



COMMUNITY MEETING #6 INFORMATION

Date: Tuesday, October 18, 2022 @ 6:00 pm
Format: Hybrid (In-Person and GoToWebinar)

LIST OF ATTENDEES

Planning Commission Staff

- 1. David Hey
- 2. Melissa Lienhard
- 3. Andrea Papandrew

S&ME, Inc. Staff

- 4. Nick Hill
- 5. Patricia Tyjeski

Virtual Attendees

- 6. Barbara Aderhold
- 7. Cathey Conte

- 8. Catherine Coyle
- 9. Jake Cremer
- 10. Amber Dickerson
- 11. Todd Josko
- 12. Hilary Kasarjian
- 13. Julie Lewis
- 14. Noelle Licor
- 15. Allara Mills-Gutcher
- 16. Joe Moreda
- 17. Erik Peterson
- 18. Jaime Saeger
- 19. Tim Schneider

- 20. Madison Spangler
- 21. Stephen Sposato
- 22. Yvonne Stoker
- 23. Nicole Sutton
- 24. Susan Swift
- 25. Anthony Vallone
- 26. Elizabeth White

In-Person Attendees

- 27. Jill Brunori
- 28. Kami Corbett
- 29. Ron Weaver

PRESENTATION SUMMARY

The sixth Community Meeting for the Unincorporated Hillsborough County Commercial-Locational Criteria (CLC) Study was held in-person in the Plan Hillsborough Room at the County Center (601 E Kennedy Blvd, 18th Floor, Tampa, FL, 33602) and virtually via GoToWebinar on Tuesday, October 18, 2022, from 6:00 pm to 7:30 pm. There were three participants in the room and 18 online, not including S&ME or Planning Commission Staff.

The meeting formally began with Melissa Lienhard thanking meeting participants for their attendance, providing a brief overview of the project’s intent and timeline, and introducing the project consultant, S&ME. Pat Tyjeski, S&ME Project Manager, then took attendees through a presentation (the slides of which are included within the *Meeting Presentation* section of this summary) which addressed the following topics:



Purpose of the Meeting & Project Background

Pat stated that the purpose of Community Meeting #6 was to summarize the input received at Community Meeting #5, review the changes proposed in the latest draft of the CLC, answer any questions about the project, and obtain additional feedback on the proposed amendment.

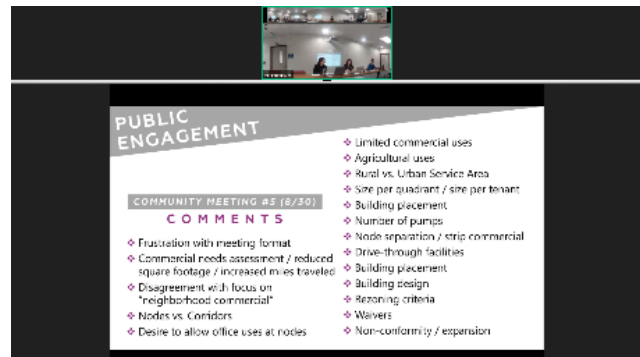
The scope of the CLC amendment process is to revise outdated language, limit the frequency of waiver requests, better reflect the evolving nature of commercial retail within the County, and ensure a tapering of intensity between nodes and corridors to prevent the inadvertent proliferation of suburban sprawl. To help contextualize and inform this effort, the Project Team performed a thorough document review which looked at best practices implemented around the nation regarding locational criteria for commercial development. Additionally, this project has involved an extensive public engagement process which has included community meetings, interviews, hearings, and project websites. The primary themes which have emerged from the document review and public engagement process were the following items:

- Address transportation and access issues
- Provide accommodations for pedestrians, cyclists, and transit users
- Support the creation/retention of town centers with commercial development
- Defer to the contents of individual Community Plans, where appropriate

Feedback Received during Community Meeting #5

Pat then provided a brief recap of the public input received during the prior Community Meeting, which was held both in-person and online on Tuesday, August 30th, 2022, from 6-8 PM. Some of the feedback received from attendees during the prior Community Meeting included:

- Ensure future Community Meetings were more of a conversation than a formal presentation
- Consider performing a commercial needs assessment to determine commercial acreage needs and how the proposed amendment may affect local vehicles miles traveled
- Move away from the proposed emphasis on just neighborhood commercial development
- Permit commercial development along a wider array of commercial corridors and nodes
- Allow for greater flexibility in the provision of office uses within the CLC
- Incorporate greater use flexibility in Neighborhood Commercial (Limited)
- Clarify the regulation of agricultural uses under the provisions of the CLC
- Consider different CLC standards for commercial development within and outside the Urban Service Area
- Re-examine the permitted size of commercial development per quadrant and tenant
- Clarify the vocabulary and standards surrounding gas station pumps
- Refine the definition for 'strip commercial' development
- Permit drive-through facilities within Neighborhood Commercial (Limited)
- Relax the proposed building placement and design criteria
- Further refine or remove the rezoning criteria
- Expand waiver opportunities
- Clarify how non-conforming structures and expansions are to be treated within the CLC



Proposed Changes

Pat then took attendees through each of the major revisions proposed in the latest draft amendment to the CLC. These revisions are broken down into topic areas below.

LAND USES

- Land uses are expanded to allow for all those permitted in the Commercial Neighborhood (CN) zoning district (including auto-oriented uses) on sites located along Suburban Commercial-classified roadways, regardless of their future land use category
- Office uses are permitted in all nodes (and outside nodes if located between commercial and residential uses)
- Agricultural Uses are exempt from CLC requirements (per FLUE Policy 30.5)
- Clarified that pumps include 2 fueling spaces per pump

SIZE RESTRICTIONS

- Total square footage per quadrant restrictions are no longer applicable if the site is located within the Urban Service Area (however, FAR limitations will still apply), except for Industrial (30,000 sq. ft.) and Rural (20,000 sq. ft.) land use categories
 - Note: this will also require an amendment to the FLU Tables in the FLUE Appendix
- Tenant size restrictions no longer apply to sites located along Suburban Commercial-classified roadways

LOCATION

FDOT and the County Context Classification Maps that are to be used for CLC purposes are easily accessible to the public by using the Hillsborough County Planning Information Map App (PIMA).

NODAL SEPARATION

Clarified that new nodes shall be measured from the closest developed or entitled site within another node and will be measured along a common vehicular path.

WAIVER OPPORTUNITIES

Added a waiver option to the CLC’s proposed tenant size limitation (up to 15% increase).

SITE & BUILDING DESIGN

Eliminated dimensional standards and simplified the overall site and building design section, but will still require certain standards for sites not located along Suburban Commercial-classified roadways

This section of the presentation concluded by showing a strike-through and underlined version of the *CLC Requirements Table* proposed to be included within Objective 22.

FLU	Commercial Zoning (Uses)	Roads (Minimum classification)	Distance (±75% rule)	Node Separation (Pat. 22.3)	Building Placement & Design (Pat. 22.4)	Floor Area Ratio	Max. GFA per Quadrant	Max. GFA per Tenant
U, LUP, M, RCP	CN limited per Policy 22.4(a), (c), (d)	Control Classified Road/Major Local	600'	Yes	Yes	0.75	30,000'	NA
AM, A, AR, AC, RES-1	CN limited per Policy 22.4(a) + commercial ag uses (see Policy 30.5)	Control Classified Road/Major Local	600'	Yes	No	0.25	30,000	NA
RES-2	CN limited per Policy 22.4(a) + commercial ag uses (see Policy 30.5)	Control Classified Road/Major Local	600'	Yes	Yes	0.25	30,000 per 1/4 of lot (see Section 4.2.1)	20,000 (50,000 grossy stores)
RES-4, RES-8, RES-16	CN limited per Policy 22.4(a)	Control Classified Road/Major Local	1,000'	Yes	Yes	RES-4 and 8: 0.25 RES-16: 0.35	110,000 per 1/4 of lot (see Section 4.2.1)	20,000 (50,000 grossy stores)
NMU-4	CN, CG	Control Classified Road/Major Local	1,000'	Yes	Yes	NMU-4: 0.25 NMU-4S: 0.35	110,000 per 1/4 of lot	NA
RES-12, RES-18, RES-20, RES-30	CN limited per Policy 22.4(a)	Control Classified Road/Major Local	1,000'	Yes	Yes	0.35	110,000 per 1/4 of lot	NA
SMU-4	CN, CG, CL, M	Control Classified Road/Major Local	1,000'	Yes	No	0.25	110,000 per 1/4 of lot	NA
OC-20'	CN, CG, CL	NA	NA	No	No	0.35 (0.75 non-1000)	300,000 per 1/4 of lot	NA
DMU-12'	CN, CG, CL, M	NA	NA	No	No	0.5 FAR	300,000 per 1/4 of lot	NA
UMU-30'	CN, CG, CL, M	NA	NA	No	No	1.0	Per FAR	NA
ICMU-30'	CN, CG, CL, M	NA	NA	No	No	2.0	Per FAR	NA
RMU-30'	CN, CG, CL, M	NA	NA	No	No	2.0	Per FAR	NA

* Also subject to Commercial-Localities Criteria
 a) (1) Not applicable in the CI and M zoning districts
 (2) Policy 4.2.4.4 - building placement, and maximum tenant size provisions do not apply to sites located along Suburban Commercial roadways
 (3) Unless further restricted elsewhere in the Comprehensive Plan.
 (4) Not subject to Commercial-Localities Criteria

Next Steps & Contact Us

Pat concluded the presentation by reminding meeting attendees about the next steps in the amendment process, which include individual briefings for the Planning Commission (PC) and Board of County Commissioners (BOCC) for members who request it, a PC hearing on December 12th, and a BOCC transmittal hearing in January 2023. Pat then thanked the attendees for their participation in the meeting and opened the floor to further questions and comments.

PUBLIC INPUT SUMMARY

Throughout the presentation, attendees provided their questions and comments about the proposed amendments to the Project Team. These comments, along with any discussions which followed, have been provided below and have been summarized, reordered, and reworded for improved clarity and readability. Questions and comments provided by members of the public are provided in **bold**, while responses from S&ME and Planning Commission Staff are presented in normal font.

Thank you for providing greater flexibility in the provision of office uses within the CLC. However, I am worried that the proposed language is still limiting office uses too much. Is it true that you can only have office uses when they are used as a buffer between commercial and residential development or when a property is undevelopable for single-family homes?

That is incorrect. The latest draft of the proposed amendment allows for office uses to be located anywhere within the node subject to same size, location, and design limitations for commercial uses noted in Table 1 in the revised Policy 22.2. Additionally, we brought back the provision that allows office uses outside the node as long as they are between commercial and residential uses.

Am I correct in thinking these proposed changes won't result in the reduction of any existing entitlements for properties which are currently zoned for commercial development?

That is correct.

The latest draft provides a waiver opportunity which increases the tenant cap size by 15%. Is a higher percentage being considered?

Not at this time.

Is the tenant size waiver available to commercial developments that are located within and outside the Urban Service Area?

That is correct.

I am not sure that I like the tenant size waiver cap potentially allowing bigger developments near neighborhoods, particularly to sites outside the Urban Service Area.

Thank you for your input. Please note that these waiver requests are not guaranteed for approval and will be reviewed on a case-by-case basis.

Although I appreciate permitting greater flexibility for commercial development along Suburban Commercial-classified roadways, I feel that this same flexibility should be afforded to commercial development along Suburban Residential-classified roadways as well.

These roadways are found within communities which are primarily residential in nature, and thus, should be limited in the type and scale of commercial permitted in these areas.

But many Suburban Residential-classified roadways have commercial today.

That is correct; however, we should not allow the further proliferation of commercial uses along these residential corridors.

I would like the County to permit drive-through establishments by right within Neighborhood Commercial (Limited).

Due to the automobile-oriented nature of these uses and the potential impacts they may have on nearby homes, drive-through facilities are not appropriate within Neighborhood Commercial (Limited).

But doesn't the County encourage a mix of residential and commercial uses?

The County supports a mix of compatible mix of residential and commercial uses. Drive-through facilities and residential development are not considered compatible development types due to their intensive nature which typically includes noise, visual impacts, and increased traffic circulation.

I am worried that the strictness of the proposed waiver provisions may limit the flexibility currently afforded by Planned Development Zoning for commercial development.

The waiver process is intended to allow for some flexibility in the commercial development process when the use is subject to the provisions of the CLC. If possessing Planned Development Zoning allows the developer to potentially waive all the provisions of the CLC, then there would no purpose to adopting the CLC in the first place.

Am I correct in understanding that the latest draft of the proposed amendment prohibits drive aisles and parking from being located between the building and street?

That is correct, but only commercial developments not located along Suburban Commercial-classified roadways are subject to those standards.

How does requiring buildings to be placed closer to street promote walkability?

There are multiple ways in which placing buildings closer to the street can enhance the walkability of the community. Pulling buildings closer to the road causes drivers to slow down as there is likely activity happening within close proximity to the road. Additionally, it helps to reduce the number of potential conflict points for pedestrians and cyclists, as they won't have to cross parking lots or drive-aisles to access the commercial uses.

Thank you for striving to make the community more walkable with this proposed amendment to the Comprehensive Plan. Although it may not be appropriate for rural areas of the County, I feel it is very appropriate for Hillsborough County's suburban communities.

You are welcome.

Where does the latest definition of 'strip commercial' come from?

The latest definition is pulled directly from Florida Statutes but has been amended slightly for improved clarity.

Is it the intent of the County to limit the provision of multi-family residential development within this draft? Limiting this type of development to vertical mixed-use buildings may limit the provision of these units throughout the County.

Thank you for your input. We will re-examine this provision in light of this comment.

Doesn't requiring a minimum separation between commercial nodes encourage driving?

Nodal separation is intended to prevent areas of the County where the distance between intersections is minimal from fusing together and essentially creating strip commercial corridors.

MEETING PRESENTATION



AGENDA

- Purpose of Meeting 1
- Background 2
- Public Engagement/CM#5 3
- Changes since Draft #5 4
- Next Steps 5
- Questions/Discussion 6

PURPOSE

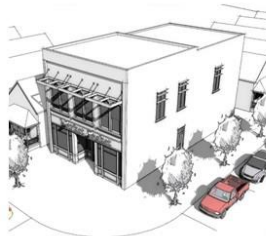
- ❖ Summarize public input received
- ❖ Review recent changes
- ❖ Answer pending questions
- ❖ Obtain additional input



BACKGROUND

SCOPE

- ❖ Revise outdated language
- ❖ Limit the frequency of waiver requests
- ❖ Reflect current retail environment
- ❖ Ensure tapering of intensity between nodes and corridors



DOCUMENT REVIEW/PUBLIC INPUT

- ❖ Address transportation and access issues
- ❖ Accommodate for pedestrian, cyclists, and transit users
- ❖ Support the creation/retention of town centers with commercial development
- ❖ Defer to contents of Individual Community Plans, where appropriate



PUBLIC ENGAGEMENT



COMMUNITY MEETING #5 (8/30)

COMMENTS

- ❖ Frustration with meeting format
- ❖ Commercial needs assessment / reduced square footage / increased miles traveled
- ❖ Disagreement with focus on "neighborhood commercial"
- ❖ Nodes vs. Corridors
- ❖ Desire to allow office uses at nodes
- ❖ Limited commercial uses
- ❖ Agricultural uses
- ❖ Rural vs. Urban Service Area
- ❖ Size per quadrant / size per tenant
- ❖ Building placement
- ❖ Number of pumps
- ❖ Node separation / strip commercial
- ❖ Drive-through facilities
- ❖ Building placement
- ❖ Building design
- ❖ Rezoning criteria
- ❖ Waivers
- ❖ Non-conformity / expansion

PROPOSED CHANGES

MAJOR REVISIONS SINCE DRAFT #5



Land Uses

- ❖ Uses expanded to allow *ALL* those permitted in the Commercial Neighborhood (CN) zoning district (including auto-oriented uses) on sites along **Suburban Commercial** roadways, regardless of their future land use category
- ❖ Allowing office uses in all nodes (and outside nodes if located between commercial and residential uses)
- ❖ Clarified that Agricultural Uses are exempt from CLC requirements (per FLUE Policy 30.5)
- ❖ Clarified that pumps include 2 fueling spaces per pump

PROPOSED CHANGES

MAJOR REVISIONS SINCE DRAFT #5



Site and Building Design

- ❖ Eliminated dimensional standards
- ❖ Simplified section, but still requiring certain features for sites **not** located along Suburban Commercial roadways

PROPOSED CHANGES

MAJOR REVISIONS SINCE DRAFT #5

Node Separation

- ❖ Clarified that new nodes are measured from closest developed or entitled site within another node
- ❖ Measured following along a common vehicular path



Waivers

Added a waiver option to the tenant size limitation (up to 15% increase)



Table 1. Commercial-Locational Criteria Requirements

	FLU	Commercial Zoning (Uses) [1]	Roads (minimum classification)	Distance (+75% rule)	Node Separation (Pol. 22.3)	Building Placement & Design (Pol. 22.4) [2]	Floor Area Ratio	Max. GFA per Quadrant	Max. GFA per Tenant [3]
NEIGHBORHOOD	LI, LI-P, HI, RCP	CN (limited per Policy 22.4.a.) [1], CI, M	Context Classified Road/Major Local	900' [4]	Yes [1]	Yes [1]	0.75	30,000 [1]	NA
	AM, A, AR, AE, RES-1	CN (limited per Policy 22.4.a.) [1] + commercial ag uses (per Policy 30.5)	Context Classified Road/Major Local	660'	Yes	No	0.25	20,000	NA
	RP-2, RES-2	CN (limited per Policy 22.4.a.) [1] + commercial ag uses (per Policy 30.5)	Context Classified Road/Major Local	900'	Yes	Yes	0.25	50,000 per FAR in the Urban Service Area [2]	20,000 (50,000 grocery stores)
	RES-4, RES-6, RES-9	CN (limited per Policy 22.4.a.) [1]	Context Classified Road/Major Local	1,000'	Yes	Yes	RES-4 and 6: 0.25 RES-9: 0.35	110,000 per FAR in the Urban Service Area [2]	20,000 (50,000 grocery stores)
	NMU-4, NMU-6	CN, CG	Context Classified Road/Major Local	1,000'	Yes	Yes	NMU-4: 0.25 NMU-6: 0.35	475,000 Per FAR [2]	NA
	RES-12, RES-16, RES-20, RES-35	CN (limited per Policy 22.4.a.) [1]	Context Classified Road/Major Local	1,000'	Yes	Yes	0.35	475,000 Per FAR [2]	NA
COMMUNITY	SMU-6	CN, CG, CI, M	Context Classified Road/Major Local	1,000'	Yes	No	0.25	475,000 Per FAR [2]	NA
	OC-20 [4]	CN, CG, CI	NA	NA	No	No	0.35 (0.75 non-retail)	350,000 Per FAR [2]	NA
	CMU-12 [4]	CN, CG, CI, M	NA	NA	No	No	0.5 FAR	650,000 Per FAR [2]	NA
REGIONAL	UMU-20 [4]	CN, CG, CI, M	NA	NA	No	No	1.0	Per FAR [2]	NA
	ICMU-35 [4]	CN, CG, CI, M			No	No	2.0		
	RMU-35 [4]	CN, CG, CI, M			No	No	2.0		

[1] Not subject to Commercial-Locational Criteria

[2] [1] Not applicable in the CI and M zoning districts

[2] Policy 22.4.a.i, building placement, and maximum tenant size provisions do not apply to sites located along Suburban Commercial roadways

[3] Unless further restricted elsewhere in the Comprehensive Plan.

[4] Not subject to Commercial-Locational Criteria

NEXT STEPS

November/December 2022

Individual PC/BOCC Briefings (if requested)

December 12, 2022

PC Hearing

January 2023

BOCC Transmittal Hearing

DRAFT AVAILABLE FOR REVIEW:

<https://planhillborough.org/commercial-locational-criteria-study>

CONTACT US

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Public Input Website

Tinyurl.com/HillsboroughCLC

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County Project Website

[https://planhillsborough.org/
commercial-locational-criteria-study](https://planhillsborough.org/commercial-locational-criteria-study)

THANK YOU!

