



Hillsborough County
City-County
Planning Commission

Document Review

Unincorporated Hillsborough County
Commercial-Locational Criteria Study

This Local Planning Document Review is intended to establish the planning context for the Commercial-Locational Criteria (CLC) update and generate synergy with previous, ongoing, or future planning initiatives which directly or indirectly impact commercial activity within the County. The document review will also examine the relationships between the CLC and other provisions within the Comprehensive Plan, including growth management, transportation and mobility planning, urban and rural service areas, infill development, compatibility and buffering, mixed-use development, and other factors influencing commercial development. The results of this review are summarized within this report.

HILLSBOROUGH COUNTY COMPREHENSIVE PLAN – FUTURE LAND USE ELEMENT

The Hillsborough Comprehensive Plan for Unincorporated Hillsborough County guides development and growth within the County, and the two elements of the plan which most directly apply to the CLC are the Future Land Use Element (FLUE) and the Livable Communities Element (LCE). The FLUE establishes the CLC for neighborhood commercial uses in Objective 22 and contains other objectives that also relate to the location of nonresidential uses. An assessment of the Future Land Use Element (FLUE) follows. The LCE is addressed under a separate heading.

Appendix A: Land Use Plan Categories

Neighborhood commercial uses are listed as a Typical Use within all of Hillsborough County's residential future land use designations and a majority of its nonresidential designations. However, neighborhood commercial may not be suitable for development at certain residential locations despite possessing a compatible designation on the FLUM for a variety of reasons, including (but not necessarily limited to): a lack of supporting infrastructure, limited roadway capacity, incompatibility with surrounding uses, and/or contributing to suburban sprawl. That is why Objective 22 establishes the provisions of the CLC, which are intended to ensure that the new neighborhood commercial developments are appropriately located, scaled, and integrated with the surrounding community. These criteria both direct new neighborhood commercial opportunities to nodes which already feature the infrastructure and capacity required for new development and require development standards which ensure compatibility with adjacent uses. Proposed commercial developments that do not meet the CLC may request a waiver. If the waiver is not approved, the applicant has the option of requesting a FLUM amendment to a nonresidential category that allows commercial development.

The Hillsborough County Future Land Use Element does not include a strictly commercial land use category. Instead, it includes three regional (UMU-20, ICMU-35 and RMU-35), two community (CMU-12 and OC-20), and two neighborhood (NMU-4 and SMU-6) *mixed use* categories. While mixed-use is required in certain situations within those categories (e.g., where the lot size exceeds a certain size), all these categories allow single uses too.

The neighborhood mixed-use categories allow standalone "neighborhood" commercial uses but require them to meet the Commercial-Locational Criteria, which is intended for allowing neighborhood commercial uses within residential areas. Considering the predominance of residential uses within these categories, it makes sense to restrict commercial uses the same way it is done in residential land use

categories. The other mixed-use categories allow neighborhood, community, and regional commercial as long as they are located at intersections of arterials and collectors.

Once reclassified to a mixed-use category, the site would need to be rezoned to a district that allows the type and scale of commercial activity desired. Small sites (less than two acres) have the option of rezoning to a Planned Development (PD) or a standard zoning district. Larger sites within community and regional mixed-use categories (except OC-20) are required to rezone to PD. While this may seem like an alternative for those uses that do not meet the CLC, the community and regional mixed-use categories would also open the door to uses and densities that may not be consistent with the surrounding residential area.

Objective 12

This Objective requires all new development and redevelopment to be serviced with transportation systems that meet or exceed the adopted levels of service (LOS) established by the County. *Policy 12.6* calls for a distinction between land adjacent to limited access highways but not directly accessible to an interchange, and those directly accessible to an interchange. The distinctions include compatibility, impact of the use on the LOS, and the availability of collectors and arterials to serve the use.

Objective 16

The Objective calls for the protection of existing and future neighborhoods from incompatible land uses, major roadways, and outdated development standards. *Policy 16.5* requires higher intensity nonresidential land uses that are adjacent to established neighborhoods to be restricted to collectors and arterials and to locations external to the neighborhood.

Objective 17

This Objective states that certain neighborhood and community serving uses shall be allowed within residential neighborhoods to directly serve the population. *Policy 17.1* addresses residential support uses such as day care centers and churches. *Policy 17.2* accommodates the needs of the show business community in Gibsonton. *Policy 17.3* includes criteria for major public facility buildings and grounds. *Policies 17.5* and *17.6* address community facilities such as parks and recreation areas, libraries, sheriff substations, etc. *Policy 17.7* requires mitigation of impacts on adjacent uses.

Objective 23

This Objective discourages strip commercial development. The various policies under this Objective direct the County to work to consolidate the number of curb cuts in strip commercial areas, concentrate commercial/office development in nodes, decrease motorized vehicle trips, and prohibit the extension of strip commercial, while simultaneously encouraging (through a density bonus system) higher density residential developments along major corridors.

Objective 24

This Objective encourages the location of higher intensity nonresidential land uses at locations that complement interstate interchanges, high employment areas, and affordable housing. *Policy 24.5* permits mixed use developments which include neighborhood commercial activities to be developed at higher intensities than normally permitted if affordable housing is provided. However, commercial uses may not exceed 20% of the total mixed-use development meeting this condition.

Objective 41

This Objective puts forth commercial development strategies that concentrate commercial activities, improve walkability, increase transit opportunities, and encourage mixed-use development to include commercial uses. *Policy 41.1* defines two types of distressed areas: the Neighborhood Revitalization and Redevelopment Areas (NRRRA) and the Commercial Revitalization and Redevelopment areas (CRRRA), which may be higher priorities for specific commercial development strategies. *Policy 41.2* designates areas as CRRAs as part of the FLUM. *Policy 41.3* allows for CRRAs designated on the FLUM to have a higher intensity if consistent with the provisions of the Community Plan or Small Area Plan.

Community Design Component

This section of the FLUE provides goals, objectives and policies (GOPs) to reinforce good design, reduce auto dependence, and protect and enhance the characteristics of development that are ideal for different parts of the County (urban areas, suburban areas, and rural areas). Below are listed portions of the GOPs which apply to neighborhood-serving commercial:

- *Policy 1-1.1* encourages and provides incentives for developers to utilize traditional neighborhood development patterns, including nonresidential neighborhood commercial uses at a central gathering place with pedestrian access.
- *Policy 1-2.5* allows for a greater variety of development patterns which encourage good community design.
- *Policy 1-2.6* promotes a wider range of uses, including local-serving goods and services in close proximity to each other in new and existing urban communities.
- *Goal 13* encourages new developments or infill developments to incorporate a mix of uses to enhance neighborhood amenities, specifically in urban or suburban areas of the County.

Conclusion of FLUE Review

The Hillsborough County comprehensive plan contains a variety of policies coordinating land use and transportation, encouraging mixed-use development, discouraging strip commercial, and concentrating commercial uses in nodes. Commercial activities are permitted in all mixed-use and in residential future land use categories subject to meeting the provisions of the CLC.

As noted earlier, a developer seeking to establish a-commercial development that does not meet the provisions of the CLC would be required to seek a FLUM amendment to a mixed-use category. However, approval of a mixed-use land use category would also open the door to higher density and intensity development and would necessitate the applicant to pursue a rezoning to PD (if the site was larger than two acres). Therefore, we are proposing to establish a new mixed-use category (NMU-6) which would allow developers to provide appropriate neighborhood-scale commercial uses in residential areas without inadvertently permitting other uses, densities, and intensities which may be inappropriate for these areas.

OBJECTIVE 22 – COMMERCIAL-LOCATIONAL CRITERIA

This Objective establishes the intent and provisions of the CLC. In order to allow the establishment of neighborhood commercial developments within residential and industrial categories at a scale and location which best meets the needs of local customers without contributing to suburban sprawl, Objective 22 includes a series of criteria designed to prevent strip commercial and concentrate new commercial development in nodes at major intersections. A framework was created that specifies those major intersections (referring to an adopted map), states maximum distances from the intersections

depending on the size of the adjacent roadways and the character of the area, and limits the square footage of the potential development within each quadrant of the intersection.

A site meeting the criteria found within Objective 22 does not require a FLUM amendment to establish a neighborhood commercial use within residential designated lands or within employment centers (i.e., industrial and office parks). However, as addressed in the following subsections, there are **a number of issues within the CLC that need to be resolved during the update process** to ensure that the CLC continues to serve the best interests of the County, developers, and residents alike.

Prevent Inadvertent/Inappropriate Applications of the CLC

Policy 22.1 states that one of the purposes of the program is to incentivize neighborhood-serving commercial uses. Yet the same Policy goes on to state that neighborhood commercial development is broadly defined as ‘convenience, neighborhood, and general types of commercial uses.’ This lack of clarity has resulted in a staff interpretation that any uses listed under the Neighborhood Commercial (CN) and Commercial General (CG) zoning districts would be permitted under this Objective. Based on that practice, the current CLC language could potentially accommodate some commercial developments of regional scale, such as department stores and used car dealerships as large as 175,000 square feet in size in residential land use categories. We would recommend limiting the size of commercial establishments in the lower density FLU categories and allowing larger establishments in mixed-use and higher density residential categories.

Distance from intersection

As noted earlier, the neighborhood commercial nodes are allowed to extend out from the intersection for a specific distance. This means that neighborhood commercial uses may locate right at the corner and spread along the roadway to a maximum distance, or they may locate not right at the corner, but within a certain distance from the intersection. The theory of allowing the latter is that the quadrant will eventually fill up with other neighborhood commercial uses.

The maximum distances allowed range from 660 feet for intersections of 2 or 4-lane roads within land use categories of agricultural, low density residential, and industrial (900 for densities between 2 and 6 du/ac) to 1,000 feet if the node is located at an intersection of 4-lane roads and the future land use categories are in the 9 to 35 du/ac range. The distance is limited to 300 feet if the roads are not shown on the Cost Affordable Map but are deemed major local roads.

It is not clear how those distances were originally determined. The 660-foot distance is well recognized as the average block length in the US. It could also represent a 10-acre square site (adequate size for a small shopping center), the 900- and 1,000-foot distances are close to forming a 20-acre site when squared, and 300-foot square would represent a 2-acre site. It was also unclear why it was assumed that a node in an urban area should allow a longer distance than a node in the rural area when urban settings allow more compact development and rural areas are characterized by less development on larger sites (lower intensity).

There are other dimensions that could be considered: The ideal separation between arterials is 1 mile, and ½ mile between collectors. A typical urban block is about 660 feet. A walkable distance (pedestrian shed) is typically ¼ mile (1,320 feet). Neighborhood commercial nodes should be reachable by foot or bike from surrounding neighborhoods and should remain at a neighborhood scale (where most people visiting live nearby). Allowing neighborhood commercial uses farther away from the intersection defeats the purpose of containing neighborhood commercial uses on nodes. The larger the node, the larger the scale of the development.

Case studies reviewed (see **Appendix A**) show that a 10-acre site at a corner can accommodate an adequate variety and size of neighborhood commercial uses. However, not all sites are shaped the same. If those sites were square, they would have stayed within the 660-foot distance required for some sites in Hillsborough County. However, the sites are rectangular and extend to approximately 900 feet on their longer sides.

While it may seem a good idea to have different distances for different settings, the focus should be on the scale of the node itself (neighborhood level commercial), not the character of the area. A fixed distance should be considered for all situations. While the 660 and 900-foot distances would suffice to accommodate neighborhood commercial nodes, the County has already been applying the 1,000-foot distance. Reducing that would render existing developments non-conforming. Therefore, the 1,000-foot distance is recommended, paired with building square footage restrictions.

Define Strip Commercial Development

According to Objective 22, the purpose of the CLC is to ‘avoid strip commercial development.’ Although ‘strip commercial development’ is discussed within the Comprehensive Plan, its definition is found within the Land Development Code (LDC). Currently the LDC defines strip commercial development as “commercial development which is not located at an intersection of major streets (collectors or arterials), or within a mixed-use development.” During some of our public input sessions there was a comment made that the CLC allows for strip commercial development. Objective 22 needs to clarify that a proposed development which is located within the allowable distance from the intersection may include several sites, or a commercial center with multiple tenants and some of them may not be technically at the intersection. These do not represent strip commercial.

Reassess the Waiver Process

The waiver process is established within *Policy 22.8*, which states that the BOCC may consider granting a waiver to the intersection criteria but can only be related to the location of neighborhood or agriculturally oriented commercial zoning or development (note: the Policy also states that the square footage requirement of the CLC cannot be waived).

After reviewing the numerous rezoning staff reports provided by the Planning Commission, roughly half of the cases involve a waiver request for the provisions of the CLC. However, many of these reports often lacked critical details as to what provisions within *Policy 22.2* the applicant was seeking relief from. Regardless, some insights were extracted from this review process, as discussed within the following paragraphs.

Many of the waivers sought relief from the distance requirements of the CLC. In some cases, developments were located significantly beyond the maximum distance allotments permitted by *Policy 22.2*—yet a majority were located within 100 feet or less of the distance maximums when considering the added flexibility provision of the CLC (e.g., ‘at least 75% of the subject property must fall within the specified distance from the intersection’).

Relatedly, several waiver applicants also claimed that their development’s nearest intersection(s) were not considered qualifying roadways by the CLC. This is likely because the Highway Cost Affordable Long-Range Transportation Map is not updated frequently enough to maintain consistency with the roadways functional classification, nor number of existing/planned lanes.

In conclusion, to address the frequency of waivers related to the Highway Cost Affordable Long-Range Transportation Map, we are instead proposing to use a different map, and recommend not allowing

waivers from the distance requirement from the intersection based on the fact that the 25% rule already allows greater distances.

TRANSPORTATION MAPS

The goal of the CLC is to concentrate new neighborhood commercial development in nodes at major intersections, which are specifically defined in the Plan as the intersections of roadways depicted in the **adopted Highway Cost Affordable Long Range Transportation Plan** or, in some instances, roadways that meet the definition of a ‘**major local roadway**’ (see below). If the site is located at an intersection that does not meet those requirements, the applicant has the option of submitting a waiver request.

“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”

The five-year transportation **Capital Improvement Program, MPO Transportation Improvement Program** and **Long-Range Transportation Needs Plan** are also used as guides to *phase* development to coincide with the ultimate roadway size as shown on the adopted Long Range Transportation Plan (LRTP).

In addition to the intersection location requirement, the Plan allows the development to extend a limited distance from the intersection (which varies depending on the property’s underlying Future Land Use (FLU) designation and current/future number of lanes).

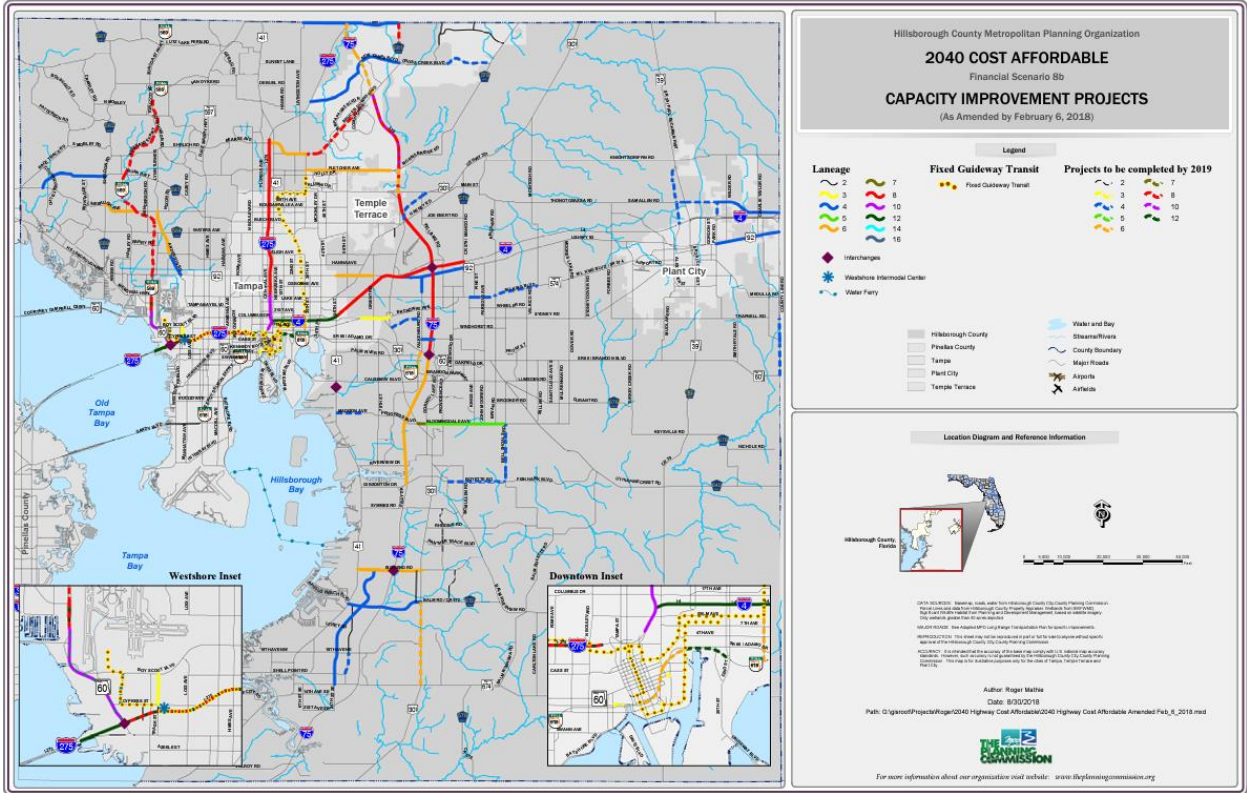
Tying the location of new commercial uses to roadway intersections is done for several reasons: To prevent strip commercial development, provide a higher level of accessibility to the site, discourage mid-block pedestrians crossing busy roads, and avert the proliferation of incompatible land uses (particularly in residential neighborhoods).

The question has been raised as to whether the LRTP map should continue to be used for this purpose or if a different map should be used. The following subsections analyze the Highway Cost Affordable Long Range Transportation Plan and other maps that could possibly be used in conjunction with the CLC.

Highway Cost Affordable Long Range Transportation Plan

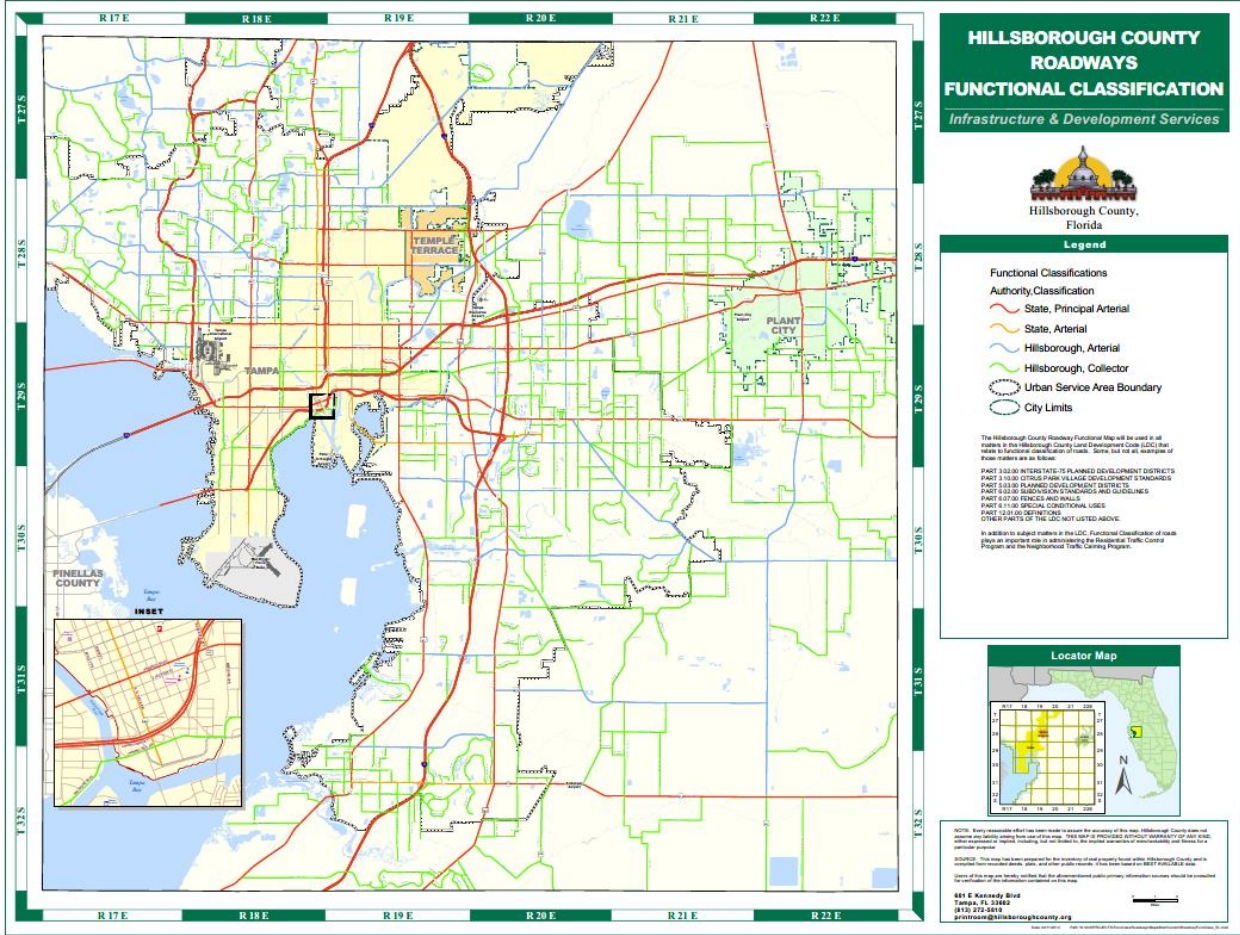
Objective 22 of the Future Land Use Element (FLUE) refers to the Highway Cost Affordable Long Range Transportation Plan (LRTP). The LRTP is prepared and maintained by the Hillsborough County Transportation Planning Organization (TPO) in coordination with the County, the cities, and other local agencies. The current version was amended on February 6, 2018. The map was most likely selected for use in conjunction with the CLC as it represents a possible *future* configuration (i.e., number of lanes) of roads within the County. The relevant information gathered from this map for the purpose of the CLC is whether the proposed development is at an intersection identified within the map. In those instances, applicants are given the option of requesting a waiver. The provision of Objective 22 referring to the ‘major local roadways’ can be used to consider the rezoning case.

To this end, the Highway Cost Affordable Long Range Transportation Plan map has served the intended purpose. However, there have been cases where a proposed rezoning for a new commercial use does not meet the roadway requirements of the CLC due to an outdated map. We would propose using the Context Classification Map, as discussed further in the Context Classification Map section of this document.



Hillsborough County Roadways Functional Classification Map

The Hillsborough County Functional Classification Map is prepared and maintained by the County, but it is based on Florida Department of Transportation (FDOT) classifications for state roadways. It classifies roadways as State Principal Arterials, State Arterials, County Arterials, and County Collectors. The classification is based on the character of service the roads are intended to provide. The Comprehensive Plan defines arterials as roadways that provide continuous routes which serve through traffic, high-traffic volumes, and long average trip lengths and collectors are described by the County as roadways that serve to link arterials with local roads or major traffic generators. Just like the Cost Affordable Transportation Map, this map does not necessarily include all the roadways that could potentially be used to locate neighborhood commercial nodes, likely because the map does not get updated often and amending it requires a Comprehensive Plan amendment. As a result, there is no perceivable benefit from using this map for the CLC over the Cost Affordable Transportation Map.



Context Classification Map

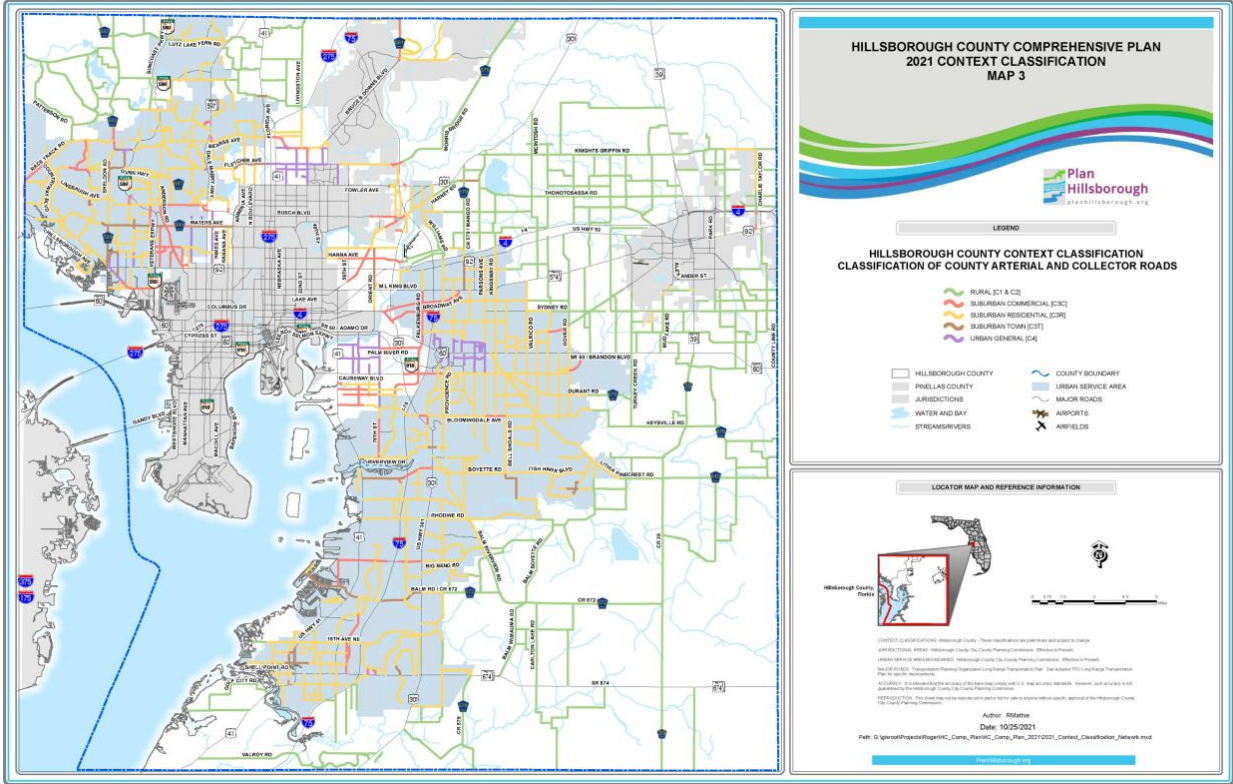
FDOT recently developed a new system for classifying roadway corridors based on the context of the built environment they serve. The Department uses eight classifications, which range from C1-Natural to C6-Urban Core. The context classification system describes the general characteristics of the land use, development patterns, and roadway connectivity along a corridor, providing cues as to the types of uses and user groups that will likely utilize the roadway.

As part of the Comprehensive Plan update, Hillsborough County is transitioning from a Transportation Element to a Mobility Element. The new mobility objectives and policies envision a more robust connected network of roads that diffuse traffic, rather than relying on a few major corridors to carry the majority of traffic. To that end, a new Context Classification Map is being introduced based on FDOT’s classification system but is tailored to match the development conditions particular to the County (using the Livable Communities Element).



The classifications are: Rural (C1 and C2), Suburban Commercial (C3C), Suburban Residential (C3R), Suburban Town (C3T), and Urban General (C4). These classifications consider the primary modes of transportation expected to be found along those roads. For instance, the Urban General corridors will tend to have a heavier pedestrian/bicycle presence, while the Suburban classifications will be more auto oriented. Translated to the location of commercial uses, regional commercial uses are more auto oriented and do not need urban streets, but neighborhood commercial uses frequently do.

Based on the intent of this map to better relate to the character of an area, we propose using the Hillsborough County Context Classification Map or FDOT Context Classification Map, as applicable for the purpose of Objective 22 instead of the Cost Affordable Transportation.



Using Trip Generation Rates to Identify Neighborhood-Serving Uses

One idea that was discussed during the public involvement process was the use of trip generation rates to help determine if a commercial use was of neighborhood, community, or regional scale. While it may work for certain uses, trip generation does not necessarily reflect the scale of uses. The uses that seem to be most controversial when discussing neighborhood serving commercial are gasoline stations, personal storage, and drive-through restaurants. These issues may be addressed through land use and design provisions.

Transportation Maps Review Conclusion

Mobility goes hand-in-hand with land use. If the main purpose of the CLC is to concentrate future neighborhood commercial at nodes and preventing the encroachment of large scale/more intensive nodes into residential areas, the qualifying intersections need to be defined. We recommend using the Hillsborough County Context Classification Map (and FDOT’s Future Context Classification Map for state roads) to help determine the scale of commercial to be allowed (new development/urban form standards in the LDC), and the “Major Local Roadway” definition to address roadways that do not appear on an adopted map but may be considered by the Board when reviewing the rezoning application.

Transit and multi-modal access are major factors and the CLC needs to reference these forms of access. The Livable Communities Element, which discusses neighborhood-serving commercial, often points to the multi-modal access of residents as at the forefront of design.

LIVABLE COMMUNITIES ELEMENT (LCE)

The LCE shares the special and unique characteristics of the individual communities within the unincorporated County. The community plans prepared for each community were developed through extensive citizen participation and, therefore, have unique approaches to their planning for the future. The LCE element shows an effective date of August 2008. While it has undergone some minor amendments in the past, the LCE document does not necessarily represent current conditions or updated visions for all the individual areas. However, when implementing the CLC, it is important to account for the fact that there is a wide variety of settings in the County. While some communities have dense concentrations of population, others are more rural in nature. The CLC cannot be implemented as a one-size-fits-all tool. **Appendix B** contains a brief description of the communities as depicted in the LCE and their desire for accommodating uses such as neighborhood commercial to serve their daily needs.

Taken as a whole, the Community Plans found throughout the LCE reinforce the diversity of the community and its residents. Although a majority of the Plans express an interest in maintaining and building upon their existing charm and character, their feelings towards the types, densities, intensities, and locations of development often range widely from community to community. Adding further complexity to this dynamic is the fact that these Plans are often inconsistent in their formatting, key terms, and level of detail depending on the community. This, however, is understandable when considering that many of these Plans are over a decade old and have not been updated to reflect the community's growth during the past several years. As such, we strongly discourage any revisions which may significantly incorporate these community plans into the provisions of Objective 22. Instead, the CLC should simply require that neighborhood commercial developments which fall within a community plan be consistent with the intent and provisions of the underlying area's Community Plan.

APPENDIX A

	<table border="0"> <tr> <td colspan="2">Case 1</td> </tr> <tr> <td>CVS</td> <td>16,440</td> </tr> <tr> <td>Restaurant</td> <td>7,515</td> </tr> <tr> <td>Bakery</td> <td>5,488</td> </tr> <tr> <td>Ice Cream</td> <td>8,285</td> </tr> <tr> <td>Dental</td> <td>5,691</td> </tr> <tr> <td>Gym</td> <td>26,591</td> </tr> <tr> <td>Market</td> <td>18,692</td> </tr> <tr> <td>Gas station</td> <td>3,156</td> </tr> <tr> <td>Total Sq. Ft.</td> <td>91,858</td> </tr> <tr> <td>Acres</td> <td>10.50</td> </tr> <tr> <td>Distance from corner</td> <td>870'</td> </tr> </table>	Case 1		CVS	16,440	Restaurant	7,515	Bakery	5,488	Ice Cream	8,285	Dental	5,691	Gym	26,591	Market	18,692	Gas station	3,156	Total Sq. Ft.	91,858	Acres	10.50	Distance from corner	870'
Case 1																									
CVS	16,440																								
Restaurant	7,515																								
Bakery	5,488																								
Ice Cream	8,285																								
Dental	5,691																								
Gym	26,591																								
Market	18,692																								
Gas station	3,156																								
Total Sq. Ft.	91,858																								
Acres	10.50																								
Distance from corner	870'																								
	<table border="0"> <tr> <td colspan="2">Case 2</td> </tr> <tr> <td>Rite Aid</td> <td>17,000</td> </tr> <tr> <td>Albertsons</td> <td>58,614</td> </tr> <tr> <td>Bank</td> <td>4,743</td> </tr> <tr> <td>Gas Station</td> <td>4,191</td> </tr> <tr> <td>Cleaners</td> <td>6,252</td> </tr> <tr> <td>Restaurant</td> <td>5,342</td> </tr> <tr> <td>Hair salon</td> <td>9,529</td> </tr> <tr> <td>Total Sq. Ft.</td> <td>105,671</td> </tr> <tr> <td>Acres</td> <td>11.65</td> </tr> <tr> <td>Distance from corner</td> <td>900'</td> </tr> </table>	Case 2		Rite Aid	17,000	Albertsons	58,614	Bank	4,743	Gas Station	4,191	Cleaners	6,252	Restaurant	5,342	Hair salon	9,529	Total Sq. Ft.	105,671	Acres	11.65	Distance from corner	900'		
Case 2																									
Rite Aid	17,000																								
Albertsons	58,614																								
Bank	4,743																								
Gas Station	4,191																								
Cleaners	6,252																								
Restaurant	5,342																								
Hair salon	9,529																								
Total Sq. Ft.	105,671																								
Acres	11.65																								
Distance from corner	900'																								
	<table border="0"> <tr> <td colspan="2">Case 3</td> </tr> <tr> <td>Walmart</td> <td>40,835</td> </tr> <tr> <td>Gym</td> <td>20,629</td> </tr> <tr> <td>Plaza</td> <td>18,268</td> </tr> <tr> <td>Urgent care</td> <td>7,353</td> </tr> <tr> <td>Bank</td> <td>5,569</td> </tr> <tr> <td>Taco Bell</td> <td>2,062</td> </tr> <tr> <td>Restaurant</td> <td>5,696</td> </tr> <tr> <td>Total Sq. Ft.</td> <td>100,412</td> </tr> <tr> <td>Acres</td> <td>15.58</td> </tr> <tr> <td>Distance from corner</td> <td>930'</td> </tr> </table>	Case 3		Walmart	40,835	Gym	20,629	Plaza	18,268	Urgent care	7,353	Bank	5,569	Taco Bell	2,062	Restaurant	5,696	Total Sq. Ft.	100,412	Acres	15.58	Distance from corner	930'		
Case 3																									
Walmart	40,835																								
Gym	20,629																								
Plaza	18,268																								
Urgent care	7,353																								
Bank	5,569																								
Taco Bell	2,062																								
Restaurant	5,696																								
Total Sq. Ft.	100,412																								
Acres	15.58																								
Distance from corner	930'																								

Note: the cases were selected for scale purposes only. They do not reflect desired layout or design.

APPENDIX B

This section describes the Community Vision Plans contained in the adopted Livable Communities Element and identifies the feasibility/opportunities for establishing new neighborhood commercial nodes within those areas:

Apollo Beach

The Apollo Beach Community Plan is an unincorporated community located in the southwestern portion of Hillsborough County and falls within the Hillsborough County Urban Service Area (USA) (excluding some undeveloped and environmentally sensitive areas located in the southeast corner of the community). The community is generally surrounded by Big Bend Road to the north, 19th Avenue NE to the south, US Highway 301 to the east and Tampa Bay on the west. Two other major roadways within the community include US Highway 41 and I-75. Apollo Beach is currently suburban in character, with significant portions of its total land area dedicated to single family residential homes and subdivisions. As such, the largest FLUM designations (by total land area) found within the community are Residential-6 (RES-6) and Suburban Mixed Use-6 (SMU-6).

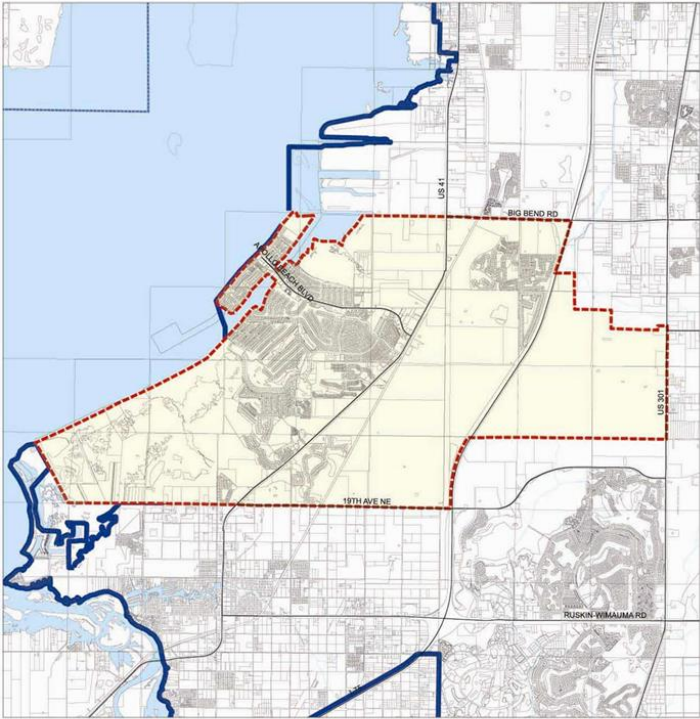


Figure 13 - Apollo Beach Community Plan Boundary Map

Other land use designations found within the community include a mix of residential and nonresidential categories, such as Agricultural/Rural-1/5 (AR-1/5), Residential-1 (RES-1), Residential-4 (RES-4), Residential-12 (RES-12), Residential-20 (RES-20), Community Mixed Use-12 (CMU-12), Urban Mixed Use-20 (UMU-20), Office Commercial-20 (OC-20), Light (LI) and Heavy Industrial (HI), Natural Preservation (N), and Major Public/Quasi-Public (P/QP). Unlike several other communities within this Element, the Apollo Beach Community Plan does not possess any specific future land use classifications, zoning districts, or special design considerations unique to the area. Commercial activity currently found within Apollo Beach is generally located west of US Highway 41 and often features suburban design characteristics (e.g., substantial setbacks, front-loaded parking, limited accommodations for non-motorized modes of transportation, etc.).

According to the Apollo Beach Community Plan, the community desires to maintain the feel, charm and convenience of a small, waterfront-oriented town while making the necessary accommodations for new growth opportunities. Although desirable and undesirable locations for new neighborhood commercial development are not discussed within the Plan, *Goal 2, Strategy 1* states that area residents wish to ‘encourage mixed-use town centers’ at ‘appropriate locations’ and redevelop existing commercial corridors and nodes using contextual design standards that further the ‘mixed-use town center’ concept (*Goal 2, Strategy 3*) and reinforce the character of the surrounding area (*Goal 2, Strategy 4*).

For these reasons, when reviewing rezonings to accommodate neighborhood commercial nodes, the Board would need to consider consistency with the corridors and nodes already identified within the Apollo Beach Community Plan, as listed in the following Table.

Corridors & Nodes	
<ul style="list-style-type: none"> • Big Bend Road • 19th Avenue NE • US Highway 41 • US Highway 41 & I-75 	<ul style="list-style-type: none"> • Apollo Beach Blvd from I-75 to US Highway 41 • Apollo Beach Blvd west of US Highway 41 • Big Bend Road & US Highway 41 • Providence Lakes Boulevard between Providence Road and Kings Avenue.

Balm Community

The Balm Community Plan is an unincorporated community located in the southern half of Hillsborough County and outside the USA. This historic community is generally located between the Wimauma Community Plan and the C.W. Bill Young Regional Reservoir to the southwest and northeast, respectively. Currently, Balm is one of the County’s most agrarian and rural communities. As such, much of the community’s total land area is dedicated to agricultural uses and small clusters of homes connected by a limited series of automobile-oriented roadways.

Considering that Balm remains a rural community today, it is understandable that the area’s most predominant future land use classifications are those which place significant limitations on density and intensity, such as AR-1/5, Residential Planned-2 (RP-2), and N. Other, less prominent land use designations found within the community include Agricultural-1/10 (A-1/10), RES-1, and OC-20. Similar to Apollo Beach, the Balm Community Plan does not possess any specific future land use classifications, zoning districts, nor special design considerations unique to this community.

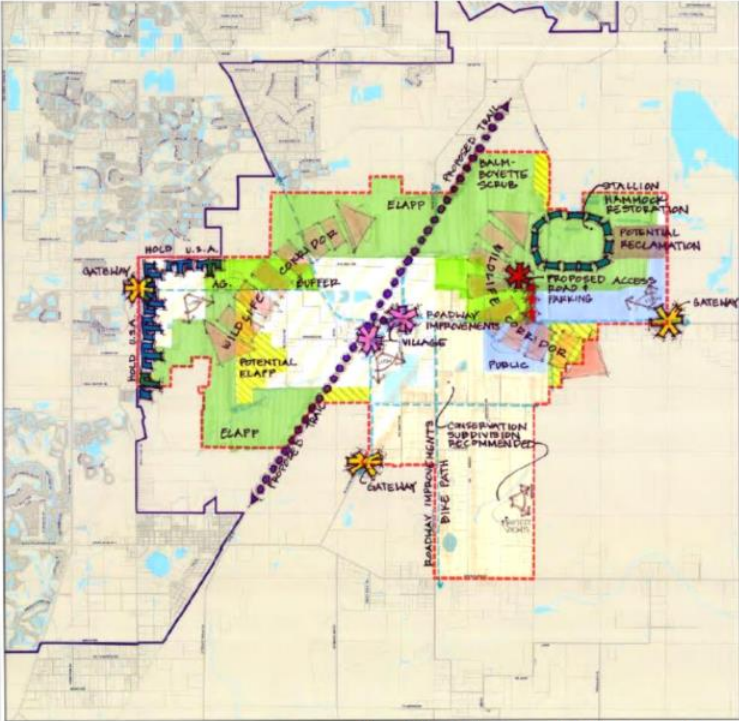


Figure 23A – Balm Community Plan Concept Map

The goals found within the Balm Community Plan express a clear desire for the area to maintain its rural feel and agricultural economy. Yet, the Plan does make allowances for pedestrian-friendly Villages that include a diverse mix of uses which meet the daily needs of residents (Goal 6). Strategy 1 of Goal 6 further elaborates that ‘Village’ locations are areas which meet the locational requirements found within the CLC, with preference provided to intersections which already possess existing commercial activity. **As such, neighborhood commercial development within the Balm Community Plan should be primarily encouraged at the intersections of Balm Road & Balm Wimauma Road, Balm Road & Balm Boyette Road, and County Road 672 & Shelley Lane.**

Brandon

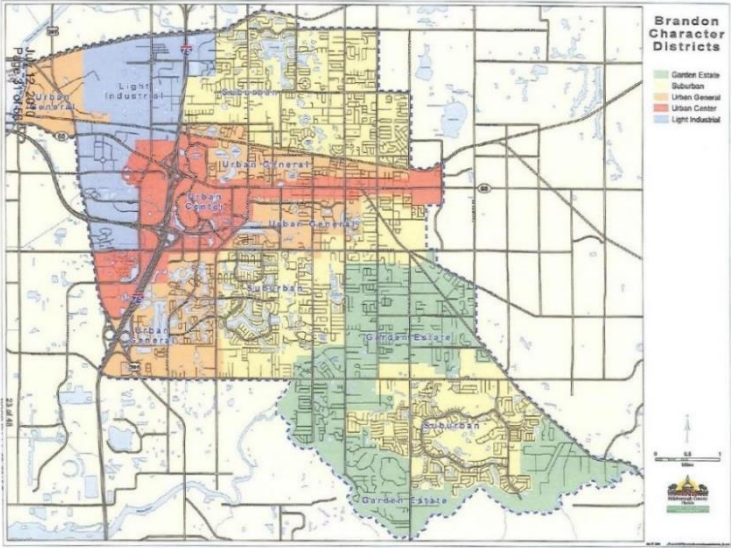
Generally located southeast of the Broadway Avenue East and US Highway 301 intersection and northwest of the Alafia River/Lithia Pinecrest Road crossing, the Brandon Community Plan is an unincorporated community found within the heart of Hillsborough County. Most of the community is located within the USA, excluding portions generally located east of I-75, which are part of the Tampa Service Area (TSA). Notable roadways within the area include I-75, State Road 60 (East Adamo Drive/West Brandon Blvd), and State Road 618 (Selmon Expressway). Brandon is also home to several notable areas of activity, such as Brandon Regional Mall, Brandon Hospital, Falkenburg Government Complex, and a satellite campus for Hillsborough Community College.

Uses found within the Brandon Community Plan include a range of housing types at varying densities, mixed-use developments, commercial and industrial activities, and institutional facilities. The most prominent land use categories (by total land area) within the community are RES-4 and RES-6, which largely reflects Brandon's suburban development pattern today. However, Brandon does feature more dense and intense land use categories such as RES-12, RES-20, CMU-12, UMU-20, and OC-20 closer to major thoroughfares, with the highest density category, Regional Mixed Use-35 (RMU-35), reserved exclusively to the area surrounding I-75 interchanges with the Selmon Expressway and State Road 60.

The Brandon Area is also home to two overlay districts. The first is the *State Road 60 (Brandon Blvd) Overlay*, which is defined in *Part 3.14* of the Hillsborough County Land Development Code (LDC). The intent of the Overlay, which is located along State Road 60 between I-75 and North Dover Road, is to improve the appearance of new and existing development along the Brandon Blvd corridor. Lands within this Overlay are split into two distinct sectors. The *Urban Sector* (designated between Lakewood Drive and Kingsway Road) provides for the placement of new buildings near the highway. This Sector is flanked on both ends by two *Suburban Sectors*, which require a broad landscaped buffer along the highway.

The second overlay district found within the Brandon Community Plan is the *Restricted Business Professional Office (R-BPO) Overlay (LDC Part 3.11)*. The intent of this Overlay is to plan for the transition from residential dwellings to business/professional office uses in areas along the Lithia Pinecrest Road corridor (between East Brandon Blvd and Lumsden Road East) if the development standards outlined within *LDC Sec. 3.11.04-3.11.06* are met.

The Brandon Community Plan Vision does not address neighborhood commercial activity directly but does identify a desire to preserve its small-town atmosphere and encourage sustainable growth—both of which are compatible with the intent and provisions of the CLC. Due to the size and diversity of the Brandon community, its Plan divides the Brandon community into five distinct Character Districts. These Character Districts reflect the community’s desire for how each of the five areas should be developed in the future. For example, *Urban Center* and *Urban General* appear to generally allow commercial development and already feature existing commercial activities, *Suburban* and *Garden Estates* both appear to support the development of neighborhood-serving commercial within these areas if locational criteria are met, and *Light Industrial* does not express a desire for commercial development at all.



As such, neighborhood commercial development should continue to be encouraged within the Brandon Community Plan at sites explicitly identified within the Plan (excluding lands within the Light Industrial District) and/or within nodes which meet the locational criteria for commercial development, as listed in the following table.

Corridors & Nodes	
<ul style="list-style-type: none"> • Brandon Regional Mall • Brandon Hospital • State Road 60 • Lithia Pinecrest / Lumsden / Bell Shoals Roads 	<ul style="list-style-type: none"> • Falkenburg Road and Causeway Boulevard • Hillsborough Community College – Brandon • Falkenburg Government Complex

Brandon Main Street

Located within the heart of the Brandon community between West Brandon Blvd to the north and Brandon Parkway to the south, Brandon Main Street is one of the LCE’s smallest areas with a community plan. Although the community is a predominately suburban in character today, the dense/intense future land use designations found within, such as RES-20, CMU-12, and OC-20, illustrate the County’s strong desire to see significant growth within this community in the years ahead. Depending on a property’s underlying zoning designation, each of these established land use categories permits a wealth of residential and nonresidential activities at varying densities and intensities, including neighborhood commercial development.

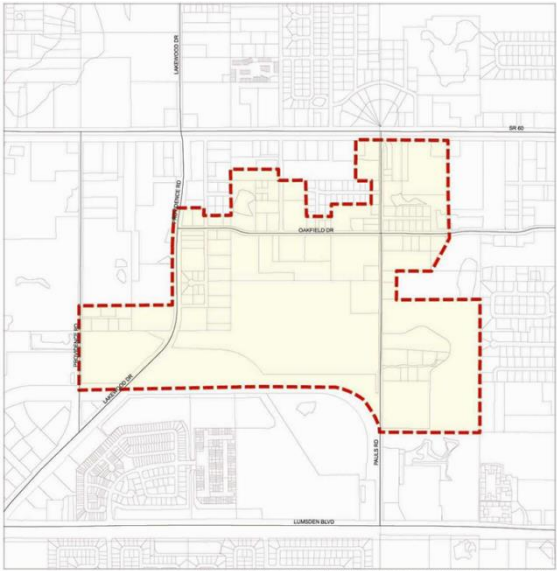


Figure 7 - Brandon Main Street Community Plan Boundary Map

Although there is no Brandon Main Street-exclusive FLUC, the Community Plan establishes guidelines for community form (*Section A*), design (*Section B*), land use and intensities (*Section C*), and infrastructure (*Section D*) for lands located within its boundaries. Additionally, *Part 3.12* of the LDC establishes four zoning districts unique to the area: Town Center I (BMS TC1), Town Center II (BMS TC2), Neighborhood Services (BMS NS), and Gateway District (BMS GD)—each of which possessing its own standards for development. The overall intent of the Community Plan and its related sections of the LDC is to cultivate a dense/intense mixed-use urban center within the Brandon Community Plan supported by an interconnected and multi-modal transportation network. **As such, neighborhood commercial development should continue to be encouraged throughout the Brandon Main Street Community Plan, if these activities are permitted by right within the community due to the property’s underlying land use and zoning and/or meets the provisions of the CLC along existing commercial corridors such as Lakewood Drive, Oakfield Drive, and Pauls Drive.**

Citrus Park Village

The Citrus Park Village Community Plan is another small unincorporated community within the Hillsborough County Urban Service Area. Generally located between Gunn Highway to the west and the Veterans Expressway to the east, Citrus Park Village is a historic residential community supported by a suburban transportation network, outdoor amenities (e.g., Citrus Park, Upper Tampa Bay Trail), and nonresidential uses—particularly along Gunn Highway.

Unlike other communities found within the Element, nearly the entirety of the Citrus Park Village Community Plan is regulated by one FLU and zoning designation—both of which are aptly titled ‘Citrus Park Village’ (CPV). Standards and entitlement maximums for these designations are deferred to the Citrus Park Village Community Plan and further detailed within *Part 3.10 (Citrus Park Development Standards)* of the LDC, which is described as follows.

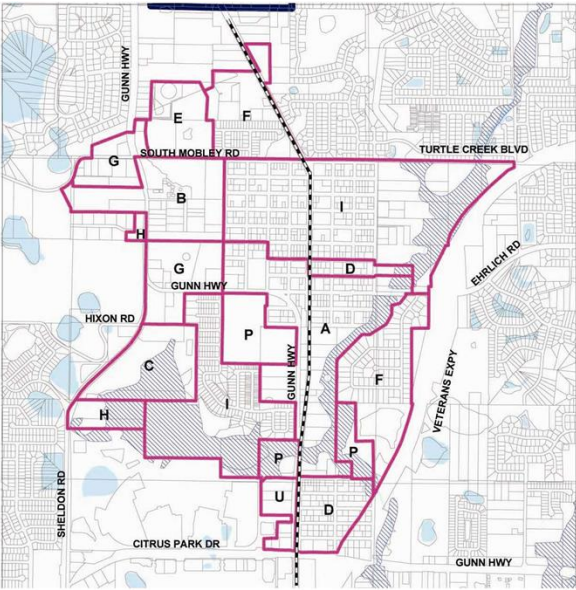


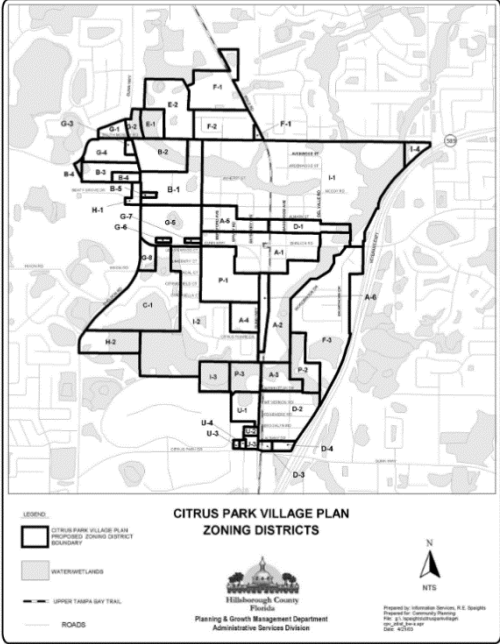
Figure 5 - Citrus Park Village Plan Boundary Map and Land Use Category Sub-areas

The Community Plan for the Village expresses a clear desire for a ‘well-balanced, vital, pedestrian-oriented traditional ‘village’ that can support a variety of residential, commercial, office, and civic uses.’ Within the Community Plan, these aforementioned uses are spread across 11 sub-areas—each with their own maximum permitted entitlements and allowable uses. Densities across the 11 sub-areas range from 0 to 24 du/ac and intensities span from a Floor Area Ratio (FAR) of 0 to 1.0. More specifically, neighborhood commercial activity is permitted in a majority of Citrus Park Village’s 11 sub-areas, including A: *Village Center* (24 du/ac), B: *High Density Residential* (20 du/ac), D: *Mixed Use/Medium*

Density Residential (12 du/ac), G: Commercial/Office/ Residential (12 du/ac), and U: Commercial/Office/Residential (20 du/ac).

Part 3.10 of the Hillsborough County LDC breaks down the 11 sub-areas further into more than 40 sub-districts— each within their own intent, development standards, and entitlements. **Considering that the Community Plan and LDC are extremely clear in how, where, and to what extent, neighborhood commercial should be developed within the Citrus Park Village Community Plan allowing this use to locate outside of the following sub-areas and districts would not be recommended.**

- Sub-Area A (Sub-District A-1)
- Sub-Area A (Sub-District A-2)
- Sub-Area A (Sub-District A-3)
- Sub-Area A (Sub-District A-4)
- Sub-Area A (Sub-District A-6)
- Sub-Area B (Sub-District B-1)
- Sub-Area D (Sub-District D-2)
- Sub-Area G (Sub-District G-1)
- Sub-Area G (Sub-District G-2)
- Sub-Area G (Sub-District G-5)
- Sub-Area G (Sub-District G-6)



- Sub-Area G (Sub-District G-7)
- Sub-Area G (Sub-District G-8)
- Sub-Area U (Sub-District U-1)
- Sub-Area U (Sub-District U-3)

East Lake-Orient Park

The East Lake-Orient Park Community Plan lies between the City of Temple Terrace to the north and the City of Tampa to the west. This Community Plan is located in both the Tampa Service Area and the Urban Service Area. Major roadways which line or intersect with East Lake-Orient Park include I-4, I-75, US Highway 92 (East Hillsborough Avenue), US Highway 301, and State Road 583 (North 56th Street). The community is also intersected by the Tampa Bypass Canal which runs vertically throughout the entirety of the area. East Lake-Orient Park is home to many regional attractions such as the Hard Rock Hotel and Casino, Florida State Fairgrounds, MIDFLORIDA Credit Union Amphitheatre, and several others.

The community is comprised of a diverse array of residential and nonresidential developments that range widely in scale. This diversity in land use for the East Lake-Orient Park Community Plan is reflected in the FLUM, which show future land use classifications ranging from RES-1 to RES-20, CMU-12 to UMU-20, LI to HI, and P/QP to OC-20. However, the most prominent FLUC (in terms of total land area covered) is CMU-12, followed by LI—further echoing the mixed-use dynamic of the East Lake-Orient Park community. It should also be noted that this community does not possess any specific future land use classifications, zoning districts, nor special design considerations unique to East Lake-Orient Park area.

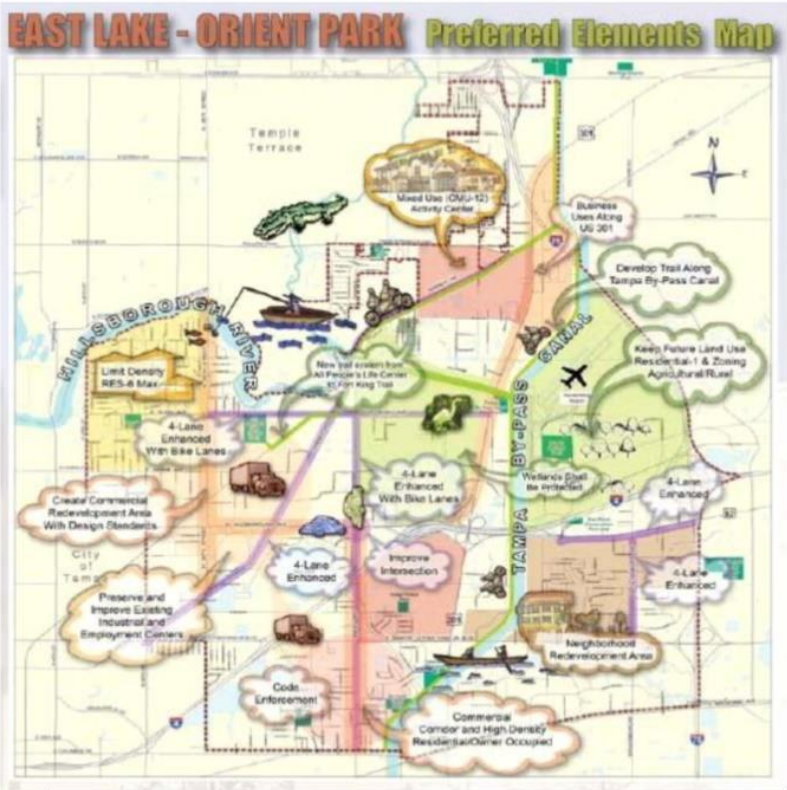


Figure 17A – East Lake-Orient Park Community Plan Preferred Elements

The East Lake-Orient Park Community Plan identifies several strategies to promote local economic development opportunities—many of which explicitly identify where new commercial activities are desired for development. For example, *Economic Development, Strategy 3* states that the community seeks to encourage ‘business uses’ along US Highway 301 and adds that ‘appropriate land use and zoning changes should be allowed to accomplish this strategy’. Additionally, *Strategy 4* expresses a desire to create a commercial redevelopment area along 56th Street from the Temple Terrace boundary to Harney Road and along Hillsborough Avenue from 56th Street to Orient Road. However, the Plan fails to identify if neighborhood commercial activities should be allowed to locate outside of the aforementioned areas. **Therefore, it is recommended to apply caution when allowing neighborhood commercial to develop outside of the existing and targeted development areas identified in the table below within the East Lake-Orient Park Community Plan.**

Corridors & Nodes	
<ul style="list-style-type: none"> ● Sligh Avenue (Orient Road to US Highway 301) ● US 301 to Breckenridge ● East Hillsborough Avenue & Orient Road ● Harney Road (MLK Blvd to US Highway 301) ● Falkenburg Road (MLK Blvd to US Highway 92) ● US 92 (I-4 at Tampa Bypass Canal to I-75) ● Orient Road (Sligh Avenue to Columbus Drive) 	<ul style="list-style-type: none"> ● Sligh Avenue (56th Street to US Highway 301) ● US Highway 301 (Tampa Bypass Canal to Hillsborough Avenue) ● Orient Road (Hillsborough Avenue to Columbus Drive) ● Area south of US 92 in the vicinity of Falkenburg Road

Gibsonton

The Gibsonton Community Plan is an unincorporated community located within the southwest portion of Hillsborough County and within the USA. Gibsonton is generally bounded by the Alafia River to the north, I-75 to the east, Big Bend Road to the south, and Hillsborough Bay to the west. The community is also bisected vertically by the US Highway 41 South corridor. Gibsonton can generally be described as possessing three distinct areas: the *northern area* primarily houses a rural, low density residential development pattern; the *central area* contains tightly packed homes within suburban residential subdivisions; *southern Gibsonton* is predominately occupied by the presence of environmentally significant lands. Each of these three areas is intersected by US Highway 41, which is lined with a variety of commercial and industrial uses. As such, FLU designations within the Gibsonton Community Plan include N, RES-1 through RES-9, SMU-6, and OC-20. There are no future land use classifications, zoning districts, nor special design considerations unique to Gibsonton Community Plan.

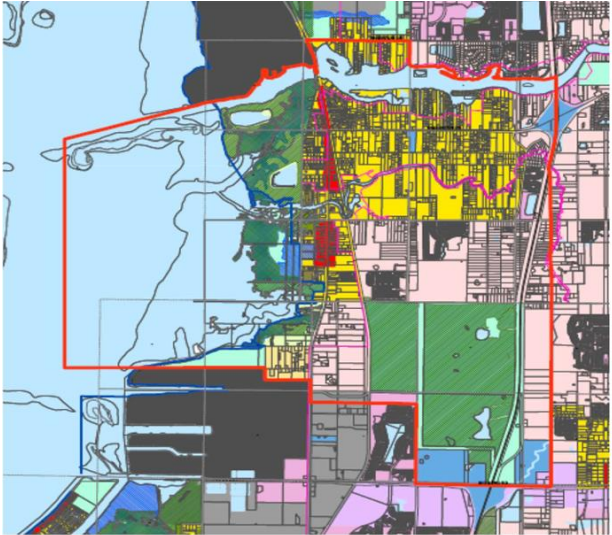


Figure 14-Gibsonton Community Plan Boundary Map

The Gibsonton Community Plan identifies several areas of opportunity for future commercial growth within the community. This includes ‘a large retail center at Gibsonton Drive and [New] Eastbay Road’ (*Goal 4a, Strategy 1*), ‘small professional, businesses, and specialty neighborhood retail along Gibsonton Drive and US Highway 41’ (*Goal 4a, Strategy 2*), and designating Gibsonton Drive as a ‘signature corridor’ to encourage small scale business development and beautification (*Goal 4b, Strategy 3*). **Considering that the Plan identifies several areas targeted for development and the Gibsonton Community Plan already has several corridors developed with nonresidential uses, allowing neighborhood commercial to spread outside of these corridors and nodes identified within the following table is discouraged.**

Corridors & Nodes	
<ul style="list-style-type: none"> ● US Highway 41 ● East Bay Road ● Gibsonton Drive ● Symmes Road ● Rhodine Road 	<ul style="list-style-type: none"> ● SE quadrant of US Highway 41 + Gibsonton Drive along the Alafia River ● US Highway 41 North of Bullfrog Creek ● US Highway 41 South of Bullfrog Creek ● Gibsonton Drive & East Bay Road

Greater Carrollwood-Northdale

The Greater Carrollwood-Northdale Community Plan is in northwest unincorporated Hillsborough County. Carrollwood-Northdale is primarily within the USA with the only the southeastern portion of the community falling under the TSA. This community is generally surrounded by I-275 to the east, West Linebaugh Avenue to the south, Veterans Expressway to the west, and the Lutz community to the north. The Greater Carrollwood-Northdale Area also includes Gunn Highway, Dale Mabry Highway, and State Road 678 (Bearss Avenue). Excluding a series of lakes and naturally-preserved areas, the area has developed into an expansive suburban community—rich with both residential and nonresidential uses.

Despite this diversity in land uses, a vast majority of the total land area within the Greater Carrollwood-Northdale Community Plan is designated as RES-4 on the FLUM. These large areas of low density residential are disrupted or end-capped by a series of higher density residential (RES-6, RES-9, RES-12) and nonresidential (OC-20, P/QP) future land use classifications. It should also be noted that there are no future land use classifications, zoning districts, nor special design considerations unique to Greater Carrollwood-Northdale Community Plan.

The Greater Carrollwood-Northdale Community Plan identifies *Community Growth/Revitalization* as the highest priority goal for their community. To meet this goal, the Plan places a large emphasis on encouraging the development and growth of established activity centers, corridors, and nodes which comply with the locational criteria established within the Comprehensive Plan. **Considering that the Plan explicitly identifies where new development should locate, new requests for neighborhood commercial locations should consider these locations, further identified in the table below.**

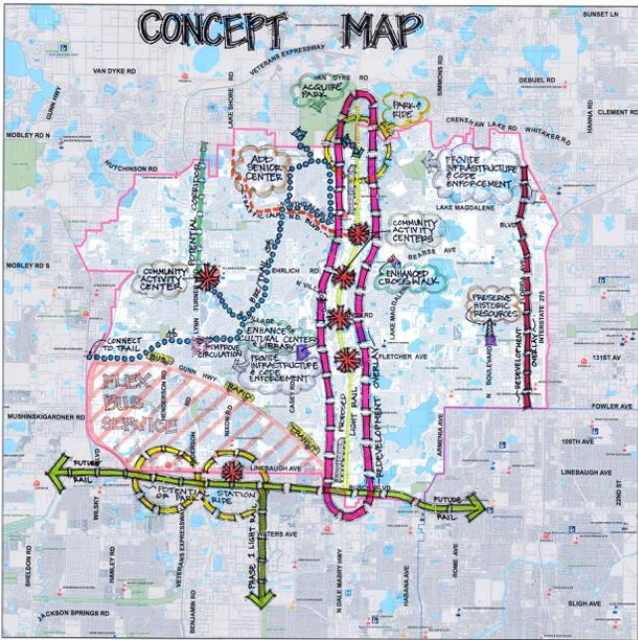


Figure 22A – Greater Carrollwood-Northdale Communities Plan Concept Map

Corridors & Nodes	
<ul style="list-style-type: none"> • North Dale Mabry Highway • Florida Avenue • North Dale Mabry & Handy Road 	<ul style="list-style-type: none"> • Florida Avenue & Fletcher Avenue/Bearss Avenue • Lynn Turner Road & Erhlich Road • Nixon Road & Gunn Highway

Greater Palm River

The Greater Palm River Community Plan is in unincorporated Hillsborough County and is bounded by the Tampa Bypass Canal and Adamo Drive to the north, East Bay and McKay Bay to the west, US Highway 301 to the east, and the Riverview Community Plan to the South. The Community Plan is also split between the TSA to the west and USA to the east. Other major roadways found within Greater Palm River Community include US Highway 41 (South 50th Street), the State Selmon Expressway, and State Road 676 (Causeway Blvd). Today, this area is largely suburban in nature but highly diverse in terms of land use, as a variety of residential and



Figure 16A – Greater Palm River Area Community Plan Concept Map

nonresidential uses can be found throughout the community.

Reflecting the diversity of land uses today, the FLUM reveals an equally diverse mix of designations throughout the Greater Palm River Community Plan. These designations include low-to-high density residential (RES-6, RES-9, RES-12, RES-20), office/commercial (OC-20), industrial (LI, HI), institutional (P/QP), and mixed-use (SMU-6, CMU-12, UMU-20). It should also be noted that there are no future land use classifications, zoning districts, nor special design considerations unique to the Greater Palm River Community Plan.

The contents of the Greater Palm River Community Plan and its associated Concept Map (Figure 16A of the LCE) portray a community with a clear vision for how growth should occur within its boundaries. In fact, *Goal 5a, Strategy 1* of the Community Plan states that ‘future development and redevelopment is required to comply with the adopted Concept Map’. Areas designated for future commercial growth within the area are illustrated within the aforementioned map and further detailed within *Goal 5a, Strategy 14*. **Therefore, neighborhood commercial development within the Greater Palm River Community Plan should be encouraged to locate in the following areas:**

Corridors & Nodes	
<ul style="list-style-type: none"> • Palm River Road • Maydell Drive • US 41/50th Street (Palm River Road to Causeway Blvd) • Causeway Blvd • US Highway 301 • 78th Street • Progress Blvd/Madison Avenue 	<ul style="list-style-type: none"> • Maydell Drive & Palm River Road to 58th Street • Causeway Blvd & 78th Street • Progress Blvd & Falkenburg Road • Causeway Blvd & Maydell Drive • Progress Blvd/Madison Avenue & 78th Street • Palm River Road & 78th Street • Tower Dairy Site (SW corner of 36th Avenue South & 78th Street)

Greater Sun City Center

The Greater Sun City Center Community Plan is an unincorporated community located in southeast portion of Hillsborough County. While a majority of the Community is within the USA, the southern tip of the area (i.e., the Little Manatee River State Park) is not. The Greater Sun City Center is generally bounded by I-75 to the west, US Highway 301 and West Lake Drive to the east, Bill Tucker Road to the north, and the Little Manatee South Community Plan to the south. The community is also bisected horizontally by the State Road 674 (Sun City Center Blvd) corridor. Barring environmentally sensitive lands and dedicated park spaces, the Greater Sun City Area is largely developed with suburban residential subdivisions supported by a concentration of commercial activity in the community’s centermost area.

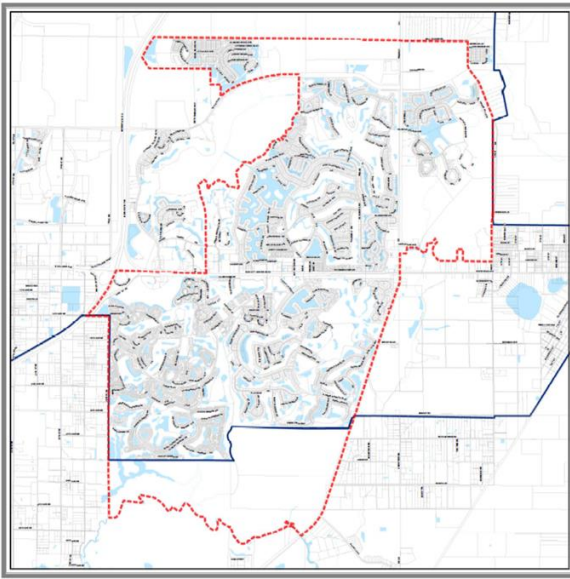


Figure 18 – Greater Sun City Center Area Community Plan

A vast majority of the total land area within the Greater Sun City Center Community Plan is designated for suburban residential uses on the FLUM ranging in maximum permitted density from two (RP-2) to

nine (RES-9) du/ac. The only area with a of the community designated for commercial on the FLUM is located at the intersection of the Sun City Center Blvd and Pebble Beach Blvd N/S, which is designated as OC-20. However, nonresidential activities have expanded further westward along Sun City Center Blvd than the OC-20 designation indicates. Although there is no FLUC or zoning specific to the Greater Sun City Center Area, the *Sun City Center Senior Citizen (zoning) Overlay District (SPI-SCCSC)* is unique to the community and is intended to limit the age of residents who can live within the area.

Although the Greater Sun City Center Plan expresses a desire to grow the Sun City Center Plaza town center to include a wide array of neighborhood commercial activities, the Plan fails to declare whether new commercial development should be: (a) limited to the Plaza only, (b) be allowed to continue developing along the Sun City Blvd corridor or (c) should be permitted to locate throughout the community. Because no conclusive answer is provided within the Plan, **it is recommended for the County to take a conservative approach to permitting neighborhood commercial activities outside of the aforementioned town center area or the Sun City Center Blvd corridor within the Greater Sun City Center Community Plan.**

Keystone-Odessa

The Keystone-Odessa Community Plan is the northwesternmost community in unincorporated Hillsborough County and is generally surrounded by Pasco County boundary to the north, Pinellas County to the west, the Lutz Community Plan to the east, and the northern limits of the USA to the south. Major roadways which line or intersect with the community include Veterans Expressway, Dale Mabry Highway, and State Road 568. Like many of Hillsborough County’s peripheral communities, Keystone-Odessa currently includes a mix of both rural and suburban areas—the latter of which is primarily concentrated within the southeast portion of the community.

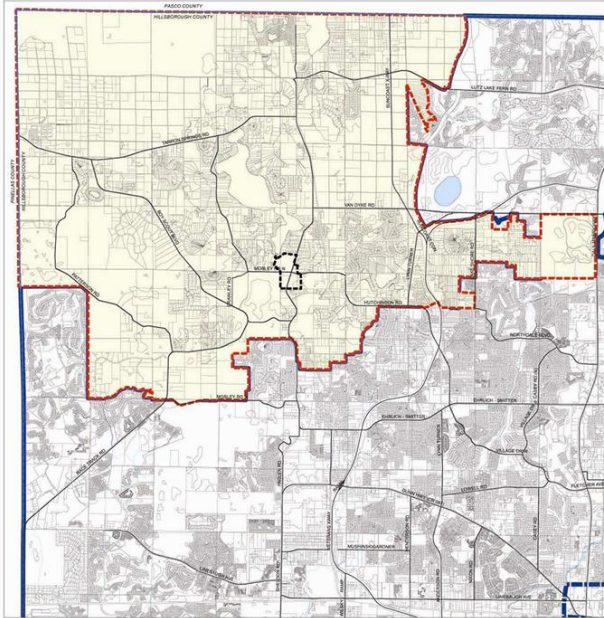


Figure 3 – Keystone-Odessa Community Plan Boundary Map

With few exceptions, the Keystone-Odessa Community Plan is predominately covered by agricultural and low density residential land use categories, including AE-1/2.5, AR-1/5, RES-1, and RES-2. There are currently no commercial future land use classifications located within the community. Additionally, there are no area-specific future land use classifications nor zoning designations applicable exclusively to the Keystone-Odessa Community.

As identified within the Keystone-Odessa Community Plan, residents of the community wish to retain the area’s existing harmony between natural resources, agricultural activities, and established residential development. As such, the community expresses a clear interest in preventing the expansion of commercial activities outside of the *Keystone-Odessa Rural Activity Center*, which is located at the intersection of Gunn Highway and North Mobley Road and is intended to serve a majority of the community’s daily shopping needs. This Activity Center is implemented via an overlay and is accompanied by a number of specific design guidelines intended to create an aesthetically pleasing and walkable town center that suits the character of the community. These design standards are outlined in both the community plan and *Part 3.08* of the LDC. **Considering that the community has expressed a**

clear desire to focus commercial activity to the **Activity Center surrounding the Gunn Highway and North Mobley Road intersection**, it is generally discouraged to allow neighborhood commercial to locate outside of this area.

Little Manatee South

The Little Manatee South Community Plan is one of the southernmost communities within Unincorporated Hillsborough County and is located entirely outside of the USA. The community is generally located between Tampa Bay to the west, Little Manatee River to the northeast and the Hillsborough/Manatee County boundary to the south. The major north-south roadways within the area are US Highway 41, 301, and I-75. Little Manatee South is also one of Hillsborough County’s most rural communities, as much of the community’s total land area is dedicated to either agricultural production or the preservation of natural resources. Residential activities within the community are sparse and often limited to agricultural lots and small, large-lot subdivisions. Nonresidential activities are limited within the area as well and are found primarily along the US Highway 41 corridor.

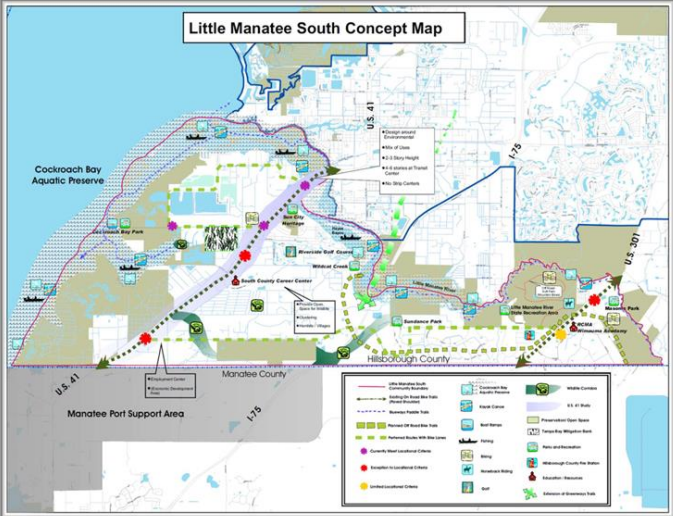


Figure 19A – Little Manatee South Community Plan Concept Map

The predominant future land use classifications found throughout the Little Manatee South Community Plan reflect the realities of what’s on the ground today: N, AR-1/5, RES-1, and RES-2, with a small portion of LI-P located adjacent to US Highway 41. There are no commercial future land use classifications within the Little Manatee South Community Plan. Additionally, there are not any future land use classifications or special district requirements via zoning regulations exclusive to this community.

The Little Manatee South Community Plan and Concept Map (LCE Figure 19A) clearly identify that new commercial development is preferred at select nodes along US Highway 41 and 301 which meet locational criteria with limited allowances for non-nodal commercial developments located along these corridors. These preferred nodes are intended to be developed as walkable, pedestrian-oriented town centers. The Plan also outlines additional (albeit more restrictive) commercial opportunities near transit stations and within mixed-use developments, employment centers, and an ‘Economic Development Area’ located south of Cockroach Creek and east of the CSX Railroad. **Although the Plan does not explicitly state that neighborhood commercial should not be allowed to locate outside of the aforementioned areas of the community, it is highly recommended to apply caution when allowing these uses to spread outside the corridors, nodes, and areas identified within the following table.**

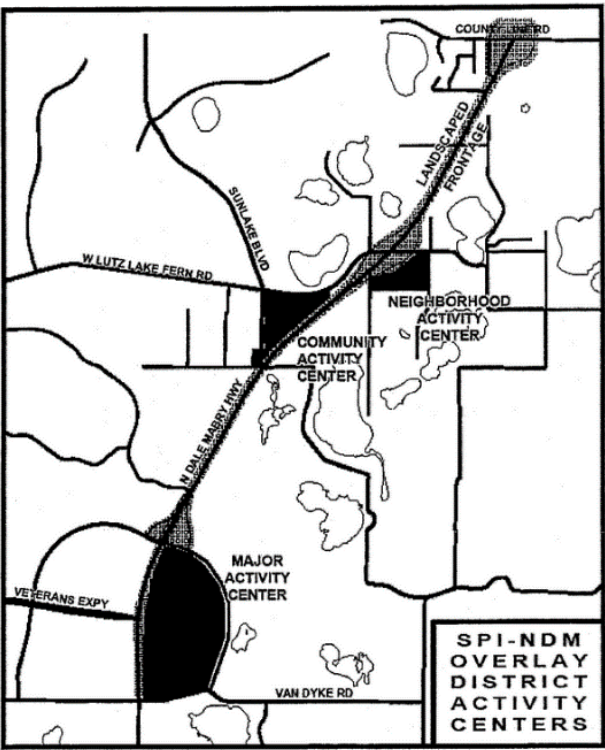
Corridors & Nodes	
<ul style="list-style-type: none"> • US Highway 41 • US Highway 41, south of Sun City/Heritage Park and north of Cockroach Creek (South Sun City Creek) 	<ul style="list-style-type: none"> • Cockroach Bay Road & US Highway 41 intersection • Fox Place & US Highway 41 intersection • Gulf City Road & US Highway 41 intersection • Lenfred Drive & US Highway 301 intersection

Corridors & Nodes	
<ul style="list-style-type: none"> • Area south of Cockroach Creek and east of CSX rail lines • US Highway 301 	<ul style="list-style-type: none"> • US Highway 41 & Valroy Road intersection • US Highway 301 & Willow Road intersection

Lutz

The Lutz Community Plan is one Hillsborough County’s most historic unincorporated communities. Located in the northernmost portion of the County, the Lutz community is generally surrounded by the Hillsborough/Pasco County boundary to the north, I-275 to the east, the Greater Carrollwood-Northdale Community Plan to the south, and the Suncoast Expressway to the west. Other major roadways which intersect the community include State Road 568, Dale Mabry Highway, and US Highway 41. Outside of environmentally sensitive areas scattered throughout the community, Lutz has largely been developed into a suburban development pattern. Because a majority of developments within Lutz are residential lots or subdivisions separated by lakes or recreational amenities such as parks and golf courses, connectivity within the community is often limited to major roadways and primarily serves automobile users over other forms of transportation. It should also be noted that only the portions of the Community Plan found west of Dale Mabry Highway are located within the USA.

A majority of land area comprising the Lutz community is designated as low density residential (RES-1 or RES-2) on the County’s FLUM. However, there are certain areas within the community, namely along Dale Mabry Highway and US Highway 41, where maximum permitted densities reach as high as 12 du/ac. Nonresidential activities within the community are concentrated along these roadways as well and often contain mixed-use or commercial FLU designations, such as NMU-4, SMU-6, CMU-12, and OC-20.



Although Lutz does not possess a community specific FLUC, the area is regulated by additional development standards and zoning requirements found within the LDC. These development standards are found in *Part 3.09* and attempt to regulate development within the portions of the Lutz community located outside the USA to ensure that development is appropriately scaled, preserves environmentally significant resources, and meets certain compatibility requirements. Additionally, *Part 3.09.11* discusses the Lutz Downtown Center Zoning District (LDCZD) and provides use limitations and development standards to cultivate a walkable activity center (generally located at intersection of West Lutz Lake Fern Road and US Highway 41) outside the USA but within the Lutz area.

The Community Plan is also home to the *Special Public Interest – North Dale Mabry Overlay (SPI-NDM)*, in which development is regulated by the contents of *LDC Sec. 3.01.06*. The intent of this overlay is to “prohibit the expansion of the strip commercial development pattern . . . by identifying appropriate

locations for activity centers to service the surrounding residential communities.” These activities are split between the following scales: neighborhood, community, and major—each with their own set of special requirements and provisions.

The Community Plan for Lutz speaks extensively about the desired location of new commercial activity within the area. Generally, these locations are Downtown Lutz, the commercial activity centers identified within the *North Dale Mabry Corridor Plan* and other identified nodes and corridors. **Considering that the Plan explicitly identifies where new development should locate, a conservative approach should be taken when considering the allowance of neighborhood commercial activity outside of the aforementioned corridors, nodes, and activity centers. These locations are identified in the table below.**

Corridor & Nodes	Activity Centers
<ul style="list-style-type: none"> • North Dale Mabry Highway (Van Dyke Road to the County line) • US Highway 41 (Crystal Lake Road to Sunset Lane) • US Highway 41 (Crystal Lake Road to Sunset Lane) • US Highway 41 & Crenshaw Road 	<ul style="list-style-type: none"> • Crenshaw Lake Road & US Highway 41 intersection • Dale Mabry Highway & West Lutz Lake Fern Road intersection • Dale Mabry Highway & State Road 568 intersection • Dale Mabry Highway & Sunlake Blvd intersection • Downtown Lutz

Northwest Area

Please note: the Northwest Area Community Plan within the Livable Communities Element shows Citrus Park Village located within the Northwest Community Plan. This boundary does not match the Community Plan Boundary shapefiles, which identify the Citrus Park Village Community Plan as outside the Northwest Area. For the purposes of this report, these two areas were discussed separately.

The Northwest Area is an unincorporated community located on the northwest periphery of Hillsborough County—nearly all of which is located within the USA boundary with the exclusion of some naturally preserved lands along the waterfront. It is generally bounded by the Hillsborough/Pinellas County boundary to the west, Tampa Bay to the south, Sheldon Road and the Veterans Expressway to the east, and the northernmost boundary of the USA to the north. Additionally, West Hillsborough Avenue bisects the community horizontally near the waterfront area.

Excluding environmentally significant areas of the community, the Northwest Area is largely suburban in nature, with disconnected, residential subdivisions complemented by a limited number of nonresidential corridors and centers of activity along major roadways. Consistent with this description, a majority of the lands within the Northwest Area feature a residential land use designation—primarily ranging

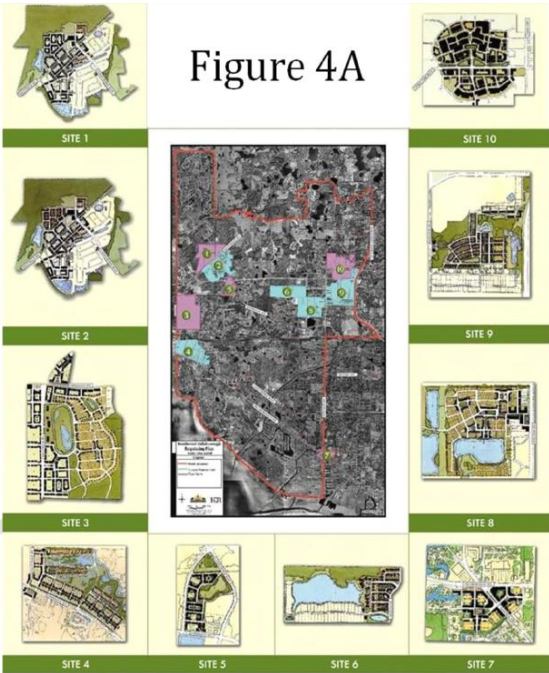


Figure 4A – Northwest Area Community Plan Boundary Map

from RES-2 to RES-6, with pockets of higher density land use categories found throughout the community. Mixed-use and nonresidential future land use classifications within the Northwest Area (e.g., CMU-12, LI, N, NMU-4, OC-20, P/QP, RCP, RMU-35, SMU-6, UMU-20) tend to be located along primary thoroughfares, such as State Road 580 and Race Track Road. Currently there are no future land use classifications, special development standards, nor zoning districts exclusive to the Northwest Area.

The Northwest Area Plan describes its vision as supporting the ‘creation of traditional neighborhoods and town centers... [as well as] ‘mixed use neighborhoods, with economic vitality, mobility, and connectivity . . . ’ in various locations identified within LCE Figure 4A. The Plan outlines several strategies to achieving these goals—the most relevant to this study include:

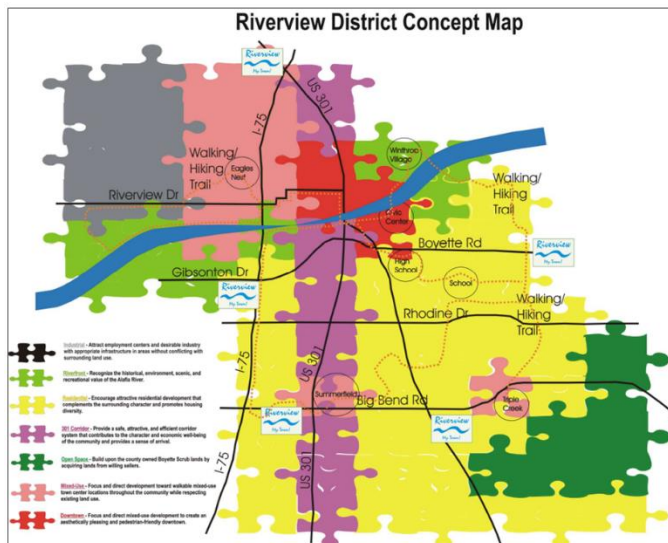
- *Section B, Strategy b:* [Provide incentives for] neighborhoods within which the activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young.
- *Section B, Strategy d:* [Provide incentives for] concentrations of civic, institutional, and commercial activity embedded within neighborhoods, not isolated in remote single-use complexes.

Although the location of neighborhood commercial uses is not expressly prohibited within the Northwest Area, the contents of the Community Plan clearly identify that new commercial development projects should be centralized within the ten sites identified within the Community Boundary Map shown in Figure 4A.

Riverview

The Riverview Community Plan is a large, unincorporated community centrally located within Hillsborough County and is within the USA. This community is generally located south of West Bloomingdale Avenue, west of the Alafia River, Boyette Road, and Balm Boyette Road, north of Balm Road, and east of I-75 and Hillsborough Bay. Riverview is also intersected by two other major roadways—US Highways 41 and 301—both of which run north-south throughout the entirety of the community. Considering its size and diversity of land use and development patterns, the Riverview Community Plan splits the community into seven distinct districts. A summary of each district’s character and land use composition is discussed as follows:

1. **Highway 301 Corridor** contains a mix of suburban residential and nonresidential uses. Residential uses are generally designated either SMU-6 or RES-6 and found along the corridor. Alternatively, nonresidential uses are concentrated at the intersection of major roadways and feature OC-20 or HI FLU designations.
2. Although **Downtown** includes both residential and nonresidential uses, the majority of its land area is dedicated to suburban residential development. Prominent FLU designations for

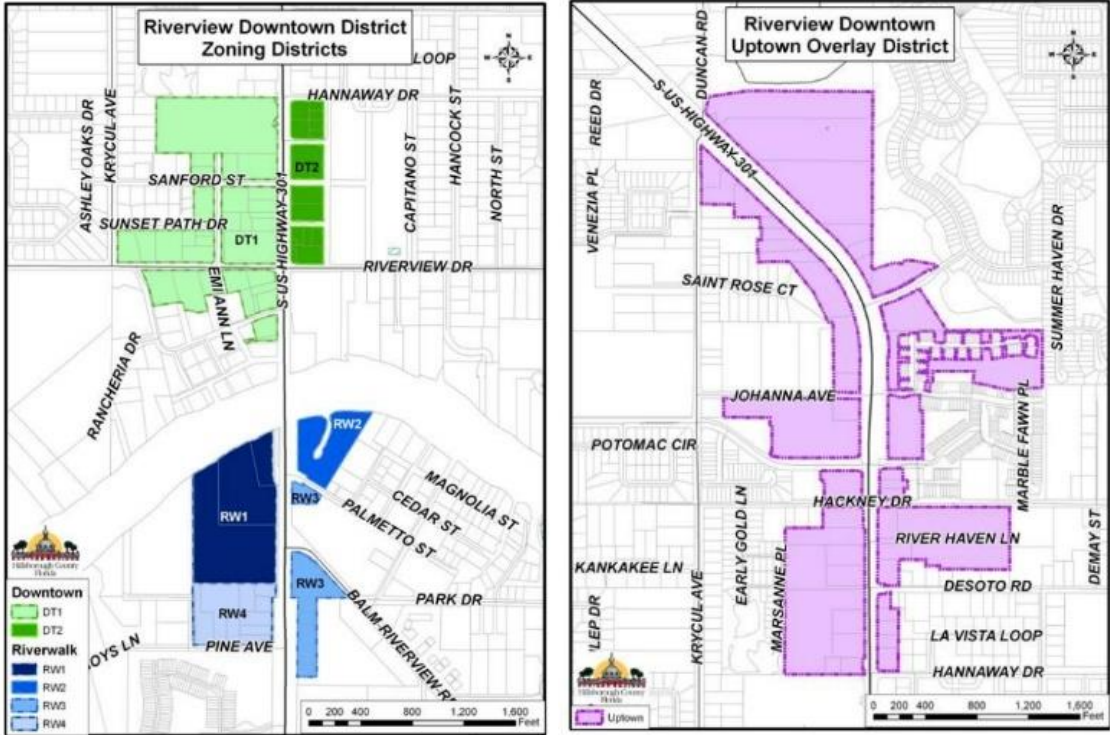


residential activity within the area include RES-4 and RES-6, with some pockets of CMU-12 and SMU-6; nonresidential development is primarily designated as CMU-12.

3. **Riverfront** includes the area immediately fronting Alafia River excluding the areas which are within the Highway 301 Corridor and Downtown Districts. With few nonresidential exception areas identified as CMU-12 on the FLUM, the majority of the area is comprised of low-density housing designated as RES-2, RES-4, and RES-6.
4. As the name implies, the **Mixed Use** district contains a diverse mix of residential and nonresidential development. Residential activity within this District occurs primarily in subdivisions with limited access to major roadways. Alternatively, nonresidential development often takes the form of industrial and highway-oriented commercial. Despite the potential incompatibilities (which are addressed via ample open space provisions), a majority of the area's residential and nonresidential activity falls within one of two future land use classifications—CMU-12 or SMU-6.
5. **Residential** comprises the largest district within the Riverview Community. Residential uses are primarily single-family homes and are designated RES-2, RP-2, and SMU-6 on the FLUM. Public facilities which serve the Riverview community (such as schools and parks) are sprinkled throughout the district and possess a P/QP FLU designation. Nonresidential development, particularly neighborhood-serving commercial, is virtually nonexistent throughout the Residential District.
6. The **Industrial** District can be found in the northwestern-most portion of the Riverview community. True to its namesake, the area is comprised almost entirely of industrial uses interspersed with open spaces—a vast majority of which is owned and operated by Mosaic Fertilizer for mining activity—and is designated on the FLUM as LI, HI, or N. The area also has some minor instances of residential development along the north and south side of Riverview Drive, which currently features a RES-6 and RES-4 FLU designations.
7. Lands comprising the **Open Space** District are natural spaces owned by Trustees of the Internal Improvement Trust Fund. According to readily available environmental mapping resources, significant swaths of these lands contain environmentally sensitive areas. As such, this district is shown as N on the County FLUM.

It should also be noted that although there is not a Riverview-specific FLUC, the community does feature several zoning districts unique to the Riverview area, as detailed within *LDC Part 3.19*. These districts include RDD-DT1, RDD-DT2, RDD-RW1, RDD-RW2, RDD-RW3, RDD-RW4. The intent of the RDD regulations is to provide design standards that will revitalize Riverview's business center along US Highway 301 and establish a mixed use, walkable, and pedestrian friendly downtown district while protecting the character of the adjacent residential neighborhoods.

Additionally, *LDC Part 3.20* establishes the *Riverview Downtown – Uptown Overlay District*, which is intended to improve the appearance of Riverview's business center along US Highway 301 and establish a mixed use, walkable, and pedestrian friendly downtown district via additional use, sign, and development standards.



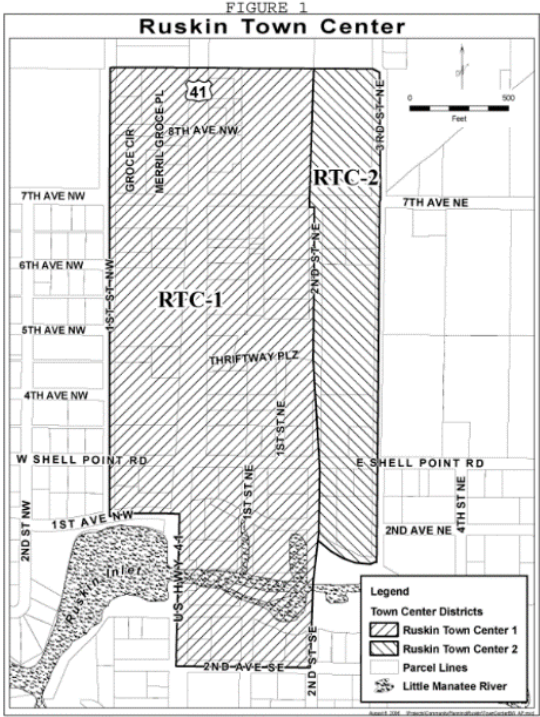
The Riverview Community Plan identifies a diverse community that is rapidly suburbanizing, but still has a desire to maintain its small town charm and atmosphere. The seven aforementioned districts have visions which are outlined within the plan, ranging from highly developed (Downtown) to relatively unscathed from development (Open Space). To achieve these distinct but mutually-supportive visions, the Community Plan has established 13 Goals—each coupled with several strategies unique to the Riverview community. However, the Community Plan is not clear as to which of the seven districts explicitly allow for neighborhood commercial uses, as described in *Goal 2*. Yet, based upon their language, it can be assumed that commercial activities would be permitted within the *Highway 301 Corridor*, *Downtown*, and *Mixed Use Districts* (subject to additional zoning and overlay regulations, where appropriate). Therefore, **allowing neighborhood commercial to locate outside of the following corridors and activity centers of the Riverview Community Plan should be discouraged.**

Corridors	Activity Centers
<p><i>Hwy 301 Corridor & Mixed Use Designated Roadways</i>, which includes:</p> <ul style="list-style-type: none"> • Big Bend Road (I-75 to community limits) • Boyette Road (US Highway 301 to community limits) • Gibsonton Drive (West and east of I-75 until turns into Boyette Road) • Rhodine Drive (I-75 to community limits) • Riverview Drive (US Highway 301 to community limits) • US Highway 301 (northern to southern limits) 	<ul style="list-style-type: none"> • Riverview <i>Downtown District</i>

Ruskin

The Ruskin Community Plan is a historic unincorporated community situated on the shores of Tampa Bay to the west, the Little Manatee River to the south, 36th Street SE and I-75 to the east, and 19th Avenue NE to north. Currently, areas of the Community located northwest of the I-75 corridor are within the USA, with the southeast portion excluded. Two major roadways intersect the community—US Highway 41 and State Road 674 (College Avenue East). Ruskin features a mix of both rural and suburban areas, with the densest portions located within the USA, and includes a variety of residential and nonresidential land uses.

Most of the land area within Ruskin today is designated as RES-4, RES-6, or SMU-6 on the County FLUM, with maximum permitted densities reaching 12 du/ac along the community’s major thoroughfares. Commercial activity within the Ruskin area is primarily located along US Highway 41—particularly within the Ruskin Town Center (located between 1st Street NW and 3rd Street NE) and is designated as OC-20 on the County FLUM.



Although there is no FLUC specific to the Ruskin community, two community-specific zoning districts, Ruskin Town Center-1 and -2 (RTC-1, RTC-2), have been established on the County Zoning Map. As detailed within *Part 3.17* of the LDC, the intent of these districts is to revitalize Ruskin's business center along US Highway 41, enhance the appearance of Ruskin's historic business district, and establish a mixed-use, walkable, and pedestrian friendly Town Center. Both districts have their own maximum permitted densities, intensities, and list of permitted uses. It should also be noted that Ruskin features Community Character Guidelines, which are established within *LDC Part 3.22* and are intended to provide an evaluation of rezonings for residential uses for consistency with the character of the neighborhood areas identified in the Ruskin Community Plan.

The Ruskin Community Plan clearly identifies that it wishes to preserve its natural resources and small-town feel by directing growth in limited locations within their community ('we wish to encourage commercial development to focus on our downtown, our Town Center, rather than encourage further commercial development on State Road 674 and Shell Point Road' (*Goal 1, Strategy 6*)). Furthermore, the Plan also desires to see commercial development occur at the intersection of 21st and College Avenue to the eastern boundary of the Community Plan (*Goal 7, Strategy 2, Sub-Strategy 1*). **Considering that the Plan is clear as to where commercial activities should be developed, it is recommended to apply caution when allowing neighborhood commercial to spread outside of the 19th Avenue, College Avenue, Shell Point Road, and US Highway 41 corridors within the Ruskin Community Plan.**

Seffner-Mango

The Seffner-Mango Community Plan is centrally located within unincorporated Hillsborough County and is generally surrounded by I-4 to the north, McIntosh Road to the east, I-75 to the west, and staggered along East Broadway Avenue, West Wheeler Road, East Windhorst Road, and State Road 574 (Dr Martin Luther King Jr Blvd) to the south. Additionally, the Seffner-Mango community is also bisected by

Hillsborough Avenue. The majority of the area is also located within the USA, with the exception being portions of the community located west of Lake Weeks.

Seffner-Mango is predominately suburban and residential in nature, with more rural, agricultural properties located along its eastern border, outside the USA. As such, the community is primarily designated on the FLUM as low-to-medium density residential with future land use classifications including RES-1, RES-2, RES-4, RES-6, and RES-9. Mixed use and nonresidential future land use classifications, such as SMU-6, OC-20, CMU-12 and UMU-20 can also be found within the area, with the largest grouping of such designations near the I-4 corridor. Currently there are no future land use classifications nor special district requirements via zoning regulations exclusive to the Seffner-Mango community.

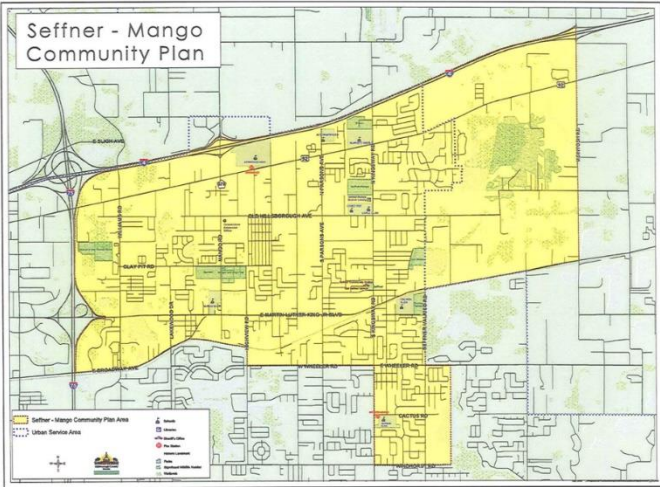


Figure 20 – Seffner-Mango Community Plan Boundary Map

The Community Plan for Seffner-Mango expresses a desire to retain its current rural and suburban character, promote alternative modes of transportation, and protect its inventory of natural resources. To achieve this vision, the Plan outlines several goals and strategies which direct commercial growth to a limited set of corridors (e.g., Goal 3) and discourage the proliferation of commercial activities into established residential neighborhoods (e.g., Goal 2, Strategy 2). **Considering the clarity in which the desired location of commercial development is stated, the County should discourage the expansion of commercial activities to areas of the Seffner-Mango Community Plan other than US Highway 92 and Dr. MLK Jr. Blvd corridors.**

SouthShore Areawide

Note: The SouthShore Areawide Systems Plan includes several unincorporated communities, including Apollo Beach, Balm, Gibsonton, Little Manatee South, Riverview, Ruskin, SouthShore, Sun City Center, and Wimauma. Each of these areas possesses its own community plan which are discussed within this report. As such, this review will be concerned solely with the portions of the Southshore Community Plan not already covered by other community plans, unless stated otherwise below.

The SouthShore area is located in the southeastern-most portion of Hillsborough County, with only portions of the community falling within the USA boundary. This area of the County is overwhelming rural, with a small suburban presence located immediately east of the Riverview Community Plan. The Southshore area is only intersected by one major

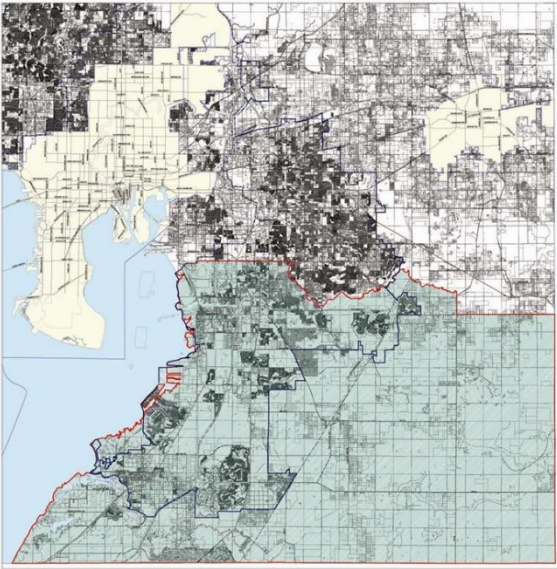


Figure 8 - SouthShore Areawide Systems Plan Boundary Map

road (State Road 674). The area is also home to the Alafia River State Park.

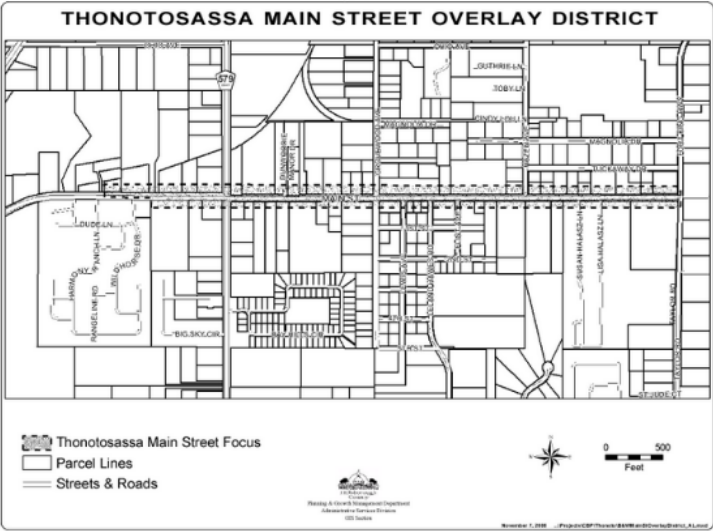
Many lands located within this area of the community possess an agricultural FLU designation, such as AR-1/5 or AM-1/20. Other designations found within the area include a mix of low density residential future land use classifications and P/Q-P. Currently there are not any future land use classifications nor special district requirements via zoning regulations exclusive to this portion of SouthShore area.

As discussed previously, the SouthShore Area *Systems Plan* covers a significant portion of unincorporated Hillsborough County, much of which is already discussed throughout this report. Yet, on a community-wide basis, the Plan envisions SouthShore filled with neighborhoods which ‘should be served by a balanced transportation system, efficient utilities, and neighborhood-oriented goods and services.’ Yet, the Plan fails to identify if and where commercial developments should be located outside of individual areas that have their own Community Plans. **Due to this lack of specificity, the County should continue to consider neighborhood commercial activities throughout the Southshore community (not including those areas with their own Community Plan) as long as the development meets the requirements established by the locational criteria.**

Thonotosassa

The Thonotosassa Community Plan is in the northern portion of unincorporated Hillsborough County. Only a small portion of the Community falls within the USA boundary, generally near major roadways. The area is generally bounded by I-4 to the south, I-75 to west, Morns Bridge Park and US Highway 301 to the north, and McIntosh Road to the east.

Thonotosassa is predominantly rural in character today. As such, a majority of the community is designated as agriculture (AR-1/5, AE-1/2.5) or low density residential (RES-1, RES-2) on the FLUM. However, there are smaller, suburban portions of the community that are located within the USA and whose future land use classifications permit a broader range of maximum permitted densities, intensities, and uses such as RES-4, RES-6, RES-12, SMU-6, SMU-12, LI, and P/QP.



A portion of the Thonotosassa Community Plan is also located within the Thonotosassa Main Street Overlay. As established within *LDC Part 3.18*, the intent of the Overlay is to improve the appearance of Thonotosassa's Main Street by providing an additional layer of standards designed to enhance the landscaping, building form, and signage of new nonresidential buildings along the Main Street corridor between Harmony Ranch Lane to the west and Taylor Road/Fort King Highway to the east.

The Thonotosassa Community Plan places a significant emphasis on preserving the history, character, and values of the community. As such, much of the plan focuses on retaining the rural and suburban nature of Thonotosassa and directing growth to one activity center – Main Street (*Strategy 2*) and a corridor – SR 579 south of Pruet Road to I-4 (*Strategy 8*). **As such, new commercial activities outside of**

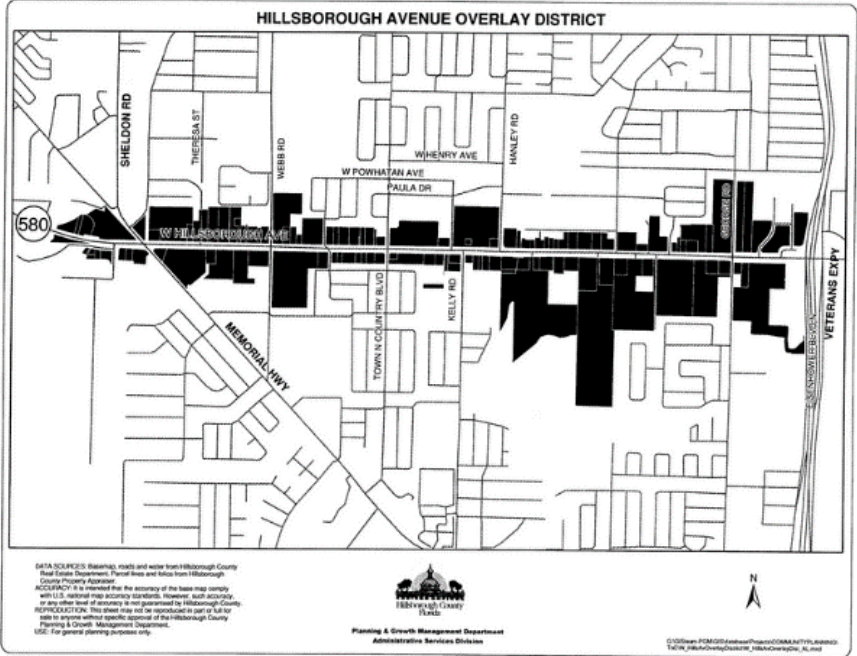
Main Street (Downtown Thonotosassa) and corridors other than State Road 579 should be discouraged within the Thonotosassa Community Plan.

Town 'N Country

The Town 'N Country Community Plan is one of Hillsborough County's most historic suburban communities and is located immediately northwest of the Tampa International Airport, northeast of Old Tampa Bay, and south of the existing CSX Transportation rail lines. Town N' Country also comprises the southern half of the Northwest Community Plan and is located almost entirely within the USA (excluding some environmentally sensitive areas along the waterfront). Additionally, two major roadways intersect the community—Hillsborough Avenue and Veterans Highway.

Barring the environmentally sensitive areas located in the western quadrants of the community, Town 'N Country is primarily developed as a suburban residential community with a major industrial hub located along its eastern boundary. As such, a majority of the community is designated with Residential FLUM designations, ranging widely in maximum permitted density from RES-2 to RMU-35. Alternatively, nonresidential FLUM designations are found strategically located along the major roadways and nodes which line or intersect the community (e.g., Hillsborough Avenue and Veterans Expressway), with commercial properties often designated as OC-20.

Currently there are not any future land use classifications or zoning districts exclusive to Town 'N Country. However, a portion of Hillsborough Avenue which falls within the limits of Town 'N Country is subject to the provisions of the *Hillsborough Avenue Overlay District*. As described in Part 3.15 of the LDC, the intent of this Overlay is to improve the appearance of new and existing developments along Hillsborough Avenue from the Veterans Expressway to Rocky Creek by requiring landscaping, building, and sign enhancements, and cultivating an urban form with the placement of new buildings.



The Town 'N Country Community Plan is relatively silent regarding the location of new neighborhood commercial activities. However, the Plan does place a strong emphasis on the establishment of new town centers and the redevelopment of existing commercial centers. **Therefore, allowing new neighborhood commercial to locate outside of these designated centers through the implementation of the CLC is not recommended.**

Corridor & Nodes	
<ul style="list-style-type: none"> • Hillsborough Avenue • Hillsborough Avenue and Memorial Drive intersection 	<ul style="list-style-type: none"> • Hanley Road & Waters Avenue intersection (Secondary Town Center) • Hillsborough Avenue & Ambassador Drive intersection (Primary Town Center)

University Area

The University Area Community Plan is centrally located within unincorporated Hillsborough County and within the TSA. The University Area is generally split between three non-contiguous areas. The largest and western-most area is generally surrounded by the University of South Florida to the southeast, I-275 to the west, and Bears Avenue East to the north. The central portion of the University Area is found in the southeast quadrant of the East Fletcher Avenue and North 50th Street intersection, as well as a disconnected half-mile portion of the North 50th Street corridor. The final and eastern-most portion of the community is generally located in the southeast quadrant of the East Fletcher Avenue and 56th Street North intersection and spans roughly one mile along each corridor. Considering its proximity to the University of South Florida, significant portions of the Community are already developed with a diverse range of housing, mixed-use developments, industrial facilities, and commercial activities. The University Area is also home to University Mall, a major regional shopping complex.

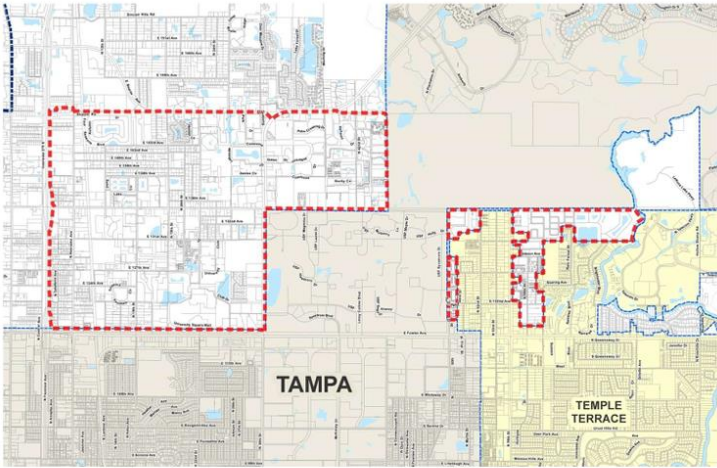


Figure 6 – University Area Community Plan Boundary Map and Urban Infill and Redevelopment Areas

Today, a vast majority of the community is designated as RES-20 on County FLUM, much of which is occupied by affordable, multifamily housing opportunities catered to college students attending the University of South Florida. Mixed use and nonresidential designations, such as CMU-12, UMU-20, ICMU-35, RMU-35, OC-20, LI, and P/QP generally line major corridors within the Community, such as East Fowler Avenue, East Fletcher Avenue, and I-275.

Although the University Area Community Plan does not feature an area-specific FLUC, the area does feature a unique zoning district in the form of Special Public Interest-University Community (SPI-UC). As stated in *LDC Sec. 3.01.04*, the intent of this district is broadly to continue university-supportive growth, development, and protection from inappropriate intrusions. This district is also further divided into three subareas: UC-1, UC-2, and UC-3—each of them allowing for different permitted uses.

Additionally, the University Area is also home to two other unique zoning districts, as identified within *LDC Part 3.13*. The first, University Community Area-Main Street (UCA-MS), is intended for nonresidential, mixed use, and multi-family developments located along North 22nd Street and limited to uses permitted within the CG zoning district (*LDC Sec. 3.13.06*). Alternatively, University Community Area-Neighborhood Office District (UCA-NHO) is intended for nonresidential, mixed use, and multi-family developments throughout the University Community, but permits uses within the BPO zoning

district (*LDC Sec. 3.13.07*). Both districts permit uses allowed within the RMC-20 zoning district, limit density to 20 du/ac and cap intensity at 0.75 FAR. Development standards for each district are subject to the requirements found within *LDC Sec. 13.03.01* through *13.03.05*.

The University Area Community Plan expresses a clear desire to cultivate a ‘pedestrian-friendly, mixed use area that will serve needs of citizens of the University Area Community’. Yet, the plan does not provide any explicit locations for where commercial activities are intended to be located within the community. However, the Community Plan states that new developments could be located **along the 131st Avenue corridor** and within the **Urban and Infill Redevelopment Area** located between I-275 to the west, Skipper Road to the north, Bruce B. Downs Blvd to the east, and East Fowler Avenue to the south. **Considering that Community Plan neither expressly targets nor prohibits new commercial development within any portion of University, the County should generally attempt to focus these uses to the aforementioned areas of interest.**

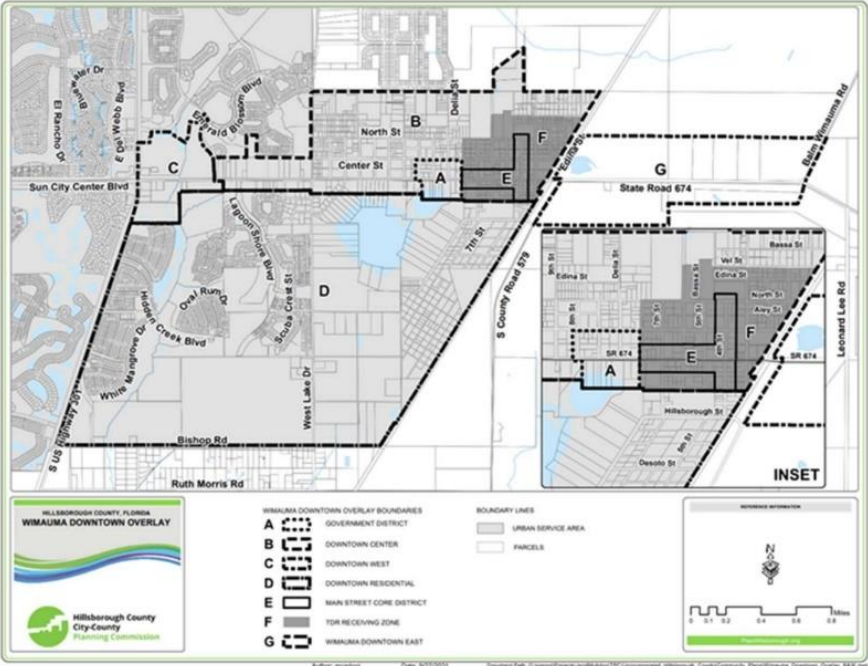
Wimauma Village

The Wimauma Village Community Plan is in the southern portion of the unincorporated County and partially falls within the USA boundary along its western half. Wimauma Village is generally bounded by US Highway 301 to the west, the Balm Community Plan to the north, the Little Manatee River to the east, and the Hillsborough/Manatee County boundary to the south. Major roadways which line or intersect with the community include US Highway 301 and State Road 674. Wimauma Village is predominantly rural in character today; however, there are suburban portions of the community which fall within the USA boundary and contain a mix of residential and nonresidential uses.

The predominant Future Land Use classification found within the community is Wimauma Village Residential-2 (WVR-2)—the intent of which is to designate ‘areas suited for agricultural development . . . but may be suitable for the expansion of the Village’. WVR-2 allows for agriculture and residential uses at a maximum density of two du/ac if certain conditions are met, otherwise the maximum is capped at 0.20 du.ac. The future land use category also permits industrial, office, and commercial development exclusively within the Wimauma Downtown East District. However, these uses are not required to abide by the CLC within this District. Other land uses found within the Wimauma Village Community Plan include a mix of residential and nonresidential future land use classifications, such as AM-1/20, A-1/10, AR-1/5, RES-1, RES-4, RES-6, RES-9, OC-20, RCP, P/QP, and N. There are not currently any zoning districts, nor design standards, outlined within the LDC that are exclusive to the Wimauma Village community.

The Wimauma Community Plan was adopted in 2006 and updated in 2021. According to the revised Wimauma Village Community Plan, new commercial development is to be located within *Downtown Wimauma*, which is generally bounded by Bishop Road to the south, US Highway 301 to the west, Logan Cave Avenue to the north, and County Road 579 and Balm Wimauma Road to the east. Goal 3 of the Wimauma Village Community Plan identifies that Downtown Wimauma is split into six distinct districts, each with their own list of permitted uses and desired development types.

Of the six downtown districts, four allow commercial activities. The first is the *Main Street Core*, which is limited to the State Road 674 and 4th Steet corridors; the second is the *Downtown Center*, the majority of which can generally be found north of State Road 674 between West Lake Drive and Edina Street; next is *Wimauma Downtown West*, which is found between US Highway 301 and the Downtown Center District; lastly, *Wimauma Downtown East* surrounds the State Road 674 corridor between Edina Street and Balm Wimauma Road. Unlike the *Downtown Center* and *Wimauma Downtown West* Districts, the Wimauma Village Community Plan explicitly states that CLC requirements are waived for new nonresidential development within *Main Street Core* and *Wimauma Downtown East*.



In summary, the Wimauma Village Community Plan clearly indicates that new nonresidential activities are intended to be located primarily within **one of the Village’s four downtown districts** and would also be subject to any additional requirements identified within the applicable sections of the Wimauma Downtown Plan. Therefore, allowing neighborhood commercial to proliferate outside of these locations should generally be discouraged.