

Project Advisory Team Meeting #2

June 13, 2023

The second Project Advisory Team meeting began by explaining the Future Land Use Section and the process for updating. The first presenter reviewed the functions of a Comprehensive Plan, including providing consistency, prioritizing funding, and protecting resources. She also explained that the Plan is typically updated every 7-10 years. The areas of the Plan that have already been updated include Natural Open Space, One Water, Governance, Recreation and Open Space, Mobility, and Housing. Finally, this meeting is part of a larger outreach effort, with the goal being to send the proposed Future Land Use updates to the Board of County Commissioners (BOCC) in early 2024.

Next, the Executive Director of Plan Hillsborough gave a presentation on the Urban Service Area (USA) and the amount of developable land available. The USA is part of the Future Land Use Section and helps focus new growth into areas that are currently served by county services and infrastructure. This allows new developments to use currently existing services and infrastructure, reducing the need for new construction to support new development. The Executive Director also reminded attendees that the incorporated cities (Tampa, Temple Terrace, and Plant City) have their own comprehensive plans and that this section update does not apply to those cities. Finally, she discussed the amount of redevelopable land available within the Urban Service Area, indicating that much of this land exists as small parcels surrounded by existing development, rather than large tracts of empty land.

Next, the presenter gave a review of the results of the public survey. Residents responded that their highest priorities are preserving natural areas and agricultural/rural lands, maximizing existing infrastructure and having a variety of mobility choices.

After reviewing the survey results, a Planning Commission staff member gave an overview of Transit-Oriented Development (TOD). She defined this as “urban places designed to bring people, activities, buildings, and public space together, with walking and cycling connections between them and transit service.” She also indicated that TOD is limited to fixed guideway forms of transit. In the Unincorporated Hillsborough County Comprehensive Plan, TOD policies already

exist and are being clarified and simplified. Also, the current conversation about TOD and the Future Land Use update does not propose specific locations for TOD implementation.

The next topic was Commercial Locational Criteria (CLC). This policy, which currently exists in the Comprehensive Plan, certain types of commercial development in residential areas, as long as they provide for the daily needs of residents and integrate seamlessly into the surrounding development. The presenter discussed major revisions to the policy, including the addition of a new Land Use category (Neighborhood Mixed-Use 6), the replacement of the outdated Cost Affordable Map with the Context Classification map to determine appropriate locations for commercial development, and measures to ensure appropriate intensity in rural and industrial areas. There are also elements of the policies that are not changing, including existing commercial entitlements, the 22 existing Community Plans, mixed-use Future Land Use categories, and Floor-Area Ratio requirements.

The final topic of the meeting was on the Centers and Connections (C & C) policies. This policy intends to create safe, livable, and sustainable communities by providing housing, jobs, and services in close proximity in areas where increased density is appropriate and desired by the community. It would do this by allowing density and intensity bonuses at certain intersections, or centers, provided certain improvements in housing and mobility are included in the proposed plans.

There was active conversation between members of the Project Advisory Team and Planning Commission staff (PC Staff) throughout the presentation. Planning Commission staff responses are noted. The main themes are summarized below:

- What was the criteria for identifying developable and redevelopable land?
- An attendee recommended caution when expanding the USA, saying that it would make it easier for developers to expand outward while disincentivizing redevelopment.
- Add language to the FLU update to improve safety in proposed designs, particularly with regard to transportation to/from school and freight/cargo/trucking.
- PC Staff: TOD is not considered for ferry stops because they exist within the Coastal High Hazard area and are not appropriate locations for higher density housing.

- PC Staff: The Planning Commission provides recommendations on zoning and land use issues, but the final decision makers are the County Commissioners.
- Reconsider increasing density in areas that have too much traffic.
- Walkability only works when it is connected to other walking infrastructure. C & C will only work if the area around identified intersections includes walking/cycling facilities.
- Add bonuses for extra infrastructure investment in new developments.
- Infrastructure/services need to be in place before construction of new developments.
- Make sure bonuses will offset or exceed cost incurred by developers to provide increased amenities.
- Increased density will lead to “urban in the suburban”.
- Prioritize funding for trail infrastructure to connect activity centers.
- There should be a sunset clause for zoning if current zone is not compatible with surrounding development and nothing is developed on the land.

After the discussion, the presenter thanked the Project Advisory Team Members for their valuable input. Participants were informed of future opportunities to get involved, including public meetings and the next Project Advisory Team meeting on August 8.