

# PD Modification Application:

## MM 23-0414

Zoning Hearing Master Date: 09/18/23

BOCC Land Use Meeting Date: 11/07/23



**Hillsborough  
County Florida**

Development Services Department

### 1.0 APPLICATION SUMMARY

Applicant: Riverview Investment Group, LLC

FLU Category: SMU-6, CMU-12

Service Area: Urban

Site Acreage: +/- 5.6 acres

Community Plan Area: Riverview

Overlay: None



#### Introduction Summary:

**PD 06-0848** was approved in 2006 to allow (1) maximum of 351 MF residential units on 30.36 acres; (2) a maximum of 60,980-square-feet (“sf”) for Commercial Neighborhood zoning uses on 5.6 acres; (3) a maximum of 10,890-square-feet of Business Professional Office uses; and (4) a maximum of 32,670-square-feet, 150 room hotel in 3 acres, with a maximum height of 60 feet (5 stories).

**MM 07-1378** approved an increase to the square footage of the hotel use from 32,670 sf to 65,340 sf.

**PRS 08-0816** modified transportation conditions and increased the maximum square feet for the hotel from 65,340 sf to 68,880 sf, reduced the number of hotel rooms from 150 to 125 rooms, and increased the max. height of the hotel from 60 feet (5stories) to 74 feet (6 stories).

**PRS 19-0778** modified certain transportation conditions, without changing the entitlements.

**The applicant is requesting a major modification** to the previously approved Plan Development (06-0848), as modified, generally as follows:

- (1) to expand the hotel’s square footage from 68,880 sf to 81,000 sf, through the use of Comprehensive Plan Policy 19.3 mixed-use bonus, with no change in the number of rooms within the hotel; and
- (2) to reduce the required parking spaces for the hotel from 138 to 125 spaces.

Existing Approval(s):	Proposed Modification(s):
1. Maximum of 68,880 sf hotel	1. Increase hotel to 81,000 sf
2. 138 hotel parking spaces	2. Reduce the hotel parking spaces to 125.
3. Maximum hotel height of 74 feet (6 stories)	3. No change.

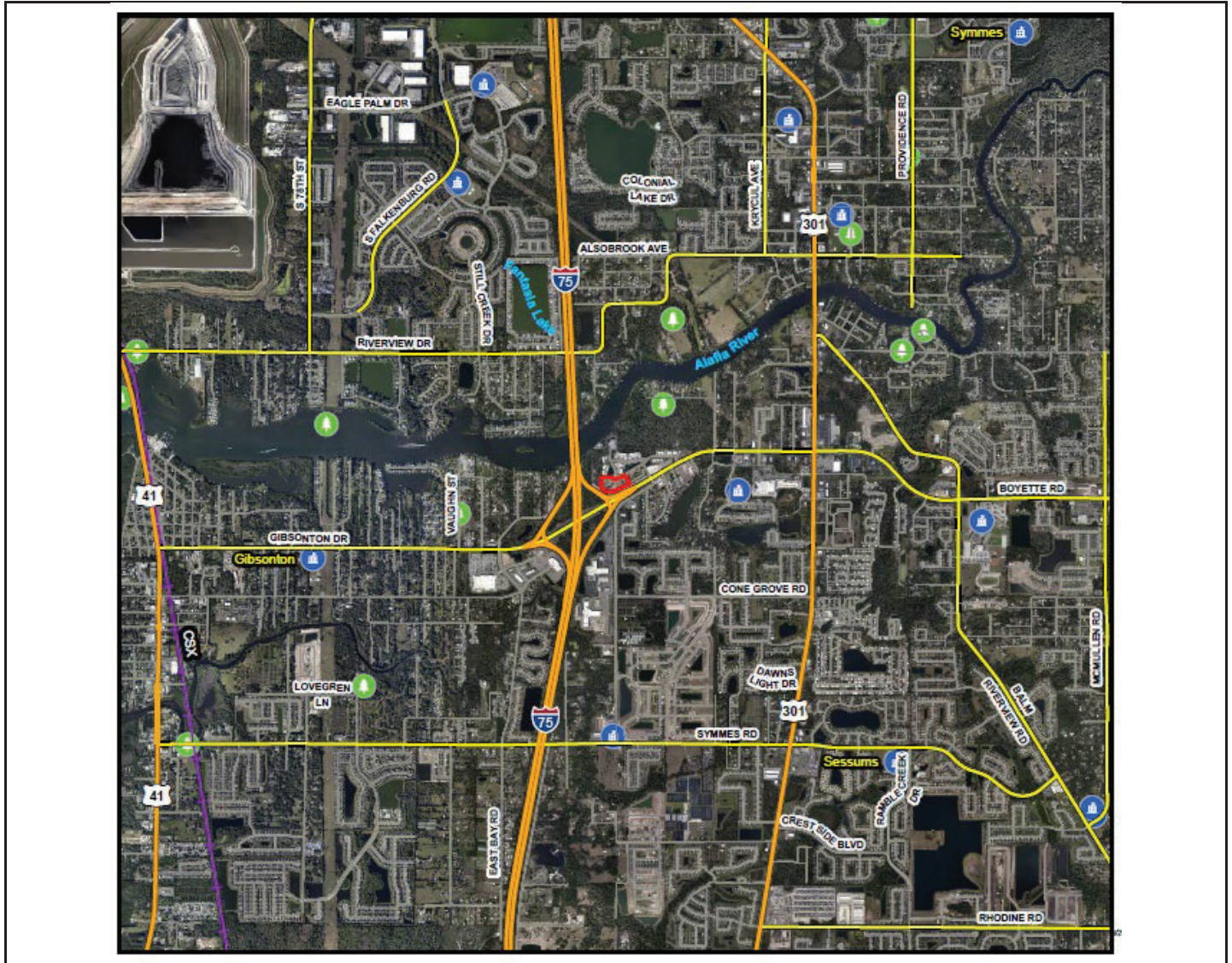
Additional Information:	
PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	None requested.

**Planning Commission Recommendation:**  
Consistent

**Development Services Recommendation:**  
Approvable, subject to proposed conditions

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map

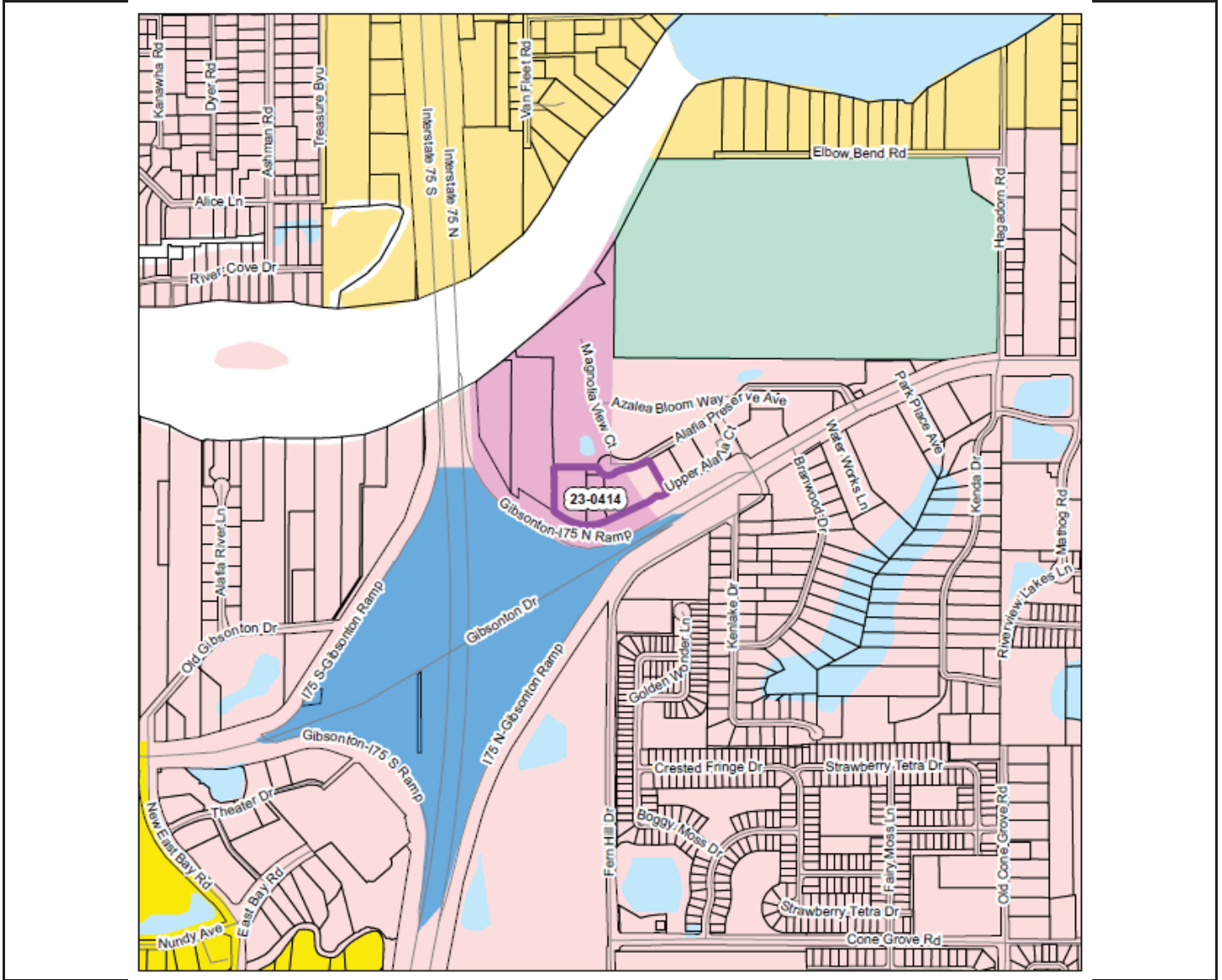


#### Context of Surrounding Area:

The subject property is located in the northeastern corner of Interstate 75 and Gibsonton Dr. The PD is approved for Multifamily and Commercial Neighborhood Uses. Existing land uses within the area include the multi-family residential development within the same overall PD, located to the immediate north of the portion of the site subject of this request.

**2.0 LAND USE MAP SET AND SUMMARY DATA**

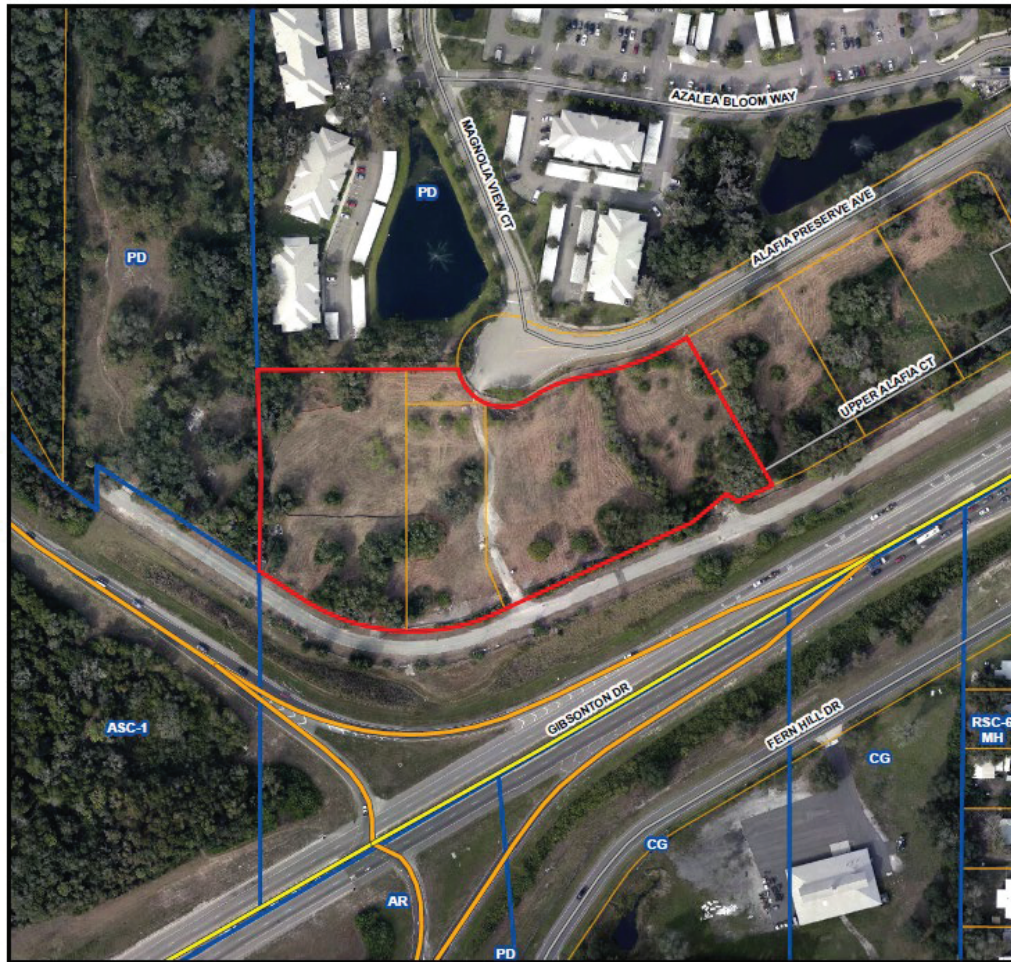
**2.2 Future Land Use Map**



Subject Site Future Land Use Category:	SMU-6, CMU-12
Maximum Density/F.A.R.:	SMU-6: 6 du per ac. /0.35 FAR CMU-12: 12 du per ac. / 0.5 FAR
Typical Uses:	SMU-6: Typical uses include residential, suburban commercial, offices, research parks, light industrial, multi-purpose, clustered residential, mixed-use. CMU-12: Typical uses include residential, community retail commercial, offices, research park, light industrial, multi-purpose, clustered residential, mixed-use.

**2.0 LAND USE MAP SET AND SUMMARY DATA**

**2.3 Immediate Area Map**



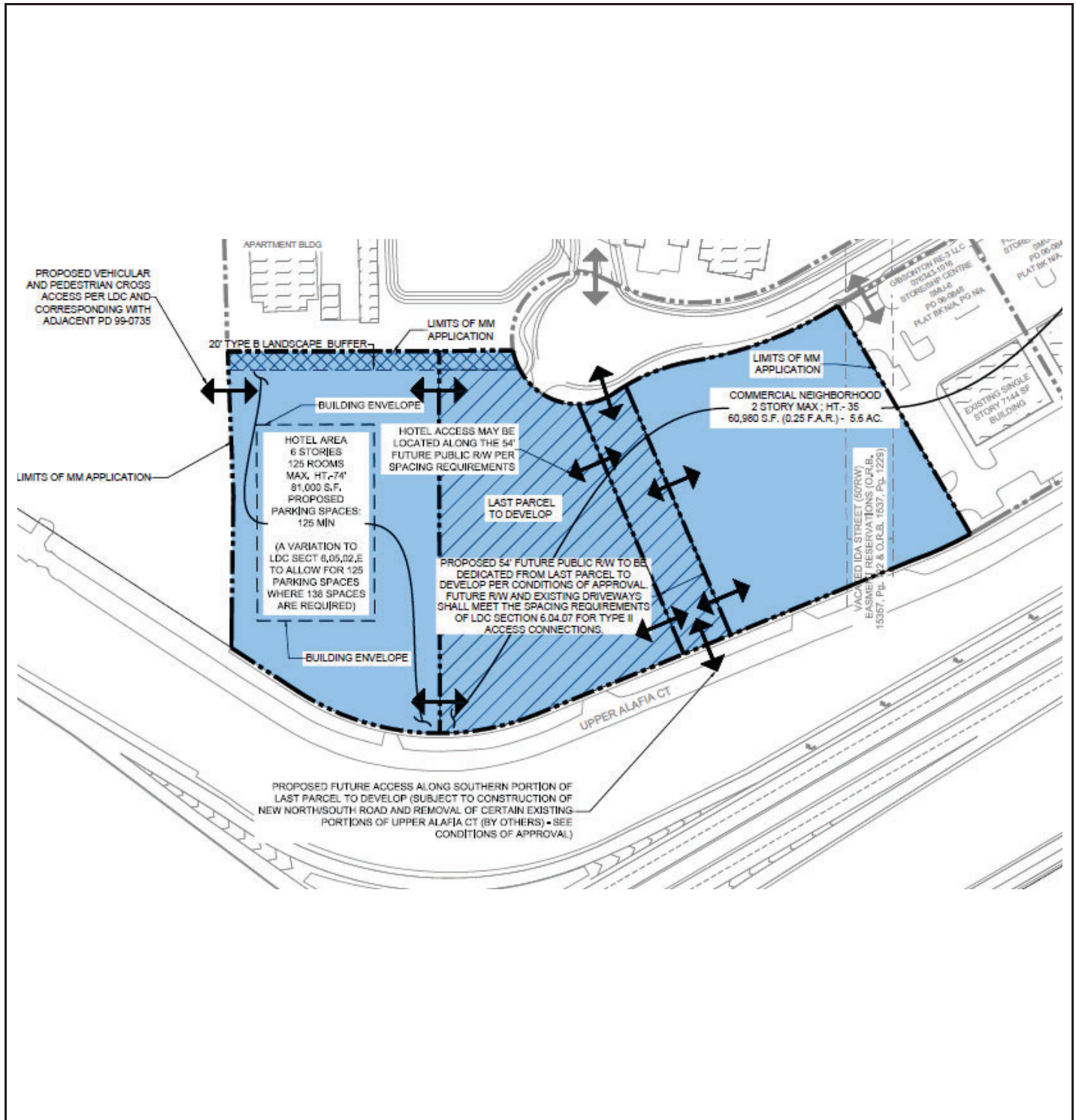
Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 06-0848	351 MF residential units	Multi-family residential	Multi-family residential
South	Commercial General (CG)	Maximum 0.27 FAR	Uses allowed per Sec. 2.02.02 including commercial, offices.	Office building
East	PD 06-0848	Max. 60,980 sf CN; Max. 10,890 sf BPO	Neighborhood commercial/Office, Professional	Commercial strip center
West	PD 99-0735	Maximum 0.50 FAR	159 Dry Boat Storage, Max. 100 RV storage, 1,300 sf res., office, & retail for boat & RV maintenance, and 70-room hotel.	Vacant and boat ramp



## 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
Gibson Dr.	County Arterial - Rural	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
Alafia Preserve Ave.	Private	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" 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 - TBD
Fern Hill Dr. Ext.	Private	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input 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 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	9,484	435	865
Proposed	9,484	435	865
Difference (+/-)	No Change	No Change	No Change

\*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		None	None	Meets LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	Vehicular & Pedestrian	Meets LDC
Notes:				

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

**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 type="checkbox"/> Yes <input checked="" 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"> <li><input type="checkbox"/> Wetlands/Other Surface Waters</li> <li><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</li> <li><input type="checkbox"/> Wellhead Protection Area</li> <li><input type="checkbox"/> Surface Water Resource Protection Area</li> <li><input type="checkbox"/> Potable Water Wellfield Protection Area</li> <li><input type="checkbox"/> Significant Wildlife Habitat</li> <li><input type="checkbox"/> Coastal High Hazard Area</li> <li><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</li> <li><input type="checkbox"/> Adjacent to ELAPP property</li> <li><input type="checkbox"/> Other</li> </ul>				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input 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	See "Transportation Summary Report"
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Impact/Mobility Fees</b> Hotel (Per room (Mobility and Parks)) (Per 1,000 s.f. (Fire)) Mobility: \$4,168 * 0 = \$0 Parks: \$1,327 * 0 = \$0 Fire: \$313 * 12.12 = \$3,793.56  Urban Mobility, South Fire - Hotel Expansion from 68,880 to 81,000 (12,120 sq ft) - no additional rooms				



Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A <input type="checkbox"/> Density Bonus Requested <input checked="" type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	<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 subject site is currently undeveloped and located at the northeastern quadrant of Interstate 75 and Gibsonton Drive. The site is surrounded on the north and east by other properties within the same PD. To the immediate west of the subject site is PD 99-0735, which is approved for up to 159 Dry Boat Storage spaces, 100 RV storage spaces, 1,300 sf residential, office, and retail for boat and RV maintenance, and a 70-room hotel. South of the subject site is right-of-way for Interstate 75 North and Gibsonton Road. Directly south across Gibsonton Road is commercial zoned property developed with an office building. Further south past the Commercial General is single-family residential and southeast across Gibsonton Drive are mobile homes. The site is located in the Urban Service Area and within the limits of the Riverview Community Plan.

The applicant's request is to expand the hotel buildable square footage to allow up to 81,000 square feet, through the use of a Comprehensive Plan Policy 19.3 mixed-use bonus, with no change in the number of rooms within the hotel, and to reduce the parking spaces required for the hotel use from 138 to 125 pursuant to a PD Variation for Parking. The nonresidential square footage for Commercial Neighborhood uses is nominally increased from 60,707 to 60,980. To address these increases and account for the additional hotel square footage. Staff notes that despite this increase, there will be no corresponding increase to the number of hotel rooms.

The scale of the proposed development only increases the square footage of the hotel while maintaining the number of hotel rooms at 125. The applicant states, "The hotel floor area increase is requested to accommodate larger extended stay hotel type rooms. The parking reduction is sought to reflect current market conditions and is supported by the Institute of Transportation Engineer's Parking Manual."

The applicant does not request any variations to Land Development Code Parts 6.06.00 (Landscaping/Buffering). The applicant is required to have a 20 ft. buffer with Type "B" screening adjacent to the multi-family development located to the north of the hotel, which the applicant is providing, as shown on the site plan. This was also previously provided and is not a change.

### Transportation PD Variation for Parking

The applicant submitted a PD Variation, requesting a reduction in the required parking rate for the project's hotel uses. The Land Development Code requires 1.1 parking spaces per hotel room. As such, the project's 125 rooms would require 138 parking spaces. The applicant is proposing parking at a rate of 1.0 spaces per room (or 125 rooms). LDC Sec 6.05.02.P.1. permits the Administrator to reduce the number of required automobile parking spaces by 5% in exchange for the provisions of bicycle parking meeting the locational/design criteria specified in the LDC. As such, staff believes it is appropriate that the first 5% of the requested reduction is offset by the provision of bicycle parking spaces (138 x .05 equals 6.9, which rounds down to 6). Given the above, staff has proposed a condition which would permit the developer to construct 125 parking spaces to serve the proposed hotel uses, provided they also construct 6 bicycle parking spaces meeting LDC requirements.

The Institute of Transportation Engineer's provides data for hotel rooms trip generation using the number of hotel rooms as the independent variable. Given that the number of rooms is not changing (only the size of facility overall), there is no resultant increase in the maximum trip generation potential of the subject project.

The uses proposed are unchanged and remain compatible. Based on the adjacent zonings and uses identified above in the report, staff finds the proposed PD zoning district compatible with the existing zoning districts and development pattern in the area. The subject site will comply with and conform to all other applicable policies and regulations, including but not limited to, the Hillsborough County Land Development Code. The proposed Planned Development

would allow for development that is consistent with the Goals, Objectives, and Policies of the Unincorporated Hillsborough County Comprehensive Plan.

**5.2 Recommendation**

Based on the above, staff finds the request approvable.

6.0 PROPOSED CONDITIONS

- Prior to PD Site Plan Certification, the developer shall revise the Site Plan to:
  - Under “Proposed Uses” update “352” to “351” Multifamily Units;
  - Under “Available Entitlement Calculation” update Total Units from “352” to “351”;
  - Under “Utilized Entitlement Calculation, Residential Density” update “352” to “351”;
  - Show the proper intersection configuration (i.e. the raised directional median) at the intersection of Gibsonton Dr. and Alafia Preserve Ave.);
  - Modify the label reading “PROPOSED 54’ FUTURE PUBLIC R/W TO BE DEDICATED FROM LAST PARCEL TO DEVELOP PER CONDITIONS OF APPROVAL. FUTURE R/W AND EXISTING DRIVEWAYS SHALL MEET THE SPACING REQUIREMENTS OF LDC SECTION 6.04.07 FOR TYPE II ACCESS CONNECTIONS.” to instead read “PROPOSED 54’ PUBLIC RIGHT-OF-WAY DEDICATION AND CONVEYANCE – SEE CONDITIONS OF APPROVAL.”

**Approval**-Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 28, 2023.

1. The multi-use development shall be limited as follows:

1.1 The project shall be permitted a maximum of 351 multi-family residential units on 30.36 acres; and shall be subject to the Residential Multi-family Conventional-12 (RMC-12) zoning district development standards, except as referenced herein.

Minimum Front Yard Set-back:	25 feet
Minimum Set-back:	20 feet along western property boundary 40 feet from ELAPP property 50 feet from Alafia River
Maximum height:	60 feet (5 stories)

1.2 The 2:1 additional setback for buildings over 20 feet in height shall not apply to the western and northern property boundaries.

~~1.2~~ 1.3 The project shall be permitted a maximum of ~~60,707~~ 60,980 square feet of building area for Commercial Neighborhood (CN) zoning district uses on 5.6 acres. The project will be subject to the Commercial Neighborhood (CN) zoning district development standards, except as referenced herein. Maximum impervious surface for the commercial neighborhood portion of the project shall be 75% and said area shall be developed in accordance with the concept plan and building elevation on Sheet 2 of the Certified Site Plan.

~~1.3~~ 1.4 The project shall be permitted a maximum of 10,890 square feet of Business Professional Office (BP-0) zoning district uses on 1.0 acres. The project will be subject to the Business Professional Office zoning district development standards, except as referenced herein. The maximum height shall be 40 feet. Building(s) shall be architecturally finished on all sides and all development shall be residential in appearance including a pitched roof.

~~1.4~~ 1.5 The project shall be permitted a maximum of ~~68,880~~ 81,000 square foot hotel containing a maximum of 125 rooms on 3.0 acres. The project will be subject to the Commercial General

(CG) zoning district development standards, except as referenced herein. Maximum building height shall be 74 feet (6 stories).

- 1.5 1.6 Building envelopes shall be as generally located on the site plan. No residential dwelling buildings shall be placed parallel with the Alafia River frontage.
- 1.6 1.7 Location of order boxes for the drive-through facility shall be a minimum of 120 feet from the Residential Multi-family property line internal to the mixed use project as shown on the General Site Plan. Additionally, a solid fence or wall shall not be required to be placed between the site used for a drive-through facility and the Multi-family property. Buffering and Screening requirements for the vehicular use areas shall be in accordance with LDC Section 6.06.00.
2. The project may be permitted a maximum of 351 multi-family dwelling units, a ~~68,880~~ 81,000 square foot hotel, ~~60,707~~ 60,980 square feet of Commercial Neighborhood and 10,890 square feet of Business Professional Office uses, subject to formal delineation of on-site conservation areas, preservation areas and water bodies and final calculation of maximum density/intensity (FAR) permitted by the Comprehensive Plan in accordance with the Environmentally Sensitive Lands Credits requirement of the Comprehensive Plan. If the maximum number of units and/or maximum square footage for the project as permitted herein exceeds the maximum density/intensity (FAR) permitted by the Comprehensive Plan, per the Environmentally Sensitive Lands Credits requirement, the number of dwelling units and/or square footage allowed in the project shall decrease as necessary to conform to the Comprehensive Plan.
3. Cross access shall be provided between all outparcels and Alafia Preserve Avenue ~~the major internal roadway~~. Direct access from any outparcel onto Gibsonton Drive shall be prohibited.
4. The applicant shall show the ability to provide cross access to the western property as shown on the site plan. If any of the adjacent properties are developed by the same developer/owner, then cross access must be provided.
5. A temporary access easement shall remain over vacated portions of Ida Street until such time as a permanent easement is approved by Hillsborough County. A permanent paved easement approved by Hillsborough County shall provide access from the site to the western portion of the ELAPP preserve.
6. The following conditions are required access improvements to Gibsonton Drive:
  - 6.1 The Gibsonton Drive and Fem Hill Drive is currently signalized. The applicant shall be required to lengthen the existing eastbound left turn lane. The total distance is subject to ~~FOOT~~ FDOT approval.
  - 6.2 The project driveway at Gibsonton Drive Alafia Preserve Avenue will be modified to left-in/right- in/right-out. [THIS CONDITION HAS BEEN SATISFIED].
  - 6.3 The site currently ~~has access to~~ abuts, but does not have access to, the ~~FOOT~~ FDOT frontage road that runs along Gibsonton Drive. ~~FOOT~~ FDOT has indicated that the portion of the frontage road east of the proposed 54-foot-wide public right-of-way and continuing to the Fem

Hill Drive Ext. access may will be restricted/modified removed in the future, once a new public roadway segment is constructed within the referenced right-of-way. Nothing herein this condition shall be construed as requiring the developer of the subject PD to construct such public roadway facility.

7. Gibsonton Drive and ~~Fem~~ Fern Hill Drive has been signaled. As a result, the connection from Old Gibsonton Drive to Fem Hill Drive due to its proximity to the intersection will be closed in the future. Old Gibsonton Drive (i.e., the frontage road) currently provides primary access to parcels located west of the subject property referred to as Folio Numbers 076326-0000 and 076327-0000, which are jointly zoned as Planned Development 99-0735 (the "Adjacent Properties"). To accommodate future access from the Adjacent Properties to Gibsonton Drive via a public right-of-way, the Developer shall make the following dedications:

7.1 ~~Upon completion of the Fern Hill Drive Extension to Alafia Preserve Avenue~~ Developer shall dedicate and convey Fem Hill Drive and Alafia Preserve Avenue to Hillsborough County, as such roadways have been designed, approved, and constructed, together with necessary drainage easements. ~~The dedication of Fern Hill Drive extension and Alafia Preserve Avenue shall occur within 90 days of the completion of the Fern Hill Drive Extension. The Developer shall be allowed future driveway connections to such roadways consistent with Hillsborough County Access Management regulations; and~~

Dedication shall occur upon the earlier of the following:

- a. prior to final approval of the Construction Plan of the parcel labeled "Last Parcel to Develop" as depicted on the Site Plan,
- b. within ninety (90) days from Developer's receipt of written notice from Hillsborough County that a site construction plan application has been submitted to Hillsborough County requesting approval to develop either of the Adjacent Properties, or
- c. September 12, 2025.

The Developer shall be allowed future driveway connections to such roadways consistent with Hillsborough County Access Management regulations.

7.2 To provide the alternative connection for Old Gibsonton Dr. (i.e., the frontage road) to the Fem Hill Drive ~~Extensions~~ Extension via Alafia Preserve Avenue, the Developer shall dedicate and convey a fifty-four (54) foot right-of-way within the parcel labeled "Last Parcel to Develop" as depicted on the Site Plan, to Hillsborough County connecting Alafia Preserve Avenue to Old Gibsonton Drive.

Dedication and conveyance shall occur upon the earlier of the following:

- a. prior to final approval of the Construction Plan of the "Last Parcel to Develop" as depicted on the Site Plan, or

- b. within ninety (90) days from Developer's receipt of written notice from Hillsborough County that a site construction plan application has been submitted to Hillsborough County requesting approval to develop either of the Adjacent Properties.

The dedicated right-of-way shall be located ~~within the area labelled "Proposed Location of Future ROW"~~ on as generally shown on the Site Plan at the discretion of Developer consistent with applicable transportation technical and access management standards. Developer shall have no obligation to construct any roadway improvements within the dedicated right-of-way but shall be allowed driveway connections consistent with Hillsborough County Access Management regulations.

8. Prior to or concurrent with the next increment of development, The the developer will provide a bus bay, and transit accessory pad including, shelter, seating, trash receptacle, and bicycle rack for existing transit stop on Gibsonton Drive. The location of these improvements shall be subject to review and approval by Hillsborough Area Regional Transit Authority.
9. Notwithstanding anything on the Site Plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
10. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
11. Parking shall be provided in accordance with Section 6.05 of the Hillsborough County Land Development Code. Notwithstanding the above, the project's hotel uses shall be permitted to provide parking at a rate of 1.0 parking space per room. Additionally, the developer will be required to construct 6 bicycle parking spaces which meet the location and design criteria found within Sec. 6.05.02.P. of the LDC.
- ~~9.~~ 12. 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.
- ~~10.~~ 13. Prior to submittal of the preliminary plan for the Site Development Review process, the significant mature trees on the properties shall be identified and the developer shall consult with the Natural Resources Team for design input that would minimize the impact and removal of the significant mature trees. The locations of the significant mature trees and the design efforts to avoid the removal of these trees (i.e., building locations, vehicular use areas, and stormwater pond adjustments) are to be displayed on the submitted preliminary plan.
- ~~11.~~ 14. A compatibility plan, as required by the County's Upland Wildlife Habitat Ordinance, addressing issues related to how the development will ensure compatibility with the Alafia Scrub Nature Preserve, such as access, prescribed fire, and landscaping shall be submitted prior to

Construction Site Development Review approval.

~~12.~~ 15. 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.

~~13.~~ 16. 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.

~~14.~~ 17. Within 90 days of approval by the Hillsborough County Board of County Commissioners, 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 and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.

18. 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



ZHM HEARING DATE: September 18, 2023  
BOCC LUM MEETING DATE: November 7, 2023

Case Reviewer: Tim Lampkin, AICP

**Zoning Administrator Sign Off:**



J. Brian Grady  
Mon Sep 11 2023 08:05:32

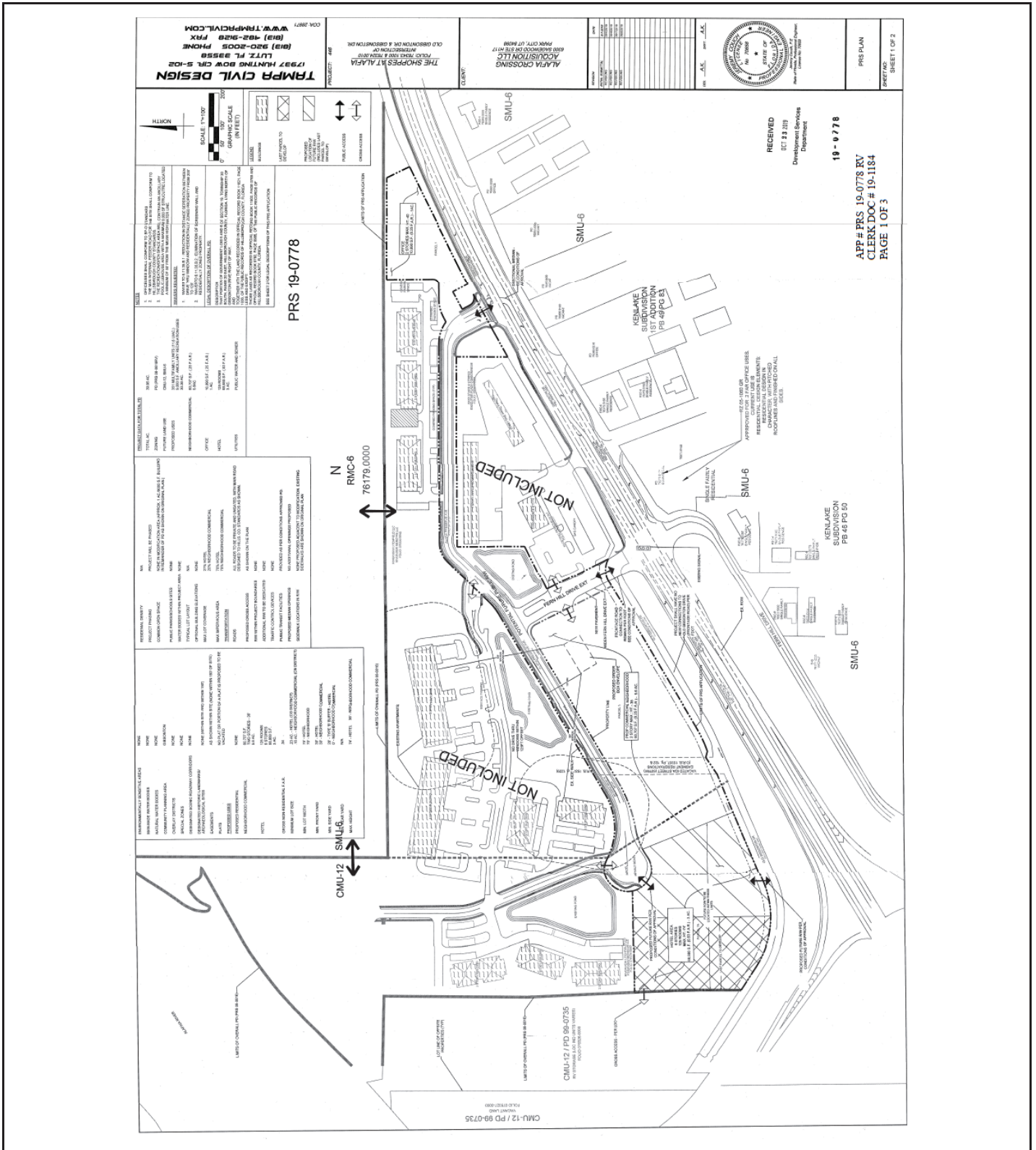
**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

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.

## **7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**

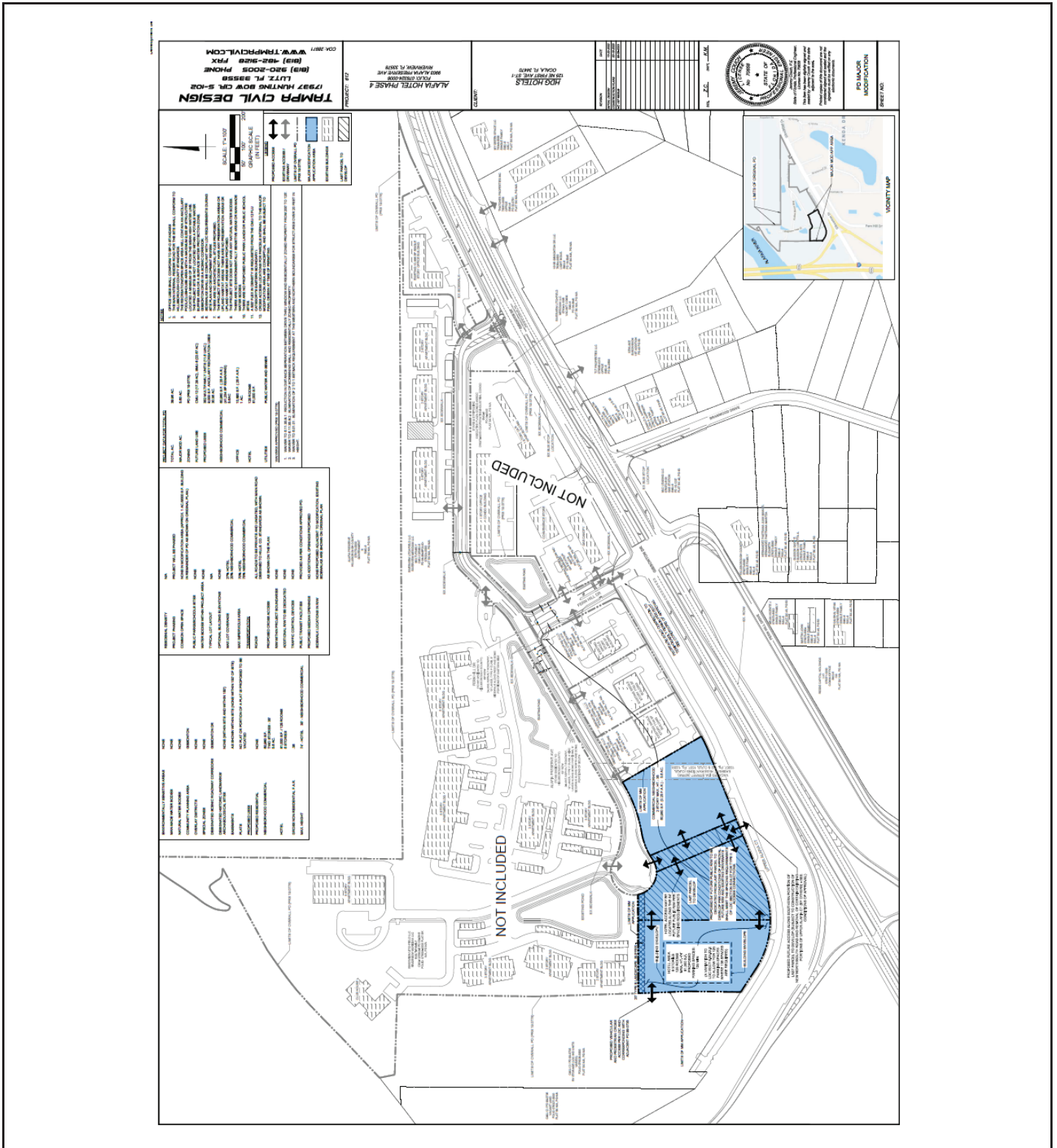
### 8.0 SITE PLANS (FULL)

### 8.1 Approved Site Plan (Full)



### 8.0 SITE PLANS (FULL)

#### 8.2 Proposed Site Plan (Full)



**9.0 FULL TRANSPORTATION REPORT (see following pages)**

## AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 09/09/2023

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: South/ RV

PETITION NO: MM 23-0414

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects, based on the listed or attached grounds.

### **NEW AND REVISED CONDITIONS OF APPROVAL**

#### *Revised Conditions*

1. The multi-use development shall be limited as follows:

1.1 The project shall be permitted a maximum of ~~351~~352 multi-family residential units on 30.36 acres; and shall be subject to the Residential Multi-family Conventional-12 (RMC-12) zoning district development standards, except as referenced herein.

Minimum Front Yard Set-back:	25 feet
Minimum Set-back:	20 feet along western property boundary 40 feet from ELAPP property 50 feet from Alafia River
Maximum height:	60 feet (5 stories)

The 2:1 additional setback for buildings over 20 feet in height shall not apply to the western and northern property boundaries.

1.2 The project shall be permitted a maximum of 60,~~707~~980 square feet of building area for Commercial Neighborhood (CN) zoning district uses on 5.6 acres. The project will be subject to the Commercial Neighborhood (CN) zoning district development standards, except as referenced herein. Maximum impervious surface for the commercial neighborhood portion of the project shall be 75% and said area shall be developed in accordance with the concept plan and building elevation on Sheet 2 of the Certified Site Plan.

*[Staff is proposing to modify this condition to correct the 2007 scrivener's error described by the applicant.]*

1.4 The project shall be permitted a maximum ~~68,880~~81,000 square foot hotel containing a maximum of 125 rooms on 3.0 acres. The project will be subject to the Commercial General (CG) zoning district development standards, except as referenced herein. Maximum building height shall be 74 feet (6 stories).

*[Staff is proposing to modify this condition to comport with the applicant's request.]*

2. The project may be permitted a maximum of ~~351~~ 352 multi-family dwelling units, a ~~68,880~~ 81,000 square foot hotel, ~~60,707~~ 980 square feet of Commercial Neighborhood and 10,890 square feet of Business Professional Office uses, subject to formal delineation of on-site conservation areas, preservation areas and water bodies and final calculation of maximum density/intensity (FAR) permitted by the Comprehensive Plan in accordance with the Environmentally Sensitive Lands Credits requirement of the Comprehensive Plan. If the maximum number of units and/or maximum square footage for the project as permitted herein exceeds the maximum density/intensity (FAR) permitted by the Comprehensive Plan, per the Environmentally Sensitive Lands Credits requirement, the number of dwelling units and/or square footage allowed in the project shall decrease as necessary to conform to the Comprehensive Plan.

*[Staff is proposing to modify this condition to correct the 2007 scrivener's error described by the applicant and comport with the applicant's request (with respect to the hotel rooms).]*

3. Cross access shall be provided between all outparcels and Alafia Preserve Ave. ~~the major internal roadway~~. Direct access from any outparcel onto Gibsonton Drive shall be prohibited.

*[Transportation Review Section staff is proposing to modify this condition for clarity.]*

6. The following conditions ~~are~~ address required access improvements to Gibsonton Drive:
  - 6.1 The Gibsonton Drive and Fern Hill Drive is currently signalized. The applicant shall be required to lengthen the existing eastbound left turn lane. The total distance is subject to ~~FOOT~~ FDOT approval.
  - 6.2 The project driveway at Gibsonton Drive Alafia Preserve Avenue will be modified to left-in/right-in/right-out. [THIS CONDITION HAS BEEN SATISFIED].
  - 6.3 The site currently ~~has access to~~ abuts, but does not have access to, the ~~FOOT~~ FDOT frontage road that runs along Gibsonton Drive. ~~FOOT~~ FDOT has indicated that the portion of the frontage road east of the proposed 54-foot-wide public right-of-way and continuing to the Fern Hill Dr. Ext. access may will be restricted/modified removed in the future, once a new public roadway segment is constructed within the referenced right-of-way. Nothing herein this condition shall be construed as requiring the developer of the subject PD to construct such public roadway facility.

*[Transportation Review Section staff is proposing to modify this condition for clarity, to better reflect the FDOT and County's intentions/status of area improvements, and more accurately describe the planned future configuration of transportation facilities within the area.]*

7. Gibsonton Drive and Fern Hill Drive has been signalized. As a result, the connection from Old Gibsonton Drive to Fern Hill Drive due to its proximity to the intersection will be closed in the future.

Old Gibsonton Drive (i.e. the frontage road) currently provides primary access to parcels located west of the subject property referred to as Folio Numbers 076326-0000 and 076327-0000, which are jointly zoned as Planned Development 99-0735 (the “Adjacent Properties”). To accommodate future access from the Adjacent Properties to Gibsonton Drive via a public right-of-way, the Developer shall make the following dedications:

- 7.1 ~~Upon completion of the Fern Hill Drive Extension to Alafia Preserve Avenue,~~ Developer shall dedicate and convey Fern Hill Drive and Alafia Preserve Avenue to Hillsborough County, as such roadways have been designed, approved, and constructed, together with necessary drainage easements. ~~The dedication of Fern Hill Drive extension and Alafia Preserve Avenue shall occur within 90 days of the completion of the Fern Hill Drive Extension. The Developer shall be allowed future driveway connections to such roadways consistent with Hillsborough County Access Management regulations; and~~

Dedication and conveyance shall occur upon the earlier of the following:

- a. prior to final approval of the Construction Plan of the “Last Parcel to Develop” as depicted on the Site Plan; or,
- b. within ninety (90) days from Developer’s receipt of written notice from Hillsborough County that a site construction plan application has been submitted to Hillsborough County requesting approval to develop either of the Adjacent Properties; or,
- c. September 12, 2025.

The Developer shall be allowed future driveway connections to such roadways consistent with Hillsborough County Access Management regulations.

- 7.2 To provide the alternative connection for Old Gibsonton Dr. (i.e. the frontage road) to the Fern Hill Drive ~~Extentions~~Extension via Alafia Preserve Avenue, the Developer shall dedicate and convey a fifty-four (54) foot right-of-way within the parcel labeled “Last Parcel to Develop” as depicted on the Site Plan, to Hillsborough County connecting Alafia Preserve Avenue to Old Gibsonton Drive.

Dedication and conveyance shall occur upon the earlier of the following:

- a. prior to final approval of the Construction Plan of the “Last Parcel to Develop” as depicted on the Site Plan, or
- b. within ninety (90) days from Developer’s receipt of written notice from Hillsborough County that a site construction plan application has been submitted to Hillsborough County requesting approval to develop either of the Adjacent Properties.

The dedicated right-of-way shall be located ~~within the area labeled “Proposed Location of Future ROW”~~ as generally shown on the Site Plan, at the discretion of Developer consistent with applicable transportation technical and access management standards. Developer shall have no obligation to construct any roadway improvements within the



dedicated right-of-way but shall be allowed driveway connections consistent with Hillsborough County Access Management regulations.

*[Transportation Review Section staff is proposing to modify this condition for clarity, to comport with the applicant's request, and to provide certainty for how and when these facilities will be provided.]*

8. Prior to concurrent with the next increment of development, The-the developer will provide a bus bay and ~~transit accessory pad~~ including; shelter, seating, trash receptacle, and bicycle rack for the existing transit stop on Gibsonton Drive. The location of these improvements shall be subject to review and approval by Hillsborough Area Regional Transit Authority.

*[Transportation Review Section staff is proposing to modify this condition for clarity, to make it clear when the required improvements are expected to be constructed, and to reflect the language of required transit improvements and appurtenances pursuant to Sections 6.02.17 and 6.03.09 of the LDC.]*

#### New Conditions

- Notwithstanding anything on the Site Plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
- Parking shall be provided in accordance with Section 6.05 of the Hillsborough County Land Development Code. Notwithstanding the above, the project's hotel uses shall be permitted to provide parking at a rate of 1.0 parking space per room. Additionally, the developer will be required to construct 6 bicycle parking spaces which meet the location and design criteria found within Sec. 6.05.02.P. of the LDC.

#### Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the Site Plan to:
  - Show the proper intersection configuration (i.e. the raised directional median) at the intersection of Gibsonton Dr. and Alafia Preserve Ave.);
  - Modify the label reading "PROPOSED 54' FUTURE PUBLIC R/W TO BE DEDICATED FROM LAST PARCEL TO DEVELOP PER CONDITIONS OF APPROVAL. FUTURE R/W AND EXISTING DRIVEWAYS SHALL MEET THE SPACING REQUIREMENTS OF LDC SECTION 6.04.07 FOR TYPE II ACCESS CONNECTIONS." to instead read "PROPOSED 54' PUBLIC RIGHT-OF-WAY DEDICATION AND CONVEYANCE – SEE CONDITIONS OF APPROVAL."

**PROJECT OVERVIEW AND TRIP GENERATION**

The applicant is requesting a Major Modification to a +/- 5.6 ac. portion of a +/- 39.96 ac. previously approved Planned Development (PD) #06-0848, and as most recently modified via PRS 19-0778. The existing PD is approved for 351 multi-family single-family dwelling units, 60,707 s.f. of Commercial Neighborhood (CN) uses, and 10,890 s.f. of Business Professional Office (BPO) uses, and a 68,880 s.f. hotel with a maximum of 125 rooms. The applicant is proposing to modify the proposed entitlement program, to correct certain scrivener’s errors in the residential and commercial entitlements, as well as increase the allowable square-footage of hotel uses from 68,880 to 81,000 s.f. Staff notes that despite this increase, there will be no corresponding increase to the number of hotel rooms.

The Institute of Transportation Engineer’s provides data for hotel rooms trip generation using the number of hotel rooms as the independent variable. Given that the number of rooms is not changing (only the size of facility overall), there is no resultant increase in the maximum trip generation potential of the subject project.

Given the above, and that there are no changes in proposed access configurations, staff did not require a trip generation and site access analysis to process this request, consistent with the Development Review Procedures Manual (DRPM). Staff prepared the below analysis, comparing trips potentially generally by development under the approved and proposed zoning, utilized a generalized worst-case scenario. Data provided below is based on information from the Institute of Transportation Engineer’s Trip Generation Manual, 11<sup>th</sup> Edition.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
60,980 s.f. Shopping Plaza (40-150k) (ITE LUC 821)	5,762	215	587
352 Multi-Family Dwelling Units (ITE LUC 220)	2,332	132	172
10,890 Medical Office Uses (ITE LUC 720)	392	33	41
125 Room Hotel (ITE LUC 310)	998	55	65
Subtotal:	9,484	435	865

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
60,980 s.f. Shopping Plaza (40-150k) (ITE LUC 821)	5,762	215	587
352 Multi-Family Dwelling Units (ITE LUC 220)	2,332	132	172
10,890 Medical Office Uses (ITE LUC 720)	392	33	41

125 Room Hotel (ITE LUC 310)	998	55	65
Subtotal:	9,484	435	865

Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
	<b>No Change</b>	<b>No Change</b>	<b>No Change</b>

### **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

Alafia Preserve Ave. is a 2-lane, undivided, privately maintained, substandard, local roadway. The roadway is characterized by 11-foot-wide travel lanes in average condition. The roadway lies within a +/- 55-foot wide right-of-way. There are +/- 5-foot-wide sidewalks along portions of the roadway. There are +/- 5-foot-wide bicycle facilities along portions of the roadway.

The Fern Hill Dr. Ext. is a 2-lane, divided, privately maintained, substandard, local roadway. The roadway is characterized by 15-foot-wide travel lanes in above average condition. The roadway lies within a +/- 100-foot-wide right-of-way. There are +/- 6-foot-wide sidewalks along both sides of the roadway. There are no bicycle facilities along this segment of the roadway.

### **SITE ACCESS AND CIRCULATION**

No changes to existing approved access or circulation are proposed.

### **CHANGES TO RIGHT-OF-WAY DEDICATION REQUIREMENTS**

Staff notes that the project is currently in violation of its PD zoning conditions (see existing condition 7.1), due to Alafia Preserve Ave. and newly constructed Fern Hill Rd. extension not having been dedicated and conveyed to the County in accordance with current requirements. The applicant has proposed modifications which will cure that violation. Specifically, the applicant is proposing to modify the conditions to provide flexibility in the timing and location of the 54-foot-wide right-of-way dedication and conveyance area (i.e. for the lands needed to accommodate the new north/south public roadway necessary to allow for removal of certain portions of the existing frontage road). They are also proposing modifications to the condition governing the timing of the requirement to dedicate and convey Alafia Preserve Ave. and Fern Hill Dr. Staff has reviewed these condition changes with the County Engineer and supports the proposed revisions offered by staff, hereinabove. Staff notes that conversations between the County and applicant regarding what data, analysis, and/or improvements may be required to both the Fern Hill Dr. Ext. and Alafia Preserve Ave., prior to the County being able to accept those facilities for ownership and maintenance, are ongoing.

**REQUESTED PD VARIATION – PARKING**

The applicant submitted a PD Variation, requesting a reduction in the required parking rate for the project’s hotel uses. The Land Development Code requires 1.1 parking spaces per hotel room. As such, the project’s 125 rooms would require 138 parking spaces. The applicant is proposing parking at a rate of 1.0 spaces per room (or 125 rooms).

The 5<sup>th</sup> Edition of the Institute of Transportation Engineer’s Parking Generation Manual provides data indicating a range of rates between 0.43 and 1.47 of the 22 hotels studied. They also provide an 85<sup>th</sup> Percentile rate of 0.99 parking spaces per room, with a 95% confidence interval of 0.83 on the high end.

Staff has reviewed the ITE data and recommends approval the request, subject to conditions. LDC Sec 6.05.02.P.1. permits the Administrator to reduce the number of required automobile parking spaces by 5% in exchange for the provisions of bicycle parking meeting the locational/design criteria specified in the LDC. As such, staff believes it is appropriate that the first 5% of the requested reduction is offset by the provision of bicycle parking spaces ( $138 \times .05 = 6.9$ , which rounds down to 6). Given the above, staff has proposed a condition which would permit the developer to construct 125 parking spaces to serve the proposed hotel uses, provided they also construct 6 bicycle parking spaces meeting LDC requirements.

**ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

LOS information for adjacent roadway segments are provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Gibsonton Dr.	I-75	US 301	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)**

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
Gibsonton Dr.	County Arterial - Rural	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
Alafia Preserve Ave.	Private	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" 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 - TBD
Fern Hill Dr. Ext.	Private	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input 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 type="checkbox"/> Other

<b>Project Trip Generation</b> <input type="checkbox"/> Not applicable for this request			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	9,484	435	865
Proposed	9,484	435	865
Difference (+/-)	<b>No Change</b>	<b>No Change</b>	<b>No Change</b>

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

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

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

## Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
<b>Transportation</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<input 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	



**Hillsborough County  
City-County  
Planning Commission**

<b>Unincorporated Hillsborough County Rezoning</b>	
<b>Hearing Date:</b> September 18, 2023  <b>Report Prepared:</b> September 6, 2023	<b>Petition: PD 23-0414</b>  <b>Folios: 76324.0006, 76324.0010, 76343.1000, 76324.0005</b>  <i>Northeast of I-75 and Gibsonton Drive</i>
<b>Summary Data:</b>	
<b>Comprehensive Plan Finding:</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use:</b>	<b>Community Mixed Use-12 (12 du/ga; 0.50 FAR) Suburban Mixed Use-6 (6 du/ga; 0.35 FAR)</b>
<b>Service Area:</b>	<b>Urban</b>
<b>Community Plan:</b>	<b>Riverview</b>
<b>Request:</b>	Major Modification to Planned Development (06-0848) to allow an increase in building size from 68,880 sq.ft. to 81,000 sq.ft. with no change to the number of rooms within the hotel site
<b>Parcel Size (Approx.):</b>	5.6 +/- acres (243,936 sq. ft.)
<b>Street Functional Classification:</b>	Interstate-75 – <b>Arterial</b> Gibsonton Drive – <b>County Arterial</b>
<b>Locational Criteria:</b>	Meets
<b>Evacuation Zone:</b>	C



## Context

- The approximately 5.6± acre site is located Northeast of I-75 and Gibsonton Drive. The site is in the Urban Service Area and within the limits of the Riverview Community Plan.
- The subject site is located in the Community Mixed Use-12 (CMU-12) Future Land Use Category. Typical allowable uses in the CMU-12 include residential, community scale retail commercial, office, research corporate park uses, light industrial, multi-purpose and clustered residential and/or mixed-use projects at appropriate locations. Suburban Mixed Use-6 (SMU-6) allows for residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use projects at appropriate locations. Projects that are 10 acres or greater within the CMU-12 Future Land Use classification and properties 20 acres or greater in the Suburban Mixed Use-6 (SMU-6) Future Land Use must demonstrate a mix of land uses in accordance with Policy 19.1.
- The CMU-12 Future Land Use category is located to the north, west, and northwest of the subject site. SMU-6 Future Land Use is located to the east, southeast, and northeast. Public /Quasi-Public Future Land Use is found to the south.
- Much of the area contains Planned Development zoning developed with various uses such as multi-family residential housing, and retail commercial.
- The applicant is requesting a Major Modification to Planned Development (06-0848) to allow an increase in building size from 68,880 sq.ft. to 81,000 sq.ft. with no change to the number of rooms for the hotel site.

## 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**

### **Urban Service Area (USA)**

**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 1.4:** *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.*

**Policy 7.3:** *The land use category boundaries may be considered for interpretation as flexible boundaries in accordance with the Flex Provision as follows:*

- *Through application of the flex provision, the land use category boundaries shall be deemed to extend beyond the precise line to include property adjoining or separated by a man made or natural feature from the existing boundary line.*
- *The line may be relocated a maximum of 500 feet from the existing land use boundary of the adopted Land Use Plan Map. Right-of-Way is not included in the measurement of the 500 foot flex.*
- *No new flexes can be extended from an existing flexed area.*
- *All flexes must be parallel to the land use category line.*
- *Flexes are not permitted in the Rural Area or in areas specified in Community Plans.*
- *Flexes are also not permitted from the Urban Service Area into the Rural Area. All flexes in the Rural Area approved prior to July 2007 are recognized and are not to be considered non-conforming.*
- *Flexes to increase residential density are not permitted in the Coastal High Hazard Area. Flexes are not permitted from a municipality into the unincorporated county.*
- *A flex must be requested as part of planned development or site plan oriented rezoning application. Major Modification to approved zoning that changes the intensity, density or the range of uses will require that the previous flex request be re-evaluated for consistency and a new flex request may be required.*
- *Applicants requesting a flex must provide written justification that they meet the criteria for a flex as outlined below.*
- *The Board of County Commissioners may flex the plan category boundary to recognize or grant a zoning district which is not permitted in the land use category but lies within the distance of a conforming land use category, as described above. Prior to the determination by the Board of County Commissioner, the staff of the Planning Commission shall make a recommendation on the consistency of the request with the Comprehensive Plan.*

**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 8.8:** *For projects whose boundaries encompass more than one land use category, density and intensity calculations will allow for the blending of those categories across the entire project. All portions of the project must be contiguous to qualify for blending. Blending of densities and intensities is not permitted across improved public roadways or between the Urban Service Area (USA) and Rural Service Area (RSA) boundary. The combined total number of dwelling units and/or FAR possible under all the land use categories within the project will be used as a ceiling for review purposes. This provides maximum design flexibility for those projects, because the location or clustering of those units on the project site need not conform to the land use category*

boundary on the site as long as the maximum number of dwelling units permitted for the entire project are not exceeded.

### **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 a 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
- d) 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.

### **Mixed Use Land Use Categories**

**Objective 19:** All development in the mixed use categories shall be integrated and interconnected to each other.

**Policy 19.1:** Larger new projects proposed in all mixed use plan categories shall be required to develop with a minimum of 2 land uses in accordance with the following:

- Requirements for 2 land uses will apply to properties 10 acres or greater in the RMU-35, UMU-20, and CMU-12 land use categories, and to properties 20 acres or greater in the SMU-6 and NMU-4 land use categories.
- At least 10% of the total building square footage in the project shall be used for uses other than the primary use.
- The mix of uses may be horizontally integrated (located in separate building). Horizontal integration may also be achieved by utilizing off-site uses of a different type located within ¼ mile of the project, on the same side of the street of a collector or arterial roadway connected by a continuous pedestrian sidewalk.
- The land uses that may be included in a mixed use project include: retail commercial, office, light industrial, residential, residential support uses, and civic uses provided that the use is permitted in the land use category.
- These requirements do not apply within ½ of a mile of an identified Community Activity Centers (if other mixed use standards have been adopted for that area or when the project is exclusively industrial).

**Policy 19.3: Incentives for Mixed Use**

The following incentives are available to encourage mixed use and vertically integrated mixed use projects within the Urban Service Area:

- Parking structures shall not count towards the FAR for projects that include 3 or more land uses or vertically integrate two land uses.
- Projects that either include 3 or more land uses or vertically integrate two land uses may utilize a density bonus to the next higher land use category or the following FAR bonus:
- Property with a Future Land Use Category of 35 units per acre and/or 1.00 FAR and higher and within the USA – may increase up to 50 units and/or an additional .50 FAR
- Property within a Future Land Use Category of 9 units per acre and/or .5 FAR and higher and within the USA – Increase in FAR by .25
- Property within a Future Land Use Category of 4 units per acre and/or .25 FAR and higher and within the USA – Increase in FAR by .10

**Community Design Component**

**2.1 Mixed Use Development**

**GOAL 1:** Plan a pattern of compact, livable and walkable neighborhoods and communities within the urban service area which are supported by locally-oriented employment, goods and services.

**OBJECTIVE 1-2:** Promote a variety of uses in order to create vitality and bring many activities of daily life within walking distances of homes.

## LIVABLE COMMUNITIES ELEMENT

### *Riverview Community Plan*

**Goal 1** *Achieve better design and densities that are compatible with Riverview's vision.*

- *Develop Riverview district-specific design guidelines and standards. The standards shall build on recognizable themes and design elements that are reflective of historic landmarks, architecture and heritage of Riverview. The mixed-use, residential, non-residential and roadway design standards shall include elements such as those listed.*

#### *Mixed Use-Commercial-Residential*

- *Enhance the ability to walk or bike between adjoining commercial areas.*

#### *Transportation:*

- *Develop distinctive roadway design and landscape standards for new developments and redevelopment projects that complement the community's uniqueness as well as encourage buffers to parking areas, water retention areas and sidewalks. Techniques may include landscaping, berming and median enhancements.*

**Goal 2** *Reflect the vision of Riverview using the Riverview District Concept Map. The Riverview District Concept Map will illustrate the unique qualities and land uses related to distinct geographic areas identified as "districts". (See Figure 10)*

*The following specific districts are incorporated into the Riverview District Concept Map. Require future development and redevelopment to comply with the adopted Riverview District Concept Map.*

4. *Mixed Use – Focus and direct development toward walkable mixed-use town center locations throughout the community while respecting existing land use.*
5. *Residential – Encourage attractive residential development that complements the surrounding character and promotes housing diversity.*

**Goal 4** *Provide safe, attractive, efficient multi-modal transportation, including vehicular, bicycle/pedestrian and transit.*

**Goal 7** *Encourage economic development by supporting local business while attracting a variety of new uses and services, particularly high technology businesses.*

**Goal 9** *Attract, locate and support appropriate industry and employment with state-of-the-art infrastructure.*

**Goal 11** *Interconnect districts and public places with concepts for walkability, particularly schools and parks.*

- *Collaborate with private sector developers, government agencies and non-profit organizations to provide safe roadway, sidewalk and pathway connections, biking and equestrian linkages and other pedestrian amenities.*

- *Provide sidewalks, pathways and/or trails wide enough (wider than 5 feet) for people to easily pass each other or travel side-by-side.*

### **Staff Analysis of Goals, Objectives, and Policies:**

The approximately 5.6 acre site is located Northeast of I-75 and Gibsonton Drive. The site is in the Urban Service Area and within the limits of the Riverview Community Plan. The applicant is requesting a Major Modification to Planned Development (06-0848) to allow an increase in building size from 68,880 sq.ft. to 81,000 sq.ft. with no change to the number of rooms for the hotel site.

The subject site has 4.59 acres designated Community Mixed Use-12 (CMU-12) and 1.01 acres Suburban Mixed Use-6 (SMU-6) Future Land Use Category. Projects that are 10 acres or greater within the CMU-12 Future Land Use classification and properties 20 acres or greater in the Suburban Mixed Use-6 (SMU-6) Future Land Use must demonstrate a mix of land uses in accordance with Policy 19.1-3. This property is part of a larger PD that meets the acreage threshold for the both the CMU-12 and SMU-6 Future Land Use categories. The CMU-12 Future Land Use category is located to the north, west, and northwest of the subject site. SMU-6 Future Land Use is located to the east, southeast, and northeast. Public /Quasi-Public Future Land Use is found to south.

Objective 1 and FLUE Policies 1.2, 1.3 and 1.4 as it provides growth in the Urban Service Area. The proposed major modification is compatible with the development pattern in the area as required in Policy 1.4. Much of the area contains Planned Development zoning developed with various uses such as multi-family residential housing, and retail commercial. Objective 8 enables the Future Land Use Map (FLUM) and Policy 8.1 mandates the range of acceptable land uses in each classification in the FLUM. Policy 8.2 requires all development to be compliant with the Future Land Use Element of the Comprehensive Plan and the proposed development does meet the intent of the FLU category.

The proposed Planned Development is consistent with the Neighborhood Protection policies under FLUE Objective 16. Specifically, FLUE Policy 16.1 focuses on the protection of neighborhoods through locational criteria for non-residential uses. FLUE Policy 16.2 calls for gradual transitions of intensities between land uses. The proposed development is consistent with this policy direction, as the non-residential land uses are proposed on to the end of the cul-de-sac and is closer to Interstate-75 serving as a buffer for the multi-family residential to the east. This arrangement of uses is also consistent with FLUE Policy 16.5, which seeks to focus more intensive development along arterials and collector roadways, and to areas outside of existing and developing neighborhoods.

The property is subject to Commercial Locational Criteria pursuant to FLUE Policy 22.2. The nearest qualifying intersection is Interstate-75 and Gibsonton Drive. The maximum building square footage permitted for neighborhood serving commercial uses per quadrant is 175,000 square feet for the SMU-6 Future Land Use category. The property occupies the northeast quadrant of the intersection and is within the required distance of the intersection. Therefore, the subject site meets Commercial Locational Criteria.

Due to the expected intensity of CMU-12 Future Land Use categories, locational criteria is not required for non-residential uses. However, commercial locational criteria is required for non-residential development within the SMU-6 Future Land Use category, the property is part of a 39.96 acre mixed use PD which overall meets commercial locational criteria.

The site is located within the limits of the Riverview Community Plan, specifically within the Residential District. The proposed development would not support the vision of the Riverview Community Plan by developing a mix of commercial uses on the southern portion of the site. Goal 4 calls for internal and external pedestrian connections for providing a safe and efficient multi-modal system within Riverview. The Community Plan also envisions connecting pedestrians with public places such as parks (Goal 11). The proposed project is consistent with the Riverview.

Overall, the proposed Major Modification would provide for a development pattern that is comparable to the mixed-use development pattern within the surrounding area and meets the intent or the vision of the Riverview Community Plan.

**Recommendation**

Based upon the above considerations, the Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*.

# HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 23-0414

<all other values>

**Rezoning**

**STATUS**

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

Tampa Service

Urban Service

Shoreline

County Boundary

Jurisdiction Boundary

Roads

Parcels

WATER NATURAL LULC\_Wee\_Poly

AGRICULTURAL/MINING-1/20 (.25 FAR)

PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)

AGRICULTURAL-1/10 (.25 FAR)

AGRICULTURAL/RURAL-1/5 (.25 FAR)

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)

OFFICE COMMERCIAL-20 (75 FAR)

RESEARCH CORPORATE PARK (1.0 FAR)

ENERGY INDUSTRIAL PARK (50 FAR USES OTHER THAN RETAIL, 25 FAR RETAIL/COMMERCE)

LIGHT INDUSTRIAL PLANNED (75 FAR)

LIGHT INDUSTRIAL (75 FAR)

HEAVY INDUSTRIAL (75 FAR)

PUBLIC/QUASIPUBLIC

NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

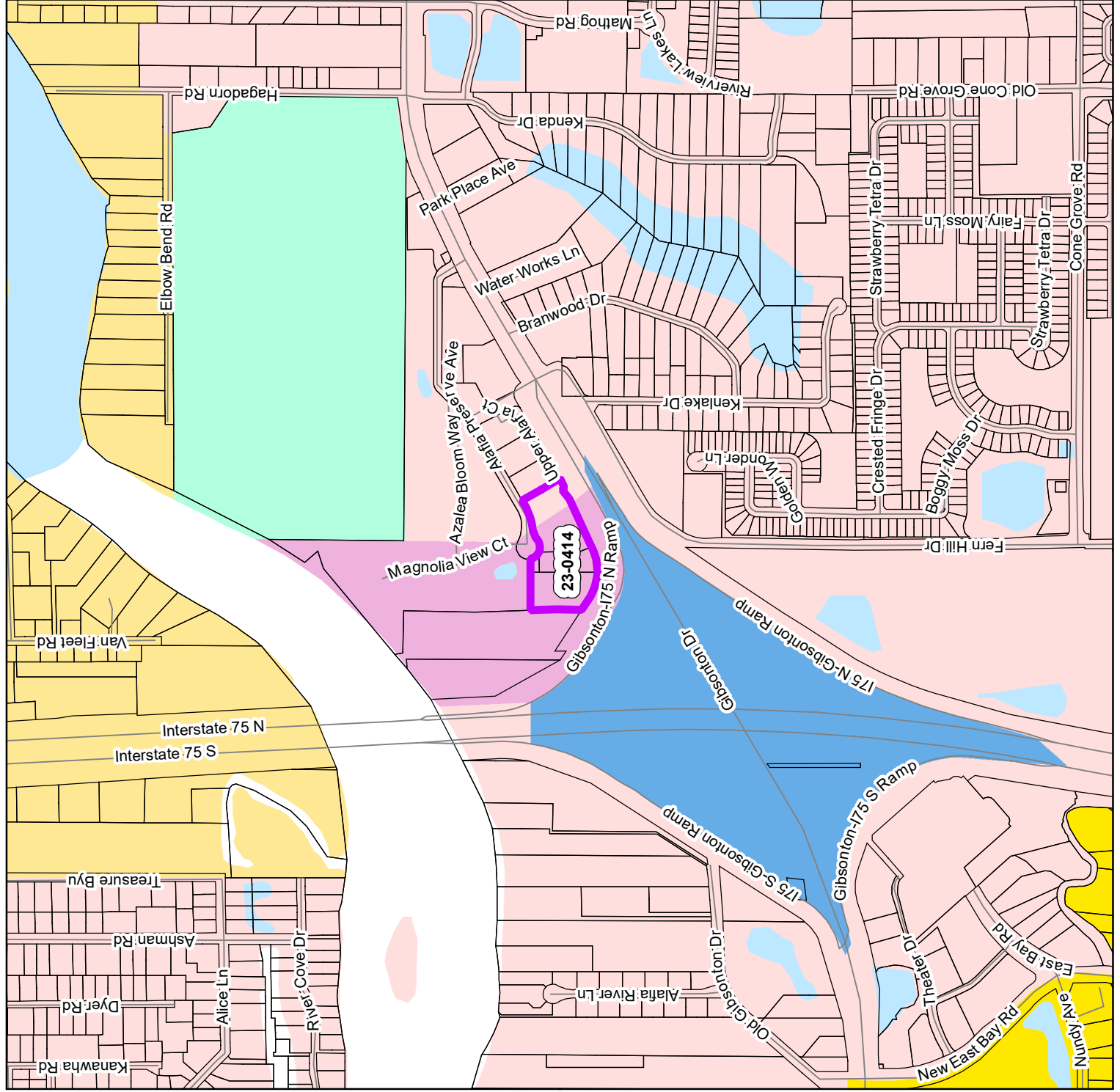
CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from the Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning boundaries are for informational purposes only and are not intended to be used for any other purpose without specific approval of the Hillsborough County Planning Commission.

ACCURACY: It is intended that the rezoning boundaries are accurate to the best of the City's knowledge. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.

0 460 920 1,380 1,840 Feet

Map Printed from Rezoning System: 4/26/2023  
 Author: Beverly F. Daniels  
 File: G:\Rezoning\System\MapProjects\HC\Gres\_LULC\_Rezoning - Copy.mxd



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