

**HILLSBOROUGH COUNTY COMMERCIAL LOCATIONAL CRITERIA**

**CITIZEN COMMENTS PROVIDED DURING COMMUNITY MEETING #6 (10/18/2022)**

COMMENT	RESPONSE
1. 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 (Ron Weaver)?	That is incorrect. The latest draft 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.
2. 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 (Ron Weaver)?	That is correct.
3. The latest draft provides a waiver opportunity which increases the tenant cap size by 15%. Is a higher percentage being considered (Ron Weaver)?	Not at this time.
4. Is the tenant size waiver available to commercial developments that are located within and outside the Urban Service Area (Kami Corbett)?	That is correct.
5. I am not sure that I like the tenant size waiver potentially allowing bigger developments near neighborhoods, particularly to sites outside the Urban Service Area (Barbara Aderhold).	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.
6. 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 (Kami Corbett).	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.
7. But many Suburban Residential-classified roadways have commercial today (Kami Corbett).	That is correct; however, we should not allow the further proliferation of commercial uses along these residential corridors.
8. I would like the County to permit drive-through establishments by right within [Limited] Neighborhood Commercial (Kami Corbett).	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).
9. But doesn't the County encourage a mix of residential and commercial uses (Kami Corbett)?	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 the former's intensive nature which typically includes noise, visual impacts, and increased traffic circulation.
10. I am worried that the strictness of the proposed waiver provisions may limit the flexibility currently afforded by Planned Development Zoning for commercial development (Joe Moreda).	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 the waiver section allowed waivers to any/all proposed requirements, the integrity of the objective would likely be compromised.

COMMENT	RESPONSE
11. 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 (Ron Weaver)?	That is correct, but only commercial developments not located along Suburban Commercial-classified roadways are subject to those standards.
12. How does requiring buildings to be placed closer to street promote walkability (Kami Corbett)?	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.
13. 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 (Yvonne Stoker).	Thank you for your input
14. Where does the latest definition of 'strip commercial' come from (Ron Weaver)?	The latest definition is pulled directly from Florida Statutes but has been amended slightly for improved clarity.
15. Is it the intent of the County to limit the provision of multi-family residential development within this draft (Ron Weaver)? Limiting this type of development to vertical mixed-use buildings may limit the provision of these units throughout the County (Kami Corbett).	Thank you for your input. We will re-examine this provision in light of this comment.
16. Doesn't requiring a minimum separation between commercial nodes encourage driving (Joe Moreda)?	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.

**CITIZEN COMMENTS PRIOR TO DRAFT #6 AND COMMUNITY MEETING #6**

COMMENT	RESPONSE
<b>GENERAL</b>	
1. Did not like the format of community meeting #5. Would rather have a conversation with staff and the consultant to understand the changes to the CLC.	The purpose of the meeting was to collect citizen comments to create a comprehensive matrix which will explain how each comment was addressed or why it wasn't addressed.
2. Regular citizen doesn't understand the language (Kami Corbett)	Staff has been available to meet with individuals who desire to go through the language together. We have had five Community Meetings that were open to the public and advertised via social media, newspapers, and constant contact emails.
3. Consider a different format for the next meeting. Need a dialog.	Noted.
4. We are moving forward with this study even though we know we will be opening up the Future Land Use Element soon. I don't think anyone has a good idea about how much commercial is needed and where. Usually, a market study accompanies this and then we try and figure out how to accommodate those needs. We don't have the big picture (Jake Cremer).	<p>We wanted to give this study the time it deserves before moving forward with the Future Land Use Element update. Our concern was these policies would be lost within the overall 700 policy update.</p> <p>Since the CLC is not an entitlement and is only decided on a site-by-site basis, it is not feasible to quantify the amount of commercial square footage it will allow.</p> <p>The proposed changes to the CLC will not have a major impact on square footages. Some sizes are being reduced, but most are being increased (see Appendix C attached to this matrix). Planning Commission staff is wrapping up an internal evaluation of existing qualifying intersections versus proposed qualifying intersections. The preliminary findings are there are more qualifying intersections with the proposed criteria. Details will be presented at the upcoming Public Hearings.</p>
5. I think it is unusual that this large swath of the County has residential future land categories. I spoke with Ray Chiamonte, and he stated the CLC was created to control where commercial goes as opposed to a bigger picture look of where we have residential planning categories. Seems more transparent to the residents in terms of what is allowed versus not allowed. Current policies are clunky tool, and it has historically been applied to all commercial uses. Seems like we are trying to improve upon something that wasn't the right solution to begin with. From a planning perspective, does it make sense the residential categories along Bloomingdale Avenue? What will be allowed in between on these major thoroughfares? (Kami Corbett).	It is not unusual to have future development areas shown as rural or residential on Future Land Use Maps (FLUM). As development intensifies, developers request FLUM amendments to mixed-use or commercial. The jurisdictions do not typically assign commercial designations unless requested by the property owners.
6. Challenge of the supermajority (5 votes) needed for a plan amendment (Kami Corbett).	Understood, this was adopted as part of the Private Property Rights Element. We recognize that this is a change since the Private Property Rights Element was adopted but, this is a separate process from this Commercial-Locational Criteria Study.

COMMENT	RESPONSE
7. Some of this group’s concerns could be addressed by reviewing the FLUM as a whole and redesignating as commercial now. From an industry perspective, it feels less useful and more constrained (Jake Cremer).	Based on this feedback, we have an internal team working on a tool that will be incorporated into a public viewer tool (PIMA), that will have the ability to show each individual future land use category countywide.
8. What is the real-world practical effect of changing the long-range transportation map?) and how many intersections are we removing/adding? (Kami Corbett).	We are working on developing a map and intersection count that shows the total net difference in the number of intersections allowed utilizing the new context classification map. Please note, intersection flyovers, major local road and future roadways (planned but, not built) were not included in this analysis. The analysis also does not include intersection counts in future land use categories in which the CLC does not apply.
9. In regards to South County, I just did a rezoning in Residential-4 to certain intersections that should not have required a plan amendment. Would be interested to see the intersection map. This is the biggest vested rights issue since 1990. We aren’t sure what some of this means for existing development, non-conformity or something burns down. It is my understanding that this process was a study to evaluate the changing needs of the commercial industry relative to location. Seems like you are pushing people to drive further based on these rules (Michael Brooks).	We are not proposing to remove any existing entitlements. Please refer to existing policy guidance under Policy 9.3. Always able to rebuild under conformance with existing zoning. Policy 9.3 excerpt: “With the exception of principal residences or uses or structures destroyed by an act of God, the expansion of non-conforming uses and rebuilding of non-conforming uses, shall not occur more than once. The expansion or rebuilding shall not result in an increase of the intensity of use which exceeds fifty (50) percent of the existing intensity or the maximum building square footage within the plan category, except in conformance with policy 21.4.”
10. We also encourage that these policies be considered at the same time as the Future Land Use update so that stakeholders are better able to analyze the context of these changes (NAIOP).	Noted.
11. I feel that these proposed changes eliminate significant rights that property owners have in existing land use categories since the 80s. Existing commercial intersections will have limited rights, including the agricultural communities. I would also advocate for in-person meetings (Jake Cremer, August 8th).	We are not proposing to remove any existing entitlements.
12. I fear that the proposed changes to the CLC will result in a significant reduction in size and type of commercial uses and will force residents to drive further to access commercial uses. This is the exact opposite of what stakeholders have said. There is not enough in the presentations on how to implement at the rezoning stage. Please host multiple in-person workshops in the future to explain further these nuances. (Todd Josko, August 8th).	A few categories will see a decrease in square footage allowed, but most will see an increase. Utilizing the Context Classification map will allow for additional intersections as opposed to the current adopted 2040 LRTP Map. Staff is working on finalizing a map and intersection count. This is the link to the County Context Classification Map and the FDOT Map will be uploaded to the Plan Hillsborough website shortly. In the meantime, if anyone has any questions on the FDOT roadway classifications, please contact staff for assistance. County Context Classification Map: <a href="https://planhillsborough.maps.arcgis.com/apps/webappviewer/index.html?id=add2248cc7e5457baf62d22533e77cc9">https://planhillsborough.maps.arcgis.com/apps/webappviewer/index.html?id=add2248cc7e5457baf62d22533e77cc9</a>

COMMENT	RESPONSE
<b>CLC INTENT</b>	
13. What studies has the Planning Commission undertaken to understand how much commercial is needed across the county? Would that be helpful information for drafting these policies? (Jake Cremer)	We have projections on how much employment is needed Countywide for 2045 and most likely can get an existing Countywide number. We would need a real estate market analysis area by area (i.e., Brandon). That analysis is useful but has a shorter timeline than the Comprehensive plan (5 -10 years) and we are looking out 20 years. We can look into a Countywide unincorporated existing and future projections for the OC-20 and mixed-use categories that allow the full range of uses and don't need to meet CLC. We are also providing an alternative category choice, NMU-6. Our public viewer tool, PIMA, is available to show each individual future land use category countywide.
14. Don't agree with intent of CLC to address neighborhood commercial. It should apply to all commercial. What is a crystal lagoon? (Kami Corbett)	Not changing the intent; the adopted language states that the CLC is for neighborhood serving non-residential uses. A crystal lagoon is a non-residential use. DSD makes the determination on whether uses are commercial, recreational, etc. The Comprehensive Plan will not have language that details every specific use. PC staff works with DSD on unique uses to determine what categories each use would be allowed in.
15. Objective 22, item c (prevent proliferation of strip commercial development) is unclear to laymen – how does that happen (Nathan Hagen)	Concentrating commercial development in nodes prevents the proliferation of commercial uses along transportation corridors.
16. If the intent of the CLC is to concentrate commercial at nodes, what uses are allowed between nodes? Residential might not be adequate. (Kami Corbett)	The current FLU categories along those corridors will determine the uses. If they are currently classified as residential, then residential uses. If they have a mixed-use designation, then a mix of uses. Commercial activity should generally be concentrated at nodes, and a lower intensity mix of uses is intended for the corridors. Residential support uses are also permitted between the nodes (day cares, schools, community residential homes, churches, etc.). This has not changed from the current adopted policy language.
17. Do not agree with taking out general retail uses and focusing on neighborhood commercial and personal services only. Some retailers will not succeed unless they have a critical mass of stores. Convenience uses should only comprise one tenth of the node, personal services another tenth, and the rest should be other retail uses. (Ron Weaver)	See Appendix C which shows a comparison of uses between CN and CG. Not all general retail uses are prohibited. We are only restricting 5 types of uses (drive-throughs, gas pumps, service stations, minor or major vehicle repair, and car washes) out of 81 commercial and office uses allowed in CN.
18. The intent refers to strip commercial. The proposed definition for strip commercial encompasses all retail as they all have front parking, multiple driveways, and depend on automobile traffic. Consider a more reasonable definition for strip development (Ron Weaver)	<i>See Appendix D for various definitions consulted. Most refer to common characteristics. Will consider using the following definition (based on Florida Statutes) instead: Development pattern characterized by low density, automobile-oriented development with either a single use or multiple uses that are not functionally related, featuring multiple driveways, requiring the</i>

COMMENT	RESPONSE
	extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses.
19. Definition of NC. Rezoning to CG and CI are not allowed in residential FLU categories. Put back in the NC definition all stricken commercial general. For last 40 years, this definition was not intended to have the effect it has had. 5-10 surgeries needed in CG (e.g., certain drive-throughs), we needed to go back to the critical mass and not been the consultant contemplation for the daily needs and commercial (drive-through, others) (Ron Weaver)	Adopted language: “The locational criteria for <i>neighborhood serving non-residential uses</i> in specified land uses categories will . . . establish a maximum square footage for each proposed neighborhood serving commercial intersection node to ensure that the scale of <i>neighborhood serving commercial development defined as convenience, neighborhood, and general types of commercial uses</i> , is generally consistent with surrounding residential character; and . . . “ See Appendix C table comparing the uses allowed through CLC, CN, and CG. Based on this and similar feedback from other meetings and outreach, office will continue to be allowed at qualifying intersections.
20. The consultant presentations have been focused primarily on neighborhood commercial serving uses such as retail and personal professional services, but the CLC Policies apply to nearly all non-residential uses in the effected Plan Categories, including professional offices, medical facilities and outdoor recreational facilities. (NAIOP)	The consultant presentations have focused on neighborhood serving commercial uses to illustrate the largest potential policy changes. However, table 1, as part of Policy 22.2, includes the criteria for all commercial uses based on future land use category.
<b>FUTURE LAND USE CATEGORIES (22.1)</b>	
21. Perhaps the CLC shouldn’t apply outside the Urban Area. (Catherine Hartley)	It serves a purpose, even in the rural area, – to allow commercial nodes to serve nearby residents. It is scaled down so that the nodes would not be urban in nature and spaced out a minimum of 2 miles. There are policies specific to rural serving, agricultural commercial (30.5) that allow for agricultural exceptions.
<b>CLC REQUIREMENTS TABLE (22.2)</b>	
22. Table 1 needs to show what to do about office. Or maybe in a different chart. (Ron Weaver)	Office is allowed in CN and the limited CN. Based on this and similar feedback from other meetings and outreach, office will continue to be allowed at qualifying intersections and will continue to be allowed as part of our infill policies.
23. Table 1 or another chart need to show what the changes are and the impetus for each. Having a hard time understanding changes. (Todd Josko)	All drafts have had a redlined version showing the changes. See attached table (Appendix B) showing changes to square footages/number of lanes.
<b>LOCATION (22.3.a)</b>	
24. Has the context classification map been made available? That would be helpful to understand the applicability (Catherine Hartley)	Yes, it is available online at the link below. The FDOT Map will be added to the Plan Hillsborough website shortly. In the meantime, if anyone has any questions on the FDOT roadway classifications, please contact staff for assistance. County Context Classification Map: <a href="https://planhillsborough.maps.arcgis.com/apps/webappviewer/index.html?id=add2248cc7e5457baf62d22533e77cc9">https://planhillsborough.maps.arcgis.com/apps/webappviewer/index.html?id=add2248cc7e5457baf62d22533e77cc9</a>

COMMENT	RESPONSE
25. How current is the map and do the conditions of the road reflect committed funding? How often is the map changed to reflect funding conditions? (Ron Weaver)	The Context Classification Map is not related to funding. It is a predictable framework to improve streets consistent with the Future Land Use category and the various community plans for the Unincorporated Areas of Hillsborough County.
26. I thought (whoops) T intersections were preferred for commercial uses, but 22.2 is punishing them (below). I would think the top of the T should get 2, or double, quadrants? In addition, or maybe alternatively, would the team entertain a “blending” of entitlements at an intersection? For example, in the below diagram, say there’s 150k sq ft available in each quadrant; Walgreens and CVS take the SW and SE pieces at 30k each, and Fresh Market take the remainder at 90k? (50 + 20 + 20)? (Billy Molloy)	Allows them to be considered within 1,000 feet across the top of the T intersection; restricted due to access limitations.
<b>MAX BUILDING SIZE PER QUADRANT (22.3.d)</b>	
27. What data do we have to understand if the maximum size per quadrant is enough for the county’s commercial needs? (Jake Cremer)	The total amount of potential for commercial development will go up with the proposed system. For example, the adopted language restricts commercial in the Urban Scale FLU categories (RES-12 to 35) to 5,000, 120,000, 150,000 and 175,000 depending on the size of the road and distance from the intersection. Previous drafts allowed 175,000 regardless of the road width or distance. Now proposing to eliminate maximum size per quadrant in the Urban Service Area and applying FAR instead, except for the lowest density categories and industrial.
28. Current land use plan allows 40K in rural area – supports reducing to 20K in the rural area. (Yvonne Stoker)	Noted.
29. 20,000 sq. ft. and 660-foot distance in the rural area are great (Barbara Aderhold)	
30. If 20,000 sq. ft. already exist at a node, you don’t get an additional 20,000? If already filled, no more permitted in any quadrant? Are you prevented by existing development from getting more? (Ron Weaver)	That is correct. The 20,000 sq. ft. restriction per quadrant, however, is just for the rural area and complements the existing land use pattern of large lot, very low density development.
31. Current CLC has certain square footages based on size of road – is there a comparison between current and new language? Fine with rural area, but hears people concerned with size in urban area (Barbara Aderhold)	Please see Appendix B at the end of this matrix.
32. Is there a minimum property size to meet CLC requirements for establishing a new commercial node? (Chanda Bennett)	There is no minimum.
33. I think the delta between usable area per quadrant in R1 and R2 is too great at 50k vs. 20k. Both Future Land Uses are generally clustered in Planned Development (PD) PD’s with very similar characteristics (Billy Molloy).	The current criteria would divide the Planned Development acreage based on the Future Land Use (FLU) category and the restrictions for each would apply to the specific acreage located in each FLUE category. The new criteria will follow the same process.

COMMENT	RESPONSE
<b>MAX BUILDING SIZE PER BUSINESS/TENANT (22.3.e)</b>	
34. Object to 22.3.e (maximum size per tenant) – where do the square footages come from? Where are the justifications (Ron Weaver)?	From typical retail establishment sizes, please see Appendix A at the end of this matrix. Please note tenant size restrictions do not apply along Suburban Commercial roads.
35. Some categories have lost the 175,000 sq. ft. allowed in a quadrant; we need more retail for the increase in population (Ron Weaver, August 8 <sup>th</sup> ).	Eliminated maximum square footage per quadrant and will use FAR instead for the Urban Service Area, except in the Rural Area and industrial where the maximums will still apply.
36. New TJ Maxx/Homesense stores are 28,000 sq. ft. and they have been putting them in neighborhoods. The PD process works well to control development. Publix stores are in the 50K to 62K size range. Maybe allow to exceed 50K in certain situations. 50K won't work anymore. (Ron Weaver)	Large retailers and large grocery stores are not considered neighborhood commercial uses. They fit the definition of CG.
37. If you have a grocery store of 30K sq. ft, can the remaining size be used for other tenants (Nicole Neugebauer)?	Yes, this could be used for an additional tenant of 20,000 sq. ft. Tenants using the same entrance and building (i.e., Starbucks inside Publix) are not counted as separate tenants/establishments. Tenant size restrictions do not apply along Suburban Commercial roads.
38. Sq. ft. limitations concern; many popular grocery store chains are building above the 50,000 sq. ft. limitation. This will further urban sprawl by forcing people to drive to commercial uses. (Nicole Neugebauer, August 8 <sup>th</sup> ).	Large grocery stores are community serving uses, not neighborhood.
39. Convenience is not grocery. Groceries is 50,000 sq. ft. in this draft and keeping it limited actually leaves grocery out when specifying convenience and personal services (Ron Weaver). 40. Legally the words limited to 1 per quadrant for grocery stores makes it a very good question. A grocery store that is 50,000 sq. ft. and those other 20,000 square foot uses all deserve consideration of being limited to 1 per quadrant instead of the grocery store or a 20,000 square foot restriction per quadrant (Ron Weaver).	There are multiple existing tools in the plan that already allow for additional density/intensity such as the infill residential bonus (Policy 23.5), the commercial infill bonus Policy 25.3), and the mixed-use bonus in Objective 19.
41. Why can't a development be more than 20,000 sq. ft.? What is the intent/goal? Not allowing certain automobile uses in certain areas and means people will have to travel farther to reach these uses. Making it a blanket rule instead of by context isn't the best way to address this (Kami Corbett).	While we understand the perspective, the standard Wawa model does not create something particularly pedestrian or neighborhood friendly. Additionally, based on the commentary on allowing gas stations, we added the potential for smaller-scale gas stations up to 4 fueling stations (8 cars fueling simultaneously). As far as people traveling further, being in a residential plan category doesn't automatically mean the higher intensity plan categories are far away. Certain corridors have a variety of FLUE categories to accommodate a wide variety of commercial development. The policy language is encouraging uses you can drive to but also provide multimodal considerations.



COMMENT	RESPONSE
42. R-1 needs grocery stores, too...I would advocate a 50k limit/exemption in that category as well, rural grocery stores often need to be larger (Billy Molloy).	Based on the feedback received from the rural community, smaller stores 20,000 sq. ft. or less are desired. The Keystone Odessa Community Plan has specific design guidelines and desires specific uses such as equestrian uses.
<b>MIMINUM SEPARATION (22.3.f)</b>	
43. How would you interpret the node separation in the rural area (Barbara Aderhold)?	The node separation is based on the roadway's context classification and a table depicting the exact requirements can be found in the current draft language, Policy 22.3. The separation will be measured from property line to property line, following along a common vehicular path
44. 2-mile rule – if there is entitled commercial already there, the next person 2 miles away cannot get it under this rule (Barbara Aderhold)? 45. 2-mile separation will be hard to enforce (Barbara Aderhold).	A two-mile separation will be applied to new commercial nodes in rural areas and measured from developed or entitled nodes, following along a common vehicular path. Waivers are allowed for node separation.
46. What concern is this policy (22.3.f) trying to address? I don't understand why minimum separations are needed (Jake Cremer).	If there is no separation, the nodes could end up blending together and resulting in corridors of commercial use (strip commercial).
47. This concept of having the nodes a certain distance away from each other is measured at zoning. If a node never gets built, no one can come in and build (Kami Corbett).	A waiver could address a node that is entitled but not built.
<b>LAND USES (22.4.a)</b>	
48. Not clear how uses that don't fit the neighborhood commercial definition will be treated, such as office buildings, crystal lagoons, skydiving facilities, all those that have been subject to CLC (Kami Corbett).	Based on this and similar feedback from other meetings and outreach, office is now allowed at qualifying intersections. See Appendix C for a comparison of uses between CG and CN. A crystal lagoon is a non-residential use. DSD makes the determination on whether uses are commercial, recreational, etc. The Comprehensive Plan will not have language that details every specific use. Planning Commission staff works with DSD on unique uses to determine what categories each use would be allowed in. The most intensive use shall go at the intersection node. Office allowed at an intersection node would not allow for more commercial intensive uses between the office and residential areas, per existing neighborhood protection policies in Objective 16.
49. Size and location have been addressed, but not understanding which uses will be allowed. How do you determine what types of commercial use are allowed in a node? For example, if the area is residential, what commercial uses are allowed? Is that further defined in these policies (Bill Van Emburg)?	Table 1 specifies in column 2 which uses would be allowed in residential categories. Some categories allow all uses listed in the CN and CG zoning districts (see LDC Section 2.02.02), others labeled CN limited allow all CN uses except for drive-through facilities, gas pumps with more than 4 pumps (8 fueling stations), service stations, minor or major vehicle repair, and car wash facilities.
50. I think impacts on groundwater quality and quantity need to be considered in the commercial permitted uses. For example, a dry-cleaning business has	Please refer to the wellhead protection ordinance and maps in the One Water Section of the Hillsborough County Comprehensive Plan. Those portions of the code already limit commercial uses.

COMMENT	RESPONSE
<p>potential for chemical spills that are very difficult to clean up. Specifically, outside the urban service area (Yvonne Stoker).</p>	
<p>51. Why did we go from 0 to 4 pumps allowed (Todd Josko)?</p>	<p>Larger gas stations wouldn't be compatible with the character of those "neighborhood" scale commercial nodes which are intended to be pedestrian-friendly in areas other than rural. While a previous draft didn't allow any gas stations under CN limited. Based on public input, staff added an allowance for smaller scale gas stations. It was the intent from the beginning to limit all auto-oriented uses. In order to avoid the typical mega-station, we looked around to see if other jurisdictions had in terms of size restrictions and found a few examples (some restricting to 8, others to 4; note that none of them allowed them in residential areas, these restrictions were for gas stations in convenience or neighborhood commercial districts). A fueling station can serve 2 cars at the same time – one on each side.</p>
<p>52. Some businesses only do drive-through lately. You can't just axe all drive throughs. Buffering, signage, queuing, single window, architectural design can address impacts of drive-through facilities. 3 or 4 things you can do to the drive through like Boca Raton has examples of drive-through regulations. Restricting drive-throughs may result in the creation or continuance of food deserts. Starbucks are almost impossible to find without a drive through (Ron Weaver).</p>	<p>Drive through facilities will still be allowed in mixed-use and commercial FLU categories.</p>
<p>53. Medical office uses subjected to FLUM amendment when they can currently do it with just a rezoning is cumbersome. Not necessary given that they still have to demonstrate compatibility. Artificially restricting size and sending them through a plan amendment process is not necessary (Kami Corbett). It takes 5 votes to change the FLUM (Ron Weaver).</p> <p>54. Still concerned with limitations on offices uses. There might be situations where locating office at an intersection makes sense (Kami Corbett).</p> <p>55. There are a dozen RES-9 sites, including the first 100 acres in the SE corner of Sun City Boulevard/I-75. 1<sup>st</sup> 400 acres are RES-9. You rarely find areas appropriate for office uses within the Unincorporated County like this (Ron Weaver).</p>	<p>Based on this and similar feedback from other meetings and outreach, office is allowed at qualifying intersections.</p>

COMMENT	RESPONSE
<b>BUILDING PLACEMENT (22.4.b)</b>	
<p>56. Parking in the rear is a problem. Sometimes it is safer to park in the front. Often, parking in the rear is idealistic for security purposes. There will be examples of projects that will die because of this requirement. At least some parking in the front is necessary (Ron Weaver).</p> <p>57. Parking between building and street being excluded and many retailers will not consider building with parking in the back (Ron Weaver, August 8<sup>th</sup>).</p> <p>58. What is the reason for not allowing front parking – delusional to say we are going to incentivize pedestrian traffic in suburban areas– what is the goal (Todd Josko)?</p>	<p>Building placement only applies in certain roadway classifications. Front-loaded parking can make the building more difficult and dangerous to access by pedestrians and cyclists alike. In regard to making suburban areas more pedestrian friendly, please refer to Mobility Section Goal 1, Goal 2, Objective 2.2., Goal 4, and Goal 5.</p> <p>Change may be slow, but it is possible to transform suburban areas into walkable environments.</p>
<p>59. Why does case study B allow parking and is that parking available for the box in the corner or something nearby? Large box in the corner with 3-4 uses scrunched together – urbanistic idea – not comfortable (Ron Weaver).</p>	<p>Case Study B was illustrative in nature. Per Table 1, there are no building placement requirements in the suburban and rural context classifications. Therefore, parking may be located in the front yard, if the site is on a roadway with one of those context classifications.</p>
<p>60. Have a gas station client that will not build with parking in the rear for safety reasons – company policy (Nicole Neugebauer).</p> <p>61. Building placement is a very difficult provision to work with (Ron Weaver).</p>	<p>Building placement does not apply in rural categories or along suburban and rural context classifications roadways.</p>
<b>SITE ACCESS AND CIRCULATION (22.4.c)</b>	
<p>62. The PC has held a position that commercial access cannot be from a local street. Would access be now required from local streets (Kami Corbett)?</p>	<p>Vehicular access to existing/established residential neighborhoods will not be required. However, new developments can be designed to provide access in a sensitive manner (e.g., Winthrop). Site access and circulation language ensures that pedestrian connections are provided.</p>
<b>COMPATIBILITY (22.4.d)</b>	
<p>63. Item 22.4.d, transitioning uses and/or buffering – the “and” may force people to build uses that they don’t need. Should be just “or” (Ron Weaver).</p>	<p>Restored original adopted policy language.</p>

COMMENT	RESPONSE
<b>BUILDING DESIGN (22.4.e)</b>	
<p>64. Where did building design come from? Why do facades have to have a distinct middle? What does high percentage of window transparency mean? Not quantified. Why is this important? It applies countywide – what looks good in one area may not look good somewhere else (Kami Corbett).</p> <p>65. What does high percentage mean? 51% or more? Too many windows (Ron Weaver)?</p> <p>66. Regarding item 22.4.e.iv (“Taller buildings must locate closer to the roadway and . . .”) - Buildings taller than what? Closer to the roadway than what (Catherine Hartley)?</p> <p>67. Subjective, don’t’ reflect user reality. Overlay districts in LDC have requirements. These standards may belong in the LDC, not the comp plan (Kami Corbett).</p>	<p>Some of the design requirements were inspired by existing LDC language. The language that is proposed is adopted as part of the Future Land Use Element design component policies on placing buildings close to the street, breaking up facades, pedestrian connectivity, etc. The building design requirements are intended to make buildings more pedestrian scale as opposed to big box stores.</p> <p>Based on the feedback we have simplified the design requirements. They cannot be so specific that they read like code language, but the Planning Commission needs guidance on how to review building design.</p>
<p>68. Evaluating what parts of the County are devoid of having any standards whatsoever, that don’t have design/overlay criteria (Kami Corbett).</p>	<p>The overlay districts and some specific zoning districts implement the various community plans and are managed by the Land Development Code.</p>
<p>69. Dollar General stores have certain siting and locational criteria. This user may struggle with these proposed design standards (e.g., preservation and theft control) (Michael Brooks).</p>	<p>Noted, the intent of the CN limited restriction is to keep buildings and uses at a neighborhood scale. Retail is allowed in residential plan categories subject to the various design standards.</p>
<b>SPECIAL DISTRICTS (22.4.f)</b>	
<p>70. Special districts not defined term – change to overlay districts (Kami Corbett).</p>	<p>The LDC groups all the overlays into a chapter called “Special Districts”.</p>
<b>CLC REZONING CRITERIA (22.5)</b>	
<p>71. Adverse impacts on environmentally sensitive areas – how is that quantified? Why need to be consistent with CIE (Kami Corbett)?</p>	<p>Agree that many of those items are already part of the rezoning criteria, so that list was removed. The language states that the Objective shall consider the Community Plans in the Livable Communities Element.</p>
<p>72. Is 22.4.c in conflict with EPC? PC staff recommendations pre-empting the EPC (Ron Weaver)?</p>	
<p>73. Multimodal connectivity a lot of developments will not need it as there isn’t transit service. Existing conditions on some roadways are not pedestrian-friendly (Kami Corbett).</p>	
<p>74. A lot of the items on 22.5 are already addressed in other policies. Creating confusion (Kami Corbett).</p>	
<p>75. What does consistency with the CIE mean (Ron Weaver)?</p>	
<p>76. For policy 22.5, why is this needed? Wouldn’t all this be required for a rezoning already (Jake Cremer)?</p>	
<p>77. Policy 25.4 does not fit well with the CLC (Kami Corbett).</p>	

COMMENT	RESPONSE
<b>WAIVERS (22.6)</b>	
<p>78. What waivers would be available now vs. in current policies (Jake Cremer)?</p> <p>79. Waiver section not a practical solution (Ron Weaver).</p> <p>80. Allow reasonable waiver balance – need a catch all for unique situations (Nicole Neugebauer).</p> <p>81. I object to any waiver limitations beyond the current situation. There is no data and analysis to support the waiver limitations (Jake Cremer).</p> <p>82. Waivers allow flexibility for situations that are out of the ordinary (9 out of 10 times). Waivers allow to work together to consider alternatives on a case-by-case basis (Kami Corbett).</p> <p>83. Instead of having 2 waivers – develop criteria for evaluating waiver requests (Nicole Neugebauer).</p> <p>84. Not sure why there is a need to limit the request for waivers, when it is impossible to know all the variables? Staff and the BOCC don't need to recommend approval. Often, we don't know we need a waiver until we get into the rezoning and you find out ROW width or buffer etc. (Kami Corbett).</p> <p>85. The square footages before were not per tenant and we don't have a problem with retaining the quadrant restrictions today. Reason there is an ability to request a waiver and new limitations is not consistent with policy direction (Kami Corbett).</p>	<p>We have been processing a lot of waiver requests. When you start to get a lot of waivers, it is a signal to reevaluate the intent of the CLC. A six-year waiver analysis was conducted by staff and indicated the adopted CLC policies are outdated and need to be reevaluated. The original draft language didn't allow waivers and in draft #5, there were two possible waiver types listed – building placement and nodal separation. To address the ongoing waiver concerns, we added a third option – a waiver to the tenant size restriction, as part of draft #6. The applicant for a waiver needs to make an argument that the product will better serve the community including use or design.</p>
<p>86. I object to any waiver limitations beyond the current situation. There is no data and analysis to support the waiver limitations (Jake Cremer).</p>	
<p>87. What waivers would be available now vs. in current policies (Jake Cremer)?</p>	
<p>88. Not sure why there is a need to limit the request for waivers, when it is impossible to know all the variables? Staff and the BOCC don't need to recommend approval. Often, we don't know we need a waiver until we get into the rezoning and you find out ROW width or buffer etc. (Kami Corbett).</p>	
<p>89. Worked to process a doggie daycare, got waiver as use was not listed in the code. As people redevelop, they may propose uses not listed (Nicole Neugebauer).</p>	<p>There is a provision in the LDC to address uses not listed. They are typically handled as an interpretation (assigning the closest category or adding the use to the code).</p>
<p>90. Waivers allow flexibility for situations that are out of the ordinary (9 out of 10 times). Waivers allow to work together to consider alternatives on a case-by-case basis (Kami Corbett).</p>	<p>Noted</p>
<p>91. Allow reasonable waiver balance – need a catch all for unique situations (Nicole Neugebauer).</p>	<p>Noted</p>
<p>92. I agree that increasing the allowed square footage should not be allowed via waiver (Yvonne Stoker).</p>	<p>Noted</p>

COMMENT	RESPONSE
<p>93. Policy 22.7 is another reason why waivers are needed. If existing development, why force new criteria for just a small piece addition. Example, adding land to expand parking or for stormwater (Kami Corbett).</p>	<p>There is existing adopted language in the FLU to address non-conforming uses. Policy 9.3: <i>“In implementing this Comprehensive Plan, Hillsborough County shall continue to recognize legal non-conforming uses, and permit the rebuilding or expansion of existing legal non-conforming uses which do not have any significant adverse effects on adjacent properties. With the exception of principle residences, or uses or structures destroyed by an act of God, the expansion of non-conforming uses and rebuilding of non-conforming uses, shall not occur more than once. The expansion or rebuilding shall not result in an increase of the intensity of use which exceeds fifty (50) percent of the existing intensity or the maximum building square footage within the plan category, except in conformance with policy 21.4. However, the expansion may permit the construction of a use that is less intense than the existing non-conforming use. The new use may still be non-conforming with the plan. All expansions or rebuilding shall be consistent with other plan policies.”</i></p>
<p>94. What about needing to remove a tree or a unique characteristic on site? We use those waivers to make the site more compatible (Elise Batsel).</p>	<p>That is accounted for in the building placement waiver criteria.</p>
<p><b>EXISTING DEVELOPMENT (22.7)</b></p>	
<p>95. What are “existing commercial developments”? Zoned? Developed (Kami Corbett)?</p>	<p>For the purpose of Policy 22.7, amended language to state nodes already entitled or developed.</p>
<p>96. Expanded land must meet criteria by itself – unless vested (Ron Weaver).</p>	<p>Correct. The rezoning of additional land has to meet location and distance from intersection.</p>
<p>97. If we don’t fix 22.6 to existing zoning, if we don’t expand to rezoning and acts of God, we will have thousands of vested rights applications (Michael Brooks).</p>	<p>We are not proposing to remove any existing entitlements. Acts of God are covered under 9.3 (see language above). There is existing adopted language in the FLU to address non-conforming uses.</p>
<p><b>FLUM AMENDMENT OPTION (22.8)</b></p>	
<p>98. 22.8 requests FLUM change to MU or commercial category. The challenge is that the FLUM does not provide site plan specificity. Rezoning deal better with community concerns (Kami Corbett).</p>	<p>The FLUM amendment will determine if the change is warranted in that specific area, regardless of the specific design for the site.</p>
<p><b>OFFICE DEVELOPMENT/INFILL (25.4)</b></p>	
<p>99. “Unsuitable” or “undevelopable” offices need a chance – they are needed in neighborhoods. Not just the unsuitable pieces (Ron Weaver).</p>	<p>That is existing language that was moved out of Objective 22 – content not assessed as part of this scope. The original intent of the provision was to ensure that left over pieces from subdivisions (due to failure to acquire for lot consolidation) could be used for something other than residential. Changed draft to allow office uses as part of nodes and brought back provision allowing office outside nodes as long as they are between commercial and residential.</p>

COMMENT	RESPONSE
100. 5 usable acres for office are minimum or maximum (Ron Weaver)?	The 5 usable acres are the maximum. Note that this is adopted language and just for infill sites.
101. Recommend changing the 5 acres to “net” acreage for consistency with the rest of the plan (Nicole Neugebauer).	It is adopted language and intended to say total site acreage, not buildable acreage.
102. Finally, and maybe most importantly to me, is 22.8. The issue I see is that a comp plan amendment come to the PC and BOCC as a blank slate, with no certainty as to end user or product. There can and will be situations where a particular commercial project makes 100% sense in a specific location that does not meet CLC, and without a waiver process, a CPA is the only path forward – but the CPA will very likely result in a spot zoning or outlier, that, without context, would be rejected out of hand. I think there has to be a waiver process in a PD re-zoning, where the PC and board can consider the merits of the project at hand, knowing exactly what they are approving and considering CLC appropriately (Billy Molloy).	A blank slate waiver process would potentially allow for islands of commercial, that are not neighborhood scale, in a sea of residential. The more intensive nodes would need to justify the FLUM amendment to get approved. If the location is right for a commercial node, it should get approved.
103. Definition of NC: reduced down to convenience and retail services and does not allow for office uses (Ron Weaver, August 8 <sup>th</sup> ).	Changed draft to allow office uses as part of nodes and brought back provision allowing office outside of nodes as long as they are between commercial and residential.
<b>RURAL AREAS:</b>	
104. Where you already have large facilities don’t need to apply same standards in rural area. Otherwise, no real opinion on rural areas (Kami Corbett).	The proposed CLC language considers the different context sensitive areas, including the rural landscape. In addition, agriculture related commercial uses are exempt from the CLC based on existing Future Land Use Element Policy 30.5.
105. Objective measure in rural guidelines that allows development based on how the transportation network may evolve (Elise Batsel)?	When the County Context Classification Map changes, staff will use the updated map in our assessments.
106. Main concerns are focused on seeing the growth coming to rural area and wanting to be prepared. Some feel like the 20,000 sq. ft. is too low per quadrant. A tractor supply store is usually 15 to 20 sq. ft. footprint. (Jake Cremer).	Agriculture related commercial uses are exempt from the CLC. Policy 30.5 states, “Agriculture related commercial uses more intensive or heavy than neighborhood serving commercial, may be considered in the rural land use categories, provided it meets applicable policies of the comprehensive plan. These uses are not subject to the locational criteria for neighborhood serving commercial uses.” From the Definitions section: “Agriculture and Related Uses - Use of land, buildings or structures for uses such as but not limited to agriculture, animal production units, processing of agricultural products, agriculture service providers, farm labor housing, agricultural stands, stables-private and stables-public.” There is a cross-reference in Policy 22.2, Table 1, and Policy 22.4.a.i.

## APPENDIX A: AVERAGE SIZE OF COMMERCIAL CHAINS

### **Grocery Stores:**

TRADER JOE'S.....	8,000 TO 15,000 SF
ALDI.....	15,000 SF AVG
WHOLE FOODS.....	40,000 SF
WINN DIXIE .....	47,640 SF AVG
PUBLIX.....	40,000 to 60,000 SF AVG
WALMART NEIGHBORHOOD MARKET.....	38,000 SF
WALMART EXPRESS .....	15,000 SF

### **Drugstores:**

WALGREENS .....	14,500 SF
CVS .....	8,000 TO 13,000 SF

### **Home Improvement:**

ACE HARDWARE.....	30,000 SF AVG (AS SMALL AS 5,000 SF)
HOME DEPOT .....	105,000 SF AVG
LOWES.....	116,000 SF AVG

### **Convenience Stores:**

7-ELEVEN.....	2,500-4,000 SF
WAWA.....	4,000 SF AVG
RACETRAC .....	4,000 SF AVG

### **Variety Stores:**

DOLLAR STORES .....	7,500 to 12,000 SF
TARGET (SMALL FORMAT) .....	40,000 SF AVG (AS SMALL AS 12,000 SF)
TARGET.....	130,000 SF AVG
SUPER TARGET .....	175,000 SF AVG
WALMART DISCOUNT STORE.....	105,000 SF AVG
WALMART SUPER CENTER .....	187,000 SF AVG (UP TO 260,000 SF)
SAM'S CLUB.....	134,000 SF AVG

### **Restaurants:**

MCDONALDS/BURGER KING.....	4,000 SF AVG
PANERA BREAD .....	4,500 SF AVG
OLIVE GARDEN/RED LOBSTER.....	7,700 SF AVG

### **Gym:**

PLANET FITNESS .....	20,000 SF AVG
LA FITNESS.....	45,000 SF AVG

### **Furniture Stores:**

IKEA .....	300,000 SF
Rooms-To-Go .....	40,000 SF

Sources: Business Journals; Retail Wire; Statista.com; The Shelby Report; Business Insider; Home Depot; Target; Planet Fitness.



**APPENDIX B: COMPARISON OF ADOPTED AND PROPOSED DISTANCES AND SQUARE FOOTAGE PER QUADRANT**

	ADOPTED				PROPOSED
Land Use Category	Major Local/ 2 Lane or 4 Lane	2 Lane/2 Lane	2 Lane/4 Lane	4 Lane/4 Lane	<u>Any # of Lanes</u>
<b>Distance</b>	<b>300 ft</b>	<b>660 ft</b>			<b>900</b>
HI	5,000	30,000	30,000	30,000	<u>30,000</u>
RCP	5,000	30,000	30,000	30,000	<u>30,000</u>
LI	5,000	30,000	50,000	75,000	<u>30,000</u>
LI-P	5,000	30,000	50,000	75,000	<u>30,000</u>
<b>Distance</b>	<b>300 ft</b>	<b>660 ft</b>			<b>660</b>
AM-1/20	5,000	20,000	30,000	40,000	<u>20,000</u>
A-1/10	5,000	20,000	30,000	40,000	<u>20,000</u>
AR-1/5	5,000	20,000	30,000	40,000	<u>20,000</u>
<b>Distance</b>	<b>300 ft</b>	<b>660 ft</b>			<b>660</b>
AE-1/2.5	5,000	15,000	15,000	20,000	<u>20,000</u>
RES-1	5,000	20,000	25,000	30,000	<u>20,000</u>
RP-2	5,000	50,000	75,000	110,000	<u>50,000 / FAR</u> <sup>[3]</sup>
PEC-1/2	*	*	*	*	
<b>Distance</b>	<b>300 ft</b>	<b>900 ft</b>			<b>900</b>
RES-2	5,000	50,000	75,000	110,000	<u>50,000 / FAR</u> <sup>[3]</sup>
RP-2	5,000	50,000	75,000	110,000	<u>50,000 / FAR</u> <sup>[3]</sup>
<b>Distance</b>	<b>300 ft</b>	<b>900 ft</b>			<b>1,000</b>
NMU-4(3)	5,000	50,000	75,000	110,000	<u>FAR</u>
NMU-6	N/A	N/A	N/A	N/A	<u>FAR</u>
RES-4	5,000	120,000	150,000	175,000	<u>110,000 / FAR</u> <sup>[3]</sup>
RES-6	5,000	120,000	150,000	175,000	<u>110,000 / FAR</u> <sup>[3]</sup>
SMU-6	5,000	120,000	150,000	175,000	<u>FAR</u>
<b>Distance</b>	<b>300 ft</b>	<b>1,000 ft</b>			<b>1,000</b>
RES-9	5,000	120,000	150,000	175,000	<u>110,000 / FAR</u> <sup>[3]</sup>
RES-12	5,000	120,000	150,000	175,000	<u>FAR</u>
RES-16	5,000	120,000	150,000	175,000	<u>FAR</u>
RES-20	5,000	120,000	150,000	175,000	<u>FAR</u>
RES-35	5,000	120,000	150,000	175,000	<u>FAR</u>

[3] Per FAR in Urban Service Area. Unless further restricted elsewhere in the Comprehensive Plan.

**APPENDIX C: LAND USES ALLOWED CN & CG ZONING DISTRICTS**

USES PERMITTED IN CG BUT NOT IN CN

USES NOT ALLOWED AT CLC NODES WHERE NOTED AS "CN LIMITED" [RURAL, INDUSTRIAL AND RESIDENTIAL FLU CATEGORIES]

	CN	CG
<b>Neighborhood, General and High Intensity Business and Commercial</b>		
Accessory Retail	P	P
Adult Care Centers	C	C
Alcoholic Beverage <sup>8</sup>	C	C
Alcoholic Beverage	C	C
Apparel and Shoe Store	P	P
Appliance Stores, Large		P
Appliance Stores, Small	P	P
Art Supply Store	P	P
Automated Teller (ATM)	A	A
Automotive Supply Store	P	P
Bank/Credit Union	P	P
Banquet and Reception Halls	P	P
Bicycle Sales	P	P
Bicycle Repair	C	C
Blueprint	P	P
Book/Stationary Store, New and Used	P	P
Brew Pub	P	P
Bus Terminal		C
Camera/Photography Store	P	P
Canopies and Gasoline Pump Islands as Accessory Uses	C	C
Car Wash Facilities	C	P
Catering		P
Commercial, Vocational and Business Schools	P	P
Contractor's Office, Without Open Storage		P
Convenience Store With or Without Gas Pumps	C	C
Department and Discount Stores		P
Drug Stores	P	P
Dry Cleaners, Small	P	P
Dry Cleaners, General	P	P
Electric/Electronic Repair, Small	P	P
Electric/Electronic Repair, Large		P
Exterminator		P
Farm and Garden Supply Centers		P
Firing Range, Small Arms, Indoor		C
Florist Shop	P	P
Food Product Stores: Bakery, Candies & Nuts, Dairy, Delicatessens, Meat Seafood and Produce	P	P
Free-Standing Taverns, Bars, Lounges, Nightclubs and Dance Halls	p <sup>1</sup>	p <sup>1</sup>
Funeral Homes and Mortuaries, With or Without Accessory Crematoriums	P	P
Furniture/Home Furnishings	P	P
Furniture Refinishing, Repair and Upholstery		P

	CN	CG
Gasoline Sales and Service	C	C
General Business, Such as Retail Goods and Stores	P	P
Grocery Stores	P	P
Gun Sales	P	P
Gunsmith		P
Hardware Store	P	P
Heliport		C
Helistop		C
Hotels and Motels	C	C
Jewelry Store	P	P
Kennels	C	C
Laundries (Self-Serve)	P	P
Lawn Care/Landscaping		P
Liquor Store	p <sup>1</sup>	p <sup>1</sup>
Locksmith	P	P
Lumber/Other Building Materials (Without Open Storage)		P
Mail and Package Services	P	P
Mail Order Office	P	P
Mail Order Pickup Facilities	P	P
Medical Marijuana Dispensing Facility	C	C
Microbrewery	C	C
Mini Warehouses		C
Motor Vehicle Repair, Minor		P
Motor Vehicle Repair, Major		P
Motor Vehicle Repair, Neighborhood	C	P
News Stand	P	P
Novelty and Souvenir Shop	P	P
Office Equipment Sales		P
Optician/Optical Supplies	P	P
Pawnshop		P
Pet Shop	P	P
Photography Studio	P	P
Printing Services	P	P
Radio-TV Broadcasting Studio		P
Radio and TV Sales		P
Recording Studios		P
Rental and Leasing, Light Equipment		P
Restaurants (Eating Establishment)	P	P
Restaurants with Drive-Up Facilities	C	C
Sales, Rental and Service of New or Used Domestic Vehicles, Farm and Garden Equipment, Private Pleasure Crafts and Hobby Vehicles		P
Sales, Rental and Service of Recreational Vehicles		P
Service Station	C	C
Sexually Oriented Businesses	p <sup>9</sup>	p <sup>9</sup>

	CN	CG
Shopping Centers	P	P
Sign Painting		P
Small Motor Repair		P
Specialty Food Store	P	P
Sporting Goods Store	P	P
Supermarket	P	P
Tobacco Shop	P	P
Travel Agencies	P	P
Used Merchandise		P
Vehicle Auction-Retail		P
Vehicle Parts Sales	C	C
Vendors, Temporary	CNR	CNR
Watch, Clock, Jewelry Repair	P	P
Wedding Chapel	P	P
<b>Office and Professional Services</b>		
Animal Hospital/Veterinary Clinic, General and Small, With or Without Accessory Crematoriums	C	C
Barber, Beauty Shop	P	P
Business Services	P	P
Diagnostic Centers, which Provide Radiology, Medical Screening and Testing Services	P	P
Blood/Plasma Banks and Donation Centers	P	P
Employment Services	P	P
Temporary Labor Pool		C
Family Support Services	P	P
Freestanding Emergency Room	C	P
Government Office	P	P
Health Practitioner's office	P	P
Hospital		P
Medical and Dental Laboratory		P
Medical Offices or Clinics with Scheduled or Emergency Services by Physicians	P	P
Personal Services	P	P
Professional Office	P	P
Professional Services	P	P
Rehabilitation Center		P

## FULL TABLE

	CN	CG
<b>Agricultural Uses</b>		
Agricultural Stands—Temporary or permanent	C	C
Beekeeping	P	P
Farm Worker Housing <sup>7</sup>	C	C
Plant Farm	P	P
<b>Residential Uses</b>		
Accessory Structures	C	C
Apartments, Commercial	C	C
Bed and Breakfast Establishment	C	C
Community Residential Homes Type B & C	S	
Dormitories	C	C
Family Day Care Home	P	P
Hospital Guest House		P
Parks Security Mobile Home	C	C
Recovery Home A	S	
Recovery Home B	S	
Single-Family Efficiency	C	
Temporary Manufactured Home Facilities	C	C
<b>Cultural/Institutional Uses</b>		
Churches and Synagogues (300 seats or less)	C	C
Churches and Synagogues (301 seats or more)	C	C
Research Activities		P
Libraries	P	P
Membership Organizations	C	C
Museums, Art Galleries		P
Pre-K, Day Care, Child Care and Child Nurseries	C	C
Schools, Private and Charter (K—12)	P	P
Schools, Public (K—12) <sup>5</sup>	P	P
<b>Neighborhood, General and High Intensity Business and Commercial</b>		
Accessory Retail	P	P
Adult Care Centers	C	C
Alcoholic Beverage <sup>8</sup>	C	C
Alcoholic Beverage	C	C
Apparel and Shoe Store	P	P
Appliance Stores, Large		P
Appliance Stores, Small	P	P
Art Supply Store	P	P
Automated Teller (ATM)	A	A
Automotive Supply Store	P	P
Bank/Credit Union	P	P
Banquet and Reception Halls	P	P
Bicycle Sales	P	P

	CN	CG
Bicycle Repair	C	C
Blueprint	P	P
Book/Stationary Store, New and Used	P	P
Brew Pub	P	P
Bus Terminal		C
Camera/Photography Store	P	P
Canopies and Gasoline Pump Islands as Accessory Uses	C	C
Car Wash Facilities	C	P
Catering		P
Commercial, Vocational and Business Schools	P	P
Contractor's Office, Without Open Storage		P
Convenience Store With or Without Gas Pumps	C	C
Department and Discount Stores		P
Drug Stores	P	P
Dry Cleaners, Small	P	P
Dry Cleaners, General	P	P
Electric/Electronic Repair, Small	P	P
Electric/Electronic Repair, Large		P
Exterminator		P
Farm and Garden Supply Centers		P
Firing Range, Small Arms, Indoor		C
Florist Shop	P	P
Food Product Stores: Bakery, Candies & Nuts, Dairy, Delicatessens, Meat Seafood and Produce	P	P
Free-Standing Taverns, Bars, Lounges, Nightclubs and Dance Halls	p <sup>1</sup>	p <sup>1</sup>
Funeral Homes and Mortuaries, With or Without Accessory Crematoriums	P	P
Furniture/Home Furnishings	P	P
Furniture Refinishing, Repair and Upholstery		P
Gasoline Sales and Service	C	C
General Business, Such as Retail Goods and Stores	P	P
Grocery Stores	P	P
Gun Sales	P	P
Gunsmith		P
Hardware Store	P	P
Heliport		C
Helistop		C
Hotels and Motels	C	C
Jewelry Store	P	P
Kennels	C	C
Laundries (Self-Serve)	P	P
Lawn Care/Landscaping		P
Liquor Store	p <sup>1</sup>	p <sup>1</sup>
Locksmith	P	P
Lumber/Other Building Materials (Without Open Storage)		P
Mail and Package Services	P	P

	CN	CG
Mail Order Office	P	P
Mail Order Pickup Facilities	P	P
Medical Marijuana Dispensing Facility	C	C
Microbrewery	C	C
Mini Warehouses		C
Motor Vehicle Repair, Minor		P
Motor Vehicle Repair, Major		P
Motor Vehicle Repair, Neighborhood	C	P
News Stand	P	P
Novelty and Souvenir Shop	P	P
Office Equipment Sales		P
Optician/Optical Supplies	P	P
Pawnshop		P
Pet Shop	P	P
Photography Studio	P	P
Printing Services	P	P
Radio-TV Broadcasting Studio		P
Radio and TV Sales		P
Recording Studios		P
Rental and Leasing, Light Equipment		P
Restaurants (Eating Establishment)	P	P
Restaurants with Drive-Up Facilities	C	C
Sales, Rental and Service of New or Used Domestic Vehicles, Farm and Garden Equipment, Private Pleasure Crafts and Hobby Vehicles		P
Sales, Rental and Service of Recreational Vehicles		P
Service Station	C	C
Sexually Oriented Businesses	p <sup>9</sup>	p <sup>9</sup>
Shopping Centers	P	P
Sign Painting		P
Small Motor Repair		P
Specialty Food Store	P	P
Sporting Goods Store	P	P
Supermarket	P	P
Tobacco Shop	P	P
Travel Agencies	P	P
Used Merchandise		P
Vehicle Auction-Retail		P
Vehicle Parts Sales	C	C
Vendors, Temporary	CNR	CNR
Watch, Clock, Jewelry Repair	P	P
Wedding Chapel	P	P
<b>Industrial, Manufacturing and Distribution Uses</b>		
Land Excavation (Dry)	S	S
Land Excavation (Lake Creation, Lake Clearing and Stockpile Removal)	S	S

	CN	CG
Wholesale Distribution (Trade)		P
<b>Office and Professional Services</b>		
Animal Hospital/Veterinary Clinic, General and Small, With or Without Accessory Crematoriums	C	C
Barber, Beauty Shop	P	P
Business Services	P	P
Diagnostic Centers, which Provide Radiology, Medical Screening and Testing Services	P	P
Blood/Plasma Banks and Donation Centers	P	P
Employment Services	P	P
Temporary Labor Pool		C
Family Support Services	P	P
Freestanding Emergency Room	C	P
Government Office	P	P
Health Practitioner's office	P	P
Hospital		P
Medical and Dental Laboratory		P
Medical Offices or Clinics with Scheduled or Emergency Services by Physicians	P	P
Personal Services	P	P
Professional Office	P	P
Professional Services	P	P
Rehabilitation Center		P
<b>Outdoor, Passive and Recreational Uses</b>		
Cemeteries (either Human or Pet) With or Without Mausoleums or Accessory Crematoriums		C
Game Preserve		P
Camps		
Carnivals/Circuses		S
Drive-In Theaters		C
Golf Club /Country Club	P	P
Golf Driving Range	S	C
Neighborhood Fair	C	C
Outdoor Paintball		C
Public Parks & Recreation Facilities	P	P
Recreational Uses, General Indoor/Outdoor	P	P
Recreational Uses, Private Community	P	P
Recreational Use, Passive	P	P
Swimming Pools	C	C
Ultralight Flight Park	C	C
<b>Neighborhood and General Public Service and Emergency Service Uses</b>		
Airport Related Activities		P
Ambulance Services	P	P
Communication Facilities, Wireless <sup>6</sup>	C <sup>3</sup>	C <sup>3</sup>
Communication Facilities, Wireless on Schools <sup>6</sup>	S	S
Components of Wastewater Systems	C	C
Components of Water Systems	C	C
Electricity Substations	C	C



	CN	CG
Fire Stations	C	C
Flow Equalization Tanks	P	P
Radio and Television Transmitting and Receiving Facility	S	S
Public Service Facilities	C	C
Public Use Facilities	C	C
Wastewater Plants and Systems	S	S
Wind Energy Conversion Systems (WECS, Small Scale)	C	C
Wind Energy Conversion Systems (WECS), Medium Scale	C	C
<b>Regional Cultural and Entertainment Facilities</b>		
Colleges and Universities	P	P
Trade Schools		P
<b>Solid Waste Facilities</b>		
Recyclable Household Goods Facilities, Permanent Structure	C	C
Recyclable Household Goods Facilities, Truck Trailer	C	C
Recyclable Material Drop Off Center	A	A
Recyclable Material Recovery Facilities		P

## APPENDIX D: STRIP COMMERCIAL DEFINITIONS

Strip Commercial - Commercial development laid out in a linear pattern along the street, characterized by prominent parking lots visible from the roadway, multiple driveways, and/or dependence on automobiles for access and circulation. Strip commercial developments typically extend outside of intersection quadrants. [DRAFT #5]

Suburban Commercial Strip – A suburban pattern where most businesses occupy their own building on a lot facing a commercial corridor. Lots on suburban commercial strips are large enough to accommodate their peak parking demand. Lots have individual driveways to a commercial corridor as their primary access instead of connecting to adjoining lots or secondary streets. [Strip Commercial and Mixed-Use Development in Hillsborough County, 2004]  
[https://planhillsborough.org/wp-content/uploads/2014/04/Hillsborough\\_Strip-Comercial\\_Mixed-Use\\_August-25-2014smaller.pdf](https://planhillsborough.org/wp-content/uploads/2014/04/Hillsborough_Strip-Comercial_Mixed-Use_August-25-2014smaller.pdf)

“Urban sprawl” means a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses. [Florida Statutes]

A linear pattern of retail businesses along a major roadway, characterized by box-like buildings with prominent parking lots visible from the roadway, multiple driveways, large signs, and a dependency on automobiles for access and circulation. [Controlling Strip Development by Ross A. Moldoff, AICP, 2004]

typical strip commercial corridor developments feature: 1) Surrounding parking lots; 2) Large front setbacks; and 3) Entrances that face parking lots [Restructuring The Commercial Strip A Practical Guide for Planning the Revitalization of Deteriorating Strip Corridors; Prepared for the United States Environmental Protection Agency by ICF International & Freedman Tung & Sasaki]

Strip Development. Commercial and higher-density residential development located adjacent to major streets. This type of development is characterized by its shallow depth, street-oriented layout, and numerous points of automobile access [Understanding the Basics of Land Use And Planning: Glossary of Land Use and Planning Terms; The Institute for Local Government; 2010]