



## Memorandum

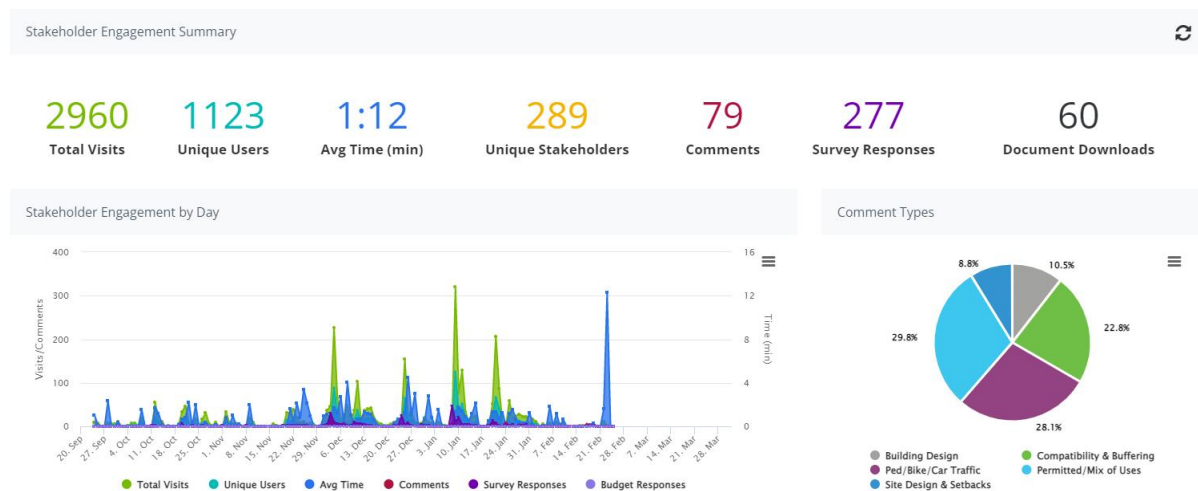
**To:** Andrea Papandrew, Planner II  
**From:** Pat Tyjeski, AICP, S&ME Project Manager  
**Cc:** Melissa Lienhard, AICP, Unincorporated Hillsborough County Liaison  
**Date:** March 4, 2022  
**Subject:** Commercial Locational Criteria Study – Public Engagement Summary

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The following public input methods were utilized in conjunction with the Hillsborough County Commercial Location Criteria (CLC) Update project.

- **Project Website:** S&ME developed a website for the project using the Social Pinpoint platform, which could also be accessed through the Planning Commission (PC) website. The website was accessed 2,963 times by 1,123 unique users. Within the website, there were two channels for providing input:
  - A **Community Idea Wall**, which allowed the community to publicly post their ideas, perspectives, and comments for the project using pre-generated topics created by the Project Team. These posts were upvoted, downvoted, or responded to by other members of the public. A total of **79** comments were received on the Idea Wall. Comments may be seen on the website ([Tinyurl.com/HillsboroughCLC](http://Tinyurl.com/HillsboroughCLC)) or in the attached document.
  - An **Online Survey**, which helped gather public sentiments, ideas, and preferences regarding existing conditions and proposed solutions for the CLC update process. The survey was taken by **277** persons. Results are summarized in the attached document.

The Idea Wall and Survey were active from September 28, 2021, to January 28, 2022.



- **Stakeholder Listening Sessions.** Using a listing of stakeholders developed by PC Staff and S&ME, Staff scheduled three, 90-minute, virtual Stakeholder Listening Sessions. The sessions were held on October 13, 2021 (9 attendees), October 19, 2021 (8 attendees), and October 26, 2021 (13 attendees). Counts do not include PC or S&ME staff.
- **Planning Commissioner Interview.** S&ME hosted one (1) in-person Group Interview with the PC on November 4, 2021.
- **Board of County Commissioner Interviews.** The S&ME Team conducted virtual interviews with six (6) members of the Hillsborough County Board of County Commissioners (BOCC). The interviews were held between November 1 and 4, 2021.
- **Community Meetings.** S&ME hosted two (2) Community Meetings, one on November 1, 2021 (virtual / 9 attendees) and the other one on January 20, 2022 (in-person and online simultaneously / 10 attendees).
- **Other.** Planning Commission staff received five (5) emails and one call from citizens commenting on the project (see attached summary).

The following section summarizes the input received throughout the various activities.

## Public Input

- **Applicability.** Questions were asked regarding the applicability of the CLC to established subdivisions. Attendees were reassured that the CLC did not allow commercial development within subdivisions that have deed restrictions prohibiting the introduction of commercial uses. However, the current CLC applies to all areas of unincorporated Hillsborough County, whether they are in the rural or urban area.
- **Character / Context.** Public sentiment to commercial developments within or near neighborhoods was mixed. One of the first and most frequent comments expressed was that the CLC should not be applied equally across the various character areas of the county. Residents within **urban** areas are generally more amenable to a stronger presence of neighborhood commercial nodes. **Suburban** area residents typically prefer a clearer separation/buffering between such uses and the homes. Residents within **rural** portions of the County prefer this type of activity concentrate in already existing rural commercial nodes. Similarly, neighborhoods that have a community plan included in the Livability Element noted that they have already decided where they want commercial to occur. While those plans were completed some time ago, some of the communities still have the same vision.
- **Underserved communities.** Some participants expressed the need to focus the CLC efforts in underserved areas, where residents are often unable to meet their daily needs within a reasonable proximity of their homes. An attendee pointed out that local “corner stores” may be ineffective in addressing local food deserts, as the goods offered at these facilities tend to be more expensive than their larger counterparts. A participant stated that existing incentives are neither sufficient, nor flexible enough, to be utilized by developers—particularly within underserved communities currently unable to meet their daily needs.
- **Transportation Efficiency.** Comments were made regarding the need to require new neighborhood commercial nodes to be context-sensitive to the surrounding transportation network. Different accessibility, connectivity, and mobility standards should be required depending on where in the County the proposed use is located. The nodes, however, need to be concentrated at intersections

and should consider the availability of public transit. Jurisdictions frequently over-allocate commercial uses along transportation major corridors.

- **Transportation Safety.** Numerous attendees expressed the desire to walk/bike to neighborhood nodes as long as the routes are safe, comfortable and convenient.
- **Uses.** Some expressed the need to allow mixed-uses at nodes to enhance trip capture, encourage the provision of work force housing and live-work units within the nodes, and support public transit. One participant suggested the County explore methods to limit the sale of tobacco (and other harmful products) within commercial uses intended to satisfy a household's daily needs.
- **Compatibility.** Participants expressed concerns regarding the compatibility of some commercial uses currently allowed in neighborhood commercial nodes and surrounding residential uses. Some of these concerns were based on the types of uses (auto-oriented uses or uses that generate noise), development size (large-scale retailers), building design/scale/height, or code requirements (e.g., excessive surface parking).
- **Connectivity.** While the nodes should be convenient and accessible to surrounding neighborhoods, some expressed concerns allowing new nodes that would encourage additional traffic into established neighborhoods.
- **Approval Process.** Several people noted that the PD process works well, ensuring that the surrounding residents have an opportunity to weigh in and provide input on the proposed project. Some participants, however, expressed frustration with the development review process (not getting the types of projects expected; modifications getting approved).
- **Public Engagement.** Several participants expressed concerns that more public engagement events were needed prior to adoption. An attendee cautioned staff to be cognizant that the comments received during the public engagement process do not represent the will of the public.

## Conclusion

As was noted by one of the participants, the input summarized above was provided by a very small portion of the county residents. But the public engagement efforts were helpful in highlighting areas that need to be considered when updating the CLC. They can be summarized as follows:

- The updated CLC has to be tailored to different character areas and must account for the relevance/applicability of the Livable Community Element Community Plans.
- Design standards must be adopted to ensure compatibility, accessibility, and integration with surrounding residential areas.
- The list of uses currently used to determine neighborhood uses needs to be revisited as not all the uses in the CN and CG zoning districts are intended to serve neighborhood commercial needs.

**Hillsborough County City-County Planning Commission**  
**Commercial Locational Criteria Update**  
**Idea Wall Comments**

Created on	Type	Comment	Up Votes	Down Votes
9/23/2021	Building Design	[SAMPLE] It would great to see more contemporary architecture used for new commercial development.	3	0
12/3/2021	Building Design	Control height of buildings to be consistent with neighborhood building code.	7	1
1/24/2022	Building Design	Code as it stands now, not codes that money grubbers decide for those of us living here!!! Keep in mind how often rules are changed to benefit money not the residents.	0	1
12/3/2021	Building Design	Some of the recreation facilities are in need of updating. They are small and don't have many amenities. Many were built in the 50's i believe! We need to get into the 21st century and look at what the rest of the world is doing that is nice and serves good purpose for the interests of many.	4	0
12/7/2021	Building Design	Tampa is growing quickly, money is coming to the area, but I don't feel like we are holding developers to a high enough standard. All new buildings should help elevate the community in which it is in to create a better living and working environment. We NEED to make these buildings right the first time. I would like to see higher quality architecture that fits in and enhances the local architecture.	15	0
2/18/2022	Building Design	Developers needs to pay higher impact fees for road projects due to the traffic their projects create	0	0
1/21/2022	Building Design	The developers do whatever they want. They have certain county employees rubber stamping all their requests. You won't see any of the positive changes you mentioned until some of them are replaced.	0	0
1/8/2022	Building Design	Strong focus of green development with energy efficiency, lots of urban green spaces, natural lighting, artistic design that represents the talend of Tampa Bay, and easy access to public transportation.	7	0
1/9/2022	Building Design	Increase density around transit stops and trails with a focus on walkability. We need more housing without the added traffic.	6	0
10/1/2021	Compatibility & Buffering	[SAMPLE] I would love to have a day care within walking distance of my house.	2	1
1/20/2022	Compatibility & Buffering	there probably is one but it's in someone's house and they can advertise it bc of some zoning rule.	0	0
10/14/2021	Compatibility & Buffering	[SAMPLE] If a new commercial store were to come into my neighborhood, I would want them to provide landscaping and trees as buffers rather than walls and fences.	12	0
1/20/2022	Compatibility & Buffering	If I could like this 10000 times it wouldn't be enough!	1	0
12/3/2021	Compatibility & Buffering	Reduce height (below single story) and overall size of retail signs.	6	0
1/20/2022	Compatibility & Buffering	not only the size of the retail signs, but reduce the insane amount of advertising for tobacco, alcohol, blunts, e-cigs, and junk food that covers the front and sides of the stores in our neighborhoods. no one wants to look at it.	1	0
12/3/2021	Compatibility & Buffering	Use vegetative buffers specifically designed to reduce noise and light pollution with the neighborhood. The vegetation should reflect native Florida trees and shrubs. Vegetative buffers should require long-term (>20 years) to fully establish the vegetation.	10	0
1/24/2022	Compatibility & Buffering	Will that be enough for native wildlife too? They are being uprooted from their habitat. Do we have a heart for them at all and what about neighborhoods where wildlife once did live and they are having to deal with bears, rabies prone raccoons, cougars, panthers, alligators, etc. Where is the wildlife supposed to go? Will the county confiscate land of long time residents just because they "can?" Think about these things	0	0
1/8/2022	Compatibility & Buffering	I can't love this idea enough. I'd also like to add that the current vegetative buffers have a lot of invassive Brazilian pepper that needs removal and sone areas still have a lot of Australian pines too. I know cost is a challenge for maintaining these areas but that could be resolved with green taxes, increassing development fees, sponsorshins, etc	1	0
12/7/2021	Compatibility & Buffering	Great ideas! Plus native plantings are typically drought tolerant and once established don't require irrigation. So, savings of fresh water resources also!	1	0
12/3/2021	Compatibility & Buffering	Reducing vehicle use, improving safety for use of bicycles and providing sidewalks to allow walking to neighborhood retail sites.	5	0
1/8/2022	Compatibility & Buffering	There are already too many highly competitive businesses in the area but also too many empty spaces. I would like to see restrictions on new development with incentives for businesses to use empty commercial property. It would also be great to get better public transportation in the area to reach nearby businesses that arent within walking distance. Traffic has gotten so bad it's a nightmare to go anywhere. Bussiness, I would like to see are zero waste stores or native plant nurseries.	10	0

Created on	Type	Comment	Up Votes	Down Votes
1/20/2022	Compatibility & Buffering	Commercial criteria should be relaxed. Here's my ideas: Businesses with late hours (past 9 or 10pm) or adult activities are prohibited adjacent to neighborhoods. This doesn't apply in mixed use & special zoning districts. Multilevel mixed use development is encouraged. Note: If every Publix had a few levels of apartments on top our housing situation would look a lot different. Parking requirements are reduced as incentive for pedestrian/transit oriented & multilevel mixed use development.	3	0
1/20/2022	Compatibility & Buffering	"adult activities are prohibited adjacent to neighborhoods" should include gun shops, gun ranges, any retailer selling tobacco/liquor/CBD/Vape/drug paraphernalia/pornography.	0	1
1/21/2022	Compatibility & Buffering	We should establish an unincorporated Hillsborough design point of view for all commercial development that will honor the cultural, historical, and preservations of the County.	2	0
1/24/2022	Compatibility & Buffering	None	0	1
1/28/2022	Compatibility & Buffering	Not exactly on topic. However, Hillsborough needs much more basic code enforcement especially on businesses and also landlords of multi-tenant housing. Especially in lower income areas. The lower income families and communities suffer because of lackadaisical code enforcement. Industrial areas should also have perimeter beautification requirements especially when fronting major roads like 56/50th Street. All major multi-lane roads should have adequate street lighting	1	0
1/28/2022	Compatibility & Buffering	Purchase land if necessary, but create passive parks and other kind of parks along all or as many lakes as possible throughout the county. Refer to Orlando as a reference. Add more fountains in retaining ponds, for beauty and mosquito prevention, see Walt Disney world projects for reference. Give motorists and pedestrians more visibility to roadside lakes and ponds as beautification that have vegetation overgrowth	2	0
2/17/2022	Compatibility & Buffering	In Orlando almost every natural lake has public greenspace with at least a park bench where one can enjoy the wildlife or waterview, etc. Even though Hillsborough county Lacks the number of natural lakes, we still have plenty. However most are surrounded by private property for the privileged few. Still the others that are not surrounded by private property tend to be fenced off. Please create lakeside greeting space for park benches or passing travelers. The bay is not walking distance to many.	0	0
9/23/2021	Compatibility & Buffering	[SAMPLE] Please require that new retail stores use plantings native to our beautiful state!	8	0
2/17/2022	Compatibility & Buffering	Purchase land if necessary, but create passive parks and other kind of parks along all or as many lakes as possible throughout the county. Refer to Orlando as a reference. Add more fountains in retaining ponds, for beauty and mosquito prevention, see Walt Disney world projects for reference. Give motorists and pedestrians more visibility to roadside lakes and ponds as beautification that have vegetation overgrowth. User uploaded image	1	0
12/24/2021	Ped/Bike/Car Traffic	Bike with protected bike lanes.	11	2
9/23/2021	Ped/Bike/Car Traffic	[SAMPLE] I would love to be able to ride my bike to the local corner store.	7	1
12/3/2021	Ped/Bike/Car Traffic	car is the only way for many of us to travel to stores,medical services for many reasons including distance,health,safety. traffic has become more like the new jersey i left than the florida i joined several years ago. roads and other infrastructure has not kept up with developement which should be looked at in total,not just in permitted segments as is usually done. as in ocean county n.j. increased tax ratables are never sufficient to keep up with the demands on revenue.	2	1
12/6/2021	Ped/Bike/Car Traffic	I prefer bike/walking travel over auto travel. The roads in Riverview are heavily traveled with massive gridlock/ traffic congestion. Too many new communities are being built without any infrastructure improvements.	11	0
12/3/2021	Ped/Bike/Car Traffic	I walk regularly to the two commercial districts bordering my neighborhood, but I take my life in my hands. In one direction, the sidewalks start and stop with no reason, there are long stretches with no sidewalk, and lighting is poor. In the other direction, the sidewalk on one side of the street stops abruptly at a blind turn. We could make some streets one-way in order to accommodate bike lanes and sidewalks	5	0
12/7/2021	Ped/Bike/Car Traffic	Good examples of existing infrastructure needing improvement.	0	0
1/9/2022	Ped/Bike/Car Traffic	Bike lanes seperated from traffic. More focus on pedestrians and walkability and less on cars. Reduce vehicle speeds through road design and the use of trees or on street parking.	6	1
1/8/2022	Ped/Bike/Car Traffic	I love public transportation in other areas. An example I love is Montreals public transportation. There are subways and buses that use the same card. Having multiple methods on a single pass would be great. First we need to expand public transportation in areas it is currently ineffective. Increasing development costs could help pay for this and it would benefit the elderly, low income people, and those looking to use a more environmentally friendly option.	8	0

Created on	Type	Comment	Up Votes	Down Votes
12/3/2021	Ped/Bike/Car Traffic	There are stores in walking distance of my residence, but it is not safe to walk due to a lack of sidewalks on a busy street. Sidewalks would make pedestrians safer, would mean less car traffic, and more business for nearby stores due to increased convenience.	10	0
12/4/2021	Ped/Bike/Car Traffic	Needed commercial businesses that are needed not outlets. We have several Strip Malls on Apollo Beach, just add a PNC Bank or other essentials, not apartments on top... we had a crime way of thefts in the neighborhood already in Waterset by Newlands, too much in and out traffic. The rt 41 to 301 on Paseo will be a night mare. We definitely need some wide speed bumps to distract racers. They have been several accidents, pedestrian getting hit,.... I think we already our own Police Unit	4	2
12/6/2021	Ped/Bike/Car Traffic	I live off Harney Road in Tampa, there are TWO new Amazon facilities less than 2 miles away from the subdivision I live in, it's a great opportunity for people to walk or bike to work. However, there are no sidewalks, people often walk on the grass and it's very dangerous, many semi trucks and large vehicles are speeding down that street. Please make adding sidewalks a priority, it would make travel to local businesses safe and accessible.	12	0
2/19/2022	Ped/Bike/Car Traffic	Sidewalks and adequate streetlights. Streetlight is a common county deficit.	0	0
1/24/2022	Ped/Bike/Car Traffic	Like traveling by car. Our area has more traffic but still rural. Please, for the sake of our investment, leave it that way.	0	2
2/17/2022	Ped/Bike/Car Traffic	If your neighbors want to maintain a rural environment, you should incorporate like Keystone wants to do and make your own rules.	0	0
12/3/2021	Ped/Bike/Car Traffic	HILLSBOROUGH COUNTY IS NOTED FOR THE NUMBER OF DEATHS OF PEDESTRIANS AND BICYCLISTS. TO PUT INCREASED COMMERCIAL TRAFFIC IN AND AROUND DENSELY POPULATED SUBDIVISIONS IS NOTHING SHORT OF REPREHENSIBLE. GOVERNMENT DOES NOT REQUIRE SIDEWALKS, WATER RUNOFF, BUILDING ON WETLANDS, INCREASE NOISE, INCREASED LIGHTING THE SHINES IN BEDROOM WINDOWS, AND NOR DOES GOVERNMENT ADDRESS THE COST OF PUBLIC NEEDS CREATED BY DEVELOPERS: FIRE, POLICE, EDUCATION, LIBRARIES, AND PARKS FOR COMMON USE - NOT SPORTS.	8	2
1/21/2022	Ped/Bike/Car Traffic	Legally they are supposed to but certain county employees give the developers anything they ask for. Until me vote out the corrupt people this illegal development will continue in Hillsborough County.	1	0
12/7/2021	Ped/Bike/Car Traffic	Creating a network of walking/biking paths, in addition to requiring sidewalks, is definitely something that needs to be added throughout the whole area.	1	0
12/7/2021	Ped/Bike/Car Traffic	Talking to neighbors, friends and family, something we would like to see is a network of biking/walking/golf cart paths connecting neighborhoods to eachother as well as the schools, local restaurants and shops. Creating this network will not just help alleviate car traffic, but also promote a healthier lifestyle for our community. For a wonderful example of this see Peachtree City, GA (Atlanta Suburb)	12	2
2/19/2022	Ped/Bike/Car Traffic	All natural lakes should have public access if possible, for Park space. Wimauma is being overtaken by development in the next 10 years, not much can be done to stop it, except set aside some protected parklands.	0	0
1/24/2022	Ped/Bike/Car Traffic	Population in Peachtree City, GA went from 793 to 38,244 and Lake McIntosh was privately owned until 2013 when it was opened to the public. In 2007, unincorporated land was annexed and taken over by developers and the county and / or state. Do we want this for our rural Wimauma???? Lake Wimauma owners are being threatened right now. Will they decide to confiscate other townspeople's property? Something to think about	0	1
1/28/2022	Ped/Bike/Car Traffic	There needs be a better way to get from Lake Park/Van Dyke Area to US 41 besides cutting thru on Lake Crenshaw.	1	1
1/29/2022	Ped/Bike/Car Traffic	A lot of County roads in Hillsborough County are strangely dark at night due to no street lights or very few. This makes it dangerous for cars bikes pedestrians etc. It also gives a feeling of being unsafe.	2	1
1/29/2022	Ped/Bike/Car Traffic	A big example is Ehrlich road	0	0
1/21/2022	Ped/Bike/Car Traffic	There is a part of tampa that doesn't get much attention as far as pedestrian traffic. Causeway Pkwy and hwy 301 area. Could really use bike and walking lanes along those long stretches to downtown and selmon Express way. Lanes that are not part of the actual road or have a separation. User uploaded image.	2	0
2/17/2022	Ped/Bike/Car Traffic	Yeah that place has the feeling of an industrial wasteland. They need to add streetscaping as well and more light.	0	0
12/24/2021	Permitted/Mix of Uses	We need to stop building and encouraging people to move here. The roads aren't capable of handling this many people, and neither is the water infrastructure, and we need forests and other rural areas in Hillsborough County. Don't turn us into Pinellas.	9	3
9/23/2021	Permitted/Mix of Uses	[SAMPLE] I would love to see more mixed-use developments within my community.	7	3
1/24/2022	Permitted/Mix of Uses	Mixed use + transit is a recipe for housing affordability, healthier lifestyles, and sustainable economic development :) (direct taxes covers direct maintenance)	1	0

Created on	Type	Comment	Up Votes	Down Votes
1/24/2022	Permitted/Mix of Uses	Mixed use is a recipe for crime.	0	1
12/28/2021	Permitted/Mix of Uses	Our community is desperately missing middle housing but that housing needs to be affordable, high quality, and well connected to public transit options .	7	0
10/26/2021	Permitted/Mix of Uses	I would like to see more restaurants that are sit down and not a fast food chain.	5	0
1/20/2022	Permitted/Mix of Uses	lower income areas are filled with corporate fast food chain businesses. not only does this not benefit the health of our community, but it doesn't promote local residential small businesses to thrive.	0	0
12/3/2021	Permitted/Mix of Uses	between i75 exit 240 and exit 229 there is much empty space being developed residentially. we need to assure set aside natural areas are well protected, an exit 235 with road net established.while there is still room,space for a brandon mall area along with several areas like wimauma is planning should be planed. development around exit 246 should be banned until adequate road net is established. i see school children walking along big bend road as an example of what not to allow in olanning	4	0
1/8/2022	Permitted/Mix of Uses	I would love to see more co-op spaces, natural areas with quiet spaces, community gardens, community multipurpose meeting spaces for the arts, business, education, etc.	7	0
1/24/2022	Permitted/Mix of Uses	I agree, but NOT county or state run. Leave these spaces to the people who own them. There is a trend in opening up gardens and farms and green spaces for educational purposes among property owners. We can promote these kinds of things to keep our lands in the control of the people who live here. Good idea	0	0
12/7/2021	Permitted/Mix of Uses	Whenever you are building around neighborhoods, you want to enhance the living experience for the residents. This means less warehouses, car washes, big box stores, but more "main street" areas where families can walk/bike to visit shops, local restaurants and an area to walk around. This will help residents connect more with their neighbors and community and ensure our towns continue to prosper	20	0
1/9/2022	Permitted/Mix of Uses	More mixed use, both residential and office space on top of retail especially within 1/4 mile from transit stops and bike trails. More transit oriented development.	7	0
12/3/2021	Permitted/Mix of Uses	NONE. GOVERNMENT MUST NOT PERMIT ANY DEVELOPMENT OF COMMERCIAL USE IN OR NEAR SUBDIVISIONS. ALL DATA AVAILABLE THROUGH ANY AGENCY SUPPORTS THE FACT THE AMOUNT OF CRIME INCREASES IN DIRECT PROPORTION TO NUMBER OF COMMERCIAL DEVELOPMENTS IN OR NEAR SUBDIVISIONS. THIS IS SUPPORTED BY THE NUMBER OF CRIMES THAT HAVE INCREASED IN THE SEFFNER AREA SINCE THE INCREASE IN COMMERCIAL DEVELOPMENT.	7	3
12/7/2021	Permitted/Mix of Uses	I agree with this when it comes to bringing in large commercial areas with strip malls, gas stations, big box stores, etc. But I think neighborhoods and communities thrive when you have a "main street" not too far away. When I say main street I'm talking of a destination for you and your family to bike to in the evening to go to some shops or restaurants. An area for everyone to walk around and grab some ice cream. Somewhere to grab a drink with friends after work that isn't across town.	3	0
1/20/2022	Permitted/Mix of Uses	Allow for more retail/ housing mixed together. Allow for denser housing, easier to walk, bike. Traffic is a mess at 301 & Big Bend	3	2
1/20/2022	Permitted/Mix of Uses	I just feel that any "commercial properties" that get to come in to our neighborhoods must be accessible to people who live the neighborhood. They are removing the original properties and building huge homes on the lots. They are gentrifying like crazy including the local businesses and what's coming in is not accessible financially to those of us who live here. If you have money you can do whatever you want in this county. What's being done does not genuinely affect those with the most needs	3	0
1/26/2022	Permitted/Mix of Uses	We do not need any more commercial businesses in our community we have access within 2 -15 minutes to major store access and gas. We have nearby hospital with ease and emergency services. We prefer no more commercial entities in our Odessa community.	1	1
1/28/2022	Permitted/Mix of Uses	Create/encourage higher density at major crossroads/town centers with midrise residential mixed use buildings. Higher density in general helps to protects the undisturbed areas of Hillsborough county. They also allow for more green space to be set aside. Examples below: Gunn and Dale Mabry Citrus Park and Veterans area Lynn Turner/Hutchinson and Erlich 301/Big Bend..more	1	0
1/29/2022	Permitted/Mix of Uses	This is off topic, but related. It seems ridiculous and confusing that the area known as Lutz in Hillsborough and Pasco stretches so wide. It's very confusing when you see a Lutz address to know where the business is located. It could be in Wesley Chapel or it could be on Van Dyke or it could be in the historical center of leads on 41. I don't see why the borders of Lutz can't be contained to Dale Mabry, the county line, 275 and Lake Crenshaw's latitude. The center is the railroad Depot after all	1	1

Created on	Type	Comment	Up Votes	Down Votes
2/17/2022	Permitted/Mix of Uses	Don't allow abandoned property to fall into disrepair. Make sure the owner keeps up with property and keeps it secure. No broken windows, broken signage, unkept landscaping, rusty chain linked fences. Allowing this brings down the communities appeal.	1	0
1/24/2022	Permitted/Mix of Uses	Rural Agricultural 1 acre per dwelling Limit Commercial to SR 674 Leave home and land owners alone who already have one or more acres Leave land for animals alone and don't demand those lands be under local, state, federal or UN ownership and control. Folks do just fine taking care of their own property. Allow Wimauma to remain RURAL because that is why we bought and invested our livelihood to belong to and we don't like others deciding for us that our town should be another Riverview or Brandon	0	0
2/17/2022	Permitted/Mix of Uses	Incorporate and set your own rules	0	0
2/18/2022	Permitted/Mix of Uses	In Orlando almost every natural lake has public greenspace with at least a park bench where one can enjoy the wildlife or waterview, etc. Even though Hillsborough county Lacks the number of natural lakes, we still have plenty. However most are surrounded by private property for the privileged few. Still the others that are not surrounded by private property tend to be fenced off. Please create lakeside greeting space for park benches or passing travelers. The bay is not walking distance to many.	1	0
9/23/2021	Site Design & Setbacks	[SAMPLE] I live in a walkable part of our community and should not have to cross a parking lot to enter the store.	7	0
1/9/2022	Site Design & Setbacks	Less parking and set back requirements, big parking lots and strip malls are ugly. Bring the buildings up to the corridor with beautiful district architecture.	10	3
12/3/2021	Site Design & Setbacks	I believe that every public playground in Hillsborough County should not only handicapped accessible but also should go beyond the minimum design standards. Kids with disabilities and also parent with disabilities that want to play with their kids should be able to wherever they are in the county. A good example of what would be great at every park is the All People's Life Center	4	0
1/8/2022	Site Design & Setbacks	Fill up empty buildings rather than establish new development. As brick and mortar stores are becoming outdated, focus development on future needs such as inventory storage or work spaces for companies that can not allow employees to work from home. Incorporate commercial spaces centralized within walking distance of other common use buildings such as grocery stores, petstores, drug stores, etc	8	0
1/21/2022	Site Design & Setbacks	From what I see the biggest need for retail shopping and small business is now in Wiamama but there was no space left for this type of building. I can't remember if it's a state or county law they use 2.7 people per household and each person should have 10 square feet of retail shopping, someone dropped the ball on this one. Also, every subdivision is supposed to have a store within walking distance to them. Again someone dropped the ball. But who would build 10,000 houses on a 2 lane road?	0	0
2/19/2022	Site Design & Setbacks	Build better roads first before building homes	0	0

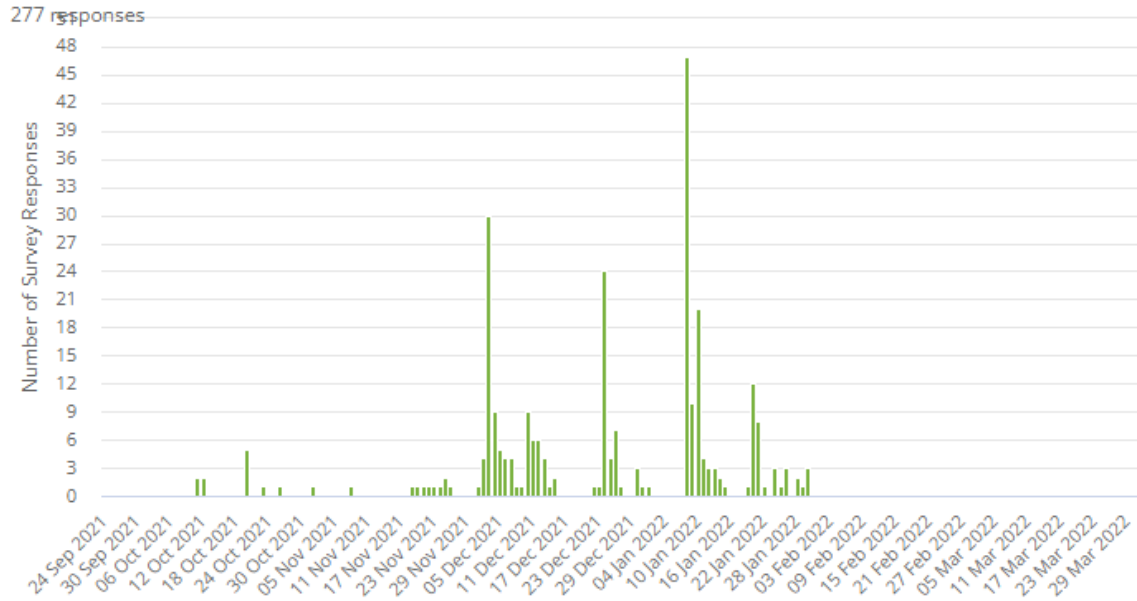
[SAMPLE] Sample ideas added by the consultant to generate conversation

Response to original comment



# Hillsborough County City-County Planning Commission Commercial-Location Criteria Study - Survey Results September 28, 2021 to January 28, 2022

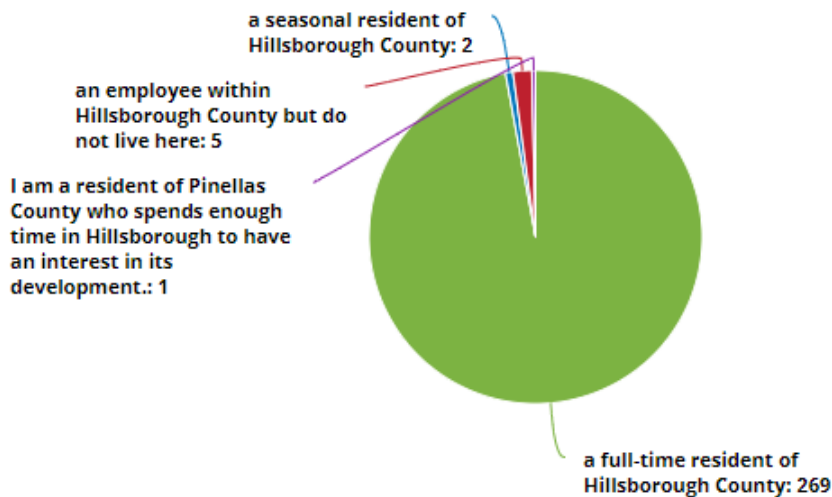
Number of Survey Responses by Day



## Q1. 1. I am...

277 answers

Pie Bar

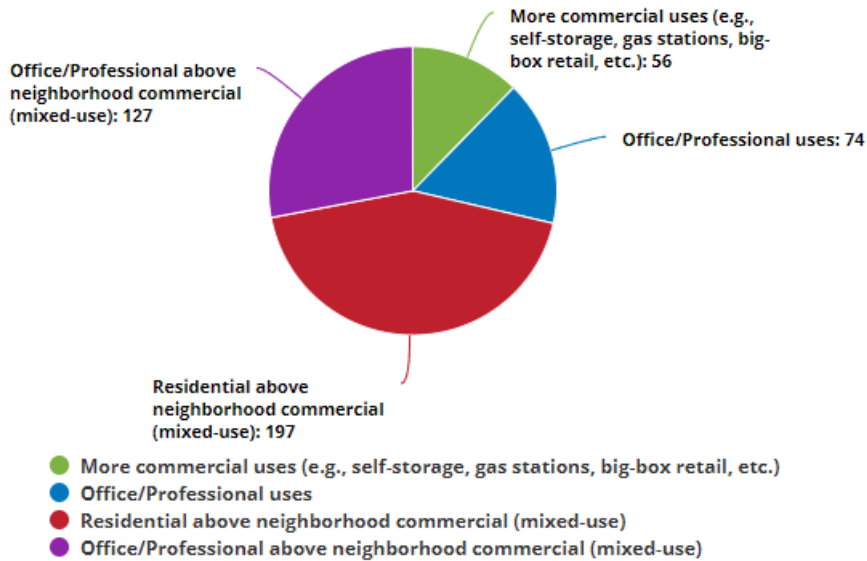


- a full-time resident of Hillsborough County
- a seasonal resident of Hillsborough County
- an employee within Hillsborough County but do not live here
- I am a resident of Pinellas County who spends enough time in Hillsborough to have an interest in its devel...

Q2. 2. The Comprehensive Plan currently permits neighborhood commercial (e.g., convenience stores, retail, day care centers) within close proximity to existing neighborhoods and subdivisions. What other uses would you like to see permitted within these areas? Select all that apply.

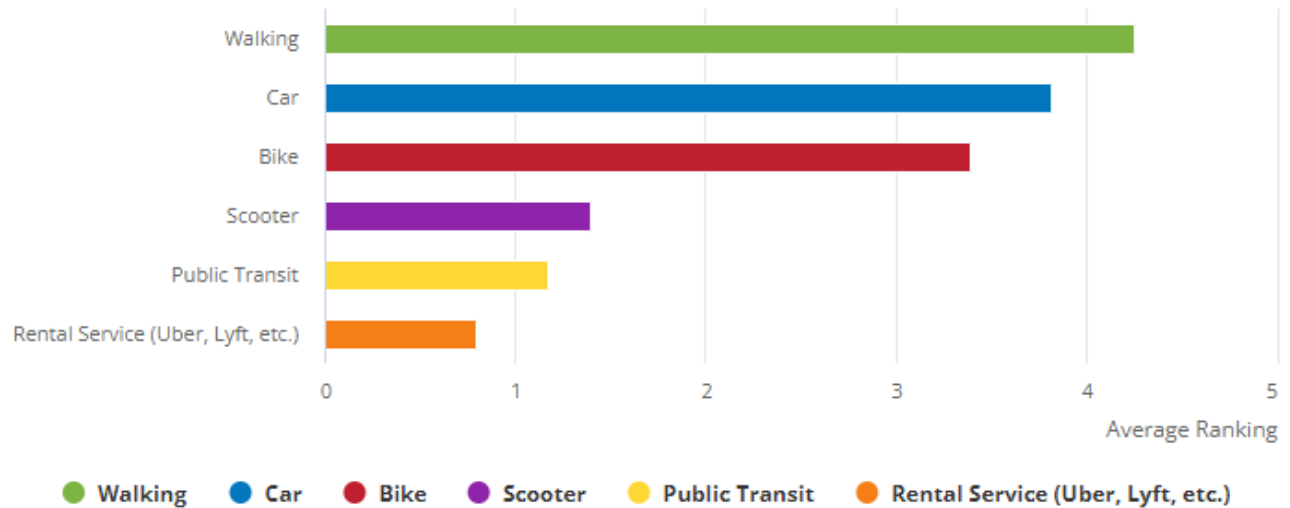
277 answers

Pie Bar



Q3. 3. Assuming that it is within a 15-minute walk of your house, how would you prefer to travel to your local convenience store? Please rank the following choices.

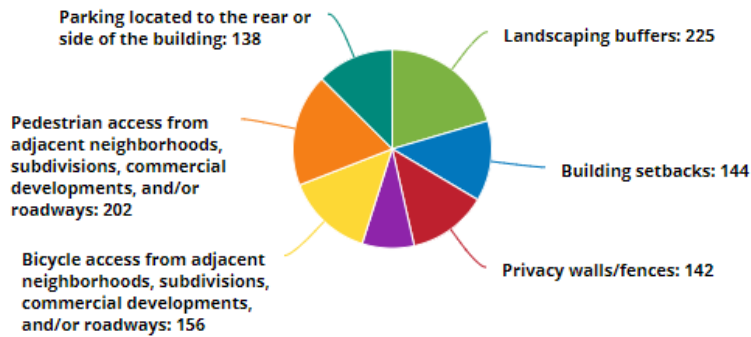
277 answers



Q4. 4. If a neighborhood commercial store was located adjacent to your neighborhood or subdivision, what SITE DESIGN techniques would you like to see implemented to ensure that the store successfully integrates into the surrounding community? Select all that apply.

277 answers

Pie Bar

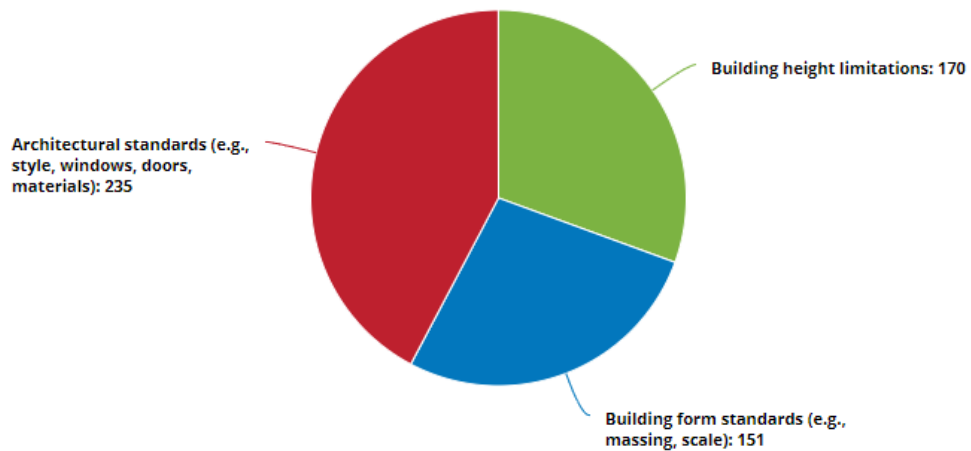


- Landscaping buffers
- Building setbacks
- Privacy walls/fences
- Vehicle access from adjacent neighborhoods, subdivisions, commercial developments, and/or roadways
- Bicycle access from adjacent neighborhoods, subdivisions, commercial developments, and/or roadways
- Pedestrian access from adjacent neighborhoods, subdivisions, commercial developments, and/or roadwa...
- Parking located to the rear or side of the building

Q5. 5. If a neighborhood commercial store was located adjacent to your neighborhood or subdivision, what BUILDING DESIGN techniques would you like to see implemented to ensure that the store successfully integrates into the surrounding community? Select all that apply.

267 answers

Pie Bar



- Building height limitations
- Building form standards (e.g., massing, scale)
- Architectural standards (e.g., style, windows, doors, materials)

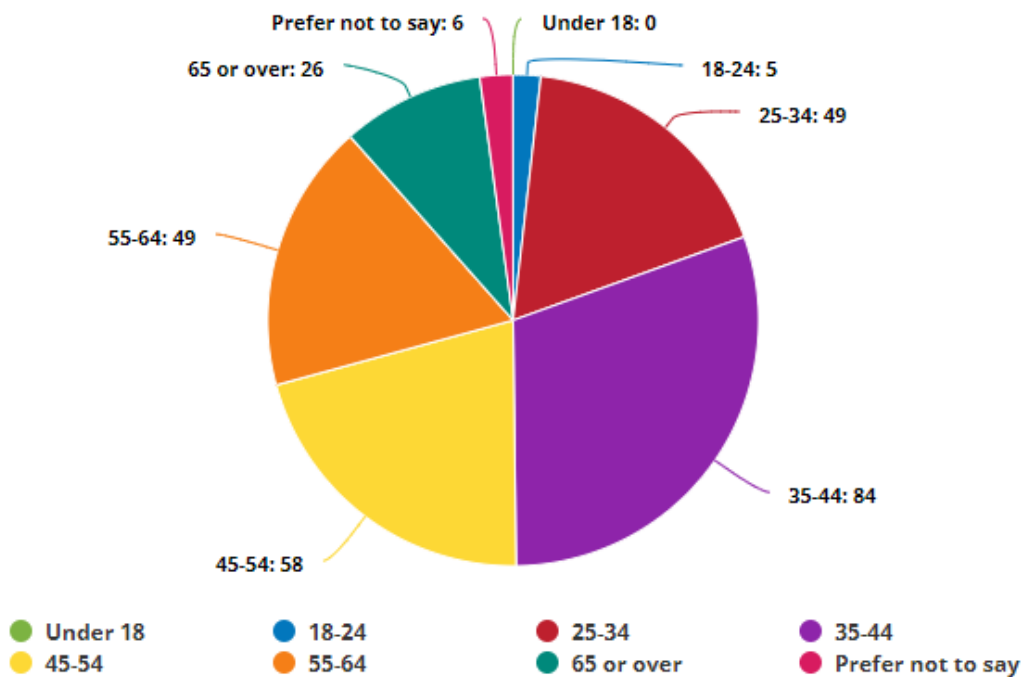
Q6. 6. What is your five digit ZIP code?



Q7. 7. What is your age?

277 answers

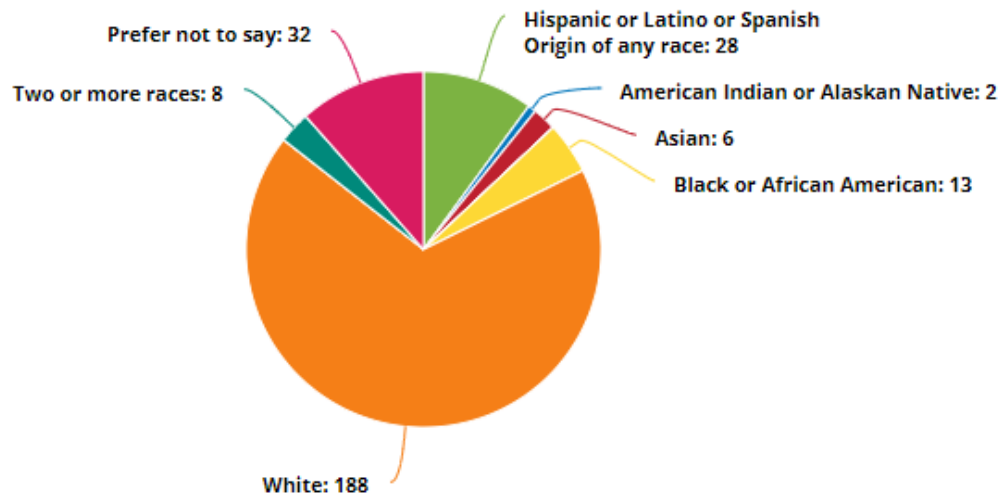
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### Q8. 8. What is your race/ethnicity?

277 answers

Pie Bar

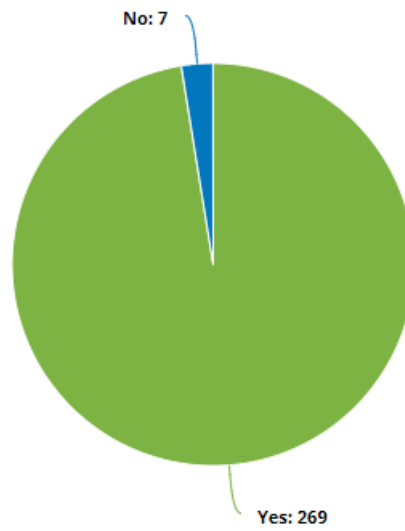


- Hispanic or Latino or Spanish Origin of any race
- Asian
- Black or African American
- Two or more races
- American Indian or Alaskan Native
- Native Hawaiian or Other Pacific Islander
- White
- Prefer not to say

### Q9. 9. Is English your primary language?

276 answers

Pie Bar

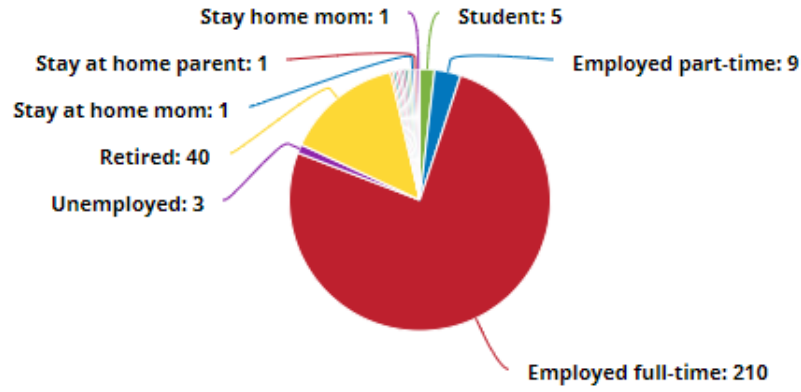


- Yes
- No

Q11. 10. Select the employment status that best fits your situation:

277 answers

Pie Bar

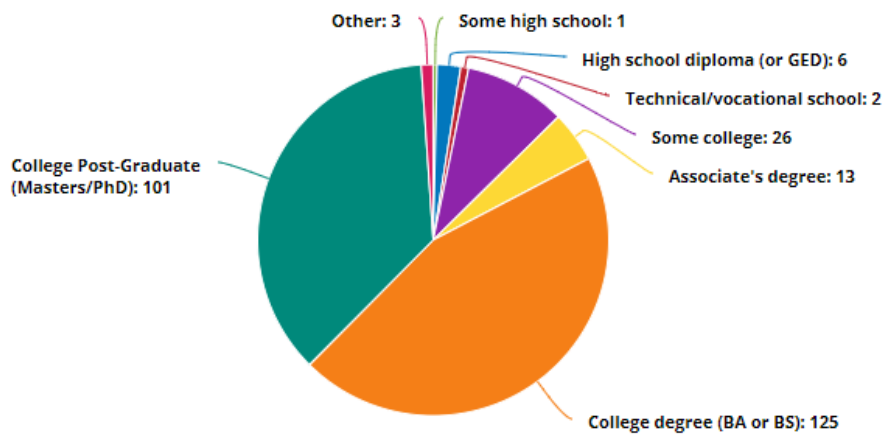


- Student
- Employed part-time
- Employed full-time
- Unemployed
- Retired
- disabled
- Disabled
- Domestic Engineer/entrepreneur
- N/A
- Retired but owner of art gallery
- Self employed
- Small business owner
- Stay at home mom
- Stay at home parent

Q12. 11. What is the highest level of formal education that you have completed?

277 answers

Pie Bar



- Some high school
- High school diploma (or GED)
- Technical/vocational school
- Some college
- Associate's degree
- College degree (BA or BS)
- College Post-Graduate (Masters/PhD)
- Other

## Hillsborough County City-County Planning Commission Commercial Locational Criteria Update

### Public Comments Received Via Telephone and Email

Five emails and one phone call were received with comments, summarized below.

- From the keystone area; speaking on behalf of the Keystone Preservation Group (angle lane area)
  - A number of people have stated that the survey is biased because the question on commercial uses doesn't include an option for "other" or "no commercial uses" and can't complete survey without answering all the questions
  - Most Keystone residents don't want commercial development in Keystone. They don't want storage adjacent to neighborhoods. Need to maintain the rural ambience. Necessary goods and services are currently very reachable.
- A resident in the 33556 zip code emailed to oppose the idea of allowing commercial uses in the Odessa area. They want to keep it rural. Also brought up the error in the survey.
- A resident from Sundance also opposes the idea of allowing commercial in that neighborhood.
- Two other citizens emailed staff objecting to the survey question.
- One resident wrote to express strong support for:
  - Eliminating minimum parking requirements, mainly in place of architectural design review which is so important for a city's identity.
  - The removal of setback requirements, minimum lot sizes, and single family exclusionary zoning to allow more flexibility with urban infill.
  - Upzoning all zones within a 0.25-mile radius of all bus and transit stops with mixed use residential/commercial in order to house enough people to allow these businesses to be successful and sustainable through a resilient resident base not reliant on cars. This also provides the added benefit of dramatically increasing housing supply near jobs or along critical transportation corridors which has reached crisis level as well as reducing traffic congestion. "Let's make a 15-minute city a reality for Tampa and Hillsborough!"