



Special Areas of Consideration:

Proposed Interstate-4 Green Tech Corridor Future Land Use Policies

Purpose and Vision. The purposes of the following objectives and policies are to diversify and expand the employment base in Hillsborough County in ways that increase medium income and high quality employment opportunities that achieve the County's economic development, environmental and sustainability objectives. In the I-4 Corridor, Hillsborough County and its communities have the opportunity to attract high technology jobs that will capitalize on local educational resources, transportation infrastructure, utilities and a high quality of life. Through emphasis on sustainable development and the creation of high quality jobs in a wide range of target industries, Hillsborough County can establish Florida's "Green Technology Corridor" that serves as a model for long term regional economic vitality and environmental responsibility. The corridor will not be limited to businesses that focus on creation of green products, though they are encouraged. The corridor will include a broad range of technology related businesses that are located within sustainable developments.

The I-4 Corridor policies seek to leverage the corridor's resources, location, and infrastructure investments to facilitate economic development that attracts, retains, and cultivates high-quality jobs for the citizens of Hillsborough County. Comprehensive land use, infrastructure, and economic development policies will provide incentives to target industries to locate along the corridor and promote sustainable economic development. The plan will result in "permit-ready" and readily-developable sites to create strategically located employment centers within the corridor that:

- attract industries that capitalize existing local resources, including people, businesses, institutions and infrastructure;
- provide high-wage jobs near existing and planned population centers;
- strengthen existing businesses' and institutions' competitive advantages;
- are linked through a variety of transportation options;
- establish a regional model for sustainable development patterns and buildings;
- are aesthetically pleasing and environmentally responsible; and
- collectively create Florida's "Green Tech" corridor.

Objective 50: Increase the supply of land for light industrial, research, and office development within the I-4 Green Technology corridor with the aim of increasing the total number of jobs in the following target industries County-wide:

- Professional, Scientific & Technical Services;
- Bioscience and Research Facilities;
- Manufacturing Facilities;
- Finance & Insurance Services;
- Management Services;
- Administrative & Support Services.

Policy 50.1: Target Development. Encourage private investment that results in the “target development” that helps achieve **ObjectiveGoal 50**. Target development includes any of the development patterns listed in **Exhibit B**, that serve one or more of the above listed target industries. Preferred economic development areas include the areas within the **Urban Service Boundary**, the **Joint Planning Areas** or the **Green-Tech Expansion Area** shown in **Exhibit A**.

Policy 50.2: Future Land Use Category. The **Economic Development Overlay** future land use category shall be available as an overlay category to areas labeled either as “Permit Ready” or “Green Tech Expansion Area” in **Exhibit A**. No future land use map amendments shall be required for development under this future land use category within the mapped areas, provided that is consistent with the policies established under **ObjectiveGoal 50**.

1. For development within the **Urban Service Area (USA)**, the minimum area for this future land use overlay category shall be five (5) acres of buildable upland.
2. For land within the **Joint Planning Areas (JPA)**, the minimum area for this future land use category shall be twenty (20) acres of buildable upland.
3. For land within the **Green-Tech Expansion Area (GEA)**, the minimum area is as follows:

~~a. The area of encompasses at least twenty (20) acres of buildable upland within 1,000 feet of the Urban Service Area (inclusive of road rights of way and riverine systems) and adequate public facilities and transportation capacity are available or funded;~~

b. The area encompasses at least twenty (20) acres of buildable upland area and a minimum site size of eighty (80) acres, the development complies with all buffering and landscaping requirements, and all water, sewer and transportation and service improvements, such as but not limited to emergency services, required to serve the entire development exist, are phased as part of a development agreement, or are fully funded to achieve full cost recovery.

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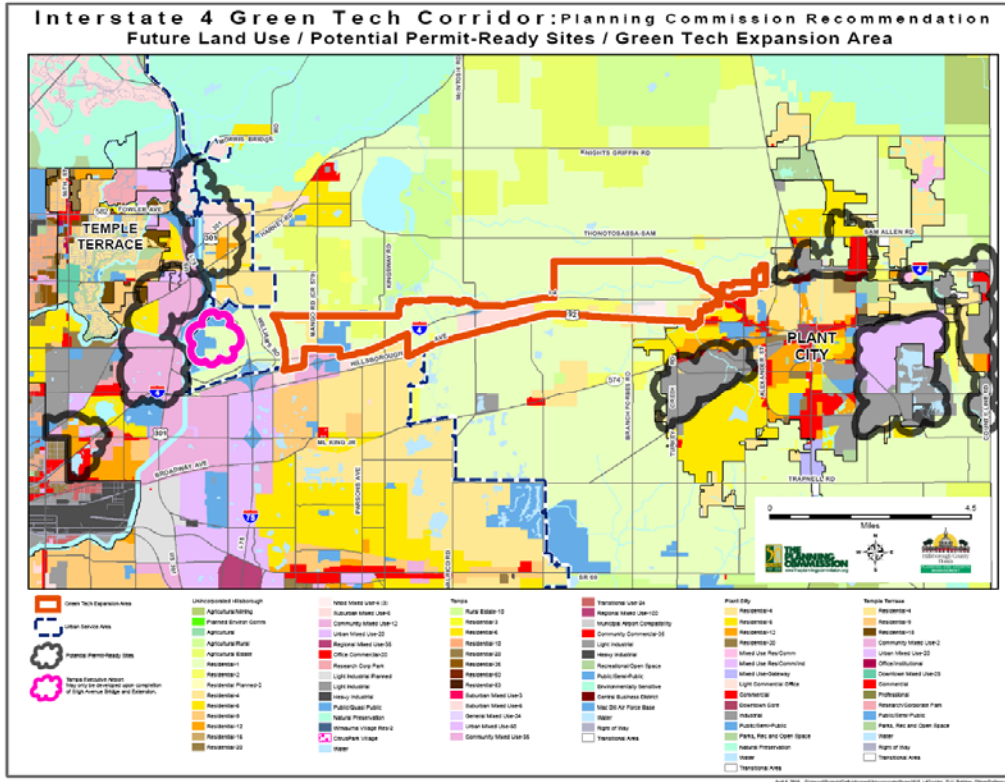
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Policy 50.3: Permit-Ready Sites. Through advance zoning, infrastructure improvements and coordination with economic development interests create sites in the **Urban Service Area** and **Joint Planning Areas** that are “permit-ready” and can be developed following administrative approval of site and building plans (see bubble areas in **Exhibit A**). In the **Green-Tech Expansion Area**, facilitate rezoning and site development for projects that are consistent with the policies under Objective Goal 50.

Exhibit A.






Policy 50.4: Development Patterns. Exhibit B: Development Patterns, lists the development patterns that are allowed within the **Economic Development Overlay** future land use category. The most appropriate development patterns will vary by site based on the location and proposed land uses. The County shall adopt land development regulations to provide more specific requirements and enable the development of each of the patterns in appropriate locations that avoid wetlands impacts and capitalize on transit investments through clustering. Floor area ratios provided in the exhibit are provided for reference purposes, allowable development intensities shall be guided by the underlying Future Land Use category and applicable land development regulations.




Policy 50.5: Zoning Changes. Zoning changes in the I-4 Green Tech Expansion area shall be consistent with the Economic Development Overlay purposes and policies. Between the effective date of this amendment and the I-4 Zoning District, a Planned Development will be required for all proposed development utilizing the Economic Development Overlay. After the effective date of the I-4 Zoning Districts, rezonings of sites that meet the minimum size requirement for the Urban Service Area, the Joint Planning Area, and the Green Tech Expansion Area will only be permitted to rezone to the I-4 Zoning District.



Policy 50.6: Phasing. Target development shall be encouraged first in the Urban Service Area, and Joint Planning Areas where water, sewer and transportation capacity is available or funded. Development in the Green-Tech Expansion Area will be allowed subject to compliance with land development regulations ensuring provision of adequate public facilities and transportation capacity, land use compatibility and other applicable policies under Objective Goal-50. The boundary of the Urban Service Area, and corresponding urban and rural areas along the Interstate-4 corridor, will be evaluated for modification with each Evaluation and Appraisal Report/Comprehensive Plan update.

Exhibit B: Development Patterns

DEVELOPMENT PATTERN	DESCRIPTION	SUITABLE LOCATIONS	IMAGES
TOD Employment Center	<p>A relatively high-intensity place located adjacent to or within walking distance of a transit center with a mix of employment and civic uses. A TOD Employment Center offers a concentration of office uses and flex spaces for target industries with support retail, restaurant and lodging facilities that are secondary to office, research and production uses. TOD Employment Center standards should be consistent with the County's multi-modal transportation policies.</p> <p>FARs range from 0.60 to 2.5 depending on the mix of uses; residential density may range from 12-24 units and are allowed in support of target employment development.</p>	At potential station sites along proposed light rail, commuter rail and bus rapid transit lines. (USA / JPA)	

DEVELOPMENT PATTERN	DESCRIPTION	SUITABLE LOCATIONS	IMAGES
<p>Corporate Village</p>	<p>A master-planned mixed use area that combines offices and flex spaces for target industries, with limited retail, restaurants and lodging as secondary support uses. Limited high density residential uses may be located on the periphery of the site in mixed use buildings.</p> <p>FARs range from 0.70 to 2.5. Employment-based Corporate Villages tend to be on the upper end of this range of intensities.</p>  <p>Residential uses may be allowed at a rate of 12 to 24 units per acre in support of target employment development.</p>	<p>Near the University of South Florida or near the I-75 interchange with I-4. (USA / JPA)</p>	

DEVELOPMENT PATTERN	DESCRIPTION	SUITABLE LOCATIONS	IMAGES
<p>Corporate Campus/ Business Park</p>	<p>A development that often is centered around and managed by a single corporate entity, which includes offices and flex spaces for target industries with limited support retail and restaurants located within buildings or clustered in nodes at the entries of the development.</p> <p>FARs range from 0.50 to 0.80.</p> 	<p>More suitable in all areas outdoor production & operations are limited and concealed from public view. (USA / JPA / GEA)</p>	 

DEVELOPMENT PATTERN	DESCRIPTION	SUITABLE LOCATIONS	IMAGES
<p>Industrial Park</p>	<p>A planned area that provides locations for production, distribution, and office uses.</p> <p>FARs range from 0.15 to 0.80. Lower FARs are generally represented by light industrial parks. Warehousing and distribution are only allowed as accessory uses.</p> <p>No free-standing distribution and/or warehousing will be permitted. It is permitted only as an accessory to a primary manufacturing or research use.</p>	<p>Suitable near the port and agricultural research areas where some outdoor production and/or operations is anticipated. (USA / JPA / GEA)</p>	
<p>Agricultural Research Center</p>	<p>A relatively low intensity pattern that accommodates agricultural operations, including fields, greenhouses and support buildings, and associated office and laboratory facilities. Agricultural research centers should have adequate access, but the need for centralized water or sewer services depends on the type and intensity of support buildings and operations. This use should be located and designed to buffer nearby residences from the noise, odors, lights and other impacts of operations.</p> <p>FARs generally should not exceed 0.10, excluding greenhouses.</p>	<p>In low intensity and rural areas. May be appropriate on redevelopment sites. (JPA/GEA)</p>	

Policy 50.7: Secondary Uses. Ensure, through the Land Development Code, that support uses authorized in the Economic Development Overlay future land use category are limited to locations within a defined Economic Development Overlay project, are not established until primary uses in the category have been built and comply with the following guiding principles:

- a. Support uses shall not exceed 20 percent of the existing floor area of primary uses at any time or 10 percent of the planned project floor area.
- b. Support commercial uses shall be located in clusters within or at the entries of projects and within buildings that are configured in a nodal rather than in strip development arrangement for ease of pedestrian travel and access to transit.
- c. For corporate village developments, the jobs to housing ratio shall not be less than 20 jobs per housing unit within the contiguous Economic Development area at the time of development of the dwelling units.

~~d. Within the vicinity of the Port, there shall be provisions for outdoor storage, distribution, and operations to support transportation of goods and manufactured products.~~

~~e.~~ Within the vicinity of Plant City Green Tech Expansion Area, there shall be provisions for outdoor operations and storage to accommodate agricultural related research, and production.

~~f.~~ Within the vicinity of the University of South Florida, outdoor operations and storage should be concealed from public view through the use of landscape buffers and fencing.

Policy 50.8: Workforce Development. Coordinate with the University of South Florida (USF), Hillsborough Community College (HCC), the Hillsborough County School District (HCSD) and all other applicable local and state economic development agencies in institutional strategic planning efforts to facilitate the creation of the required workforce to supply target industries and help grow the local economy.

Policy 50.9: Transportation Planning Coordination. The County shall ~~C~~coordinate with the ~~MPO~~ local governments and transportation agencies in planning for and providing adequate transportation capacity on roads ~~identified on the Long Range Transportation Plan (LRTP) and multi-modal transportation infrastructure~~ to serve ~~anticipated~~ economic growth along I-4 and the adjacent roadway network and to ensure transit needs of future employment centers are met. Within 18 months of the effective date of the I-4 Green Tech Corridor text, the County shall develop a comprehensive transportation plan for the corridor in order to help support the proposed land uses and mitigate the impacts of growth along the corridor, and to plan for providing transit services between employment and residential centers, where feasible.

Policy 50.10: Transit Coordination. Coordinate with the Tampa Bay Area Regional Transportation Authority (TBARTA), Hillsborough Area Regional Transit (HART), [the Metropolitan Planning Organization \(MPO\)](#) and other transportation agencies to ~~ensure transit needs of future employment centers are met~~ [evaluate the feasibility of providing transit services between employment and residential centers](#). Transit should connect the I-4 [Green Tech Corridor](#) employment centers with residential areas within and outside of the corridor.

Policy 50.11: Compatible & Sustainable Design Objectives. Ensure high-quality development through the Land Development Code design standards and the *Future of Hillsborough* Comprehensive Plan that results in sustainable development that is compatible with abutting land uses. Compatibility shall be achieved through standards that address the landscaping, height, scale, use and design of target development abutting residential development and environmental features (also see FLUE Policy 1.4). Sustainability shall be achieved through an incentive-based program where site and building practices that address low impact development, energy efficient building design/construction, improved mobility, and ecological conservation will be rewarded with additional Floor Area and other incentives. Specific criteria regarding sustainability will be established in the Land Development Code by the end of the calendar year 2011.

Objective 51: Coordinated Development Incentives. Coordinate with other public and private agencies and entities to develop a comprehensive toolbox of incentives to encourage target development within appropriate preferred economic development areas. Base incentives on the achievement of the performance measures implemented by a development or specific business that result in production of jobs in target industries, job training, development of sites for target development, sustainable building development or sustainable site development. The toolbox may include, but is not limited to:

- a. Business Development Assistance, such as project marketing, workforce development and grants for high wage job creation;
- b. Site Development Assistance, such as energy efficiency grants, fee subsidies, tax relief;
- c. Infrastructure Incentives, including transportation, water, sewer, and stormwater management assistance;
- d. Site Assembly Assistance;
- e. Development Process Incentives, including streamlined permitting and site plan-review processes, advanced zoning, development entitlements, and/or similar incentives; and
- f. Intensity Incentives, as provided in Objective 52 and the Land Development Code.

Objective 52: Development Intensity Bonuses. Within the Economic Development Overlay future land use category, development intensity bonuses will be permitted according to sustainability criteria set forth in the Land Development Code. Floor Area Ratio (FAR) intensity bonuses may be combined to exceed the base FAR and achieve the maximum FAR established for the Economic Development Overlay future land use category. In no instance shall the FAR exceed that permitted by the development pattern. By the end of the calendar year 2011, the County shall propose land development regulations establishing the standards to earn up to the maximum intensity bonuses established in the Economic Development Overlay land use category. The available FAR bonus shall consider the location of the project, as well as the need for and relative benefit of the development amenity.

Objective 53: Target Development Performance Criteria in the Green Tech Expansion Area. In addition to achieving standards for compatible and sustainable design, target industry development must satisfy all of the following criteria:

- a. Consistency with the Purpose and Intent of I-4 future land use policies;
- b. Compliance with Section 6.0 of the Community Design Component of the Future Land Use Element that discusses Roadway Level Design;
- c. The development must have direct access to I-4 via an arterial or collector road, or connection through another target industry development, with adequate capacity to accommodate the projected traffic demands;
- d. Compliance with the Vision, Goals and Strategies of applicable Community Plans within the Livable Communities Element and the Commercial Site Design strategies and policies found within the Community Design component of the Future Land Use Element of the Comprehensive Plan;
- e. The applicant shall demonstrate how adequate public facilities (including, but not limited to transportation, water, sewer, stormwater capacity, parks, schools, and emergency services) will be provided for and paid for concurrent with development to achieve full cost recovery. There must be adequate public facilities to serve the proposed target industry development either in place or funded (a listed project with the first 3 years of a 5 year CIP), or addressed through a development agreement pursuant to the Land Development Code. The County may consider opportunities for innovative financing techniques, public/private partnerships and creative, effective mitigation measures to achieve infrastructure concurrency.
- f. Consistency with standards for one or more of the approved development patterns. Site design and construction must achieve a minimum LEED Silver level or equivalent meet or exceed Florida Green Building Code performance standards and other applicable sustainability standards as established in the Land Development Code;

g. Prior to granting a rezoning in the GTEA, each proposal shall be examined to determine that the project is:

1. ~~A~~ logical extension of an existing urban area or growth center;
2. Improves the jobs-to-housing ratio within 5 miles of the subject site, thereby reducing vehicle miles travelled (VMT);
3. An adequate transportation system, including provisions for and access to transit, is in place or planned to serve the proposed development;
4. Related urban services, such as emergency services, parks, and other services are planned or programmed to provide adequate service to the area. If services are not planned to occur in a timely manner or accounted for in a development agreement pursuant to the Land Development Code, the development will be deemed premature and will not be recommended for approval.
5. The Board can make exception to ~~this criteria~~ the above criteria if it is demonstrated that there is a measurable economic benefit to Hillsborough County (including, but not limited to at least 100 jobs within a target industry as defined by Objective 50 with a 5-year commitment to remain in the I-4 Green Tech corridor, a commitment for payment for the costs of water, wastewater, and transportation infrastructure, and a commitment to utilization of the sustainability incentives for site design and construction) and that innovative financing techniques, site planning techniques, public/private partnerships, and creative, effective mitigation measures in justifying the exception to this criteria.

h. Until the effective date of the I-4 zoning district, a Planned Development (PD) will be required in the Green Tech Expansion Area. The PD must at a minimum address the location and height of buildings, landscaping and buffering, vehicular and pedestrian circulation, and placement/type of stormwater retention. High quality design and site design techniques to ensure mitigation of impacts and compatibility with the existing community will be expected. After the effective date of the zoning district, this requirement will become null and void.

Policy 53.1: Transportation Concurrency. In the Green Tech Expansion Area, A applicants shall demonstrate how transportation ~~concurrency standards~~ impacts will be ~~mitigated~~. Modifications to trip generation rate may be granted where the applicant can demonstrate that specific development patterns reduce trip generation. When site development approval is subject to a development agreement approved by the County, the improvements shall be added to the CIE by staff during the next CIE revision cycle following site development approval.

Policy 53.2: Water and Sewer Extensions. Coordinate with public water providers to facilitate the extension of water and sewer facilities to serve target development. Water and sewer lines may be extended to serve development in joint planning areas in accordance with the terms of adopted plans and agreements. Water and Sewer lines may be extended to a target development in the Green Tech expansion area under the following conditions:

- a. Adequate transportation capacity exists or has been funded to maintain adopted levels of service;
- b. In approving development agreements for development or utility extensions to serve development in the Green-Tech Expansion Area, the Board of County Commissioners County shall find that:
 - 1) Water and sewer lines required to serve the proposed development are funded and designed for efficient, cost-effective operations; and
 - 2) The development achieves the purposes of the I-4 Green-Tech Corridor established herein.
 - 3) When site development approval is subject to a development agreement approved by the County, the improvements shall be added to the CIE during the next CIE revision cycle following site development approval.

Existing Comprehensive Plan Policies that must be changed:

Water and Sewer Extension Policy Amendments

Policy 4.7: Extension of Water and Sewer in Rural Area

Public water and sewer lines shall not be permitted to be extended into rural areas unless this extension occurs to:

- Serve a planned village (RP-2 or WVR-2), a development within the Economic Development Overlay (ECO) for the I-4 Green Tech Corridor as designated on the Future Land Use Map (FLUM), or Planned Environmental Community ½ as described in this Plan;
- Serve a project that has established vested rights for the use of these facilities;
- Address a public health hazard documented by the Health Department or other regulatory agency;
- Provide for the extension of centralized water or wastewater facilities to serve a school facility so long as the service lines are designed to accommodate solely the service demands of the school, consistent with the School Interlocal Agreement.

Economic Development: Industrial and Heavy Commercial Uses, Research Corporate Parks and Tourist/Leisure Industries Amendments

A healthy, stable economy contributes to the economic well-being of *all* Hillsborough County residents and makes possible a sound tax base sufficient to achieve the County's Comprehensive Plan. Desirable economic growth will contribute to, and be characterized by: full, productive, stable employment; high economic returns (wages and benefits) on individual labor effort; a minimal rate of poverty; and cost containment of basic living expenses for all residents.

Strategies that generally enhance desirable economic growth include:

- encouraging the retention, expansion or attraction of export-base businesses—firms that provide goods or services to markets beyond the Tampa Bay metropolitan area. These traditionally include many manufacturers, but may also include services, such as, financial service firms, universities, certain health services and tourism. Universities represent an ideal export-base firm—they not only sell four-year degrees to students from outside the metropolitan area, but they require their customers to purchase four years of food, lodging and other living expenses. They also attract businesses in many sectors that capitalize on the expertise of University academics.
- stimulating the development of import-substitution businesses—often smaller, sometimes home-based, firms that may fill an important “missing link” in the local economy, or may help lower costs by providing a less expensive, or more accessible, neighborhood supplier.
- providing better educational and work-force training to optimize the opportunities and productivity of the local work force.
- offering more affordable options for transportation, day care, medical, housing and energy to low income communities, thereby improving their economic well-being, while creating a more reliable workforce and a greater consumer base.

To maximize Hillsborough County's economic potential while minimizing land use conflicts, it is advisable to identify specific, strategic geographic areas best suited to accommodate businesses chosen for their contribution to desirable economic growth and then provide incentives to encourage such businesses in these “economic development areas”.

Objective 26: By the end of calendar year 2010, the County shall identify specific target industry clusters, target industries, and target businesses in the I-4 corridor “economic development areas” and shall establish a toolbox of incentives for the location of desirable economic growth in these areas.

By the end of calendar year 2012, the County shall identify specific target industry clusters, target industries, and target businesses; shall establish corresponding “economic development areas” and shall provide incentives for the location of desirable economic growth in areas outside of the Interstate-4 Corridor.

Policy 26.1:

Economic development areas shall be any area with a land use designation, including mixed use categories, consistent with the targeted business or industry associated with desirable economic growth.

Policy 26.2:

Economic development areas should be within designated transit corridors, accessible to economically disadvantaged populations, and within the County’s Urban Service Area.

Policy 26.3

Incentives should include both public and private enticements to create target industry clusters, industries and businesses.

TABLE OF RESIDENTIAL DENSITIES:

Land Use Category	Maximum Residential Density Allowed**
Rural-Agriculture Development Area	
Agricultural/Mining-1/20	1 du/ 20 gross acres
Agricultural-1/10	1 du/ 10 gross acres
Agricultural/ Rural-1/5	1 du/ 5 gross acres
Rural-Residential Development Area	
Agricultural Estate-1/2.5	1 du/ 2.5 gross acres
Planned Environmental Community – ½	1 du/ 2 gross acres
Residential Planned -2	2 du/ga
Residential - 1	1 du/ga
Suburban Development Area	
Residential -2	2 du/ga**
Residential Planned -2	2 du/ga
Residential -4	4 du/ga**
Neighborhood Mixed Use-1(3)	4 du/ga**
Residential -6	6 du/ga**
Suburban Mixed Use-6	6 du/ga**
Urban Development Area	
Residential - 9	9 du/ga**
Residential - 12	12 du/ga**
Residential - 16	16 du/ga**
Community Mixed Use-12	12 du/ga**
Residential-20	20 du/ga**
Office Commercial-20	20 du/ga**
Urban Mixed Use-20	20 du/ga**
Regional Mixed Used-35	35 du/ga**
Non-Residential Development Areas	
Research/Corporate Park	No Residential Uses Allowed
Light Industrial	No Residential Uses Allowed
Light Industrial-Planned	No Residential Uses Allowed
Heavy Industrial	No Residential Uses Allowed
Electrical Power Generating Facility	1 du/ 5 gross acres
Natural Preservation	No Residential Uses Allowed
Major Public/Quasi-Public	No Residential Uses Allowed

Overlay Areas

Scenic Corridor	Overlay-Scaled to Area
Environmentally Sensitive Areas	Identification Only Overlay
Economic Development Overlay	Residential uses only allowed in Transit Oriented Development and Corporate Village Development Patterns; depending on location and compatibility, density will vary from 12 to 24 dwelling units per acre.

Density is expressed in dwelling units per gross acres (du/ga). The densities allowed are the maximum possible.

** In the Urban Service Area, new development or redevelopment should occur at a density of at least 75% of the allowable density of the land use category, unless the development meets the criteria outlined in the Future Land Use Element.

Development Areas indicates the typical type of development pattern and is sometimes used to describe general areas, i.e. Rural areas. This does not necessarily correlate to the locational criteria. Non-Residential areas may be in any of the other areas.

The achievement in the RP-2 land use category of densities in excess of 1 du/5 ga is contingent upon a project meeting certain minimum criteria to ensure development of a Planned Village. The Planned Village must demonstrate clustering mixed use, and maximum internal trip capture on a minimum of 160 acres to meet the requirements to develop at 2 du/ga in RP-2.

APPENDIX B: Definitions

Economic Development Land Use Overlay (ED) - This category is used to designate areas and corridors within Hillsborough County which will be determined to have qualities that promote redevelopment and development of target industries. The purpose of the policies is to diversify and expand the employment base in Hillsborough County in ways that increase medium income and high quality employment opportunities that achieve the County's economic development, environmental and sustainability objectives. This land use plan overlay is used to designate those areas that are suited for target industry development under one of the development pattern typologies. The category overlays the existing land use category, thereby providing the property owner with an additional development option if minimum criteria can be met. Projects which utilize this overlay must demonstrate detailed integration, scale, diversity and internal relationships of uses on site.

Full Cost Recovery (I-4 Green Tech Corridor): The funding or provision of all Public Facilities (direct costs; such as, rights-of-way, engineering, construction, etc.) needed to achieve and maintain adopted levels of service for Public Facilities and shall be concurrent with the demands created by the development.

Measureable Economic Benefit: Including, but not limited to at least 100 jobs within a target industry as defined by Objective 50 with a 5-year commitment to remain in the I-4 Green Tech corridor, a commitment for payment for the costs of water, wastewater, and transportation infrastructure, and a commitment to utilization of the sustainability incentives for site design and construction.

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Public Facilities (as applied in the Green Tech Expansion Area of the I-4 Green Tech Corridor): Transportation systems or facilities, water systems or facilities, wastewater systems or facilities, storm drainage systems or facilities, fire, police, emergency systems or facilities, and park and recreation facilities.

FUTURE OF HILLSBOROUGH
LAND USE CLASSIFICATION

Economic Development Overlay

RESIDENTIAL GROSS DENSITY

Residential uses may be allowed only in support of target employment development as part of a mixed use building in the corporate village development pattern in the Urban Service or Joint Planning Areas at densities ranging from 12 to 24 dwellings per acre in accordance with policies 50.4, "Development Patterns," and 50.6, "Phasing." No other residential development is allowed with the exception of units for security guards.

TYPICAL USES

Primary Uses: Research and development activities (including, but not limited to biotechnology and bioscience uses), related educational facilities, electronic components production, manufacturing, port-related freight activities, offices, corporate headquarters, and accessory daycare and recreational facilities.

Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.

Support Uses: Neighborhood commercial uses limited to 30,000 sq. ft.; accommodations and restaurants may be allowed as part of the larger development provided that the total floor area of support uses does not exceed 20% of the floor area of primary uses at any time and that it does not exceed 10% of planned project floor area. No free standing neighborhood commercial is permitted. Warehousing and distribution will be permitted as accessory uses only.

MAXIMUM FLOOR AREA RATIO OR SQUARE FEET

Urban Service Area - Underlying permitted FAR/Maximum Square Footage or up to 2.5 FAR with sustainable development intensity bonuses.

Joint Planning Area - Underlying permitted FAR/Maximum Square Footage or up to 2.5 FAR with sustainable development intensity bonuses.

Green Tech Expansion Area - Underlying permitted FAR/Maximum Square Footage or up to 1.0 FAR with sustainable development intensity bonuses.

SPECIFIC INTENT OF CATEGORY

To provide opportunity for research and high technology and similar manufacturing and light industrial/ uses to serve Hillsborough County and the Tampa Bay region. Development in this category is intended to occur as an overlay on the Future Land Use Map and to be subject to internal and external design requirements, including heavy buffering and landscaping, high visibility linear footage on arterials, interstates, and expressways, and locations adjacent to employment markets. The Economic Develop Overlay category will be permitted to be developed throughout the County provided they meet the requirements of the Goals, Objectives, and Policies of the Land Use Element, and applicable development regulations.

Proposed developments at locations not shown on the Land Use Plan Map may be considered through the Plan Amendment process. Support neighborhood commercial uses may be permitted for up to 10% of the planned project floor area. The development of the neighborhood commercial uses shall be integrated and appropriately scaled to other project uses.