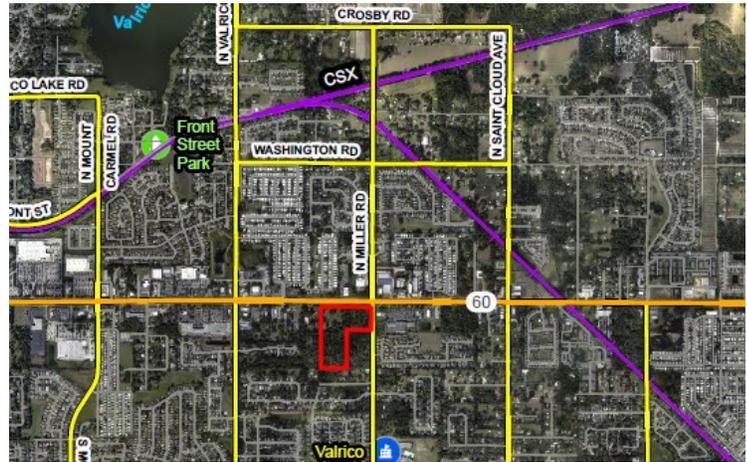


PD Modification Application: MM 22-0689
Zoning Hearing Master Date: October 17, 2022 (REMAND)
BOCC CPA Meeting Date: December 15, 2022

1.0 APPLICATION SUMMARY

Applicant: Falcone & Associates, LLC
FLU Category: RES-4 & RES-9 (Existing)
 RES-20 (CPA 21-27)
Service Area: Urban
Site Acreage: 18.48 +/-
Community Plan Area: None
Overlay: SR 60 Overlay-Suburban



Introduction Summary:

The subject site is located within PD 06-0464, as most recently modified by MM 15-0538. The PD currently permits 75,000sf of CG (Commercial General) uses along SR 60 and 86 townhomes within the southern portion of the project area. This application is being heard concurrent with CPA 21-27 requesting a Future Land Use Category change from RES-4 and RES-9 to RES-20.

The BOCC remanded this application back to the ZHM at their August 11, 2022 CPA Meeting to address the following: building height, building setbacks, provision of adequate screening and the Miller Road access point. Under this remand, the applicants have made the following changes: (1) replace the previously proposed full access point on Miller Road with a vehicular emergency only and pedestrian access point; (2) reduced the building height for two of the buildings within the NE corner from 4-stories to 3-stories (height reduction from 58 to 45 feet); (3) removed parking count specifics from the site plan given that the bedroom per unit count has not been finalized; (4) updated the 10 foot wide multi-use trail along Miller Road notation for accuracy; (5) reduced the building height for the southernmost building from 4-stories to 3-stories (height reduction from 58 to 45 feet); (6) revised the SR 60 access from a right-in/right-out/left-in access to a full access; (7) provided a turnaround area along the eastern PD boundary; and, (8) graphically moved buildings closer to Miller Road (setback noted on the plan did not change).

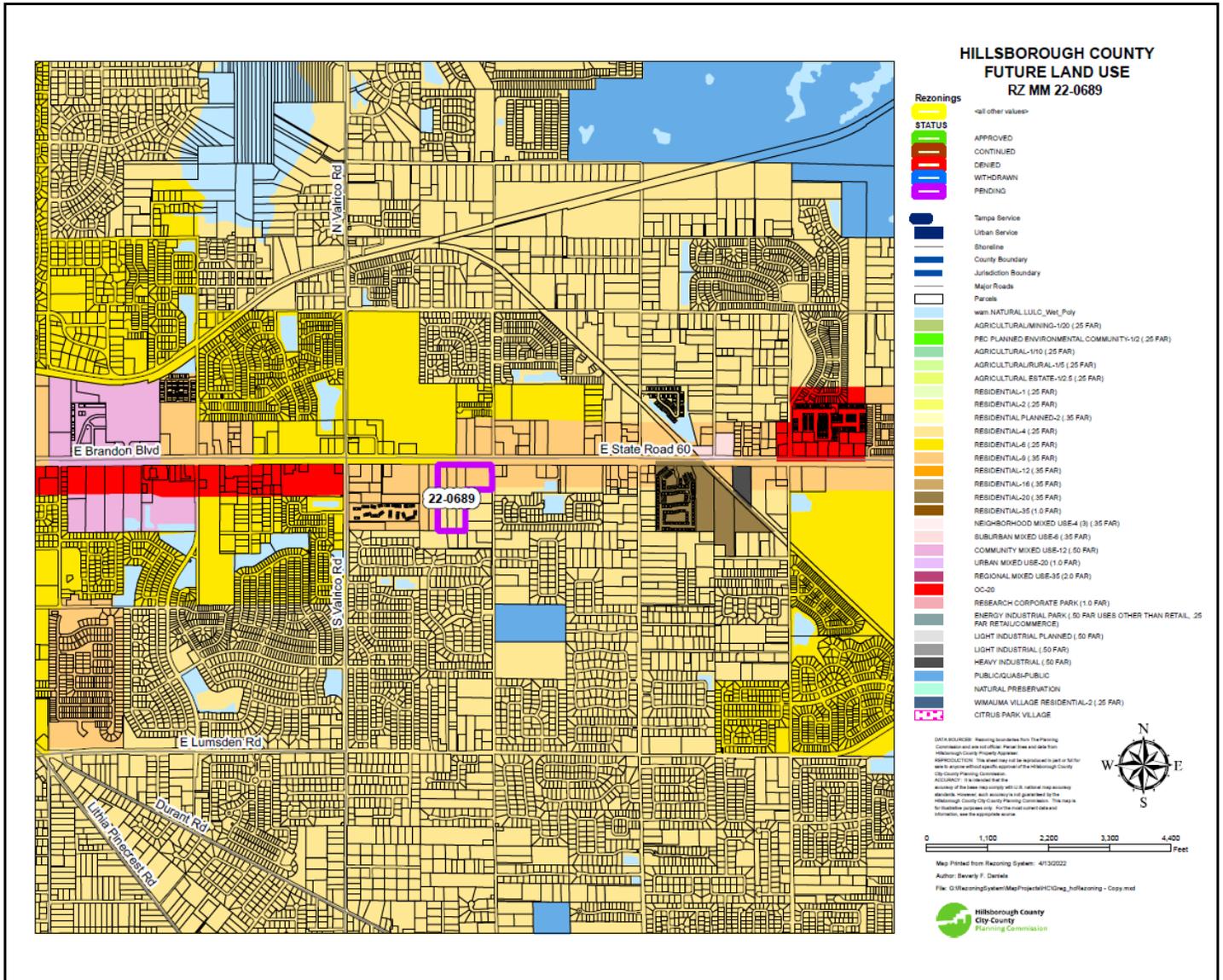
Existing Approval(s):	Proposed Modification(s):
75,000 sf of CG uses and 86 townhomes	Remove existing approval for 75,000 sf of CG uses and 86 townhomes. Request approval for 312 multi-family units at 16.89 units per acre.

Additional Information:	
PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	None Requested as part of this application

Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

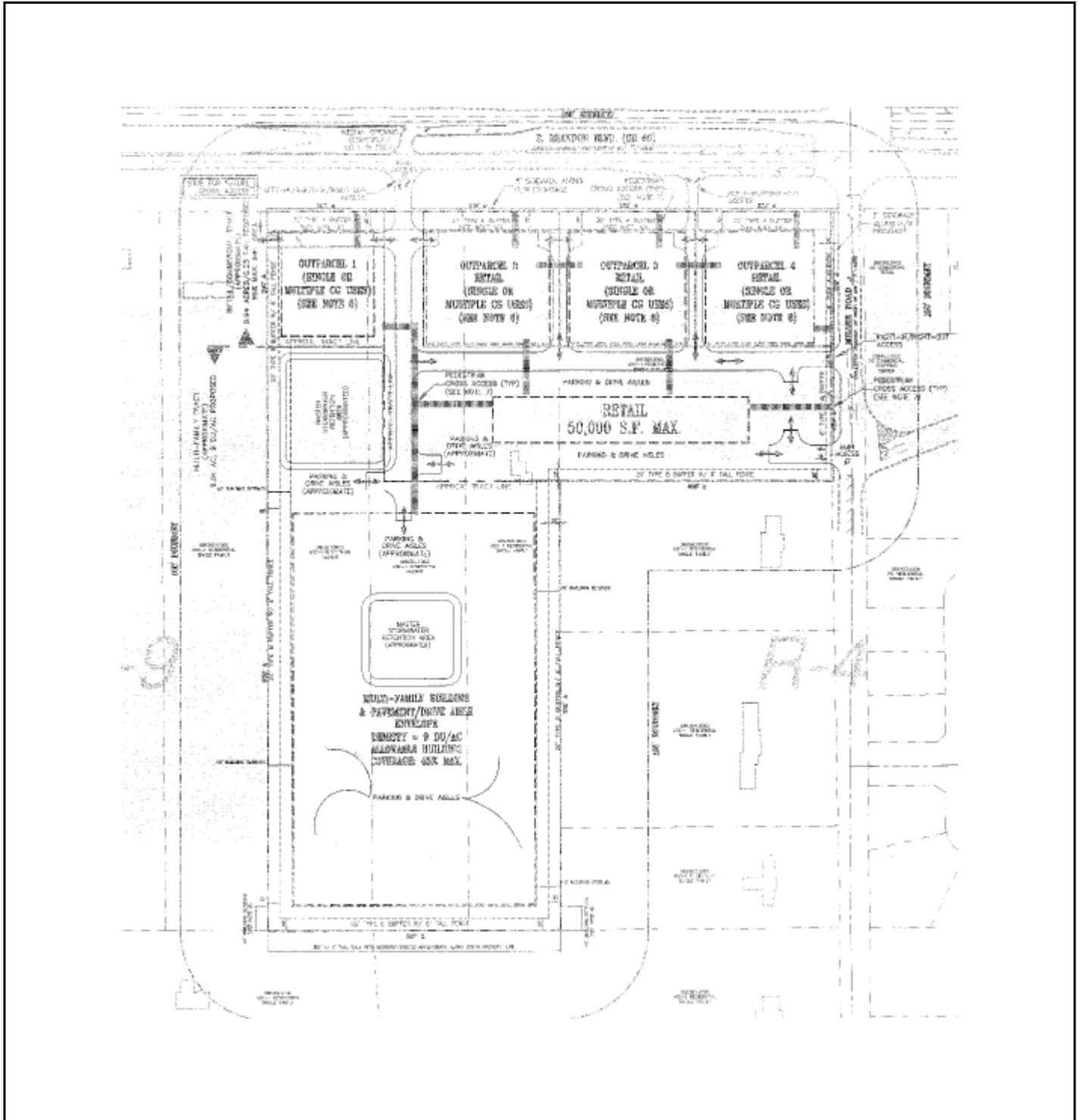
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-4 & RES-9 (Existing) RES-20 (Proposed)
Maximum Density/F.A.R.:	RES-4 (Existing): 4 units per acre / 0.25 FAR RES-9 (Existing): 9 units per acre / 0.50 FAR RES-20 (Proposed): 20 units per acre / 0.75 FAR
Typical Uses:	RES-4 (Existing): Residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects. RES-9 (Existing): Residential, urban scale neighborhood commercial, office uses, multi-purpose projects and mixed use developments. RES-20 (Proposed): Residential, neighborhood commercial, office uses, multi-purpose projects and mixed use developments.

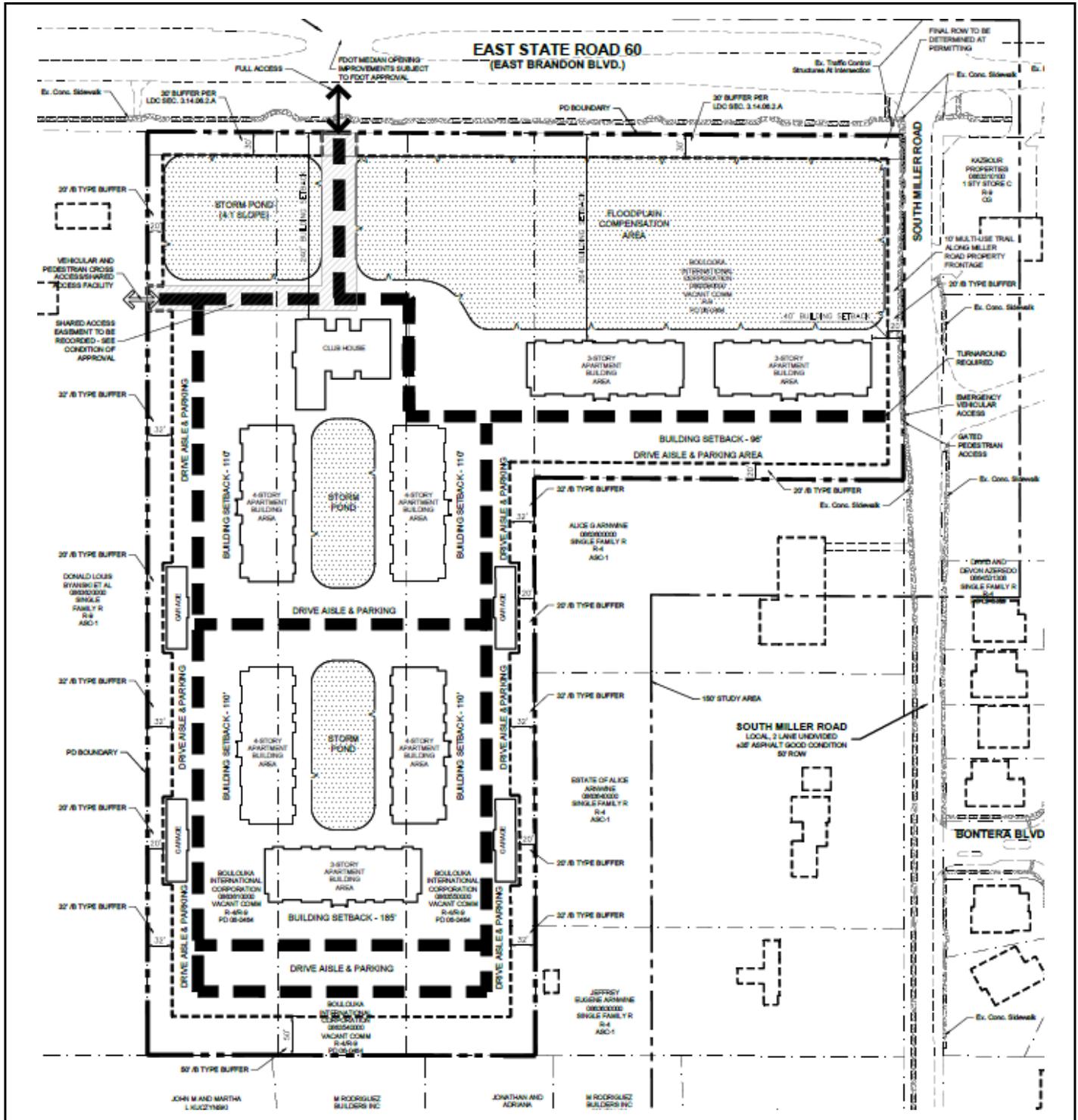
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
SR 60	FDOT Principal Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
S. Miller Rd.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	14,292	584	446
Proposed	1,697	112	137
Difference (+/-)	-12,595	-472	-309

*Trips reported are based on net new external trips unless otherwise noted.

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	None	None	Meets LDC
South		None	None	Meets LDC
East		Pedestrian	None	Meets LDC
West		Vehicular & Pedestrian	None	Meets LDC
Notes: Gated emergency access to east.				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
N/A	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees (Fee estimate is based on a 1,200 square foot, Multi-Family Units 1-2 stories) Mobility: \$5,995 * 312 units = \$1,807,440 Parks: \$1,555 * 312 units = \$ 485,160 School: \$3,891 * 312 units = \$1,213,992 Fire: \$249 * 312 units = \$ 77,688 Total Multi-Family (1-2 story) = \$3,584,280 Urban Mobility, Central Park/Fire - 312 multi-family units				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input checked="" type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The site is located on south side of SR 60, a primary east-west corridor through the Brandon and Valrico communities. The corridor is developed with the area's more intense uses – such as multi-family, mobile home parks, shopping centers and office uses. The project has mitigated compatibility issues with adjacent single-family residential with the use of greater setbacks, building height maximums and buffering and screening. Buildings have been internalized within the site to provide separation from adjacent properties. As illustrated in Figure 1 in Section 7.0, the building setbacks exceed the 2:1 setback/height requirement (2 additional feet of setback for every 1 foot over 20 feet height in addition the required buffer width) along all PD boundaries. Additionally, buffering and screening is provided that meets or exceeds the Land Development Code minimums. During the original rezoning, specific screening treatments were approved (fence types, fence colors, preservation of existing vegetation) which are not proposed to be removed.

Based upon the above, staff has not identified any compatibility issues associated with the request.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

CHANGES TO CONDITIONS

~~Requirements for Certification:~~

~~1. Note #16 to be removed, internal driveways and ponds will not be subject to change during permitting.~~

Approval- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted ~~May 24, 2022~~ September 27, 2022.

1. The development is permitted a maximum of 75,000 square feet of floor area for Commercial, General (CG) uses and a maximum of 86 fee simple townhouse units. Development shall comply with the requirements of the State Road 60 (Brandon Boulevard) Overlay District, Suburban Sector.

The commercial space shall be subject to the CG development standards, unless otherwise referenced herein:

Frontage Outparcel(s):

Maximum 25,000 square feet (combined total) and maximum FAR of 0.25.

Primary Retail Building(s):

Maximum 50,000 square feet (total).

Townhouse Development Standards:

- Minimum building setbacks: 40 feet
- Maximum building height: 40 feet
- Maximum building coverage: 45 percent
- Maximum impervious surface: 80 percent
- Maximum density: 9 dwelling units per acre

- Adult uses shall be prohibited
- The burning of debris on the site shall be prohibited
- Outdoor lighting on site shall comply with the Dark Sky Initiatives set forth in Section 6.10 of the Land Development Code
- The developer shall locate any lift station constructed to serve the development on the western half of the property and shall not locate dumpsters closer than 50 feet from any off-site residential structure along the development's eastern boundary

The project shall be limited to a maximum of 312 multi-family units.

2. Buildings, stormwater ponds, drive aisle and parking areas shall be developed where generally as depicted on plan.

3. The minimum setbacks for the multi-family and clubhouse buildings shall be as noted on the general site plan for each building. Garage buildings shall be setback a minimum of 20 feet from all PD boundaries.

4. Multi-Family building heights shall be limited to a maximum of 58 feet/4-stories or 45 feet/3-stories. Garage building heights shall be limited to a maximum of 15 feet.

5. Buffering at the widths depicted on the general site plan along the western, southern and eastern PD boundaries shall be provided. Type B screening shall be provided within these buffers as specified in conditions ~~1918.1, 1918.2 1918.3, 1918.4 and 1918.5.~~ As depicted on the general site plan, the sidewalk/multi-purpose path along South Miller Road shall be permitted to encroach into the required buffer along South Miller Road.
6. A 30 foot wide buffer developed in accordance with Land Development Code Section 3.14.06.2.a (SR 60 Overlay-Suburban Sector) shall be provided along the northern PD boundary.
7. The project shall be developed in accordance with Land Development Code Sections 3.14.06.2.b, 3.14.06.2.c and 3.14.06.2.d (SR 60 Overlay-Suburban Sector).
28. Clearly identified pedestrian connectivity between uses via sidewalks and right-of-way markings shall be provided to promote safe and functional pedestrian cross-access between uses. Additionally, the developer will coordinate with HART staff to provide a transit stop at an agreed upon location on the project's frontage on State Road 60 (Brandon Boulevard) that is acceptable to Hillsborough County Transportation and the Florida Department of Transportation. The developer will provide an ADA-compliant landing pad connecting to the sidewalk to accommodate ADA patrons entering and existing the bus.
39. ~~The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department and FOOT. Final design, if approved by Hillsborough County Development Services Department may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements. The applicant shall be subject to the Rules of the Department of Transportation, Chapter 14-97.~~
- ~~3.1 The developer shall build a northbound left turn lane on Miller Road at the southern-most project entrance.~~
- The project shall be permitted one ~~restricted right in/left in/right out~~ full access connection on SR 60, subject to FDOT approval, and one ~~full access gated emergency access with pedestrian connection~~ onto S. Miller Road.
- 9.1. The developer shall construct a 10-foot sidewalk along the project frontage on S. Miller Rd., as shown on the PD site plan.
410. Prior to initial development approval for the entire site or for each increment of development, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic at the project driveway(s) and any other mitigation which may be necessary. The turn lane(s) shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where a turn lane is provided.
- Construction and design of turn lanes or other improvements affecting state roadways are subject to FDOT review and approval. Site access improvements may require the acquisition or dedication of additional right-of-way. No development plan approvals shall be issued for these portions of the property within 250 feet of Miller Road without an analysis of improvements required to serve full build out of the project (and whether additional right-of-way will be needed).

410.1 The developer shall build a westbound turn lane at the median opening on State Road 60 as approved by the Florida Department of Transportation.

511. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Major Roadway Connection (more than 1,500 trip ends per day), LDC 6.04.01.F. The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site. The applicant has the option of submitting an analysis showing that for his particular site, a throat of less than 100 feet is appropriate and will result in no adverse impact to the public roadway system.

612. ~~Prior to General Site Plan Certification, the Developer, where feasible, shall provide for vehicular and pedestrian cross access to the parcels located south and west of this site. All cross access shall be paved to the project boundary and designed to County standards.~~

If PD 22-0689 is approved, the County Engineer will approve a Design Exception (dated June 1, 2022) which was found approvable by the County Engineer (on June 1, 2022) for S. Miller Rd. substandard road improvements. AS S. Miller Rd. is a substandard collector roadway, the developer will be required to construct a 10-foot sidewalk along the project frontage on S. Miller Rd. consistent with the Design Exception.

713. ~~As is noted in the Land Development Code, one of the major reasons for diminished capacity of public roads is an increase in access points along roadways which increases the potential conflict points. Because of this, the applicant shall show the ability to provide cross access to adjacent parcels of like land uses. If any of the other adjacent properties are developed under the same developer/owner, then cross access must be provided. All cross access shall be in accordance with the Hillsborough County Land Development Code Section 6.04.03 Q.~~

The developer shall construct the following site access improvements on SR 60, subject to FDOT approval:

- a. A westbound left turn lane approaching the project entrance;
- b. A westbound right turn lane approaching the project entrance;
- bc. Extend the eastbound left turn lane at the intersection of SR 60 and S. Miller Rd;
- d. Reconfigure the existing median opening at the proposed project entrance to FDOT standards;
and,
- e. Construct the project entrance with a 3-lane section providing for an inbound lane, outbound left turn lane and outbound right turn lane.

814. ~~The Developer shall construct sidewalks within the right of way along all roadways adjacent to the property boundaries and shall construct and maintain sidewalks along both sides of all internal roadways within the gated portion of the townhome parcel and as indicated on the site plan for the commercial portion. The sidewalks shall be a minimum width of five (5) feet. Pedestrian interconnectivity shall be provided between uses and adjacent parcels.~~

91514. The applicant shall provide internal access to any existing or future out parcels on the site (LDC 5.03.05 H).

1615. The developer shall construct, with the initial increment of development, a pedestrian and vehicular shared access facility to serve the adjacent property to the west, folios# 86362.0000, as depicted in the site plan consistent with the LDC. The developer shall record in the Official Records of Hillsborough County a construction easement and any other easement necessary to permit the developer of adjacent property (within which the access is being shared) to construct and utilize the required the Shared Access Facility upon (re)development of

the adjacent properties without further consultation. The design of the connections shall be subject to the review and approval of Hillsborough County.

1716. The project's internal access driveways shall include ADA sidewalks connecting all residential units, parking, amenity areas and all project access connections.

1817. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

101918. Natural Resources staff identified a number of significant trees on the site. The developer shall meet with staff prior to submittal of the preliminary site plan to design the site around these trees. The site plan may be modified to avoid tree removal.

1918.1. The buffer yard along the eastern boundary of the project abutting folios 86360.0000, 86364.0000 and 86363.0000 and the buffer yard along the southern boundary of the project abutting folio 86360.0000 shall provide screening standard B. The Type A component of the screening within these areas shall consist of a 6-foot-high solid vinyl fence (in a dark color such as green, black, or brown) shall be provided along the southern and eastern boundaries of the project except that a 6-foot-high solid masonry wall shall be provided along the southern boundary of the townhouse parcel.

1918.2. The buffer yard along the southern boundary of the project abutting folios 86381.0100, 86453.1496 and 86453.1494 shall provide screening standard B. The Type A component of the screening within this area shall be a 6 foot high solid wall.

1918.3. The fences and wall in this areas described in conditions 1918.1 and 1918.2 shall be installed prior to construction within the area to be screened and be within the buffer yard depicted on the plan and placed no closer than two feet to the adjoining owner's property. A ten-inch space shall be provided at the bottom of the fences and wall described in conditions 1918.1 and 1918.2 to allow for wildlife to pass through. Further, the first fifteen feet of the buffer as measured from the property boundary along the southern and eastern boundary boundaries of the property, as described in conditions 1918.1 and 1918.2, shall be maintained in a natural state (except for the fencing required.) Tree limbs overhanging the natural buffers described in conditions 1918.1 and 1918.2 shall not be disturbed.

1918.4. The buffer yard on the western property line shall provide screening standard B. The Type A component of the screening shall consist of contain a 6-foot-high solid fence and screening standard B as identified on the site plan. A 20 foot wide buffer shall be provided from the south, west and east boundaries of the residential area. The development shall be subject to the SR 60 Overlay District regulations.

1918.5. The buffer yard on the eastern boundary abutting South Miller Road shall provide screening standard B in accordance with any of the options provided in the Land Development Code.

1918.6. The developer shall comply with all local and State rules regarding the identification, protection and mitigation of any impacts to protected and/or threatened species discovered on site.

112019. The storm water management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations. Vertical wall retention ponds are prohibited along the eastern property line of the property where the property abuts residential uses. However, this does not prohibit the use of retaining walls and tree wells to assist in the preservation of trees and tree root systems in

coordination with site grading. The intent of this condition is to not adversely impact trees within the buffer along the eastern property line where the property abuts residential uses.

~~122120.~~ The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):

~~122120.1~~ Ground Signs shall be limited to Monument Signs.

~~122120.2~~ Billboards, pennants and banners shall be prohibited.

~~132221.~~ Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.

~~14.~~ Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.

~~2322.~~ In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

~~152423.~~ If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

~~162524.~~ The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

~~17.~~ Prior to approval by the Hillsborough County Board of County Commissioners at the scheduled Land Use Meeting, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above, the Land Development Code (LDC) and/or the recommendations of the Land Use Hearing Officer. The revised general site plan shall be certified upon approval of the petition at the scheduled Board of County Commissioners Land Use Meeting. Prior to petition approval and certification, if it is determined the certified plan does not accurately reflect the conditions of approval, the requirements of the LDC and/or the recommendations of the Land Use Hearing Officer, as may be modified at the Board of County Commissioners Land Use Meeting, said plan will be deemed invalid and a revised General Development Plan shall be submitted for certification. Certification of the revised plan (and approval of the petition) shall occur at the next available Board of County Commissioners Land Use Meeting. The submittal deadline for the revised General Development Plan under all of the above scenarios shall be the deadline for the filing of Oral Argument.

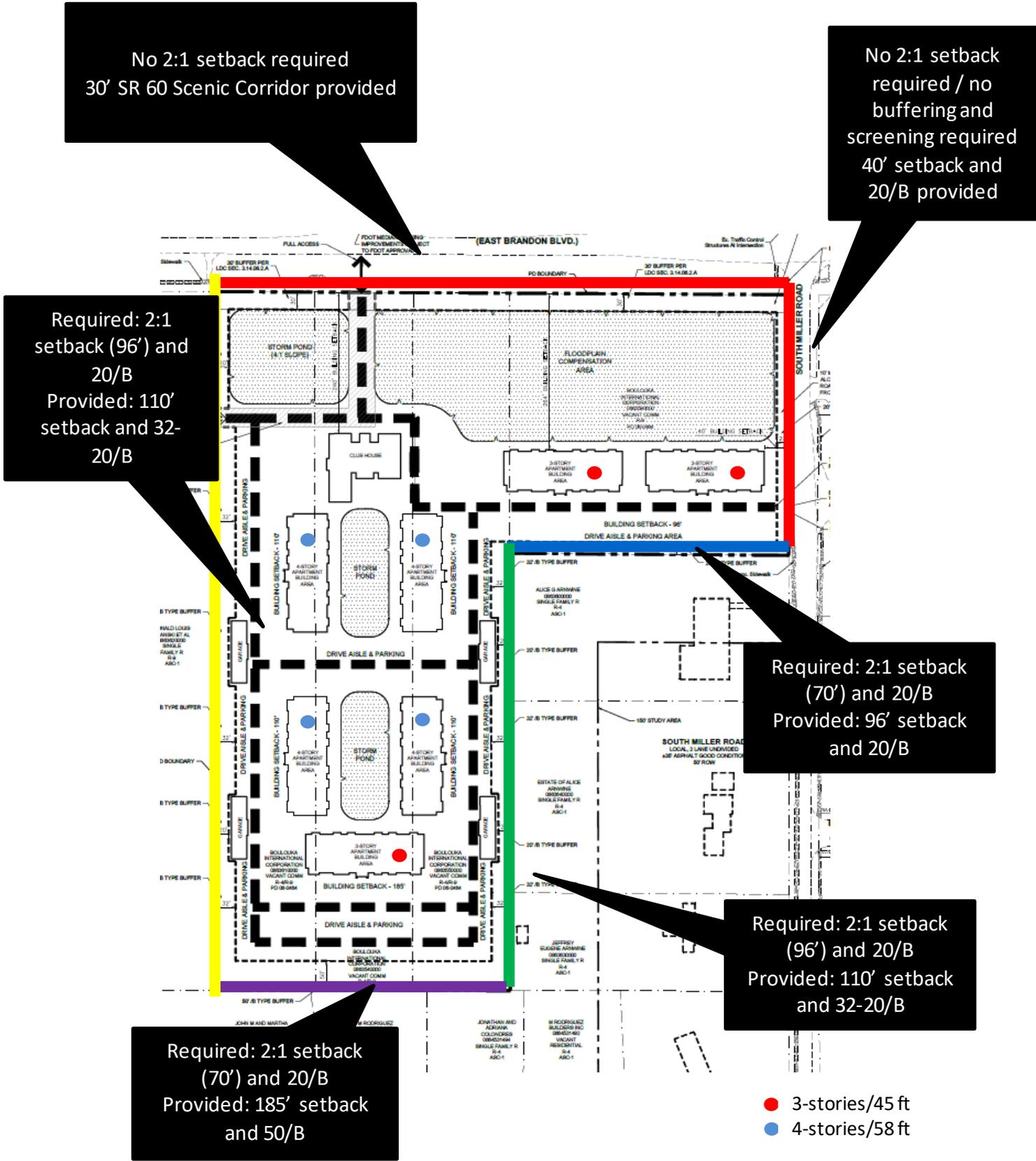
~~182625.~~ Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a

guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

<p>Zoning Administrator Sign Off:</p>	 <p>J. Brian Grady Mon Oct 10 2022 10:49:28</p>
<p>SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.</p> <p>Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.</p>	

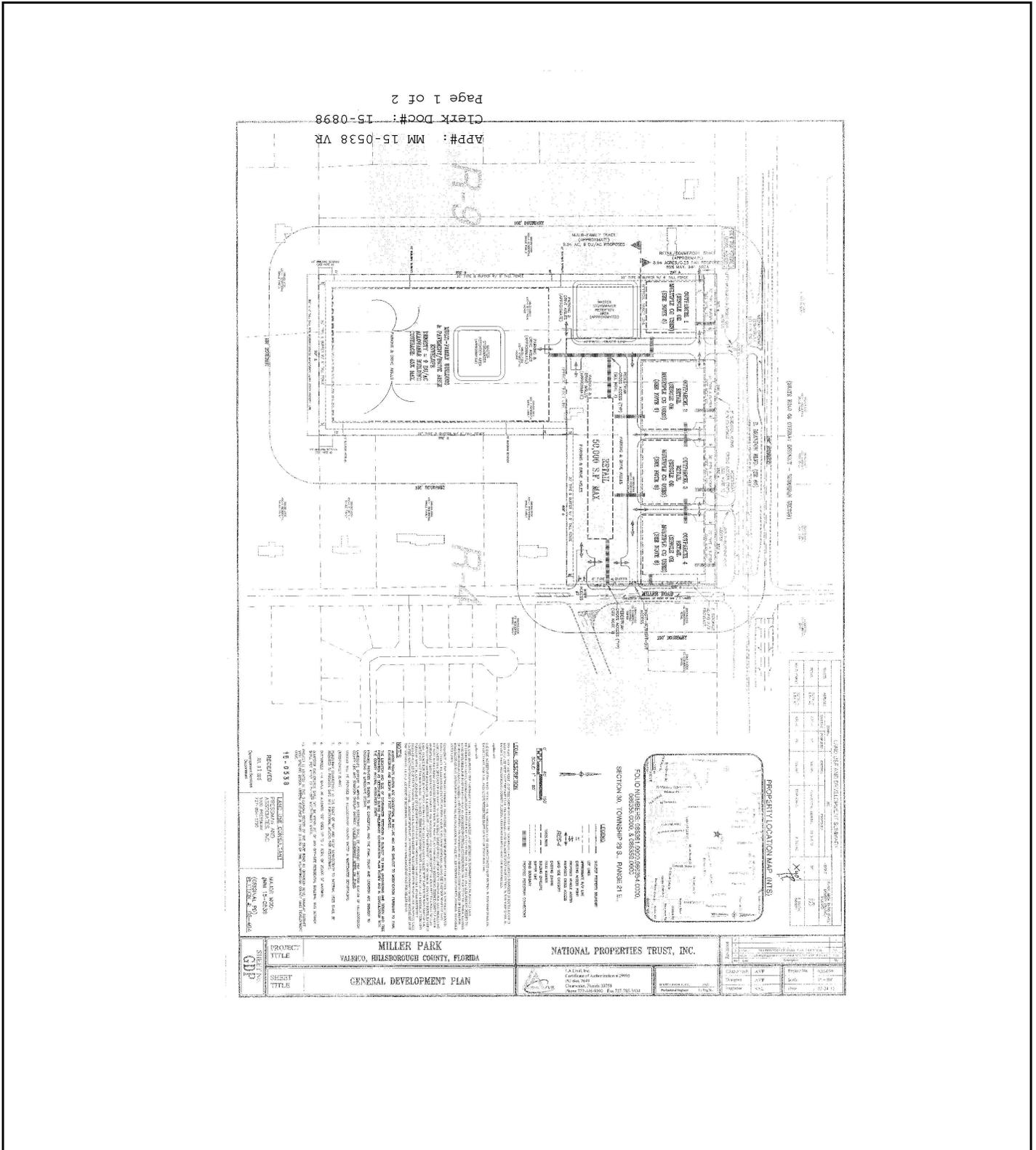
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Figure 1: Proposed Building Heights and Buffering and Screening



8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 6/03/2022

Revised for Remand: 10/07/2022

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: VR/ Central

PETITION NO: MM 22-0689

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to the listed or attached conditions.
- This agency objects for the reasons set forth below.

ADDITIONAL CONSIDERATIONS FOR REMAND

At the August 11, 2022 Hillsborough County Board of County Commissioners' (BOCC), the BOCC remanded the application to the Zoning Hearing Master for consideration of several issues. Transportation related items are discussed below.

Applicant Proposed Changes

In response to the BOCC's request to re-examine the proposed full access connection on S. Miller Road, the applicant submitted a revised site plan proposing to change the access connection to S. Miller Rd. to a gated emergency access with a pedestrian connection and change the restricted right-in/right-out/left-in access connection on SR 60 to a full access connection. To support the proposed change the applicant submitted a revised site access analysis and reviewed the proposed changes with FDOT staff.

As a result of the proposed access connection changes, FDOT has submitted revised comments with additional site access requirements at the SR 60 project entrance. Additionally, the previously proposed design exception to address the substandard roadway condition has been excluded as the gated emergency access will no longer triggers the LDC, Sec. 6.04.03. L. 1. requirement to improve the roadway to standard. However, staff notes that the applicant is still proposing to build a 10-foot wide sidewalk along the project frontage on S. Miller Rd., as shown on the revised PD site plan.

FDOT Concerns and Proposed Conditions

While FDOT formal comments, dated September 20, 2022, indicate "*major concerns with all the [project] traffic being forced onto SR 60*", the agency recommended several site access improvements at the SR 60 project entrance included herein as conditions of approval subject to final approval by FDOT at the time of permitting. The FDOT recommended site access improvements include an eastbound right turn lane into project entrance, reconfiguration of the existing median opening at the proposed project entrance, a project entrance with a 3-lane section providing for an inbound lane, outbound left turn lane and outbound right turn lane. Other proposed conditions recommended by FDOT related to site access, including designating the SR 60 project access as a shared access facility remain applicable to the revised PD site plan.

CONDITIONS OF APPROVAL

REVISED CONDITIONS:

- ~~3. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code~~

~~(Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department and FOOT. Final design, if approved by Hillsborough County Development Services Department may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements. The applicant shall be subject to the Rules of the Department of Transportation, Chapter 14-97.~~

[Staff recommends deletion of this condition. By its nature, a PD is a site plan-controlled zoning district and the number and location of access points are governed by the PD site plan and conditions of approval. Furthermore, the applicant's transportation analysis indicates where auxiliary turn lanes are anticipated. Final evaluation of turn lane warrants will be done in accordance with Section 6.04.04.D. at the time of plat/site/construction plan review.]

- ~~6. Prior to General Site Plan Certification, the Developer, where feasible, shall provide for vehicular and pedestrian cross access to the parcels located south and west of this site. All cross access shall be paved to the project boundary and designed to County standards.~~

[Staff finds that the condition is no longer needed since the PD site plan shows a shared access facility and a corresponding new condition is proposed to reflect FDOT's recommendation.]

- ~~7. As is noted in the Land Development Code, one of the major reasons for diminished capacity of public roads is an increase in access points along roadways which increases the potential conflict points. Because of this, the applicant shall show the ability to provide cross access to adjacent parcels of like land uses. If any of the other adjacent properties are developed under the same developer/owner, then cross access must be provided. All cross access shall be in accordance with the Hillsborough County Land Development Code Section 6.04.03 Q.~~

[Staff finds that the condition is no longer needed since the PD site plan shows a shared access facility and a corresponding new condition is proposed to reflect FDOT's recommendation.]

NEW CONDITIONS:

- The project shall be permitted one full access connection on SR 60, subject to FDOT approval, and one gated emergency access with pedestrian connection onto S. Miller Rd.
- The developer shall construct a 10-foot sidewalk along the project frontage on S. Miller Rd., as shown on the PD site plan.
- The developer shall construct the following site access improvements on SR 60, subject to FDOT approval:
 - a. A westbound left turn lane approaching the project entrance;
 - b. A westbound right turn lane approaching the project entrance;
 - c. Extend the eastbound left turn lane at the intersection of SR 60 and S. Miller Rd.;
 - d. Reconfigure the existing median opening at the proposed project entrance to FDOT standards; and
 - e. Construct the project entrance with a 3-lane section providing for an inbound lane, outbound left turn lane and outbound right turn lane.
- The developer shall construct, with the initial increment of development, a pedestrian and vehicular shared access facility to serve the adjacent property to the west, folios#86362.0000, as depicted in the site plan consistent with the LDC. The developer shall record in the Official Records of Hillsborough County a construction easement and any other easement necessary to permit the developer of adjacent property (within which the access is being shared) to construct and utilize the required the Shared Access Facility upon (re)development of the adjacent properties without

further consultation. The design of the connections shall be subject to the review and approval of Hillsborough County.

- The project’s internal access driveways shall include ADA sidewalks connecting all residential units, parking, amenity areas and all project access connections.
- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a major modification to PD 06-0464, as amended most recently by MM 15-0538, to change the use to 312-unit multi-family apartment complex. The approved PD 06-0464 (MM 15-0538) allows for 75,000 sf of Commercial General (CG) uses and 86 townhome units. The 18.49-acre subject property is located at the southwest corner of SR 60 and S. Miller Rd. within the SR 60 Overlay District Suburban Sector and is designated Residential 4 (R-4) and Residential 9 (R-9) future land use.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The information below is largely based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition.

Approved Uses:

Zoning, Land Use/Size (ITE LUC)	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 86-Units Townhome (220)	630	40	48
PD: 50,000 sf Shopping Center (820)	1,888	47	191
PD: 25,000 sf Fast Food w/ Drive Thru (934)	11,774	1,005	817
Subtotal	14,292	1,092	1,056
Internal Capture	N/A	20	212
Pass-By Trips	N/A	488	398
Net Total	14,292	584	446

Proposed Uses:

Zoning, Land Use/Size (ITE LUC)	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 312-Units Multi-Family (221)	1,697	112	137

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	-12,595	-472	-309

The proposed rezoning is anticipated to have a decreased maximum trip generation potential of 12,595 daily trips, 472 am and 309 pm peak hours trips for the subject site.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

SR 60 is a FDOT maintained, 4-lane, divided rural arterial roadway. It is characterized by +/- 12-foot travel lanes, +/- 4-foot paved shoulders and +/- 40-sodded medians. There are sidewalks on both sides of the roadway. The right-of-way width is +/- 182 feet within the vicinity of the project.

Pursuant to the Hillsborough County Corridor Preservation Plan, SR 60 is planned to be improved to 6-lanes from Valrico Rd. to County Line Rd. The FDOT SR 60 PD&E study (project no. 430055-1) shows the proposed typical section for SR 60 along the project frontage to be 182 feet. Right of way preservation may be required at the southwest corner of SR 60 and Miller Rd at the time of site construction plan submittal to accommodate the need for future geometric improvements (i.e. corner clip) consistent with the PD&E and subject to FDOT approval.

S. Miller Rd is a 2-lane, substandard, publicly maintained, urban collector roadway characterized by +/- 10-foot wide travel lanes in average condition. The roadway lies within a +/- 50-foot wide right-of-way along the project's frontage. There is a sidewalk on the west side of the roadway and no bicycle lanes within the vicinity of the project.

Pursuant to the Hillsborough County Transportation Technical Manual, an urban collector roadway shall meet the typical section TS-4 standard. TS-4 standard includes 11-foot-wide lanes, 7-foot buffered bike lanes, and 5-foot wide sidewalks on both sides and curb and gutter within a minimum of 64 feet of right-of-way.

S. Miller Rd. is not included in the Hillsborough County Corridor Preservation Plan.

SITE ACCESS AND CONNECTIVITY

The PD site plan proposes one full access connection on SR 60 and one gated emergency access with pedestrian connection onto S. Miller Rd.

Based on the applicant's site access analysis and FDOT comments, the following site access improvement are recommended:

- **SR 60 and Miller Rd.**
The existing 445-foot eastbound left turn lane is recommended to be extended to 640 feet, subject to FDOT approval.

- **SR 60 and Process Access**
 - a. A 505-foot westbound left turn lane and an eastbound right turn lane is recommended;
 - b. Reconfigure the existing median opening at the proposed project entrance to FDOT standards; and
 - c. Construct the project entrance with a 3-lane section providing for an inbound lane, outbound left turn lane and outbound right turn lane, subject to FDOT approval.

- **S. Miller Rd. and Project Emergency Access**
Turn lanes are not warranted.

As shown in the proposed PD site plan and per FDOT's recommendation a shared access facility to the western property (folio# 86362.0000) is provided. At the time of the initial increment of development, the developer will be required to record an easement that permits the adjacent property to complete the connection to the shared access facility and utilize it.

The applicant is proposing to construct a 10-foot sidewalk along the project frontage on S. Miller Rd. (+/- 450 feet).

At the time of site construction plan review, the applicant is required to provide ADA compliant sidewalk connection from each site arrival point to all residential units, parking, and amenity areas. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
SR 60	VALRICO RD	DOVER RD	D	C
S MILLER RD	LITHIA PINECREST RD	SR 60	D	C

Source: Hillsborough County 2020 Level of Service Report.

Transportation Comment Sheet

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
SR 60	FDOT Principal Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
S. Miller Rd.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	14,292	584	446
Proposed	1,697	112	137
Difference (+/-)	-12,595	-472	-309

*Trips reported are based on net new external trips unless otherwise noted.

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	None	None	Meets LDC
South		None	None	Meets LDC
East		Pedestrian	None	Meets LDC
West		Vehicular & Pedestrian	None	Meets LDC
Notes: Gated emergency access to east.				

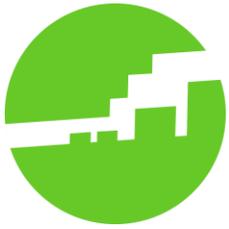
Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
N/A	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report.

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**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: October 17, 2022 Report Prepared: October 5, 2022	Petition: MM 22-0689 REMAND Folio Nos. 86361.0000,86354.0000,86355.0000 and 86359.0000 <i>Southwest quadrant at the intersection of State Road 60 and Miller Road</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Residential-4 (4 du/ga; 0.25 FAR)* Residential-9 (9 du/ga; 0.25 FAR)* * Property has a pending Comprehensive Plan Map Amendment (HC/CPA 21-27) to Residential-20 (RES-20)
Service Area:	Urban
Community Plan:	None
Request:	Major Modification (MM) to Planned Development (PD 06-0464) and MM 15-0538 to allow for the development of 312 multi-family apartment units
Parcel Size (Approx.):	18.4 +/- acres
Street Functional Classification:	State Road 60 – State Principal Arterial Valrico Road – County Collector
Locational Criteria	N/A
Evacuation Zone	None



Context

- The 18.4 ± acre subject site is located in the southwest quadrant of State Road 60 and Miller Road.
- The subject site is located in the Urban Service Area (USA) and is not within the limits of a Community Plan.
- The property has Future Land Use designation of Residential-9 (RES-9) and Residential-4 (RES-4). However, the property has a pending Plan Amendment (HC/CPA 21-27) for a proposed Future Land Use Designation of Residential-20 (RES-20) which will allow up to twenty (20) dwelling units per gross acre or a non-residential Floor Area Ratio (FAR) of 0.75.
- To the north and northwest is the Residential-6 (RES-6) Future Land Use (FLU) category which allows residential at 6 du/ac and commercial uses at .25 FAR. Residential-20 (RES-20) FLU is requested to the west of the subject site under HC/CPA 2021-26. To the south, southeast, southwest, and east is the Residential-4 (RES-4) FLU category which allows 4 du/ac and 0.25 FAR.
- The surrounding area is characterized by public institutions, light industrial, light commercial, and single-family uses. The property has frontage to the north on State Road 60, which is a four (4) lane Roadway considered to be a transit corridor. To the west of the property is a drive-thru restaurant, open storage and vehicle rental. To the east and southeast is the Winn-Dixie Shopping Plaza, a drive-thru restaurant and barbershop. South and southeast are single-family detached homes. North, northwest and northeast is a mobile home park community, realtor's office, and the United States Postal Service Office.
- The applicant is requesting a Major Modification (MM) to Planned Development (PD) (06-0464) and MM (15-0538) to allow for the development of 312 multi-family apartment units.
- At the regularly scheduled Board of County Commissioners public meeting on August 11, 2022, the applicant requested a remand to the September 19, 2022, ZHM meeting. The applicant later requested a continuance to the October 19, ZHM. The remand was for the purpose of giving the applicant an opportunity to address Board's Transportation related concerns.

Compliance with Comprehensive Plan:

The following Goals, Objectives, and Policies apply to this rezoning request and are used as a basis for a consistency finding.

FUTURE LAND USE ELEMENT

Goal: *Ensure that the character and location of land uses optimizes the combined potentials for economic benefit and the enjoyment and the protection of natural resources while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.*

GROWTH MANAGEMENT STRATEGY

The Sustainable Growth Management Strategy serves as a vehicle to structure County spending and planning policies to optimize investment for services and infrastructure, protect the

vulnerability of the natural environment, reduce the exposure and risk to natural hazards and provide a clear direction for achieving an efficient development pattern. This strategy is comprised of three primary components, an environmental overlay, an urban service area and a defined rural area.

The rural area is that area planned to remain in long term agriculture, mining or large lot residential development. Within the rural area, some “rural communities” exist. These communities have historically served as a center of community activity within the rural environment. They include, Thonotosassa, Keystone, Lutz, and others. The diversity and unique character of these communities will be reflected through the application of “community-based planning” techniques specifically designed to retain their rural character while providing a level of service appropriate to the community and its surrounding environment. To foster the rural environment and reinforce its character, rural design guidelines will be developed to distinguish between the more urban environment. Additionally rural areas should have differing levels of service for supporting facilities such as emergency services, parks and libraries from those levels of service adopted in urban areas.

This Plan also provides for the development of planned villages within rural areas. These villages are essentially self supporting communities that plan for a balanced mix of land uses, including residential, commercial, employment and the supporting services such as schools, libraries, parks and emergency services. The intent of these villages is to maximize internal trip capture and avoid the creation of single dimensional communities that create urban sprawl.

PURPOSE

Control Urban Sprawl.

Create a clear distinction between long range urban and rural community forms.

Define the future urban form through the placement of an urban service area that establishes a geographic limit of urban growth.

Define areas within the urban service area where growth can occur concurrent with infrastructure capacities and where public investment decisions can be made more rationally in a manner that does not perpetuate urban sprawl.

Identify a distinct rural area characterized by the retention of land intensive agricultural uses, the preservation of natural environmental areas and ecosystems and the maintenance of a rural lifestyle without the expectation of future urbanization.

Apply an overlay of ecosystems and greenways that preserve natural environmental systems and open space while simultaneously reducing exposure to natural hazards.

Create compatible development patterns through the design and location of land uses.

URBAN SERVICE AREA BOUNDARY

This boundary is established to designate on the Future Land Use Map the location for urban level development in the County. The boundary shall serve as a means to provide an efficient use of land and public and private investment, and to contain urban sprawl.

Urban Service Area

Objective 1: Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

Policy 1.2: Minimum Density

All new residential or mixed use land use categories within the USA shall have a density of 4 du/ga or greater unless environmental features or existing development patterns do not support those densities.

Within the USA and in categories allowing 4 units per acre or greater, new development or redevelopment shall occur at a density of at least 75% of the allowable density of the land use category, unless the development meets the criteria of Policy 1.3.

Policy 1.3: Within the USA and within land use categories permitting 4 du/ga or greater, new rezoning approvals for residential development of less than 75% of the allowable density of the land use category will be permitted only in cases where one or more of the following criteria are found to be met:

- Development at a density of 75% of the category or greater would not be compatible (as defined in Policy 1.4) and would adversely impact with the existing development pattern within a 1,000 foot radius of the proposed development;
- Infrastructure (Including but not limited to water, sewer, stormwater and transportation) is not planned or programmed to support development.
- Development would have an adverse impact on environmental features on the site or adjacent to the property.
- The site is located in the Coastal High Hazard Area.
- The rezoning is restricted to agricultural uses and would not permit the further subdivision for residential lots.

Policy 1.4: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Objective 2: Timing of Growth

To manage the timing of new development to coordinate with the provision of infrastructure, transportation, transit services, and other public services, such as schools, recreational facilities, etc., in a financially feasible manner.

Policy 2.1: The timeliness of development within the Urban Service Area shall be evaluated by the County. A project is considered premature if any of the following indicators are present:

- *There is a lack of planned or programmed urban services such as multi-modal transportation systems, central water and sewer, schools, fire, and emergency services.*
- *There are unaddressed LOS deficiencies for adequate public facilities.*

Land Use Categories

Relationship to the Concept Plan

Objective 6: *The concept plan is the overall, conceptual basis for the long range, Comprehensive Plan, and all plan amendments must be consistent with, and further the intent of the concept plan, which advocates focused clusters of growth connected by corridors that efficiently move goods and people between each of the activity centers.*

Policy 6.1: *All plan amendments and rezoning staff reports shall contain a section that explains how said report(s) are consistent with, and further, the intent of the concept plan and the Future of Hillsborough Comprehensive Plan.*

Policy 6.2: *The development of a variety of employment areas and activity centers shall be encouraged at adopted locations and be preserved in mixed use categories, as defined by the concept plan and applicable development regulations, to provide employment opportunities throughout existing and planned development areas.*

Policy 6.3: *The Hillsborough County City-County Planning Commission shall continue to assist developers with information in the location of development activities, wherever feasible, to fulfill the intent of the concept plan, and to facilitate the overall implementation process.*

Objective 8: *The Future Land Use Map will include Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area. A table of the land use categories and description of each category can be found in Appendix A.*

Policy 8.1: *The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.*

Relationship to Land Development Regulations

Objective 9: *All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.*

Policy 9.1: *Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.*

Policy 9.2: *Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.*

Neighborhood/Community Development

Objective 16: *Neighborhood Protection The neighborhood is the functional unit of community development. There is a need to protect existing neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies:*

Policy 16.1: *Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as:*

- a) *locational criteria for the placement of non-residential uses as identified in this Plan,*
- b) *limiting commercial development in residential land use categories to neighborhood scale;*
- c) *requiring buffer areas and screening devices between unlike land uses;*

Policy 16.2: *Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering and screening techniques and control of specific land uses.*

Policy 16.3: *Development and redevelopment shall be integrated with the adjacent land uses through:*

- a) *the creation of like uses; or*
- b) *creation of complementary uses; or c) mitigation of adverse impacts; and*
- c) *transportation/pedestrian connections*

Policy 16.5: *Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.*

Policy 16.7: *Residential neighborhoods shall be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods together.*

Policy 16.8: *The overall density and lot sizes of new residential projects shall reflect the character of the surrounding area, recognizing the choice of lifestyles described in this Plan.*

Policy 16.9: *All land use categories allowing residential development may permit clustering of residences within the gross residential density limit for the land use category.*

Policy 16.10: *Any density increase shall be compatible with existing, proposed, or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of*

structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Policy 16.13: Medium and high density residential and mixed-use development is encouraged to be located along transit emphasis corridors, potential transit corridors on the MPO 2050 Transit Concept Map and collector and arterial roadways within the Urban Service Area.

Community Design Component

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

GOAL 12: Design neighborhoods which are related to the predominant character of the surroundings.

OBJECTIVE 12-1: New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE policy 1.4) with the established character of the surrounding neighborhood.

Urban/Suburban

GOAL 13: Within urban and/or suburban areas of the County, encourage new developments or infill developments to incorporate a mix of uses.

ONE WATER ELEMENT

GOAL 1: Protect and preserve water resources.

Objective 1.3: Protect surface water and groundwater quantity and quality for current and future use.

Policies: 1.3.5: Protect water quality and quantity by restricting activities and land uses which would adversely affect the quality and quantity of sources of public water supply through the land development review process. Continue to prohibit excavations that would breach the confining layers of the Floridan aquifer.

Policies: 1.3.13: Protect Potable Water Wellheads with a 500 foot radial setback, as outlined and implemented in the Land Development Code (LDC).

Staff Analysis of Goals, Objectives, and Policies:

The 18.4 ± acre subject site is located in the southwest quadrant of State Road 60 and Miller Road, within the Urban Service Area (USA) and is not located within the limits of a Community Plan. The applicant is requesting a Major Modification (MM) to Planned Development (PD) (06-0464) and MM (15-0538) to allow for the development of 312 multi-family apartment units.

At the regularly scheduled Board of County Commissioners public meeting on August 11, 2022, the applicant requested a remand to the September 19, 2022, ZHM meeting. The applicant later requested a continuance to the October 19, ZHM. The remand was for the

purpose of giving the applicant an opportunity to address Board's Transportation related concerns. The applicant has proposed the following changes to address the remand.

- **Reduced building height along the south property line from four feet to three feet**
- **Added turnaround**
- **Added emergency access**
- **Revised access on SR 60 to full access**
- **Added ROW preservation**
- **Revised Median**
- **Moved buildings closer to the Miller Road**

To the north and northwest is the Residential-6 (RES-6) Future Land Use (FLU) category which allows residential at 6 du/ac and commercial uses at .25 FAR. Residential-20 (RES-20) FLU is requested to the west of the subject site under HC/CPA 2021-26. To the south, southeast, southwest, and east is the Residential-4 (RES-4) FLU category which allows 4 du/ac and .25 FAR.

The surrounding area is characterized by public institutions, light industrial, light commercial, and single-family uses. The property has frontage to the north on State Road 60, which is a four (4) lane Roadway considered to be a transit corridor. To the west of the property is a drive-thru restaurant, open storage and vehicle rental. To the east and southeast is the Winn-Dixie Shopping Plaza, a drive-thru restaurant and barbershop. South and southeast are single-family detached homes. North, northwest and northeast is a mobile home park community, realtor's office, and the United States Postal Service Office.

The site consists of four (4) parcels with access to State Road 60, a principal arterial, and Miller Road, a county collector roadway. This site is in the Urban Service Area (USA) and is not within the limits of a Community Plan. The proposed major modification is consistent with Policy 1.4, Objective 6, and Policy 6.1 of the Future Land Use Element of the Comprehensive Plan (FLUE) which refers to compatibility with the surrounding area. Residential development surrounding the site is mostly composed of quarter acre lots which would be equivalent to four (4) dwelling units per acre. The nearby commercial is primarily retail-oriented and developed with a Floor Area Ratio (FAR) between 0.08-0.23. Given the overall development pattern in the immediate area, the proposed apartment complex is consistent with the growth management strategies. The property has access to urban services, which is consistent with Objective 1, Policy 1.2, and Policy 1.3, as well as Objective 2 and Policy 2.1 of the FLUE. The County's Growth Management Strategy recognizes the benefit of concentrated growth where there are existing capital investments such as centralized water and wastewater facilities, major roadway access, and public services.

The property is found within a wellhead protection area. Goal 1, Objective 1.3, Policy 1.3.5 and 1.3.13 of the One Water Element refers to development within a wellhead area. Policy 1.3.13 indicates that there is a 500-foot radial setback from a wellhead. The proposed apartment complex does not conflict with the list of restricted activities in a Wellhead Protection Zone 2.

Objective 12-1, Objective 22, Policy 16.2, 16.3, 16.5, and 16.10 of the FLUE which refers to height, scale and consistent with development patterns in the neighborhood area. Goal 13 of the Community Design Component, which encourages infill development within

urban and suburban area to create a mixed use development pattern. The proposed development is consistent with all the above mentioned Goals, Objectives, and Policies of the Future Land Use Element. The proposed development creates a transition between the single-family to the south, southwest and west and to the existing retail development located to the north, east, northeast, and southeast. The property was once approved for a Planned Development (PD 06-0464) with a maximum of 75,000 square feet for Commercial General uses and 86 townhomes. The proposed development increases the density and removes commercial entitlements. The proposed site plan accomplishes good design practices by concentrating the buildings towards the middle of the site creating a far enough setback to offset any potential negative impacts to the surrounding single-family residential. Furthermore, the site has internal and exterior pedestrian access that would enable a walkable development with access to public transportation, as well as access to good and services.

Overall, the proposed Major Modification would allow for development that is consistent with the Goals, Objectives and Policies of the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County* and is compatible with the existing and planned development pattern found in the surrounding area.

Recommendation

Based upon the above considerations, the Planning Commission staff finds the proposed Major Modification is **CONSISTENT** with the Unincorporated Hillsborough County Comprehensive Plan, subject to conditions proposed by the Development Services Department.

