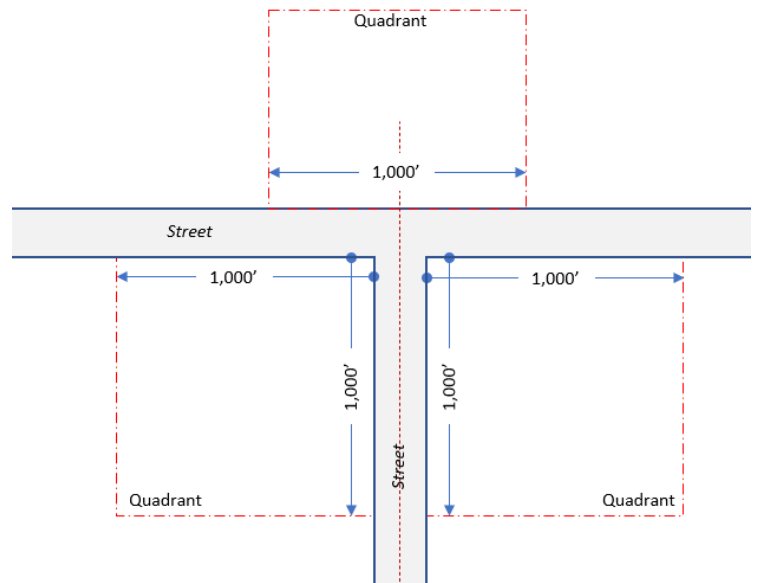
Policy 22.2:

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: Neighborhood serving commercial uses shall meet the following provisions:

- a. **Location.** Neighborhood serving 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 and 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.** Neighborhood 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 Neighborhood Commercial Locational Criteria Table in Policy 22.7).



• <u>Industrial Future Land Use categories</u>	900 ft.
• <u>Rural Residential/Agriculture Future Land Use categories (See Policy 22.1)</u>	660 ft.
• <u>RES-2 Future Land Use</u>	900 ft.
• <u>All other residential, NMU-4, NMU-6, and SMU-6 Future Land Use categories</u>	1,000 ft.

- d. **Maximum size per business/tenant.** The maximum allowable size per business/tenant shall be 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. Several businesses/tenants may locate in a neighborhood commercial node if the maximum

building size noted in subsection *e* 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. Future land use categories which limit the size of businesses/tenants are listed in the Hillsborough County Neighborhood Commercial Locational Criteria Table within Policy 22.7. See FLUE Appendix A for additional size restrictions per land use category.

e. ***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 the Hillsborough County Neighborhood Commercial Locational Criteria Table found under Policy 22.7. See FLUE Appendix A for additional size restrictions per land use category.

f. ***Minimum separation between nodes*** (measured from the center of each intersection and following a common vehicular path). The development of a new commercial node as part of Objective 22 shall be prohibited unless a minimum separation between commercial nodes is maintained. The minimum separation required for a new commercial node shall be based upon the context classification(s) of the intersecting roadways which form the node. These standards can be found below and within the Neighborhood Commercial Locational Criteria Node Separation Table included within this Policy.

- Two miles of separation shall be required if the node is intersected by one or more roadways featuring a Rural context classification.
- One mile of separation shall be required if the node is intersected by two roads featuring any combination of Suburban Commercial, Suburban Residential, Suburban Town, and Urban General classified roadways. However, when a node is formed via the intersection of exclusively Suburban Commercial, Suburban Town, and/or Urban General classified roadways, then no separation between nodes shall be required.
- When the node is formed via the intersection of one *major local road* (as defined in this plan) and a roadway classified as Suburban Commercial, Suburban Residential, Suburban Town, or Urban General, the minimum separation shall be one mile. Per Policy 22.2a, qualifying nodes cannot be formed via the intersection of two or more major local roads.

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Neighborhood Commercial Locational Criteria Node Separation Table

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

Land Use Category	Major Local/2 Lane or 4 Lane	2 Lane/2 Lane	2 Lane/4 Lane	4 Lane/4 Lane
Rural Agriculture Scale Distance	300 ft	660 ft		
AM-1/20	5,000	20,000	30,000	40,000
A-1/10				
AR-1/5				
Rural Residential Scale Distance	300 ft	660 ft		
Residential				
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	*	*	*	*
Non-Residential				
H	5,000	30,000	30,000	300,00
RCP				
Suburban Scale Distance	300 ft	900 ft		
H	5,000	30,000	50,000	75,000
H-P				
RES-2		50,000	75,000	110,000
RP-2				
NMU-4(3)				
RES-4		120,000	150,000	175,000
SMU-6				
RES-6				
Urban Scale Distance	300 ft	1000 ft		
RES-9	5,000	120,000	150,000	175,000

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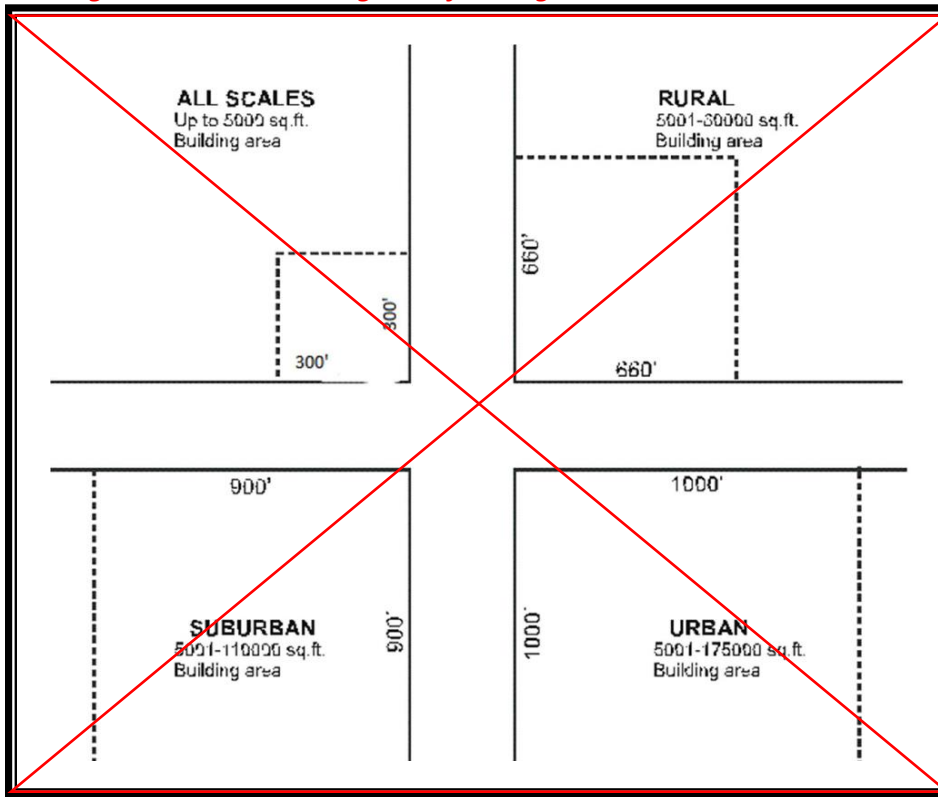
Land Use Category	Major Local/2 Lane or 4 Lane	2 Lane/2 Lane	2 Lane/4 Lane	4 Lane/4 Lane
RES-12				
RES-16				
RES-20				
RES-35				

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 22.3:

Applications for new neighborhood commercial development at qualifying intersections will require a rezoning to a non-residential zoning district. Rezoning to Commercial Intensive (CI) or Commercial General (CG), however, are not allowed. Regardless of the zoning district, proposed developments will be required to meet the Neighborhood Commercial Locational Criteria contained in this Objective and associated Policies, including the following provisions:

- Land Uses. Uses permitted within a neighborhood commercial node include those uses allowed in the Commercial Neighborhood (CN) Zoning district except for auto-oriented uses such as drive-through facilities, gas pumps, service stations, minor or major vehicle repair, car wash facilities, and personal storage (mini-storage). Office uses shall only be allowed as secondary uses and located to serve as a transition between commercial and residential developments. Multi-family uses are permitted as part of mixed-use developments.
- Building Placement. Neighborhood commercial uses are intended to cater to the residents in the surrounding neighborhoods, as opposed to drivers passing through the area. Therefore, the site and building design along roadways classified as Urban General or Suburban (both Commercial and 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. Buildings shall be placed close to the public sidewalk and parking areas and utilities must be located to the rear or side of the building. There shall be no vehicular parking between the building and the street. Building placement along other roadways shall be determined based on surrounding conditions.

- 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. Although encouraged, direct connections will not be required to existing subdivisions surrounding the site; however, if the adjacent properties are vacant, street/sidewalk stub-outs may be required for future connection.
- d. **Compatibility.** The development will be required to provide a transition to adjacent residential uses, by either placing lower intensity uses (e.g., offices and professional services) between the commercial uses and residential neighborhoods or providing vegetative buffers that would minimize visual and auditory impacts, but still allow access. The most intense land uses shall be clustered and oriented toward the intersection.
- e. **Building Design.** New buildings in neighborhood commercial nodes along roadways classified as Urban General, Suburban Commercial or Suburban Residential on the Hillsborough County or FDOT Context Classification Map shall meet the following provisions:
 - i. Large building volumes are divided to appear as smaller volumes grouped together. Volume breaks may be achieved by volume projections and recesses, and varying heights and roof lines.
 - ii. Facades must be designed to reduce the monolithic appearance of large unadorned walls.
 - iii. Fenestration (the arrangement of windows and doors along a façade) is a critical component of building design. As such, a ground floor fenestration of 40% or more shall be encouraged along facades facing a street within urban areas. Within suburban and rural areas, a minimum fenestration of 25% is recommended.
 - iv. Landscaping should 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.
 - v. Lighting should focus on safety and compatibility.
 - vi. Low Impact Development practices (e.g., green roofs, rain gardens, rain cisterns, or other design techniques) are encouraged.
- f. **Special Districts.** Should any conflicts arise between this Policy and the Special Districts requirements contained in Article III of the LDC, the Special District standards shall prevail.

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 22.74:

~~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. The review of rezoning applications to locate neighborhood commercial uses within a residential land use category shall include consideration of the following factors:~~

- ~~a. Considerations involving land use cCompatibility (as defined in the Future Land Use Element and in the Definitions section of this Plan), adequacy and availability of public services,~~
- ~~b. Multi-modal connectivity between the site and surrounding neighborhoods,~~
- ~~c. environmental impacts, Adverse impacts on environmentally sensitive areas and other significant natural systems as described and required within the Environmental and Sustainability Section and the Coastal Management Section of the Comprehensive Plan,~~
- ~~d. Consistency with the Community Plans contained in the Livable Communities Element,~~
- ~~e. Consistency with the County's Capital Improvements Element, adopted service levels of effected roadways and~~
- ~~f. Consistency with 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 22.85:

~~The Board of County Commissioners may grant a waiver to the following: ~~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.~~~~

- ~~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 and will not have a detrimental effect on the surrounding neighborhoods. There shall be no waivers for any of the other requirements.~~

Policy 22.96:

Existing neighborhood commercial developments are not required to meet the Neighborhood Commercial Locational Criteria unless proposing a site expansion that would require a rezone to a non-residential zoning district. The expansion, if determined to meet the locational criteria, will be required to meet all other requirements contained in this objective, where feasible.

Policy 22.7:

Proposed neighborhood commercial developments not meeting the locational criteria may request a future land use map amendment to a commercial or mixed-use category that allows consideration for the proposed scale of development. The Neighborhood Commercial Locational Criteria Table, as shown below, identifies the zoning districts where various commercial scale developments could be accommodated.

~~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.~~

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 LOCATIONAL CRITERIA
PROPOSED PLAN AMENDMENTS
DRAFT #4 (6/20/22)**

Hillsborough County Neighborhood Commercial Locational Criteria Table

	FLU	Commercial Zoning (Uses)	Roads (minimum classification)	Lanes (min)	Distance (+75% rule)	Floor Area Ratio	Max. GFA per Quadrant	Max GFA per Tenant
NEIGHBORHOOD	<u>LI, LI-P, HI, RCP</u>	<u>CN (limited per Policy 22.3.a)</u>	<u>Context Classified Road/Major Local</u>	<u>2</u>	<u>900'</u>	<u>0.75</u>	<u>30,000</u>	<u>NA</u>
	<u>AM, A, AR</u>	<u>CN (limited per Policy 22.3.a) + commercial ag uses (per Policy 30.5)</u>	<u>Context Classified Road/Major Local</u>	<u>2</u>	<u>660'</u>	<u>0.25</u>	<u>20,000</u>	<u>NA</u>
	<u>AE</u>							
	<u>RES-1</u>							
	<u>RES-2</u>	<u>CN (limited per Policy 22.3.a) + commercial ag uses (per Policy 30.5)</u>	<u>Context Classified Road/Major Local</u>	<u>2</u>	<u>900'</u>	<u>0.25</u>	<u>50,000</u>	<u>20,000 (50,000 grocery stores)</u>
	<u>RES-4</u>	<u>CN (limited per Policy 22.3.a)</u>	<u>Context Classified Road/Major Local</u>	<u>2</u>	<u>1,000'</u>	<u>RES-4 and 6: 0.25 RES-9: 0.35</u>	<u>110,000</u>	<u>20,000 (50,000 grocery stores)</u>
	<u>RES-6</u>							
<u>RES-9</u>								
<u>NMU-4</u>	<u>CN, CG</u>	<u>Context Classified Road/Major Local</u>	<u>2</u>	<u>1,000'</u>	<u>NMU-4: 0.25 NMU-6: 0.35</u>	<u>175,000</u>	<u>NA</u>	
<u>NMU-6</u>								
COMMUNITY	<u>RES-12</u>	<u>CN, CG</u>	<u>Context Classified Road/Major Local</u>	<u>2</u>	<u>1,000'</u>	<u>0.35</u>	<u>175,000</u>	<u>NA</u>
	<u>RES-16</u>							
	<u>RES-20</u>							
	<u>RES-35</u>							
	<u>SMU-6</u>	<u>CN, CG, CI, M</u>	<u>Context Classified Road/Major Local</u>	<u>2</u>	<u>1,000'</u>	<u>0.25</u>	<u>175,000</u>	<u>NA</u>
	<u>OC-20*</u>	<u>CN, CG, CI</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>0.35 (0.75 non-retail)</u>	<u>350,000</u>	<u>NA</u>
<u>CMU-12*</u>	<u>CN, CG, CI, M</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>0.5 FAR</u>	<u>650,000</u>	<u>NA</u>	
REGIONAL	<u>UMU-20*</u>	<u>CN, CG, CI, M</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>1.0</u>	<u>Per FAR</u>	<u>NA</u>
	<u>ICMU-35*</u>	<u>CN, CG, CI, M</u>				<u>2.0</u>		
	<u>RMU-35*</u>	<u>CN, CG, CI, M</u>				<u>2.0</u>		

* Not subject to Objective 22

COMMERCIAL REDEVELOPMENT AND INFILL

Policy 25.4:

Office uses may be permitted within residential future land use categories on parcels that 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 (Neighborhood 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 convenience goods and personal services, and are scaled and designed in a manner which is compatible with nearby neighborhoods~~including convenience goods and personal services. 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, and office uses, shopping malls, retail outlets, light industrial, and major auto or commercial vehicle sales, service, and repair.

Strip Commercial - Commercial development laid out in a linear pattern along the street, characterized by prominent parking lots visible from the roadway, multiple driveways, and/or dependence on automobiles for access and circulation.