



Hillsborough County City-County Planning Commission

EXPLANATION OF PROPOSED CHANGES SINCE THE FEBURARY 22, 2024 BOARD OF COUNTY COMMISSION PUBLIC HEARING PACKETS

This document summarizes additional proposed changes for the Unincorporated Hillsborough Comprehensive Plan Future Land Use Section. These changes were made after packets were sent to the Board of County Commissioners on February 22, 2024.

HC/CPA 23-22- Goal 2 – Growth Management

- **Policy 2.2.1:**
 - Added “or expand” to the last sentence based on a citizen comment to clarify how the proposed language works in tandem with density or intensity bonuses.
- **Policy 2.2.5:**
 - Add “combined” in the first sentence before “maximum density and intensity” based on a citizen comment to clarify the blending of densities and intensities policy language

Table 2.2 – Public/Quasi-Public (P/QP):

- Added back in examples of quasi-public uses to the Typical Uses column for P/QP based on a citizen comment that the adopted language should be kept for additional clarity on permitted land uses.
- Removed last sentence from Max Floor Area Ratio column as it is duplicative of policy language in Goal 4 for congregate living facilities.

HC/CPA 23-27- Goal 7 – Balance with Natural Resources

- **Policy 7.4.5:**
 - As requested by the Port of Tampa Bay staff, amended policy to transmit all land use plan amendment applications to the Port for their review.



Andrea Papandrew

From: Charles Klug <cklug@TAMPAPORT.COM>
Sent: Wednesday, March 6, 2024 6:28 PM
To: Melissa Zornitta
Cc: Hung T. Mai, PE; Kathryn Macleod; Andrea Papandrew; Melissa Lienhard; David Hey
Subject: RE: Proposed Modifications of Goal 7 Objective 7.3 Policy 7.4.5

Melissa,

Thank you and your staff for reviewing the proposed revision to Policy 7.4.5 and participating in our telephone conference this afternoon. Port Tampa Bay accepts the revision that you propose below; it addresses PTB's concerns. Regards,

Charles

From: Melissa Zornitta <zornittam@plancom.org>
Sent: Wednesday, March 6, 2024 3:32 PM
To: Charles Klug <cklug@TAMPAPORT.COM>
Cc: Hung T. Mai, PE <htmai@aol.com>; Kathryn Macleod <kmacleod@tampaport.com>; Andrea Papandrew <papandrewa@plancom.org>; Melissa Lienhard <lienhardm@plancom.org>; David Hey <heyd@plancom.org>
Subject: RE: Proposed Modifications of Goal 7 Objective 7.3 Policy 7.4.5

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Charles –

Thank you so much for the call. As discussed, we are proposing to send all plan amendment applications to the Port for review. The revision to the policy would read:

Policy 7.4.5 - The Planning Commission will transmit to Port Tampa Bay a copy of all land use plan amendment applications.

Please let us know if that addresses the concerns.

Thank you,

Melissa E. Zornitta | FAICP

Planning Commission

Executive Director

she/her

813.665.1354 (o)

813.390.6324 (c)

planhillsborough.org



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subject to public records inspection.

From: Charles Klug <cklug@TAMPAPORT.COM>
Sent: Wednesday, March 6, 2024 1:30 PM
To: Melissa Zornitta <zornittam@plancom.org>
Cc: Hung T. Mai, PE <htmai@aol.com>; Kathryn Macleod <kmacleod@tampaport.com>
Subject: Proposed Modifications of Goal 7 Objective 7.3 Policy 7.4.5

Melissa,

Please find attached a memorandum showing Port Tampa Bay's proposed modifications to Policy 7.4.5 as well as PTB's rationale for the revisions for discussion in our meeting this afternoon at 3 p.m. Regards,

Charles

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Suggestion to modify HC/CPA 23-27 - GOAL 7 – Objective 7.3 – Policy 7.4.5

7.4.5: The Planning Commission will transmit to Port Tampa Bay a copy of all land use plan amendment applications within the Port Activity Center, Port-related uses, and Port-independent use areas, as shown in the Port Master Plan, or within ~~250~~ 1,000 feet of the Port Activity Center, Port-related uses, and Port-independent use areas, as shown in the Port Master Plan, or any amendment proposing changes to an existing industrial FLU designated parcel.

Rationale:

- To prevent complaints from future residents and/or businesses in the proximity of Port heavy industrial uses such as Ship Repair, Petroleum Products, Liquid Sulphur, Fertilizer, Industrial Chemicals, Bulk Phosphate, Scrap Metal, Paper, Oil Production, Cement Production, Containers loading/delivery/drop-off, act.
- Noise from Port-rated uses may exceed EPC Noise Ordinance due to heavy machinery works, steel cutting, etc. – 1,000 feet separation would help.
- Odors from Port-related uses may be objectional to residents who live in the proximity of Port heavy industrial uses – 1,000 feet would allow dissipation or dilution per scientific study.
- Accidental spills such as petroleum products, industrial chemicals, etc. would be contained easily if 1,000 feet distance separation.
- Potential stormwater runoff offsite during a heavy rainfall event beyond the State and Local regulations.
- Objectional visibility of industrial structures such as silos and stacks of aggregates and other materials, etc.

Attachment: Public Comments

Attached are public comments received after the packets for the Future Land Use Section update were provided to the Board of County Commissioners.

For more information please visit our project page.

Project Page: [Unincorporated Hillsborough County Future Land Use Update - Plan Hillsborough](#)

RE: Request a response before 5 pm 2/22/24

weeesmile@gmail.com <weeesmile@gmail.com>

Sun 2/25/2024 8:01 PM

To:Melissa Lienhard <lienhardm@plancom.org>

Cc:Andrea Papandrew <papandrewa@plancom.org>

 1 attachments (837 KB)

Keystone CLC map detail 11-23-23.docx.pdf;

Melissa:

I received the invite for tomorrow and will log in 9:45 am. I will e-mail if I have any problem getting in. Two members of the Keystone Community Association are planning to join me from my home. I have attached a file that contains maps of the CLC in Keystone that I enlarged from the 11-23-23 CLC map. This way everyone can clearly see what intersections we are discussing.

What we are looking for clarification on are:

1. Definitions:
 - a. Context Classification Intersections
 - b. Context Classification and 2040 Roadway Intersection
2. Specific criteria for choosing these CLC intersections:
 - a. Was it that a number of CLC had to chosen based on the anticipated growth through 2045?
 - b. Was feedback provided by the community before the 11-23-23 map was published? If yes, then what groups/ or persons provided feedback & when?
 - c. Or were these Keystone intersections chosen randomly based on road type only?
 - d. Concerns
 - The roads have only one lane in each direction.
 - Some have residential homes next to them or right at the intersection
 - One T-street intersection has 3 bodies of water surrounded by swamps on each corner.
 - Some intersections are close together
 - One intersection is at a rotary with a second intersection .28 miles away
 - All the land around these sites are owned by St Petersburg as watershed land for the water they pump out (10 wellheads) to Pinellas
 - There are two intersections just 308 ft apart
 - Most have lower speed limits (as low as 10 mph) given the severe curves and/ or poor visibility.
 - 5 out of 6 NW Gunn Hwy intersects have a traffic lights. Gunn Hwy & Wayne Rd & all the rest of the intersections have no lights
 - Some of these intersections are commuter routes with an "F" level of service
 - Only part of the south side of Wayne Rd has sidewalks. The rest of the roads do not.
3. How does the CLC map work with
 - The Keystone Comprehensive Plan / Unincorporated Comprehensive Plan
 - County codes
 - Rezoning process

From: Melissa Lienhard <lienhardm@plancom.org>**Sent:** Friday, February 23, 2024 10:01 AM

To: weeesmile@gmail.com

Cc: Melissa Zornitta <zornittam@plancom.org>; David Hey <heyd@plancom.org>; Andrea Papandrew <papandrewa@plancom.org>

Subject: RE: Request a response before 5 pm 2/22/24

Hello,

I can set up a Teams call, which would just be a link you click on. You can share your video in the meeting if you'd like. I will set the call up for 10am Monday morning. You will receive the invite via your email address above.

Please let me know if you have any questions. See you Monday.

Thank you,

Melissa E. Lienhard | AICP

Planning Commission
Executive Planner

813.547.4364 (O)

planhillsborough.org



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From: weeesmile@gmail.com <weeesmile@gmail.com>

Sent: Thursday, February 22, 2024 3:36 PM

To: Melissa Lienhard <lienhardm@plancom.org>

Cc: Melissa Zornitta <zornittam@plancom.org>; David Hey <heyd@plancom.org>; Andrea Papandrew <papandrewa@plancom.org>

Subject: RE: Request a response before 5 pm 2/22/24

Melissa:

Thanks for getting back to me.
How about Monday at 10:00 am?
Would I call you or would you call me (813 453 1255)?

I will also see who else would like to join me at my house for the call.

From: Melissa Lienhard <lienhardm@plancom.org>

Sent: Thursday, February 22, 2024 1:40 PM

To: weeesmile@gmail.com; Andrea Papandrew <papandrewa@plancom.org>

Cc: Melissa Zornitta <zornittam@plancom.org>; David Hey <heyd@plancom.org>

Subject: RE: Request a response before 5 pm 2/22/24

Hello, Nancy,

Andrea is in meetings the rest of the afternoon so I wanted to jump in to help. Andrea and I can set up a call with you to help talk through your questions and concerns below. Here are some times next week we are available:

Monday 2/26 from 10am to noon and 1:30pm to 2:30pm

Wednesday 2/28 from 9:30am to 11am

Thursday 2/29 from 3pm to 4pm

Do any of those times work for you to set up a call?

Thank you,

Melissa E. Lienhard | AICP

Planning Commission
Executive Planner

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From: weeesmile@gmail.com <weeesmile@gmail.com>

Sent: Thursday, February 22, 2024 12:48 PM

To: Andrea Papandrew <papandrewa@plancom.org>

Cc: Melissa Zornitta <zornittam@plancom.org>; Melissa Lienhard <lienhardm@plancom.org>

Subject: RE: Request a response before 5 pm 2/22/24

Andrea:

I never received this e-mail. So thank you for forwarding this e-mail onto me.

However the explanation provided below creates more questions than it answers.

If I am understanding correctly, infrastructure, road conditions (curves, speed limit, Level of service – like NW Gunn Hwy is “F” failing), residential neighborhood conditions (lack of sidewalk), fatal accidents, etc has no bearing on commercial development (CLC).

It simply is mandated by Tallahassee & Plan Hillsborough simply adopts it without question?

I have tried reaching you, Melissa L. & Melissa Z by phone for clarification but kept reaching voicemail. Therefore I am asking that you call me back at 813 453 1255.

From: Andrea Papandrew <papandrewa@plancom.org>
Sent: Wednesday, February 21, 2024 4:35 PM
To: Melissa Zornitta <zornittam@plancom.org>; weeesmile@gmail.com; Melissa Lienhard <lienhardm@plancom.org>
Subject: Re: Request a response before 5 pm 2/22/24

Hi Nancy,

I did find the attached email from May 30, 2023 from Melissa Lienhard . Is the attached email answer your questions or is more clarification needed?

There are changes for the Commercial Locational Criteria going to the BOCC on March 7th as part of the Future Land Use Section update. There is a January clean and redline draft of the proposed CLC language on our website. [FLUE-Clean-01.04.24.pdf \(planhillsborough.org\)](#) CLC is proposed Objective 4.7. One of the proposed changes includes the addition of context classification intersections (identified by the County or the Florida Department of Transportation) to the already adopted 2040 LRTP Cost Affordable Map.

The proposed CLC map has not changed and is the same map you have attached. This map is not proposed for adoption. It is simply an intersection comparison showing where roadways with context classifications intersect and where the existing 2040 roadways (based on the outdated 2040 LRTP Cost Affordable Map) intersect. The dots in yellow on the draft map simply show where additional intersections may qualify for CLC, with the proposed edit to the CLC language as part of the FLU update. The nodes shown on this map simply indicate an intersection qualifies for CLC but, and applicant would still have to meet the requirements listed in the Comprehensive Plan under Objective 4.7.

These intersections are based on the roadways identified on the context classification map ([Map3_2021_Context_Classification_Network.pdf \(planhillsborough.org\)](#)) The Community and Infrastructure Planning Department has a whole flip book online explaining context classification. [Land Use & Infrastructure - Other Publications | Hillsborough County, FL \(hcfl.gov\)](#)

We will be posting an updated February draft of the Future Land Use Section on our website shortly. However, no changes were made to CLC between the January and February drafts.

Best,

Andrea Papandrew, AICP

Planning Commission

Senior Planner

813.665.1331 (O)

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From: Melissa Zornitta <zornittam@plancom.org>
Sent: Wednesday, February 21, 2024 1:44 PM
To: weeesmile@gmail.com <weeesmile@gmail.com>; Melissa Lienhard <lienhardm@plancom.org>
Cc: Andrea Papandrew <papandrewa@plancom.org>
Subject: Re: Request a response before 5 pm 2/22/24

Hi Nancy -
Melissa Lienhard is out today, but we will work on getting you the answers.

Thank you,
Melissa Zornitta

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From: weeesmile@gmail.com <weeesmile@gmail.com>
Sent: Wednesday, February 21, 2024 12:43:54 PM
To: Melissa Lienhard <lienhardm@plancom.org>
Cc: Andrea Papandrew <papandrewa@plancom.org>; Melissa Zornitta <zornittam@plancom.org>
Subject: Request a response before 5 pm 2/22/24

Sorry Melissa, I failure to change the subject line of an old e-mail so I am resending with an updated subject line.

From: weeesmile@gmail.com <weeesmile@gmail.com>
Sent: Wednesday, February 21, 2024 12:36 PM
To: lienhardm@plancom.org

Cc: papandrewa@plancom.org; elmorea@plancom.org; burnsa@plancom.org; zornittam@plancom.org

Subject: FW: Questin Inot answered at the break-out session at tonight's meeting

Good Morning Melissa:

Many people in the Keystone Community have been asking & would like to know:

1. The **definitions** for
 - a. **Context Classification Intersections**
 - b. **Context Classification and 2040 Roadway Intersection**
2. **Is the attached map still being considered for adoption by the BOCC?** (See attached map downloaded from Plans Hillsborough web site this month).

I have asked for further information about this map but never received a response.

Additionally the BOCC hearing is in less than two weeks, so I am requesting, before **5:00 pm tomorrow 2/22/24 (1 business day)**,

that you, or one of the individuals copied on this e-mail, provide

1. **Answers to these two basic questions above**, as well as
2. **Answers to the two outstanding questions from May 2023** (see below)

I thank you in advance for your timely response.

Nancy Pateracki

From: weeesmile@gmail.com <weeesmile@gmail.com>

Sent: Tuesday, May 23, 2023 8:05 PM

To: lienhardm@plancom.org

Cc: papandrewa@plancom.org

Subject: Questin Inot answered at the break-out session at tonight's meeting

Melissa:

SET UP A TIME TO SPEAK

You offered me the opportunity to speak with you off-line. I would like to discuss the issues that our neighborhood is facing. I do want to set up a time to speak on the phone. So what needs to occur for this to happen.

COPY OF PROPOSED CLC MAP

Additionally Andrea offered to provide a copy of the Proposed CLC map. Please provide a copy of this map.

Before we speak I would like a response to the two questions below:

1. On the Commercial Locational Criteria map it looks like you are planning to change the corner of Wayne Rd & Gunn Hwy and Tarpon springs Rd and Wayne (both residential neighborhoods in a rural area) to a commercial node. Is that correct?



2. If the answer is yes, then I would also like to know how this decision was reached?

That is who provided the feedback because no one living on or near Wayne Rd (those existing residents who are most impacted) were involved in this decision.

Thank you and I appreciate the support of my recommendations

weeesmile@gmail.com <weeesmile@gmail.com>

Thu 2/29/2024 10:36 AM

To: 'Patrick, John' <PatrickJ@hcfl.gov>

Cc: Melissa Lienhard <lienhardm@plancom.org>; Andrea Papandrew <papandrewa@plancom.org>

I also enjoyed our chat yesterday. And thank you John Patrick for your prompt response.

As you and I discussed neither the CIP or Plan Hillsborough have the resources to drill down on any of the Keystone CLC sites. But as a concerned citizen I have. I sadly have witnessed accidents, death, & serious injury just beyond my front door.

Neither the **Hillsborough County Commercial-Location Criteria Intersection Map** or **Hillsborough County Comprehensive Plan/ 2021 Content Classification Map3** was based on the evaluation of the land around these sites or roadway conditions. So these maps are actually **Collateral-Arterial Roadway** maps.

Since we spoke I have reviewed the state's manual on roadway definition for context classification including which vehicles are even allowed are rural roads and rural towns.

Something I didn't mention yesterday is that NW Gunn Hwy & E. Race Track Rd doesn't even allow trucks with more than 2 axis; "no truck thru" signs are posted on these roads.

I do not know if there is a regulatory requirement to create a content classification map or it impacts funding.

If this is the case these maps could simply be retained as an internal document but not as a work product published to the public.

Again I appreciate the time you and Plan Hillsborough have provided and hope that this map and any reference to it in the unincorporated plan amendment are removed.

But as a resident who actually lives in Keystone, and who travels these roads, lives on NW Gunn Hwy, I will have to continue to voice my concerns as needed.

From: Patrick, John <PatrickJ@hcfl.gov>

Sent: Wednesday, February 28, 2024 8:42 PM

To: weeesmile@gmail.com; Melissa Lienhard <lienhardm@plancom.org>; Andrea Papandrew <papandrewa@plancom.org>

Subject: Re: Please confirm receipt of my recommendations by 3/1/24

Ms. Nancy: It was nice chatting with you yesterday and appreciate your advocacy for your community. Reading the notes below I get a feeling that there may be conflation of the concept of Context-Based Classification, and Functional Classification.

The intent of the context based classification is to better link transportation and land use, in Hillsborough's case future land use, so that the roadways can be designed to reflect the community it passes through. The functional classification system on the other hand classifies roadways based on how the traffic moves through the corridor and does not adequately reflect the intent of the community in terms of land use. A context-based classification system does not represent functional classification and vice versa.

As far as the options are concerned, I agreed, if the intention is to show the location of potential intersections that could qualify for commercial development, and context-based classification is not the sole determinant for commercial location, then the map should be, in my opinion, footnoted as such.

Or, remove the map and may be describe it in text to avoid misapplication.

Hope this helps.
Thanks,
JP

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From: weeesmile@gmail.com <weeesmile@gmail.com>
Sent: Wednesday, February 28, 2024 6:21 PM
To: Melissa Lienhard <lienhardm@plancom.org>; Andrea Papandrew <papandrewa@plancom.org>
Cc: Patrick, John <PatrickJ@hcf.gov>
Subject: Please confirm receipt of my recommendations by 3/1/24

External email: Use caution when clicking on links, opening attachments or replying to this email.

Hello Ladies:

Re: Hillsborough County Commercial-Locational Criteria Intersection Map (origin = Hillsborough County Comprehensive Plan/ 2021 Content Classification Map3 with just circles added to the intersections)

I am writing this e-mail for 3 purposes

1. Highlight key points from our call on Monday
2. Highlight key points from my call with Mr Patrick
3. Provide two options for a solution/ change (highlighted in blue & yellow below)

Our Call

2/26/24 We had the video conferencing call. Regina and I shared our concerns with the **Hillsborough County Commercial-Locational Criteria Intersection Map** in Keystone.

Many of these intersections were not appropriate & referencing them to the proposed Amendment on **Neighborhood Commercial Locational Criteria** would cause confusion & be at best misleading.

The six examples of inappropriate intersections I highlighted:

1. T-street intersection: Hutchinson and N. Mobley where Lakes & swamps were on each corner along with residential homes
- 2/3) Rotary Intersection: Race Track Road where Boy Scout and Crawley Lane (estimated to be just 1/8 of a mile apart) and St Petersburg land with wellheads, park, and wetlands reside
- 4) T-street: Gunn Hwy (45 mph road, "F" level of service) and Wayne Rd which sits between two curves, where roadway departures happen (where death & serious injuries have occurred)
 - o The Tampa Trail is on the east side of Gunn Hwy directly across from Wayne Rd with a Prep school sitting to the north
 - o A library & Teco substation sit on either corner of Wayne Rd/ west side Gunn Hwy.
 - o Down Wayne Rd & up Gunn Hwy hundreds of residents live.
- 5/6) Y-intersection: northbound Gunn Hwy (45 mph) curves merging into Lake Lutz Fern Rd (40 mph) while southbound Gunn Hwy dips & slants to west
 - a. Northbound & Southbound enter Lutz Lake Fern as they merge together & in less than 300 ft Michigan Avenue and Lutz Lake Fern Rd form a T-street intersection

You indicated that you were not staffed to drill down on these intersections but if a request for a rezoning occurs these concerns could be brought up at public hearings.

You also encouraged us to voice our concerns at the hearings and in writing.

I did share that it is very labor intense, and not cost-effective (the use of tax payer money), to go through the whole process when it is obvious that these rezoning requests are not compatible or wanted by the community.

As someone previously employed (now retired) as a certified six sigma black belt & certified project manager, I believe there are great opportunities to improve this process.

You let us know that the **Hillsborough County Commercial-Locational Criteria Intersection Map** was taken from the **Hillsborough County Comprehensive Plan/ 2021 Content Classification Map3** which was developed by CIP.

You provided the contact information for John Patrick AICP/ Executive Director of the Community & Infrastructure Planning for us to pursue further definition & criteria regarding the development of **Hillsborough County Comprehensive Plan/ 2021 Content Classification Map3**.

Call with John Patrick

2/26/24 I contacted John Patrick and a call was arranged for 2/27/24. I spoke to him by phone yesterday morning. This is what I was told:

1. This map simply represents where collateral and arterial roads meet and there was no
 - a. Evaluation/ studies of the land around these intersections or the residential density
 - b. No consideration was given for traffic volume, roadway accidents, road conditions (curves, dips, extreme road slants, shoulder composition), traffic control measures (stop signs, lights, etc), pedestrian or bicyclist safety measures etc.
2. In asking what was the intention of this map I was told "the intention was to make things better."
 - a. **No actionable intent could be provided**
3. I reviewed with Mr Patrick the same 6 examples I shared with you the day before
4. Given the information above, and that no one seems to be able to communicate what value this map has in the comprehensive plan for use in 2024 or even the future, I suggested that there be a one of two actions taken
 - a. **Option 1 (best option):** Remove the **Hillsborough County Commercial-Locational Criteria Intersection Map** from the Unincorporated Comprehensive Plan-Future Land Use along with any references in the proposed amendments
This is a **mistake proofing option** and prevents the map from being confused as a tool to prompt commercial development rezoning requests at these sites.
 - b. **Option 2 (weaker option):** Provide the definition of what the **Hillsborough County Commercial-Locational Criteria Intersection Map** represents & in the repeat the definition in the proposed amendment where the map is referenced.

The definition: "The map represents where an arterial and collateral road intersect"

- c. **To both these options Mr Patrick said "great solution," and stated he would support this.**

Since the state reports the top factors for serious injuries and fatalities in Hillsborough county is **Intersections**, followed by **Lane Departures** (very common around curves), **Aging Road Users**, and

Pedestrians & bicyclists,

advocating for commercial development at the Keystone CLC map sites seems very unwise and can lead to unnecessary harm.

Andrea Papandrew

From: Plan Hillsborough <info@planhillsborough.org>
Sent: Monday, March 4, 2024 8:07 PM
To: Andrea Papandrew; Lauren Becker
Subject: Public Comment for Hillsborough County FLU Update

Name

Linda Martin

Email

lindamartin8398@gmail.com

Subject

Keystone community plan

Public comment

When is the update scheduled for the keystone community plan. Long overdue.

Sent from Plan Hillsborough



Andrea Papandrew

From: Plan Hillsborough <info@planhillsborough.org>
Sent: Tuesday, March 5, 2024 8:23 AM
To: Andrea Papandrew; Lauren Becker
Subject: Public Comment for Hillsborough County FLU Update

Name

Nancy Pateracki

Email

weeesmile@gmail.com

Subject

Change Request on Proposed Amendment Rural Area commercial Development!

Public comment

Change Request on Proposed Amendment regarding Commercial Development in Rural Areas

- 1) Add language to commercial uses in a residential/ agricultural neighborhood to prevent drawing customers from other neighborhoods (even outside the county) & increasing traffic. The amendment lacks safeguards to prevent increased traffic on failing arterial roads. Previously Policy 22.5.a. (12/22/21) reads "...eliminate uses which typically draw customers from other neighborhoods (e.g., auto-oriented uses) and specify which uses would not be appropriate for Rural/Agricultural areas."
- 2) Add Language to prevent commercial development next to residential homes or allow property rezoned commercial to have access to private lakes where residents have deeded property out into the lake. While there are specific guidelines as to the distance of a commercial property to an intersection, there is no mention of the distance to residential property or having access to a private lake & therefore residents' backyards.
- 3) The Hillsborough County Commercial-Locational Criteria Intersection Map represents ONLY where arterial or collateral roads intersect. There has been no evaluation of the surrounding land use or road capacity/ conditions/ function. This information has been confirmed by Plan Hillsborough & CIP. Therefore, this map and all references to it in the Comprehensive Plan & County Codes should be removed.

OR

Define & Title the map for what it is: where arterial or collateral roads intersect.

Without the changes above, you will be encouraging Developers to make more applications for inappropriate commercial rezoning next to homes, & properties with access to private lakes. Ultimately you will be wasting taxpayer dollars & time and not securing residents right to privacy & safety*

*Goal 1, Objective 1, Policy 1.3 "Hillsborough County will consider in its decision-making property owner to privacy and exclude others from the property to protect the owner's possession and property."

Sent from Plan Hillsborough



Andrea Papandrew

From: The Briggs <joshmarissabriggs@gmail.com>
Sent: Thursday, March 7, 2024 7:31 AM
To: Andrea Papandrew
Subject: Tonight's meeting of future land use

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning,

I unfortunately can't attend the meeting tonight as intended. I did however speak numerous times before, and have submitted numerous responses in writing so those should be on record at least.

I do want to add a few other points that I haven't seen in any presentation so far, and maybe you can help me understand if I missed something.

Every local municipality focuses on the need for more homes to accommodate residential growth. So let's build more homes seems to be a smart way to accommodate this growth. What I'm not seeing is what are the cons to more urban sprawl. We live on a relatively flat peninsula in a hurricane prone area. What happens when we have to evacuate for a storm and we have way to many people to safely do so? Then there's the whole what if major storm hits and property damage is astronomical. Let's say a lot of these housing developments get wiped out, and insurance companies continue to bail. Homeowners insurance is skyrocketing as it is for the people that can afford it, and then you have low income housing programs that would suffer the same dilemma, who pays for their insurance. What I'm seeing is that planners say the right things to get people on board, but refuse to address the smaller details.

This brings me to my second point. Let's say we cram more and more people into smaller and smaller communities. We as a society no longer focus on self reliance and local production of goods. We have become a culture of consumption where we remove farms and replace them with warehouses. What happens when we have increases to population with no way to produce goods and rely on supply chains, and then as COVID showed us the supply chain fails. Now we have a lot of desperate people in close proximity and that won't be pretty. Let's take another scenario and something happens where the governments go into self preservation procedures and the people depending on government are no longer able to get their funding on top of supply chain failures. Now we have a major crisis that overwhelms local municipalities.

I understand the need to accommodate but at the same time we should consider the problems long before things happen. We got to look at other cities that have deteriorated over the years. Cities that have gone bankrupt all did so because they lost focus on the pulse of it's people. Jobs went away and so did the people that are self reliant. The people that stayed were the ones that weren't and therefore no jobs, no business growth, and more money leaving than coming in.

We need to stop pretending to be who we aren't. Florida is unique and people are moving here because of that. But we can't become the very places these new residents left and assume things will be different.

Thanks for your time.

Josh

Andrea Papandrew

From: Melissa Lienhard
Sent: Wednesday, March 6, 2024 8:49 AM
To: Andrea Papandrew
Subject: FW: Change Request to the Proposed Amendment on Commercial Development in a Rural Area

FYI

Melissa E. Lienhard | AICP

Planning Commission
Executive Planner
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From: weeesmile@gmail.com <weeesmile@gmail.com>
Sent: Tuesday, March 5, 2024 5:17 PM
To: Melissa Zornitta <zornittam@plancom.org>; 'Burgos, Glorivee' <BurgosG@hcfl.gov>
Cc: 'Reidy, Richard' <ReidyR@hcfl.gov>; Melissa Lienhard <lienhardm@plancom.org>; Jay Collins <collinsj@plancom.org>
Subject: RE: Change Request to the Proposed Amendment on Commercial Development in a Rural Area

Just to clarify when the questions & concerns of the HC Commercial Locational Criteria Map was first questioned with concern by the community (myself & other residents) 5/23/23 by myself. You can hear it on the recording. The map was not shown during the April 2023 presentation, so May 2023 was the first time we were all surprised by tis map. I hope this clarifies the timing better.

From: Melissa Zornitta <zornittam@plancom.org>
Sent: Tuesday, March 5, 2024 3:12 PM
To: Burgos, Glorivee <BurgosG@hcfl.gov>; weeesmile@gmail.com
Cc: Reidy, Richard <ReidyR@hcfl.gov>; Melissa Lienhard <lienhardm@plancom.org>; Jay Collins <collinsj@plancom.org>
Subject: RE: Change Request to the Proposed Amendment on Commercial Development in a Rural Area

Good afternoon –

The proposed changes to the Commercial Locational Criteria to add an additional map (Context Classification Map) for consideration will be coming up at the Public Hearing on Thursday evening at 6 PM. It is agenda item B4 on that hearing agenda. Staff has met with Ms. Pateracki. Given that the Planning Commission has already had their public hearing, staff is not in a position to make significant policy changes but will be ready to provide the BOCC with options for changes the Board could make to the proposed language at the hearing Thursday evening.

Thank you,

Melissa E. Zornitta | FAICP

Planning Commission

Executive Director

she/her

813.665.1354 (o)

813.390.6324 (c)

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From: Burgos, Glorivee <BurgosG@hcfl.gov>

Sent: Tuesday, March 5, 2024 1:48 PM

To: weeesmile@gmail.com

Cc: Melissa Zornitta <zornittam@plancom.org>; Reidy, Richard <ReidyR@hcfl.gov>

Subject: FW: Change Request to the Proposed Amendment on Commercial Development in a Rural Area

Good afternoon, Ms. Pateracki

I hope this email finds you well. I am writing to acknowledge the email you sent regarding the Comprehensive Plan Proposed Amendment to address Commercial Development. Thank you for providing a comprehensive input on the matter. I have cc'd Ms. Melissa Zornitta, Planning Commission Executive Director, in this email, and have asked if this is the correct procedure for sharing thoughts on the proposed amendment.

Ms. Zornitta,

Ms. Pateracki provided a comprehensive PowerPoint (attached) with a proposal request for some changes to the Commercial Development in rural Keystone. The presentation contains some recommendations, (page 2). Could you kindly advise on the next steps for Ms. Pateracki to receive feedback/response regarding the proposal?

Thank you in advance for your assistance on this matter.

Best regards,
Glory



Glorivee Burgos

Legislative Aide

Commissioner Hagan, District 2

Phone: (813) 272-5452

Email: burgosg@HCFL.gov

601 E. Kennedy Blvd., Tampa, FL 33602

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From: weeesmile@gmail.com <weeesmile@gmail.com>

Sent: Tuesday, March 5, 2024 10:24 AM

To: Hagan, Ken <HaganK@hcfl.gov>; Kemp, Pat <KempP@hcfl.gov>; Cameron Cepeda, Donna <CameronD@hcfl.gov>; Wostal, Joshua <WostalJ@hcfl.gov>; Cohen, Harry <CohenH@hcfl.gov>; Myers, Gwendolyn <MyersG@hcfl.gov>; Owen, Michael <OwenM@hcfl.gov>

Subject: Change Request to the Proposed Amendment on Commercial Development in a Rural Area

External email: Use caution when clicking on links, opening attachments or replying to this email.

Good Morning Commissioners:

I am writing you to present my recommendations on the Comprehensive Plan Proposed Amendment addressing **Commercial Development in a Rural Area: Keystone Odessa**.

I live right on 45 mph Gunn Hwy (curve) for more than a quarter of a century (my husband has been here nearly twice as long).

From my office window I can see a Public Potable Wellhead across the street.

In contrast to this I lay witness daily to the thousands, upon thousands of cars that pass my driveway: sometimes speeding, sometimes crawling.

I also hear the screeching tires and loud bangs of accidents onto my driveway, into our fence, and between my home and Wayne Rd.

These occurrences are often brought on by abrupt stops to enter and leave a private school on the left side of the street.

The school sits between two curves on Gunn Hwy & two traffic lights only 1-2 miles apart.

This patch of road is mostly residential.

My neighbors and I have opposed more than one non-residential rezoning request since they would bring in strangers and more vehicles into our neighborhood; sometimes right next door.

I have heard at hearings comments that a neighborhood doesn't care if they don't show up for hearings, or continue to write letters with every rezoning change & resubmittal.

However most people have full time jobs, care for children or the elderly, are without transportation, disabled/ ill, or are just not able to read the small print on a poster on the side of the road.

Besides being unaware of these proposed changes, there are personal feelings the keep them voicing their opinion:

- Fear of saying "the wrong thing."
- Fear of retribution
- Or just believing the government, the county commissioners will look out for them

As a licensed professional & recently retired certified project manager & six sigma black belt, I believe there is significant opportunity for improvement in the Hillsborough County rezoning process to reduce rework & screen out inappropriate applications.

Thank you for your attention to the matters documented above and in the attached pdf.

Nancy Pateracki

Note: Plan Hillsborough web site comment portion does not allow for downloaded documents; therefore I am sending this pdf directly to you.

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