

Livable Communities Element

Planning Commission Public Hearing 1/22/07

CDC=Community Design Component in FLUE

HCCP=Hillsborough Community Cultural Plan (by Arts Council)

CPSA=Community Plan and Special Areas (RI=Riverview BMS=Brandon Main Street NW=Northwest LU=Lutz KO=Keystone-Odessa SS=SouthShore)

LRG=Livable Roadways Guidelines

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New GOP	Old GOP	New Language	Old Language	Comment
1	CDC E5.2	Plan a pattern of compact, livable and walkable neighborhoods and communities within the urban service area which are supported by locally-oriented employment, goods and services.	Plan a pattern of compact, livable and walkable neighborhoods and communities within the urban service area which are supported by locally-oriented employment, goods and services.	No Change
1.1	CDC E2.3	Make it easier to develop in a traditional urban pattern in the Urban Service Area of the County	Make it possible to develop in a traditional urban pattern in designated urbanizing areas of the County.	Modified
1.1.1	CDC E2.2.2	Encourage and provide incentives for developers to utilize traditional neighborhood development patterns, which encompasses the following policies:	Adopt a Traditional Neighborhoods Development option by 2001[i], based on Principles for Good Neighborhoods, permitting traditional development patterns as an alternative. The patterns will consider:	Modified
1.1.2	CDC E2.2.5	Traditional Neighborhood Developments may be eligible to receive transfers of development rights (TDR) in addition to utilizing the TND option bonus (Policy 1.1.6) if they are located in one of the following: an identified activity center, an identified redevelopment area, or the boundaries of a community plan that supports TND development patterns (see the Future Land Use Map series, TDR Sending and Receiving Areas Map).	Traditional Neighborhood Development's located within areas for which the County has adopted a Community Plan that has been incorporated into the Community Plan and Special Area Studies section of the Future Land Use Element are eligible to receive transfer of development rights in addition to the increases identified in E2-2.4.	Modified
1.1.3	CDC E2.3.4	Promote home-based employment, including live work units and telecommuting, in both existing and new communities.	Allow for the consideration of home-based employment in both existing and new communities, where appropriate	Modified
1.1.4	CDC E2.4	Provide a greater variety of allowable development patterns, which encourage good community design and which reflect the character of the surroundings.	Refine subdivision regulations to allow for alternative design within the existing suburban development pattern.	Modified
1.1.5	NEW	Incorporate more open space in new development and redevelopment through the use of techniques such as clustering, preservation of environmentally sensitive areas, provision of recreation areas, higher design standards and/or transfer of development rights.		Staff/Consultant Rec.
1.1.6	CDC E2.2.4	As an incentive to implement Traditional Neighborhood Development (TND), TND projects are permitted to develop at increased density and intensity as outlined in the Traditional Neighborhood Development Option bonus below...	As an incentive to implement the Traditional Neighborhood Development option, Traditional Neighborhood Development projects are permitted to develop at increased density and intensity as outlined in the Traditional Neighborhood Development Option bonus found in the Implementation Section of this Element.	Modified
1.2	NEW	Promote a variety of uses in order to create vitality and bring many activities of daily life within walking distances of homes.		Consultant Rec.
1.2.1	NEW	Within proposed developments, encourage 50% of new housing units within ¼ of a mile of public parks and/or schools.		Consultant Rec.
1.2.2	NEW	Require a mix of housing types and lot sizes within neighborhoods, emphasizing harmonious design and building type.		Consultant Rec.
1.2.3	NEW	Permit accessory dwelling units in all residential and mixed-use districts.		Consultant Rec.

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1.2.4	NEW	Promote infill and rehabilitation activity. Reduce on-site parking requirements for small-lot infill projects, allowing parking demand to be satisfied by on-street, shared or remote parking or transit.		Consultant Rec.
1.2.5	NEW	Provide a greater variety of allowable development patterns, which encourage good community design and which reflect the character of the surroundings.		Staff Rec.
1.2.6	CDC E2.3.3	Promote a wider range of uses in close proximity to each other within new and existing urban communities. These uses shall include...	Allow for development of new communities with a wider range of internal mixed uses, including • Mixed density housing • Local-serving goods and services • Civic uses • Small scale employment	Modified
2	CDC E4.4	Create safer, more livable communities that foster interaction between people and discourage criminal activities through their effective use of the physical environment and proper design.	Create safer, more livable communities that foster interaction between people and discourage criminal activities through their environment and design.	Modified
2.1	NEW	CPTED techniques and principles should be utilized in new development to achieve safe, livable communities.		Consultant Rec.
2.1.1	CDC E4.4.2	Support the incorporation of public safety considerations and CPTED techniques into project design and review for future development and redevelopment in the County.	Support the incorporation of public safety considerations and CPTED techniques into project design and review for future development and redevelopment in the County.	No Change
2.1.2	CDC E4.4.3	Natural surveillance techniques should be considered in the placement of physical features, mix of activities and uses, people and lighting in such a way as to maximize visibility.	...Natural Surveillance - the placement of physical features, mix of activities and uses, people and lighting in such a way as to maximize visibility....	Modified into separate policies
2.1.3	NEW	Promote the inclusion of pedestrian-friendly streets and sidewalks as a means of natural surveillance.		Consultant Rec.
2.1.4	NEW	Encourage site design of buildings that orients doors and windows to overlook streets and parking areas.		Consultant Rec.
2.1.5	CDC E4.4.3	Physical attributes that express ownership, such as pavement treatments, landscaping, art, signage, screening and fences should be used as a form of territorial reinforcement.	...Territorial Reinforcement - the use of physical attributes that express ownership, such as pavement treatments, landscaping, art, signage, screening and fences...	Modified into separate policies
2.1.6	CDC E4.4.3	Sidewalks, entrances, landscaping and fences should be used to provide physical guidance to and from entrances and exits and to prevent public access from dark or unmonitored areas, as a natural access control technique.	...Natural Access Control – the use of sidewalks, entrances, landscaping and fences to provide physical guidance to and from entrances and exits and to prevent public access from dark or unmonitored areas...	Modified into separate policies
2.1.7	CDC E4.4.3	The use of low maintenance landscaping and lighting treatments and the upkeep of property should be used to facilitate CPTED principles.	Maintenance – the use of low maintenance landscaping and lighting treatments and the upkeep of property to facilitate the CPTED principles.	Modified into separate policies
2.1.8	NEW	Delineate private spaces from public spaces with plantings, pavement designs, gateway treatments, and low fencing, where feasible.		Consultant Rec.
2.1.9	NEW	Clearly delineate public routes while at the same time discouraging access to private areas.		Consultant Rec.

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2.1.10	NEW	All open space areas, and access to them, should be carefully designed and located, using natural surveillance to maximize community safety and crime prevention and minimize opportunities for public nuisance.		Consultant Rec.
3	NEW	Strive for a balance of providing for human needs without diminishing the health and productivity of the natural system.		Consultant rec.
3.1	NEW	Reduce consumption of non-renewable resources and minimize waste in order to promote a more healthy and productive environment.		Consultant Rec.
3.1.1	CDC E2.4.3	Encourage for the design of communities, subdivisions, site plans and individual buildings which follow criteria for energy efficiency. Encourage construction of LEED (Leadership in Energy and Environmental Design).	Allow for the design of communities, subdivisions, site plans and individual buildings which follow criteria for energy efficiency.	Modified
3.1.2	NEW	Select Florida Friendly plant material appropriate to the County's climate, soils, and water availability to conserve water, reduce use of pesticides, reduce plant mortality, and lower maintenance costs.		Consultant Rec.
3.1.3	NEW	Promote development within environmentally appropriate areas such as previously developed land, infill lots, and/or remediated brownfields.		Consultant Rec.
3.1.4	NEW	Discourage development in areas that possess the following characteristics: wetlands, 100-year floodplain, and/or habitat for species on the federal or state threatened or endangered list.		Consultant Rec.
3.1.5	NEW	Avoid major alterations to areas with sensitive topography, vegetation and wildlife habitat.		Consultant Rec.
3.1.6	NEW	Minimize the amount of site dedicated to building, parking and access road construction. Maximize the amount of open space through efficient circulation and good design.		Consultant Rec.
3.1.7	NEW	Continue to implement the Dark Sky Initiative as a means of reducing light pollution and municipal energy consumption.		CPSA Keystone/Staff rec.
4	NEW	Promote clustered development in order to protect open space, rural character, and important environmental resources, while still providing development opportunities.		Consultant Rec.
4.1	A-7	New residential development and redevelopment shall be clustered to achieve open space that protects natural resources (including wetlands, wildlife habitat, aquifer recharge, floodplains, and other resources), create usable recreation and open spaces and/or permit the continuation of agricultural activities in areas suited for such uses.		EAR DDS issue
4.1.1	A-7.1	Clustering will be identified on detailed site plans in a compact and contiguous fashion to the extent necessary to achieve the above referenced open space goals. Types of uses allowed in the open space areas must be consistent with the stated goals of clustering and open space.		EAR DDS issue

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4.1.2	A-7.2	In rural areas open spaces shall be conservation areas, preservation areas, mitigation areas, and passive recreational uses such as nature observation and hiking. In urban/suburban areas, open space may include, natural preservation and mitigation areas, well-designed stormwater systems, landscaping, and pedestrian and bike trails and other passive uses, consistent with the goal of clustered development to achieve open spaces. In all areas of the county, functional recreation and civic spaces shall include but not be limited to parks, tot lots, trails and bikeways, public squares and urban plazas.		EAR DDS issue
4.1.3	A-7.3	Whenever feasible, the required open space, which must be provided pursuant to the policy below, should include all, or as much as possible, the most significant, productive, or sensitive natural resources areas on the site. The siting of development should be controlled to minimize impacts on the functions of the open space and the natural resources therein.		EAR DDS issue
4.1.4	NEW A-7.4	All residential development and redevelopment shall include functional recreation and civic spaces. These spaces shall be meaningful and usable components to the residential development and should be located with convenient access for the residents of the proposed development.		EAR DDS issue
4.1.5	NEW A-7.5	A total of 25% of a parcel shall be set aside as open space and recreation areas in residential development and redevelopment. Of that 25%, a minimum of 5% of the site shall be designated for useable recreation and civic spaces. If wetlands and environmental sensitive areas are greater than 25% of the site, the 5% recreation space still needs to be provided. All environmentally sensitive areas must be preserved or mitigated in compliance with local regulations.		EAR DDS issue modified with staff rec.
4.1.6	NEW	In certain areas of the county, clustering and open space ratios are required to be greater than outlined above. These areas are indicated on the Future Land Use Map with a CL 50%. In these areas, up to 50% of the site may be required for open space based on the natural characteristics of the property. These open space provisions are not intended to supersede regulations regarding the preservation of wetlands, significant wildlife habitat or other environmental lands.		EAR DDS issue modified with staff rec.
4.1.7	NEW A-7.6	Wherever feasible and functionally possible, required open spaces, recreation and civic spaces for individual projects should be integrated into a greenway system, particularly when contiguous parcels have already been identified or reserved for such purposes, such as but not limited to a wildlife corridor, bicycling, hiking, inline skating, and horseback riding.		EAR DDS issue

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4.1.8	NEW	A maintenance plan for the open space and useable recreation and civic spaces shall be provided by the landholder at the time of final development plan certification. These areas can either be privately maintained or covered by conservation easements under the control of Hillsborough County or other appropriate public entity.		EAR DDS issue modified with staff rec.
4.1.9	CDC E1.6.8	New developments are encouraged to preserve linear corridors and/or create new ones, particularly where such corridors would connect to an existing or planned county multi-use paved trail or destinations such as parks, school and shopping in the vicinity of the development.	Provide interconnections for open space corridors and environmental systems where appropriate.	Modified
4.1.10	NEW	The design of open space areas should take account of the needs of all, including providing appropriate facilities and access for various age groups and levels of ability or mobility.		Staff Rec.
4.1.11	NEW	The overall open space provision should be distributed so that it can be easily accessed and enjoyed by all residents of the development. This requires the housing layout to incorporate an integrated open space structure and hierarchy.		Staff Rec.
4.1.12	NEW	Landscaping should be used generously to enhance open space areas, soften the visual impact of the built environment, define areas of restricted access or use, provide shelter and create natural habitats. Child-friendly plant species should be used in appropriate areas.		Staff Rec.
5	NEW	Encourage development such that each project includes a range of housing types and prices, allowing individuals and families to choose from a variety of locations.		Consultant Rec.
5.1	NEW	Provide incentives and design standards for affordable and/or attainable housing should allow for compatibility through building form, and mixed use and mix of housing types by 2009.		Consultant Rec.
5.1.1	NEW	Consider granting density bonuses, setback and parking space reductions, redevelopment height increases, and/or impact fees reduction to developments that incorporate affordable and/or attainable housing as defined by the Affordable Housing Task Force.		Consultant Rec.
5.1.2	NEW	Increase bonuses as the proportion of affordable and/or attainable housing increases within a development or project.		Consultant Rec.
5.1.3	NEW	The County should offer rehabilitation loans for existing but uninhabitable housing stock.		Consultant Rec.
5.1.4	NEW	The County should lower permitting fees for developers constructing affordable housing.		Consultant Rec.
5.1.5	NEW	In areas of the community with a significant amount of vacant and blighted property, consider application of Homeownership Zone (HOZ) grants sponsored by the US Housing and Urban Development Department.		Consultant Rec.

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5.1.6	NEW	Consider a land density bonus plan for residential developments incorporating mixed use development.		Consultant Rec.
6	HCCP	Ensure that the cultural sector is a core component of economic and community development, planning, and programming.		Arts Council Steering Comm./Staff Rec.
6.1.1	HCCP	Enlist developers as partners to invest in and encourage cultural developments that add value to their communities and their projects.		Arts Council Steering Comm./Staff Rec.
6.1.2	HCCP	The County will develop incentives to offer developers to incorporate cultural space and public art to their projects.		Arts Council Steering Comm./Staff Rec.
6.1.3	HCCP	Maintain, support, and expand public art programs throughout Hillsborough County.		Arts Council Steering Comm./Staff Rec.
6.1.4	HCCP	Consider an artistic iconic gateway to establish a collaborative visual image for all of Hillsborough County.		Arts Council Steering Comm./Staff Rec.
6.1.5	HCCP	Market the region's cultural attractions to increase participation by residents and visitors.		Arts Council Steering Comm./Staff Rec.
6.1.6	HCCP	Provide life-long opportunities for arts, heritage, and science education for all county residents.		Arts Council Steering Comm./Staff Rec.
6.1.7	HCCP	Create an environment in Hillsborough County in which creative professionals may live and work successfully. Seek opportunities for affordable live/work spaces for artists and creative workers.		Arts Council Steering Comm./Staff Rec.
6.1.8	HCCP	The County should continue to invest in community facilities, libraries, schools, universities and recreation centers, especially those that accommodate mixed uses including arts, heritage, and interpretive sciences.		Arts Council Steering Comm./Staff Rec.
6.1.9	HCCP	Integrate disaster preparedness and relief for artists and cultural organizations into the County's emergency management planning to help restore the cultural infrastructure.		Arts Council Steering Comm./Staff Rec.
7	NEW	Preserve existing rural uses as viable residential alternatives to urban and suburban areas.		Consultant Rec.
7.1	CPSA KO.13 and CPSA LU.4	Support existing agricultural uses for their importance as a historical component of the community, their economic importance to the County and for the open space they provide.		No Change
7.1.1	CPSA KO.12	Preserve natural areas in residential lot development.		No Change
7.1.2	NEW	Vary lot size and space in order to encourage diversity of housing product types and respect natural resources.		Consultant Rec.
7.1.3	NEW	Preserve the views and privacy of neighboring structures by locating structures with sufficient space and landscaping in between.		Consultant Rec.
7.1.4	NEW	Ensure modular homes have the appearance of being built onsite.		Consultant Rec.

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7.1.5	CPSA KO.13 and LU.4	Address situations where densities have been permitted greater than 1 du/ 1 ga, (in those cases regulations should):...	Address situations where densities have been permitted greater than 1 du/1ga, (in those cases regulations should):1. allow for the transfer of those development rights for both residential and commercial development to areas inside the USA; 2. permit development to cluster on larger acreage's to achieve meaningful open space and agricultural lands;3. on lots smaller than 2 acres, develop building square footage to lot ratios or other tools to create compatible development between older, smaller lot development and new development; 4. require minimum open space and varied setbacks for rural residential lots; and,5. eliminate the 'flex' provision within and into the community boundaries.	Modified
8	NEW	Preserve existing suburban uses as viable residential alternatives to urban and rural areas.		Consultant Rec.
8.1	NEW	Within future residential areas in the suburban locations promote better design that incorporates a greater mix of uses.		Consultant Rec.
8.1.1	CPSA RI.72	Promote aesthetically pleasing subdivision entrances, formal and manicured landscapes and other amenities such as street furniture, public art, and creative paving techniques.		No Change
8.1.2	CPSA RI.73	Promote diversity in housing type and style to a counter generic homogenous look.	Promote diversity in housing type and style to counter generic subdivision look.	Modified
8.1.3	NEW	In new developments, the front facades of all principal structures should parallel the roadway. On corner lots, both street facing facades should parallel the intersecting streets. On curvilinear streets, the front facades should parallel the tangent of the midpoint of the arc of the street.		Consultant Rec.
8.1.4	NEW	Parking, garages, and carports should be accessed from an alley or private access road, where feasible.		Consultant Rec.
8.1.5	NEW	In new developments where an alley or private road does not exist, the width of the living area on the first floor shall exceed the width of the garage or carport. The front façade of the garage should be setback further from the street than the wall plane of the house. Porches may aid in this setback.		Consultant Rec.
8.1.6	CPSA NW.21	Plan for the evolution of existing suburban areas into economically vital, mature mixed-use communities.	Plan for the evolution of existing suburban areas into economically vital mature mixed-use communities.	No Change
9	CPSA LU.5	Retain existing and encourage new commercial uses geared to serving the daily needs of area residents in a scale and design that complements the character of the community.	The community desires to retain existing and encourage new commercial uses geared to serving the daily needs of area residents in a scale and design that complements the character of the community.	Modified
9.1	CPSA KO.14	Develop commercial uses in character and/or scale with the general look of the community and the environment and in context with the culture and history.	Commercial uses shall be developed in character and/or scale with the general look of the community and the environment	Modified

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9.1.1	CPSA RI.77	Provide incentives for the redevelopment of commercial structures to enhance building facades, signage, landscaping, general buffering and access management. Encourage zero lot line construction for new construction.	Provide incentives for the redevelopment of commercial structures to enhance building facades, signage, landscaping, general buffering and access management.	Modified
9.1.2	CPSA RI.72	Avoid "strip" development patterns for commercial uses.	Avoid "strip" development patterns for commercial uses.	No Change
9.1.3	CPSA BMS.38	Signage, fences, and walls should be designed to complement the adjacent uses, surrounding architecture as well as the street and pedestrian network. Signs should be constructed of high-quality material and should meet state specifications, local codes, and safety recommendations.	Signage, fences, walls shall be designed to complement the adjacent uses as well as the street and pedestrian network. Such features shall be subject to a coordinated/unified design plan.	Added language
9.1.4	NEW	Signs oriented to vehicular traffic should be legible to drivers but should not obstruct driver or pedestrian sight lines. Signs should only be installed where needed and the number of signs should be kept to a minimum to avoid visual clutter.		Consultant Rec.
9.1.5	NEW	New commercial zoning is encouraged to locate at activity centers and commercial redevelopment areas.		Staff/Consultant Rec.
9.1.6	LRG 3.7.2	Encourage commercial structures to consist of more than one story and be vertically mixed.	Main Streets: Buildings shall be a minimum of two stories and maximum of six stories and vertically mixed use.	Modified - less specific
9.1.7	NEW	Encourage the creation of commercial design overlay districts within larger districts designated as commercial in order to improve the aesthetic look of the overall area.		EAR DDS issue
10	NEW	Locate schools in a manner that encourages pedestrian and bicycle travel and minimizes negative environmental impacts on sensitive sites.		Consultant Rec.-Locate and design schools in a manner that creates community assets, which have a positive relationship and connection to the neighborhood(s) they serve.
10.1	CPSA LU.8	The planning and development of schools should reflect the history and character of the community and be appropriately scaled to the community.	The planning and development of schools reflect the character of the community and the historic character of the community old Lutz schoolhouse and its Georgian Revival architecture incorporating this into new schools;	Modified-The planning and development of schools should <u>encourage pedestrian and bicycle travel</u> , reflect the history and character of the community and be appropriately scaled to the community.
10.1.1	CPSA NW85	Encourage the design of schools to have a scale similar to adjacent development.	Encourage the design of schools to have a scale similar to adjacent development.	No Change
10.1.2	CPSA LU.8	Provide siting of schools that is sensitive to the environment, avoiding construction within major environmental areas.	(Provide) sensitive siting (of schools) to the environment, avoiding major environmental areas, with no schools built on or within environmentally areas;	Modified
10.1.3	CPSA LU.8 and CSA.16	Schools and other publicly-owned community facilities such as libraries, parks and community or cultural centers as well as private facilities should be collocated to allow for shared resources and savings in cost.	Schools and other publicly-owned community facilities such as libraries, parks and community centers can be collocated to allow for shared resources and savings in cost	Modified
10.1.4	CPSA LU.8	Design middle and elementary schools to accommodate drop-offs and pick-ups on site, without interrupting traffic flow on local streets.	Middle and elementary schools (should) be designed to accommodate drop-offs and pick-ups on site, without interrupting traffic flow on local streets	No Change
10.1.5	CPSA NW85	School facilities should be sized and located to enable children to walk or bicycle to them.	School facilities should be sized and located to enable children to walk or bicycle to them	No Change
10.1.6	CPSA RI.79	Encourage "walk to school" programs, e.g., "walking school buses," to increase safety and to reduce school-related automobile trips.	Encourage "walk to school" programs, e.g. "walking school buses," to increase safety and to reduce school-related automobile trips.	No Change

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10.1.7	CPSA RI.79	Connect destinations such as schools, neighborhoods and parks as well as greenways through links to various districts. Use techniques such as cooperative agreements, easement based public lands, and public rights-of-way.	Develop a pedestrian, bicycle and equestrian trail pathways plan that connects key destinations such as the Civic Center, Camp Christina' schools, neighborhoods and parks and links environmental greenways through various districts. Use techniques such as cooperative agreements, easement based public lands, and public rights-of way.	Modified
10.1.8	NEW	Coordination efforts between the School Board and County on the planning for new school sites should include coordination of sidewalk facilities plans with the Five Year School Facilities Plan.		EAR PFCD Rec.
10.1.9	NEW	CPTED and LEED design techniques shall be used in design of school projects.		Consultant Rec.-CTPED and LEED design techniques <u>should (shall was deleted)</u> be used in design of school projects to the extent feasible.
11	CPSA SS.47	Manage environmental resources and species habitats to maintain, protect and enhance the flora and fauna using an integrated, inclusive approach.	Manage environmental resources and species habitats to maintain, protect and enhance the flora and fauna using an integrated, inclusive approach.	No Change
11.1	CPSA LU.10 and NW.21	Reinforce continuity and connectivity of adjacent communities through designated greenways, open space preserves, and natural resource protection areas.	The community seeks to create continuity and connectivity to surrounding communities through designation of a system of greenways and open space preserves.	Modified
11.1.1	CPSA SS.47	Implement guidelines for new development and redevelopment to identify environmental linkages, and integrate environmental resources (i.e., waterways and greenways) within prospective development plans.	Implement guidelines for new development and redevelopment to identify environmental linkages, and integrate environmental resources (i.e. waterways and greenways) within prospective development plans.	No Change
11.1.2	CPSA RI.73	Require natural and attractive stormwater retention facilities, such as standards for gently sloping grass sides/ banks and prohibiting hard (i.e., concrete, asphalt) surfaces and aeration techniques: screen and buffer ponds with natural vegetation or berms or at a minimum vinyl fencing with vines, prohibit plain exposed chain link fencing. Encourage master stormwater facilities.	Require natural and attractive stormwater retention facilities, such as standards for gently sloping grass sides/banks and prohibiting hard (i.e. concrete, asphalt) surfaces and aeration techniques: screen and buffer ponds with natural vegetation or berms or at a minimum vinyl fencing with vines, prohibit plain exposed chain link fencing. Encourage master stormwater facilities.	No Change
11.1.3	CPSA SS.47	Continue to identify, protect, acquire, and manage open space for the purpose of conservation, preservation, and provision of open space corridors and park and recreational needs through programs such as the Environmental Lands Acquisition and Protection Program (ELAPP) and Florida Communities Trust.	Continue to identify, protect, acquire, and manage open space for the purpose of conservation, preservation and provision of open space corridors and park and recreational needs through programs such as the Environmental Lands Acquisition and Protection (ELAPP) Program.	No Change
12	CDC E2.4.8	Design neighborhoods which are related to the predominant character of the surroundings.	Design neighborhoods which are related to the predominant character of the surroundings.	No Change
12.1	CDC E2.4.8A	New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.	New developments should recognize the existing community and be designed in a way that is compatible with the established character of the neighborhood.	No Change
12.1.1	CDC E2.4.8B	Lots on the edges of new developments that have both a physical and visual relationship to adjacent property that is parceled or developed at a lower density should mitigate such impact with substantial buffering and/or compatible lot sizes.	Lots on the edges of new developments that have both a physical and visual relationship to adjacent property that is parceled or developed at a lower density should mitigate its impact with substantial buffering and/or compatible lot sizes.	No Change

Planning Commission Public Hearing 1/22/07

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New GOP	Old GOP	New Language	Old Language	Comment
12.1.2	CDC E2.4.8C	Walls and buffering used to separate new development from the existing, lower density community should be designed in a style compatible with the community and should allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.	Walls and buffering used to separate new development from the existing, lower density community should be designed in a style compatible with the community. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.	No Change
12.1.3	CDC E2.4.8D	New development in existing, lower density communities should utilize the planned development process of rezoning in order to fully address impacts on the existing community. Additionally, pre-application conferences are strongly encouraged with the staffs of the Planning Commission and Hillsborough County Planning and Growth Management Department.	New development in existing, lower density communities should utilize the planned development process of rezoning in order to fully address impacts on the existing community. Additionally, pre-application conferences are strongly encouraged with the staffs of the Planning Commission and Hillsborough County Planning and Development Management Services Department.	No Change
12.1.4	NEW	Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions.		Consultant Rec.
12.1.5	NEW E2.4.9	Within residential projects with 50 or more dwelling units, at least three different lot sizes will be provided within the project, with any one lot size not exceeding 80% of the total number of lots provided. Lot sizes should be comparable and compatible to the surrounding development pattern within ½ mile of the proposed development.	Within residential projects with 50 or more dwelling units, at least three different lot sizes will be provided within the project. Lot sizes should be comparable and compatible to the surrounding development pattern within ¼ mile of the subject site.	Rec. EAR Amend. Modified
12.1.6	CDC E2.1.2	In order to facilitate community understanding of issues, encourage early neighborhood-based input regarding rezonings which require public hearing.	In order to facilitate community understanding of issues, encourage early neighborhood-based input regarding rezonings which require public hearing.	No Change
12.1.7	CDC E2.1.3	Include design related issues as part of the neighborhood planning process.	Include design related issues as part of the neighborhood planning process.	No Change
13	NEW	Within urban and/or suburban areas of the County, encourage new developments or infill developments to incorporate a mix of uses.		Consultant Rec.
13.1	NEW	Flexible urban design standards should be considered to guide new development and redevelopment in urban/suburban areas.		Consultant Rec.
13.1.1	CDC E2.3.2	Amendments to the land development code, aside from the Traditional Neighborhood Development considerations, shall be considered which will allow future residential development or redevelopment in urbanizing areas to assume a more urban character. This shall include such considerations as...	Amendments to the land development code, aside from the Traditional Neighborhood Development considerations (above), shall be considered which will allow future residential development or redevelopment in urbanizing areas to assume a more urban character. This shall include such considerations as: relatively narrow residential streets • Houses close to the street • Front porch easements • Garages set back to the rear of the property • Block patterns providing alleys • Granny flats	No Change
13.1.2	CDC E2.4	Refine subdivision regulations to allow for alternative design within the existing suburban development pattern.	Refine subdivision regulations to allow for alternative design within the existing suburban development pattern.	No Change
13.1.3	NEW	Form-based codes should be considered to regulate the scale and form of new development in these areas.		Staff Rec.

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New GOP	Old GOP	New Language	Old Language	Comment
13.1.4	CDC E2.4.1	Where conditions permit, design communities around a grid network of streets, or a modified grid, which will improve interconnections between neighborhoods and surrounding neighborhood-serving uses.	Where conditions permit, design communities around a grid network of street, or a modified grid, which will improve interconnections between neighbor-hoods, and to surrounding neighborhood-serving uses.	No Change
13.1.5	LRG 3.1.3	The street network should provide all residents with direct links to community focal points, social services and major roads in the region.	The street network should provide all residents with direct links to community focal points, social services and major roads in the region.	No Change
13.1.6	LRG 3.6.6	Produce a streetscape with pedestrian amenities, with safe and pleasant means to walk around in the commercial environment and to access the adjacent neighborhoods.	Encourage the development of a streetscape with pedestrian amenities as well as safe and pleasant means to access the adjacent commercial development and neighborhoods.	Modified
13.1.7	CDC E2.4.2	Allow the design of neighborhoods to be more directly responsive to site conditions.	Allow the design of neighborhoods to be more directly responsive to site conditions.	No Change
13.1.8	LRG 2.8.3	Reduce the street corner radius in residential neighborhoods to better accommodate walkable environments and to provide additional pedestrian safety.	Reduce the street corner radius in residential neighborhoods to better accommodate walkable environments and to provide additional pedestrian safety.	No Change
14	CDC E2.5	Provide standards within the land development code for development in the rural areas, which allows for developments of a specifically rural character.	Provide an option within the land development code which allows for developments of a specifically rural character.	Modified
14.1	CDC E2.5.1	By 2010, define a set of development standards in the Land Development Code to be used for residential developments in rural areas. These standards should include the following considerations:	Define standards to integrate commercial developments into rural settings which will enhance the quality of the rural environment and provide appropriately scaled local serving goods and services and small scaled employment. This should include the following:	Implementation date added
14.1.1	CDC E2.5.1	Encourage a rural development pattern: variable lot sizes, shared driveways, no curbs, variable set-backs, no sidewalk - use asphalt, gravel, or other pervious surfaces, lighting only for multiple dwellings, use of xeriscape principles and natural treatment of retention, passive open green space, permeable parking	Encourage a rural development pattern: variable lot sizes, shared driveways, no curbs, variable set-backs, no sidewalk - use asphalt, gravel, or other pervious surfaces, lighting only for multiple dwellings, use of xeriscape principles and natural treatment of retention, passive open green space, permeable parking	No Change
14.1.2	CDC E2.5.1	Build rural roadways: discourage wide roads which are disruptive of community, allow local streets to be designed as narrow curving roads to leave existing vegetation, up to edge of road trees arching over roadway road if visibility requirements are met, stop signs and speed bumps	Build rural roadways: discourage wide roads which are disruptive of community, allow local streets to be designed as narrow curving roads to leave existing vegetation, up to edge of road trees arching over roadway, stop signs and speed bumps	No Change
14.1.3	CDC E2.5.1	Describe a rural approach to buffering and fencing : berms with vegetation, split rail fencing, brick columns with wrought iron, green or black chain link with planting, discourage walls and cinder block or stockade wood fencing.	Describe a rural approach to buffering and fencing : berms with vegetation, split rail fencing, brick columns with wrought iron, green or black chain link with planting, discourage walls and cinder block or stockade wood fencing	No Change
14.2	NEW	By 2010, define standards to integrate commercial developments into rural settings which will enhance the quality of the rural environment and provide appropriately scaled local serving goods and services and small scaled employment.		EAR rec.
14.2.1	NEW	These standards should including the following considerations:1. Encourage a rural development pattern: • 2.Build rural roadways 3. Describe a rural approach to buffering and fencing (each category includes all original bullet points)		EAR rec.
14.2.2	CDC E2.5.4	Adopt standards for rural village development, which cluster housing and supporting commercial, and preserve open space.	Adopt standards for rural village development, which cluster housing and supporting commercial, and preserve open space.	No Change

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New GOP	Old GOP	New Language	Old Language	Comment
15	CDC: E.1	Provide a transportation system throughout Hillsborough County that is safe and functional for all modes of transportation, is aesthetically-pleasing, and is designed to meet the overall needs of the communities it serves.	Implement a program to provide livable roadways throughout the County	More specific
15.1	CDC: E.1.1	Provide for pedestrian needs in the design of new and existing roadways.	Provide for pedestrians and bicyclists in the design of designated roadway improvements and of new roadways.	Modified
15.1.1	CDC 1.1.2	Design pedestrian facilities for designated roadways in urban and suburban areas to include the following considerations...	Design pedestrian facilities for designated roadways in urban and suburban areas to include the following considerations; • Continuous sidewalks, free of obstruction, buffered from traffic by landscape or setbacks, and shaded where appropriate • Clearly marked crosswalks at intersections, with handicapped provisions • Traffic control signals with safe crossing time for pedestrians • Street furnishings, including benches, trash receptacles, bus shelters, and lighting, as appropriate to the surroundings in urban settings	Modified
15.1.2	LRG 2.1.2	Provide direct routes between destinations, minimizing potential conflicts between pedestrians and automobiles, and connecting sidewalks and building entrances.	Provide direct routes between destinations, minimizing potential conflicts between pedestrians and automobiles.	Modified
15.1.3	LRG 2.3.8	Locate sidewalks along both sides of all public streets and in all residential areas, particularly near schools and adjacent to parks or recreational facilities, office buildings, local businesses and other similar locations that attract high amounts of pedestrian activity.	Sidewalks should be located on both sides of the street in all residential areas, particularly near schools and adjacent to parks or recreational facilities, office buildings, local businesses and other similar locations that attract high amounts of pedestrian activity.	Modified
15.1.4	LRG 2.3.9	Where roadside elements, such as fire hydrants, parking meters, landscaping, signs, and street furniture, are planned they should be placed between the sidewalk and the roadway to create a buffer for pedestrians in a manner that does not impair visibility by motorists	Main Streets: Roadside elements, such as fire hydrants, parking meters, landscaping, signs, and street furniture, should be placed between the sidewalk and the roadway to create a buffer for pedestrians in a manner that does not impair visibility by motorists.	Modified
15.1.5	LRG 2.3.10	Provide a clear passage zone equal to the required minimum sidewalk width in areas with movable obstructions. Place benches on a separate pad behind the back of sidewalk or between the sidewalk and the street to avoid clear passage zone obstruction.	The potential for moving the sidewalk to the edge of the right-of-way should be explored for roadways with high design speeds. A buffer consisting of swales, planting strips, road shoulders, and/or bike lanes should be considered when feasible.	Modified
15.1.6	LRG 2.3.11	Explore the potential for moving the sidewalk to the edge of the right-of-way for roadways with high design speeds. A buffer consisting of swales, planting strips, road shoulders, and/or bike lanes should be considered when feasible.	The potential for moving the sidewalk to the edge of the right-of-way should be explored for roadways with high design speeds. A buffer consisting of swales, planting strips, road shoulders, and/or bike lanes should be considered when feasible.	Modified
15.1.7	LRG 2.2.6	Continue sidewalk paths, including sidewalk material, across the entire length of all driveway aprons. Match the adjacent sidewalk materials.	Sidewalk paths, including sidewalk material, shall be continued across the entire length of all driveway aprons and should match the adjacent sidewalk materials.	No Change
15.1.8	LRG 2.2.7	Where appropriate, include art, creative design, cultural and historical markers, and other similar enhancements along sidewalks.	Main Streets and Signature Corridors: Sidewalks should include art, creative design, cultural and historical markers and other similar enhancements.	Modified
15.2	NEW	Provide safe and convenient roadway crossings that are easily identifiable by pedestrians and motorists.		Consultant Rec.

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New GOP	Old GOP	New Language	Old Language	Comment
15.2.1	LRG 2.1.4	Provide adequate roadway crossings, signalized and unsignalized, at appropriate intervals.	Provide adequate roadway crossings, signalized and unsignalized, at appropriate intervals.	No Change
15.2.2	LRG 2.6.2	Provide high visibility (ladder or triple-four style), marked crosswalks and pedestrian signals at all approaches of signalized intersections where there is significant pedestrian activity.	High visibility (ladder or triple-four style), marked crosswalks and pedestrian signals shall be located at all approaches of signalized intersections where sidewalks are present.	Modified
15.2.3	LRG	Time pedestrian signals at intersection crosswalks so that bicyclists and pedestrians are not burdened with extended waits or insufficient crossing times.	Pedestrian signals at intersection crosswalks shall be timed so they do not impede bicyclists or pedestrians with waits of 60 seconds or longer or insufficient crossing times, based on road design speed and intersection width.	Modified -less specific
15.2.4	LRG 2.6.3	Where there are more than 10 through and turn lanes at the intersection, provide an alternative to an at-grade crossing for pedestrians.	Pedestrians should not be required to cross at grade where there are more than 10 through and turn lanes at the intersection.	Modified
15.2.5	LRG 2.7.6	Unsignalized pedestrian crossings should be installed with warning signs and adequate visibility for motorists and crosswalk users.	Unsignalized pedestrian crossings should be installed with warning signs and adequate visibility for motorists and crosswalk users.	No Change
15.2.7	LRG 2.7.7	Countdown signals should be provided at crossings where there is significant pedestrian activity.	Countdown signals with audible warnings should be provided at all signalized crossings.	Modified
15.2.9	CDC E.1.10	Provide new standards that provide for median islands for pedestrian safety to be included in the design of roadways having three or more travel lanes in each direction.	Provide new standards which require median islands for pedestrian safety to be included in the design of roadways having three or more travel lanes in each direction.	No Change
15.3	NEW	Provide pedestrian amenities along roadways, sidewalks, and bike paths to increase the comfort, safety, and security of users.		Consultant Rec.
15.3.1	CDC E3.3.5	Provide lighting and street furnishings, including benches and trash receptacles, where appropriate.	Where appropriate, provide pedestrian amenities, such as seating and other street furniture.	Modified-15-3.1: Provide lighting and street furnishings, including benches and trash receptacles, where appropriate, <u>especially main streets and transit stops.</u> (per HART comment)
15.3.2	CDC E1.5.5	Ensure that funding for street lighting is a part of roadway budgeting on collector and arterial roadways.	Ensure that funding for street lighting is a part of roadway budgeting on collector and arterial roadways.	No Change
15.3.3	CDC E2.4.5	Require consideration of appropriately scaled street lights in new subdivisions and design street lighting to enhance the character of commercial areas.	Require consideration of appropriately scaled street lights in new subdivisions and design street lighting to enhance the character of commercial areas.	No Change
15.3.4	LRG 2.9.1	In urban areas, provide pedestrian scale lighting, with frangible bases, between the curb and sidewalk.	Urban Areas: Pedestrian scale lighting, with frangible bases, should be located between the curb and sidewalk.	Modified
15.3.5	CDC E3.3.4	Lighting levels and lighting design for the right-of-way should meet Crime Prevention Through Environmental Design standards.	Require that pedestrian environments be lighted for safety.	Modified more specific
15.3.6	LRG 2.9.3	To consolidate the number of fixtures placed within the right-of-way, consider placing a tall pole with varying luminary heights and other streetscape elements, such as street banners, on a single pole.	To consolidate the number of fixtures placed within the right-of-way, consider placing a tall pole with varying luminary heights and other streetscape elements, such as street banners, on a single pole.	No Change
15.4	NEW	Make communities more livable by making the roadway environment more pedestrian friendly for all users including those with disabilities.		Consultant Rec.

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New GOP	Old GOP	New Language	Old Language	Comment
15.4.1	LRG 2.10.2	Provide pedestrian signal push calls designed and constructed to be accessible to persons with disabilities.	All pedestrian signal push calls shall be designed and constructed to be accessible to persons with disabilities, signals with audible warnings and countdowns are preferred.	Modified
15.4.2	LRG 2.11.8	Provide textural and color contrasts on surfaces of walkways to warn pedestrians of abrupt grade changes, potentially dangerous exits and vehicular areas.	Tactile Warning Strips: Textural and color contrasts should be used on surfaces of walkways to warn pedestrians of abrupt grade changes, potentially dangerous exits and vehicular areas. A 3 foot strip (minimum) of tactile warnings should be placed at all curb ramps to identify the crosswalk locations.	Modified less specific
15.5	NEW	Encourage the maintenance and creation of trails that connect and enhance the communities in which they are placed.		Consultant Rec.
15.5.1	LRG 2.4.2	Connect or accommodate future connections to planned and/or existing trails within new development.	New development should connect or accommodate a future connection to planned and existing trails.	Modified
15.5.2	LRG 2.4.3	Do not locate trails directly adjacent to roadways, except in urban situations where no other feasible alternative exists.	Trails should not be located directly adjacent to roadways, except in urban situations where no other feasible alternative exists. The minimum required horizontal separation from the roadway is 5 feet, however greater distances are preferred.	Modified - less specific
15.5.3	LRG 2.4.4	Minimize the number of at-grade crossings with roadways or driveways along trails. Where crossings occur, or signalized intersections denote with high visibility crosswalks.	The number of at-grade crossings with roadways or driveways should be minimized as much as possible along trails. Where crossings occur, denote with high visibility crosswalks.	Modified
15.5.4	NEW A-7.6	Trails should connect to a variety of uses including existing and proposed civic, residential, commercial and recreational use.	Wherever feasibly and functionally possible, required open spaces and useable recreation and civic spaces for individual projects should be integrated into a greenway system, particularly when contiguous parcels have already been identified or reserved for such purposes, such as but not limited to a wildlife corridor, bicycling, hiking, inline skating, and horseback riding.	Ear Rec.
15.6	CDC E.1	Provide for the needs of bicyclists in the design of designated roadway improvements and of new roadways.	Provide for pedestrians and bicyclists in the design of designated roadway improvements and of new roadways.	Modified
15.6.1	CDC E1.1.3	Implement the "Hillsborough County Comprehensive Bicycle Plan," adopted by the Hillsborough County Metropolitan Planning Organization in November 2004.	Adopt and implement "Integrating Bicycle Travel into Our Transportation System: The Hillsborough County Bicycle Plan", (January 4, 1994), currently in draft form, following its upcoming adoption by the Metropolitan Planning Organization.	Updated reference
15.6.2	CDC E1.1.4	Design bicycle facilities for designated roadways to include the following considerations...	Design bicycle facilities for designated roadways to include the following considerations:• Bike paths, lanes and shoulders planned for designated roadways, in coordination with adjacent uses and appropriate to different roadway types• Facilities which meet standards set by Florida Department of Transportation, American Association of State Highway Transportation Officials, and local regulating agencies• Facilities which are well marked and signed, and which are designed for ease of maintenance	No Change
15.6.3	CDC E1.1.9	Encourage private development to provide pedestrian and bicycle facilities on site.	Encourage private development to provide pedestrian and bicycle facilities on site.	No Change
15.6.4	CDC E1.1.7	Include bicycle-sensitive traffic control signals, appropriately identified with road marking and signs, in all intersection improvement projects and new construction.	Include bicycle-sensitive traffic control signals, appropriately identified with road marking and signs, in all intersection improvement projects and new construction.	No Change

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15.6.5	CDC E1.8	Provide bike lockers or storage racks at major destinations and transit connections, close to main entrances of buildings in highly visible, or in high trafficked, easy to access location. Bicycle parking provided in a covered location is preferred.	Provide bike lockers or storage racks at major destinations and transit connections.	Modified - more specific
15.6.6	LRG 2.12.5	Paved shoulders for use by bicyclists should be included along roadways without designated bike lanes.	Paved shoulders for use by bicyclists should be included along roadways without designated bike lanes. Paved shoulders between 3 and 5 feet are useful.	Modified - less specific
15.6.7	LRG 2.12.4	Travel lane width reductions should be considered in order to provide expanded paved shoulders, wide outside lanes or bike lanes.	Travel lane width reductions should be considered in order to provide expanded paved shoulders, wide outside lanes or bike lanes.	No Change
15.6.8	LRG 2.13.4	Where bike lanes are not currently part of the road, install during road maintenance, resurfacing, or restriping where feasible.	Where bike lanes are not currently part of the road, install during road maintenance, resurfacing, or restriping.	No Change
15-6.9	NEW			Where bike lanes are adjacent to transit stops signage should be added to make bicyclists aware of transit stop locations to ensure safety among pedestrian, bicyclists and busses. (per HART comment)
15.7	CDC E1.2	Ensure that roadway improvements and new roadways are designed to accommodate mass transit.	Ensure that roadway improvements and new roadways are designed to accommodate mass transit.	No Change
15.7.1		Design designated new roadways and roadway improvements with transit lanes, pull-off areas, and/or bus stops where appropriate.		
15.7.3	CDC E1.2.4	Provide standards and incentives for transit facilities, such as a reduction in the amount of parking required for development, where appropriate in private developments.	Provide standards and incentives for transit facilities where appropriate in private developments.	More specific
15.7.4	LRG 2.17.2	Far side stops (stops located immediately past an intersection) are the preferred standard for bus stop location. Near side (stops located immediately before an intersection in the direction of bus travel) and mid-block locations should be used where specific conditions make them preferable.	Far side stops (stops located immediately past an intersection) are the preferred standard for bus stop location. Near side (stops located immediately before an intersection in the direction of bus travel) and mid-block locations should only be used by exception where specific conditions make them necessary.	Modified
15.8	NEW	Ensure those transit stops are designed taking into account user comfort and safety.		Consultant Rec.
15.8.1	NEW	Placement of benches at bus stops should not impede the use of sidewalks or trails.		Consultant Rec.
15.8.2	CDC E1.2.3	Support potential transit ridership through appropriately located land use designations of activity centers.	Support potential transit ridership through appropriately located land use designations of activity centers.	No Change
15.8.3	LRG 2.19.5	Where feasible, well-lit access ways to transit stops and shelters are preferred. Lighting level and uniformity shall be in accordance with applicable local standards and the Illuminating Engineering Society of North America recommendations.	Well-lit access ways to transit stops and shelters are preferred. Lighting level and uniformity shall be in accordance with applicable local standards and the Illuminating Engineering Society of North America recommendations	Modified
15.8.4	LRG 2.21.1 and 2.21.3	The provision of landscaping near the transit stop in the form of shade or ornamental/palm trees is encouraged to maximize passenger comfort. However, all landscaping should be located so as not to obstruct the shelter canopy (if present) or bus stop visibility.	The provision of landscaping near the transit stop in the form of shade or ornamental/palm trees is encouraged to maximize passenger comfort. All landscaping should be located so as not to obstruct the shelter canopy (if present) or bus stop visibility.	Consolidated

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15.9	NEW	Ensure that proper planning efforts coincide with roadway improvements and the creation of new roadways.		Consultant Rec.
15.9.1	NEW	Require that roadway planning reflect the long-term implications of the future allowable land uses and future utility easements affecting the surroundings through roadway corridor planning efforts.		Consultant Rec.
15.1	LRG 2.22.1	Provide design elements that contribute to a safe driving experience.	Provide design elements that contribute to a safe driving experience. Maintain asphalt and roadway striping. Maintain visibility, especially at intersections, by providing lighting, well maintained signals and signage, and appropriately spaced and maintained landscape.	Modified
15.10.1	LRG 2.22.1	Maintain asphalt and roadway striping. Maintain visibility, especially at intersections, by providing lighting, well maintained signals and signage, and appropriately spaced and maintained landscape.	Provide design elements that contribute to a safe driving experience. Maintain asphalt and roadway striping. Maintain visibility, especially at intersections, by providing lighting, well maintained signals and signage, and appropriately spaced and maintained landscape.	Modified
15.10.2	LRG 2.22.5	Utilize innovative design techniques to improve the safety and function of roadways including roundabouts and traffic circles in both residential and commercial areas.	Utilize innovative design techniques to improve the safety and function of roadways including roundabouts and traffic circles in both residential and commercial areas.	No Change
15.10.3	LRG 2.22.2	Provide visual cues to drivers that alert them to the presence of pedestrians and bicyclists.	Provide visual cues to drivers that alert them to the presence of pedestrians and bicyclists.	No Change
15.10.4	LRG 2.24.4	Roadside plantings, such as trees lining both sides of roadways provide a traffic calming effect and are encouraged.	Roadside plantings, such as trees lining both sides of roadways provide a traffic calming effect and are encouraged.	No Change
15.10.5	LRG 2.24.1	Roads should be designed with traffic calming features emphasizing horizontal deflection rather than retrofitted with traffic calming devices that rely on vertical deflection, such as speed humps.	Roads should be designed with traffic calming features emphasizing horizontal deflection rather than retrofitted with punitive devices that rely on vertical deflection to calm traffic.	Modified
15.11	CDC E1.6.3	Preserve natural and historic features in the process of improving existing roadways or building new facilities, and in the process of developing adjacent properties.	Preserve natural and historic features in the process of improving existing roadways or building new facilities, and in the process of developing adjacent properties.	No Change
15.11.1	CDC E1.6.1	Recognize the scenic corridors, as illustrated on the Future Land Use Map by 2010 update the map and associated Land Development Code Statistics series, with input from the Board of County Commissioners, citizen groups, and pertinent agencies. Criteria for selecting specific corridors for further consideration should include the following...	Designate scenic corridors, as illustrated on the Future Land Use Map, with input from the Board of County Commissioners, citizen groups, and pertinent agencies. Criteria for selecting specific corridors for further consideration should include the following: <ul style="list-style-type: none"> • Protect and enhance corridors which are predominantly residential • Protect roadways with significant tree cover • Protect roadways with significant environmental sensitivity • Preserve roadways with predominantly rural character • Lessen the impact of roadway construction on existing communities • Unify and connect different communities 	Implementation date added
15.11.2	CDC E1.6.4	Preserve existing stands of trees, and provide new tree planting associated with any roadway expansion or new construction.	Preserve existing stands of trees, and provide new tree planting associated with any roadway expansion or new construction.	No Change

Planning Commission Public Hearing 1/22/07

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New GOP	Old GOP	New Language	Old Language	Comment
15.12	CDC E1.4	Encourage clear and efficient patterns of movement for access and circulation by designing roadway improvements and new roadways with patterns of access which enhance the livability of the transportation system.	Design roadway improvements and new roadways with patterns of access which enhance the livability of the whole system.	Modified - more specific
15.12.1	CDC E1.4.1	Provide access across property lines which will allow the users of commercial, office, and civic institutions, as well as mixed-use projects to travel between uses without returning to the roadway. This pattern shall utilize the following...	Implement standards for access management on County roadways, including considerations to: • Limit the placement of median openings, • Limit the spacing of roadway connections for private property, • Encourage internal and between-property access, • Undertake land use planning based on nodal development concepts	Consolidated
15.12.2	LRG 3.3.1	Placement of walls or other permanent barriers that preclude the movement of people and cars between properties should be avoided. Provide access points as needed to allow for pedestrian passage.	Walls or other permanent barriers that preclude the movement of people and cars between properties and the street are prohibited along Main Streets. In other areas, placement of walls and other permanent barriers in these areas should also be avoided. Access points should be provided as needed to allow for pedestrian passage where barriers currently exist.	Modified
15.12.3	LRG 2.1.7	Provide continuous and direct connections between sidewalks and building entrances.	Provide continuous and direct connections between sidewalks and building entrances.	No Change
15.12.4	CDC E3.2.2	Allow a parking bonus for properties that share both cross access and a common entrance drive.	Allow a parking bonus for properties that share both cross access and a common entrance drive.	No Change
15.12.5	LRG 3.4.8	Access to parking areas should be provided primarily from side streets.	Access to parking areas should be provided primarily from side streets	No Change
15.12.6	LRG 3.4.7	Mid-block and rear alleys should be utilized where feasible for access to parking, utilities, service and unloading areas in order to minimize the number of required curb cuts along primary access routes.	Mid-block and rear alleys should be utilized where feasible for access to parking, utilities, service and unloading areas in order to minimize the number of required curb cuts along primary access routes.	No Change
16	NEW	Provide aesthetically-pleasing landscape treatment along roadways and in the right-of-way. Support its creation and maintenance within adjacent developments.		
16.1	CDC E1.3	Ensure that all publicly owned land and right-of-way is attractively and appropriately landscaped.	Ensure that all roadway improvements and new roadways are appropriately landscaped.	No Change
16.1.1	CDC E16.1.1	Design roadway landscaping to include the following considerations:...	Design roadway landscaping to include the following considerations: • Planting which follows guidelines for vehicular safety • Landscaping in both the right-of-way and the medians • Planting which is self-sustaining, with low cost, low maintenance plant materials, flowering where possible • Preservation of existing vegetation where feasible • Landscape which is planned to emphasize the different character of each roadway and the adjacent uses	No Change- • Planting that follows safety guidelines for planting trees under or vegetation around powerlines. (New bullet per TECO)
16.1.2	CDC E3.4	Provide for a unified and well designed landscape treatment.	Provide for a unified and well designed landscape treatment.	No change
16.1.3	CDC E1.3.4	Where narrow rights-of-way limit opportunities for landscaping, planting easements should be considered through agreements with adjacent property owners.	Where narrow rights-of-way limit opportunities for landscaping, planting easements should be considered through agreements with adjacent property owners.	No Change
16.1.4	CDC E1.3.5	Provide development incentives to encourage private development to provide enhanced landscaping and retention facilities as amenities..	Provide development incentives to encourage private development to provide enhanced landscaping.	No change

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New GOP	Old GOP	New Language	Old Language	Comment
16.1.5	LRG 2.26.3	Plantings in the right-of-way shall be self-sustaining, and shall include low cost plant materials that require minimal maintenance.	Plantings shall be self-sustaining, and shall include low cost plant materials that require minimal maintenance.	No change
16.1.6	CDC E1.3.7	Encourage the provision of landscaping by requiring upright "type F" curb for collector and arterial roadways in urban and suburban plan categories.	Encourage the provision of landscaping by requiring upright "type F" curb (allowing landscaping) for collector and arterial roadways in urban and suburban plan categories.	No change
16.1.7	CDC E3.4.1	Provide regularly spaced shade trees along the roads and adjacent to sidewalks.	Provide regularly spaced shade trees along the roads and adjacent to sidewalks.	No change
16.1.8	LRG 2.26.4	Where new development encroaches on existing stands of trees adjacent to the roadway, retain a viable strip of the existing vegetation at the front property line.	Where narrow rights-of-way exist, opportunities for planting easements should be considered through agreements with adjacent property owners.	Modified
16.1.9	CDC E3.4.3	Where retention areas must be fenced, paint the fencing dark green or black, and provide landscaping.	Design retention areas as landscaped site amenities. Where retention areas must be fenced, paint the fencing dark green or black and provide landscaping.	Modified
16.1.10	?	Individuals, groups, or organizations should be permitted to plant within the road right-of-way,	they must agree to also maintain or pay to maintain the planting area.	Consultant Rec.
17	CDC E3.5	Develop commercial areas in a manner which enhances the County's character and ambiance.	Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.	Modified
17.1	NEW	Facilitate patterns of site development that appear purposeful and organized.		Consultant Rec.
17.1.2	CDC E3.5.1 and CDC E3.5.3	Coordinate building patterns that cross property lines. This should include the following considerations:...	Coordinate site planning between properties. (CDC E3.5.3) Coordinate building patterns that cross property lines. This should include the following considerations: • Facades that are aligned • Similar landscape • Continuous sidewalks and landscape along the building fronts, • Compatible scale, materials, signage, and details.	Consolidated
17.1.3	LRG 3.8.6	To maximize street frontages of buildings, buildings should be orientated so the long side fronts the street corridor.	To maximize street frontages of buildings, buildings should be orientated so the long side fronts the street corridor.	No change
17.1.4	CDC E.3.5	Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.	Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.	No Change
17.1.5	LRG 3.8.6	Orient building entrances and roadways toward transit stops, if present.	Orient building entrances and roadways toward transit stops, if present.	No Change
17.1.6	CDC E3.2.7	Amend the regulations requiring loading docks for all commercial facilities, making the requirement optional, appropriate to the specific conditions of the development proposal.	Amend the regulations requiring loading docks for all commercial facilities, making the requirement optional, appropriate to the specific conditions of the development proposal.	No Change
17.1.7	NEW	Reserve linear corridors for trails in new developments, particularly where such corridors would connect to an existing or planned county multi-use paved trail or destinations such as parks, school and shopping in the vicinity of the development.		Consultant Rec.
17.2	NEW	Promote the use of setbacks that encourage multi-modal travel.		Consultant Rec.
17.2.1	LRG 3.2.1	Provide a sense of vertical enclosure with relatively similar building heights, building recesses, and/or street trees.	A sense of vertical enclosure shall be provided by relatively similar building heights, building recesses, and/or street trees along Main Streets.	Modified
17.2.2	NEW	In urban areas, buildings should be located close or adjacent to the sidewalk.		Consultant Rec.
17.2.3	LRG 3.6.4	Provide shaded sidewalks across the front property line and along the front edge of the buildings.	Ensure that pedestrian facilities interconnect with existing or future sidewalks on adjacent properties and on the public rights-of-way.	Consultant Rec.

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New GOP	Old GOP	New Language	Old Language	Comment
17.2.4	LRG 3.6.3	Connect areas internal to development as well as with adjacent land uses using continuous sidewalks. Ensure that sidewalks interconnect with existing or future sidewalks on adjacent properties and on the public right-of-way.	Ensure that pedestrian facilities interconnect with existing or future sidewalks on adjacent properties and on the public rights-of-way.	Modified
17.2.5	LRG 3.19.2	Design building patterns that create common public spaces and unified street edges, encourage the development of new plazas, seating areas, and displays that draw pedestrians toward buildings.	Design building patterns that create common public spaces and unified street edges, encourage the development of new plazas, seating areas, and displays that draw pedestrians toward buildings.	No Change
18	NEW	Promote parking design that reduces the presence of vehicles on-site.		Consultant Rec.
18.1	CDC E18.1	Provide desirable parking lot configurations.	Provide desirable parking lot configurations.	No Change
18.1.1	LRG 3.12.2	Promote the design of parking structures designed to resemble adjacent buildings.	Parking structures shall be designed to resemble adjacent buildings.	Modified
18.1.2	CDC E3.2.3	Provide a parking credit for the preservation of trees within the parking area.	Provide a parking credit for the preservation of trees within the parking area.	No Change
18.1.3	CDC E3.2.4	Allow up to 25% of required parking area to be in a permeable surface - grass-crete, turf block, plastic egg crate, gravel, or grass.	Allow up to 25% of required parking area to be in a permeable surface - grass-crete, turf block, plastic egg crate, gravel, or grass.	No Change
18.1.4	CDC E3.2.6	Encourage parking at sides and at rear of buildings, where the reverse frontage building layout is used.	Allow parking at sides and at rear of buildings, where the reverse frontage building layout is used.	Modified
18.1.5	NEW	Allow off-site parking where appropriate in urban settings.		Consultant Rec.
18.1.6	CDC E3.3.3	Design the layout of parking bays within parking lots to facilitate safe and convenient walking to building entrances.	Design the layout of parking bays within parking lots to facilitate safe and convenient walking to building entrances.	No Change
18.1.7	CDC E3.2.5 and CDC E3.4.4	Separate and screen parking areas from the sidewalk by a 3' tall visually opaque planted strip, allowing breaks for pedestrian passage.	Screen parking areas from the sidewalk, using low walls or landscape buffers. (CDC E3.4.4) Separate parking areas from the sidewalk by a 3' tall visually opaque planted strip, allowing breaks for pedestrian passage.	Modified
18.1.8	CDC E3.4.5	Amend standards for landscape in parking lots to allow for innovative solutions.	Amend standards for landscape in parking lots to allow for innovative solutions.	No Change
18.1.9	LRG 2.16.4	Allow a reduction in the number of required parking spaces for a development if transit facilities are placed on site or for a development where a parking garage is placed on site.	Standards and incentives for transit facilities upgrades, such as a reduction in the amount of parking required for development, should be made available to private developers.	Modified
18.1.10	LRG 3.12.3	Parking structures within designated urban area or activity centers should include ground floor retail or office use.	Main Streets: Ground floor retail shall be provided in parking structures.	Modified
19	LRG 3.11.6	Encourage design of façades that capture street-level attention.	Buildings should include at the street level elements that attract pedestrian attention, such as large display windows and signage.	Modified
19.1	NEW	Provide for context-sensitive design of building façades.		Consultant Rec.
19.1.1	CDC E3.5.4	Design fronts of commercial buildings with a minimum of 50% transparent facades and clearly marked entrances.	Design fronts of commercial buildings with transparent facades, and clearly marked entrances related to a walkable environment.	Modified more specific
19.1.2	LRG 3.11.3	Buildings with facades greater than 100 feet in length should be broken down in scale by means of the articulation of well-proportioned and separate volumes. Strategic elements include the variation of architectural treatment and elements such as colors, materials, heights, setbacks.	Buildings with facades greater than 100 feet in length should be broken down in scale by means of the articulation of well-proportioned and separate volumes. Strategic elements include the variation of architectural treatment and elements such as colors, materials, heights, setbacks.	No Change
19.1.3	LRG 3.11.4	Provide exterior building lighting.	Exterior building lighting should be provided.	Modified

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19.1.4	CDC E3.5.4	In urban areas, buildings should include at the street level elements that attract pedestrian attention, such as large display windows and signage.	Buildings should include at the street level elements that attract pedestrian attention, such as large display windows and signage.	Modified
19.1.5	CDC E3.5.5	Provide building guidelines for commercial development which reflect the climate and history of the County.	Provide building guidelines for commercial development which reflect the climate and history of the County.	No Change
19.1.6	CDC E3.5.6	Allow architectural conditions to be applied during the site plan review process.	Allow architectural conditions to be applied during rezoning or the site plan review process.	No Change
20	NEW	Provide for the implementation of Livable Communities Considerations.		Consultant Rec.
20.1	NEW	Integrate comprehensive plan and other Hillsborough County policies relating to livable roadways into the planning and design process for transportation infrastructure through a process of interagency coordination.		Consultant Rec.
20.1.1	CDC E1.3.1	Implement "Livable Roadways Guidelines," adopted by the Hillsborough County Metropolitan Planning Organization in August 2006.	Continue to implement "Guidelines for Landscaping Hillsborough County Roadways", published by the Hillsborough County Livable Roadways Task Force in September 1992.	Updated reference
20.1.2	CDC E1.1	Implement Hillsborough County Comprehensive Pedestrian Plan, adopted by the Metropolitan Planning Organization in November 2004 and endorsed by the Board of County Commissioners.	Implement "Creating a Walkable Environment: Hillsborough County Comprehensive Pedestrian Plan", adopted by the Metropolitan Planning Organization in December 1992 and endorsed by the Board of County Commissioners.	Updated reference
20.1.3	CDC E1.6.10 and CDC E1.6.11	Continue to implement the North Dale Mabry Corridor Plan, adopted by the Board of County Commissioners on December 12, 1989. Within the North Dale Mabry Corridor Plan, office uses may be considered pursuant to the locational criteria. Commercial uses should be located within designated activity centers. A process to reevaluate and update the corridor plan should be undertaken by the community and Hillsborough County by 2008 and each ten years thereafter.	(E1.6.10) Continue to implement the North Dale Mabry Corridor Plan, adopted by the Board of County Commissioners on December 12, 1989.(E1.6.11) Within the North Dale Mabry Corridor Plan, office uses may be considered pursuant to the locational criteria.	Updated reference
20.1.4	CDC E4.1.4	Continue to utilize Livable Roadway guidelines in the review of capital improvement projects and private development proposals. Ensure that publicly and funded transportation projects in Hillsborough County are consistent with the comprehensive plan and the Livable Roadways Guidelines in that they result in a complete transportation network for pedestrians, transit users and bicyclists.	Continue to utilize Livable Roadway principles in the review of capital improvement projects and private development proposals.	No Change
20.1.5	CDC E4.1.3	Continue to support the function of the Hillsborough County Livable Roadways Committee.	Continue to support the function of the Hillsborough County Livable Roadway Task Force.	Modified
20.1.6	CDC E4.1.8	Educate and enlist implementing staffs of the several jurisdictions and agencies to understand and apply livable roadway principles.	Educate and enlist implementing staffs of the several jurisdictions and agencies to understand and apply livable roadway principles.	No Change
20.1.7	CDC E4.1.9	Establish a design review procedure to insure that livable roadway components are included in planning for all roadway improvements and new construction.	Establish a design review procedure to insure that livable roadway components are included in planning for all roadway improvements and new construction.	No Change
20.1.8	NEW	Establish an annual review procedure to assess and report on the consistency of Long Range Transportation Plan and the Transportation Improvement Program with the Comprehensive Plan pursuant to FS 339.175.		Pursuant to FS 339.175.

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New GOP	Old GOP	New Language	Old Language	Comment
20.1.9	NEW	Implement recommendations of community plans when constructing roadway projects.		Staff Rec.
20.2	NEW	Continue to support programs that encourage public participation in the roadway planning and design process.		Staff Rec.
20.2.1	NEW	Provide coordinated programs and standards affecting livable roadway provisions, facilitating cooperation among the several responsible jurisdictions and agencies, as well as public/private partnership opportunities.		Consultant Rec.
20.2.2	CDC E4.1.5	Continue to provide support to community and civic groups which undertake voluntary roadway landscape programs in their local communities through education and assistance in addressing requirements.	Continue to provide support to community and civic groups which undertake voluntary roadway landscape programs in their local communities through education and assistance in addressing requirements.	No Change
20.2.3	NEW	Continue to develop and implement community based programs in order to encourage additional public participation in the roadway planning and design process.		Staff Rec.
20.2.4	CDC E1.5.1	Adopt new procedures to integrate community input into roadway planning through citizen involvement in the process prior to route selection and the design of the roadway by 2012.	Adopt new procedures to integrate community input into roadway planning through citizen involvement in the process prior to route selection and the design of the roadway.	Modified - implementation date added
20.2.5	CDC E1.5.3	Where conditions warrant, undertake adjacent neighborhood planning concurrently with roadway planning.	Where conditions warrant, undertake adjacent neighborhood planning concurrently with roadway planning	No Change
20.2.6	CDC E1.6.2	Undertake planning for scenic corridors together with community or neighborhood planning where appropriate.	Undertake planning for scenic corridors together with community or neighborhood planning where appropriate.	No Change
20.3	NEW	Encourage development of roadways that better accommodate multi-modes of travel within the right-of-way.		Consultant Rec.
20.3.1		Revise existing standards as necessary for public roads to include landscaping, sidewalks, and crosswalks as part of the typical roadway by 2012.	Revise existing standards for public roads to include sidewalks, crosswalks, and bicycle lanes as part of the typical roadway. Where appropriate, consider the use of curbs to separate cars from pedestrians.	Modified with date
20.3.2	CDC E1.3.3	Plan and budget for the construction and maintenance of pedestrian facilities for designated roadways simultaneously with roadway planning.	Undertake planning and budgeting for landscape installation and for ongoing maintenance simultaneously with roadway planning	Modified - rewording
20.3.3	CDC E4.1.2	Consider the application of all components of livable roadways toward the computation of impact fees.	Consider the application of all components of livable roadways toward the computation of impact fees.	No Change
20.3.4	LRG 2.16.1	Design designated new roadways and roadway improvements with transit lanes, pull-off areas, and/or bus stops where appropriate. (Institute a program to provide transit facilities on existing designated roadways by undertaking agency coordination on transportation projects and policies.)	Transit pull-off areas and transit stops shall be provided where appropriate.	Modified - more specific
20.3.5	CDC E1.1.6	Revise existing standards for public roads as necessary to include bicycle lanes as part of the typical roadway.	Revise existing standards for public roads to include sidewalks, crosswalks, and bicycle lanes as part of the typical roadway. Where appropriate, consider the use of curbs to separate cars from pedestrians.	Modified

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20.3.6	LRG 2.13.4	Where bike lanes are not currently part of the road, install during road maintenance, resurfacing, or restriping where feasible.	Where bike lanes are not currently part of the road, install during road maintenance, resurfacing, or restriping.	No Change
20.3.7	CDC E1.1.5	Plan and budget for the construction and maintenance of bicycle facilities for designated roadways simultaneously with roadway planning.	Plan and budget for the construction and maintenance of pedestrian and bicycle facilities for designated roadways simultaneously with roadway planning.	Modified
20.3.8	LRG 2.5.8	Coordinate trail planning among neighboring jurisdictions to match and link elements when a trail crosses jurisdictional boundaries in order to enhance trail connectivity.	Neighboring jurisdictions should coordinate trail planning to match and link elements when a trail crosses neighborhood or other similar jurisdictional boundaries to enhance trail connectivity.	No Change
20.4	NEW	Develop regulations to improve the appearance of roadway corridors.		
20.4.1	CDC E1.6.7	Provide overlay district regulations for new development in designated corridors, to implement Livable Roadways Guidelines.	Provide guidelines for new development in designated corridors, to deal with such design features as access management, parking and building placement, and landscape.	Modified
20.4.2	CDC E1.6.6	Provide design features to emphasize the gateway character of designated roadways at the entrances to the County and to local communities.	Provide design standards to emphasize the gateway character of designated roadways at the entrances to the County and to local communities.	Modified
20.4.3	CDC E1.6.5	Create special sign districts where appropriate, to reflect characteristics such as neighborhood identity, historic or environmental features, or rural character.	Create special sign districts where appropriate, to reflect characteristics such as neighborhood identity, historic or environmental features, or rural character.	No Change
20.4.4	CDC E4.1.7	Establish funding sources for roadway enhancements, including but not limited to:...	Establish funding sources for roadway enhancements, including but not limited to:• 1% of construction costs as a minimum for landscape programs• Beatification grants from state and national sources	No Change
20.4.5	NEW	Create standards for gateways in the community and banners and awnings for "main streets" by 2008.		Updated reference
20.4.6	CPSA RI.72 and AB.84	Develop visually pleasing sign standards that prohibit pole signs and require monument signs. Also, discourage any additional billboard signs.	Develop visually pleasing sign standards that prohibit pole signs and require monument signs. It also is the desire of the community to limit or keep out any additional billboard signs.	No Change
20.4.7	CDC E1.6.9	Use the data and information already gathered for specific corridors to provide information that can assist elected officials to understand the characteristics of these corridors, relative to considerations for land use and rezonings.	Use the data and information already gathered for specific corridors to provide information which can assist elected officials to understand the characteristics of these corridors, relative to considerations for land use and rezonings.	No Change
20.5	NEW	Facilitate the development of regulatory programs meant to promote higher quality redevelopment standards.		EAR DDS issue
20.5.1	CDC E4.2.2	Facilitate the process of building Livable Communities by providing a separate track through the regulatory process and by having knowledgeable personnel to administer the process by 2011.	Facilitate the process of building good neighborhoods by providing a separate track through the regulatory process and by having knowledgeable personnel to administer the process.	Implementation date added
20.5.2	CDC E4.2.3	Develop a program to train agencies and regulators in the principles of neighborhood design, and encourage all involved to take a proactive role in promoting and utilizing the principles by 2010.	Develop a program to train agencies and regulators in the principles of neighborhood design, and encourage all involved to take a proactive role in promoting and utilizing the principles.	Implementation date added
20.5.3	CDC E4.2.4	Develop a program to inform the development community of the Livable Communities option, by making information available and widely disseminated.	Develop a program to inform the development community of the good neighborhoods option, by making information available and widely disseminated.	No Change

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20.5.4	CDC E4.2.5	Promote the establishment of a neighborhood review process to review rezonings and development proposals.	Promote the establishment of a neighborhood review process to review rezonings and development proposals.	No Change
20.5.5	CDC E2.4.4	In residential areas, by 2009, the County will revise setback requirements to allow porch easements in subdivision design, and to allow living areas of house to be closer to the street than garage areas.	Revise setback requirements to allow porch easements in subdivision design, and to allow living areas of house to be closer to the street than garage areas.	Implementation date added
20.6	NEW	Make it easier to incorporate parks, open space, and recreational elements within communities.		Consultant Rec.
20.6.1	NEW	Define strategies for increasing the amount of parks in neighborhoods should be investigated by 2010. • Consideration should be given to altering impact fee zones to smaller geographic regions to more accurately provide neighborhoods parks on an equitable level across the County.		Staff Rec.
20.6.2	NEW	The availability of parks in smaller geographic areas should be reviewed to further determine what specific areas are lacking in these facilities and what types of recreation programs and facilities are needed in that community. • As residential developments are approved, track where and how much park land is provided by developers in order to gain a better understanding of the actual provision of park facilities in future assessments.		EAR PFCD Rec.
20.6.3	NEW	The scale and type of incorporated activities within parks should be appropriate and should meet the needs of the community residents in which facilities are placed.		EAR PFCD Rec.
20.6.4	NEW A 7.8	By 2009, the County will develop incentives for developments to provide greater recreation and open spaces than required by this section. Incentives may include reevaluation of the parks qualifying for impact fee credits and density and intensity bonuses for greater open space and recreation areas.	By 2009, the County will develop incentives for developments to provide greater recreation and open spaces than required by this section. Incentives may include reevaluation of the parks qualifying for impact fee credits and density and intensity bonuses for greater open space and recreation areas.	Ear Rec.
20.6.5	NEW	Master planning efforts should be increased to determine specifically what and how new connections would be possible to existing trails and greenways.		EAR PFCD Rec.
20.7	NEW	Promote a general pattern of development that follows the goals, objective, and policies outlined within this element.		Staff Rec.
20.7.1	CDC E4.3.2	Amend the Land Development Code to implement this element.	Amend the Land Development Code to allow for these considerations.	Modified
20.7.2	CDC E4.4.1	Incorporate CPTED techniques and principles in new development by 2007.	Local CPTED experts shall be invited to work with county staff to determine how CPTED can be implemented in the Hillsborough County Land Development Regulations. CPTED techniques and guidelines should be incorporated into the Land Development Regulations by 2006.	Modified
20.7.3	CDC E5	Guide development in the county into a pattern which supports compact development within the urban service area and opens opportunities for traditional community development.	Guide development in the county into a pattern which supports compact development within the urban service area and opens opportunities for traditional community development.	No Change

Planning Commission Public Hearing 1/22/07

CDC=Community Design Component in FLUE

HCCP=Hillsborough Community Cultural Plan (by Arts Council)

CPSA=Community Plan and Special Areas (RI=Riverview BMS=Brandon Main Street NW=Northwest LU=Lutz KO=Keystone-Odessa SS=SouthShore)

LRG=Livable Roadways Guidelines

PFCD=EAR People Friendly Community Design

DDS=EAR Development Design Standards

Shaded rows indicated revised text. Revision were made based on agency comments, staff updates and workshop discussions. These revisions were made following the workshops held with the Planning Commission.

New GOP	Old GOP	New Language	Old Language	Comment
20.7.4	CDC E5-2	Plan a network of future public improvements which will provide a basic pattern for future development within the urban service area.	Plan a network of future public improvements which will provide a basic pattern for future development within the urban service area.	No Change
20.7.5	NEW	Update plan policies and land development code provisions to ensure that they accurately reflect the community's desires for a higher quality of design and greater compatibility among land uses by 2010.		EAR Dev. Design Standard rec.
20.7.6	CDC E2.1.1	Establish a mechanism for determining neighborhood design which is compatible with its surroundings, with urban standards for new development in urbanizing areas, rural standards for development in rural areas, and enhanced suburban standards for suburban areas.	Establish a mechanism for determining neighborhood design which is compatible with its surroundings, with urban standards for new development in urbanizing areas, rural standards for development in rural areas, and enhanced suburban standards for suburban areas.	No Change
20.7.7	NEW	Implement the <i>Hillsborough Community Cultural Plan</i> adopted by the Arts Council Steering Committee and Task Force Chairs in September 2006 and approved by the Board of County Commissioners (2006).		Staff Rec.
20.7.8	NEW	Hillsborough County shall work with the Arts Council to create a master plan to integrate cultural uses into the design of neighborhoods, community centers, recreation facilities, libraries, and schools to serve community and neighborhood needs by 2010.		Staff Rec.
20.8	NEW	Assess existing Hillsborough County policies, codes and technical manuals for consistency with livable roadways principles.		Staff Rec.
20.8.1	NEW	Audit the Land Development Code to identify inconsistencies with the Livable Roadways Guidelines and initiate changes as necessary to ensure they are compatible		Staff Rec.