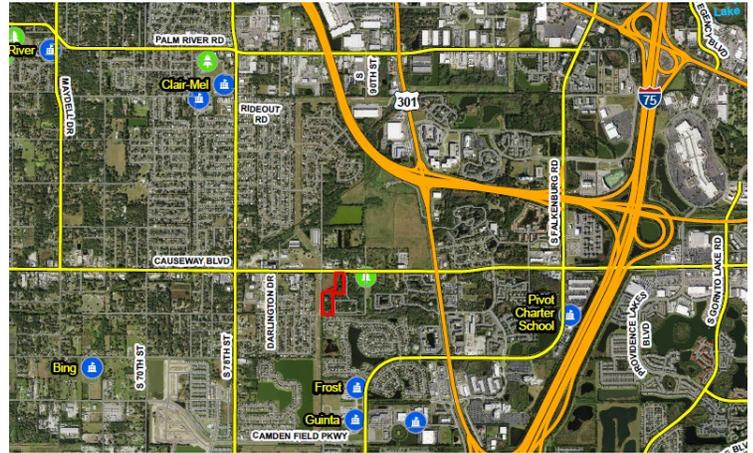


Rezoning Application: PD 23-0777
Zoning Hearing Master Date: November 13, 2023
BOCC Land Use Meeting Date: January 9, 2024

1.0 APPLICATION SUMMARY

Applicant: Causeway Holdings LLC
FLU Category: RES-9
Service Area: Urban
Site Acreage: 8.88 +/-
Community Plan Area: Greater Palm River
Overlay: None



Introduction Summary:

The applicant requests to rezone a portion of PD 85-0262 and parcels zoned AS-1 and RSC-6, to Planned Development 23-0777 to allow for a multi-family residential project. Utilizing both a flex of the RES-20 Future Land Use (FLU) category and the graywater technologies density bonus, a maximum of 238 units is proposed (26.81 units per acre).

A companion Minor Modification (PRS 24-0110) to PD 85-0262 is proposed to recognize PD 85-0262 without the area under PD 23-0777.

Zoning:	Existing			Proposed
District(s)	PD 85-0262 (portion of)	AS-1	RSC-6	PD 23-0777
Typical General Use(s)	Two-Family Residential	Single-Family Residential/Agricultural	Single-Family Residential (Conventional Only)	Multi-Family Residential
Acreage	4.01	3.79	1.0	8.8
Density/Intensity	3 units per acre	1 unit per acre	6 units per acre	27 units per acre
Mathematical Maximum*	48 units	3 units	6 units	238 units (with density bonuses)

*number represents a pre-development approximation

Development Standards:	Existing			Proposed
District(s)	PD 85-0262	AS-1	RSC-6	PD 23-0777
Lot Size / Lot Width	n/a	7,200 sf / 75'	7,000 sf / 70'	n/a
Setbacks/Buffering and Screening	Per site plan	50' Front 50' Rear 15' Sides No B/S required	25' Front 25' Rear 7.5' sides No B/S required	30' northern boundary 80' eastern boundary 34' western boundary 91' southern boundary 20 B/ B screening along west and east
Height	35'/2-stories	50'	35'	60'

APPLICATION NUMBER: PD 23-0777

ZHM HEARING DATE: November 13, 2023

BOCC LUM MEETING DATE: January 9, 2024

Case Reviewer: Michelle Heinrich, AICP

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:

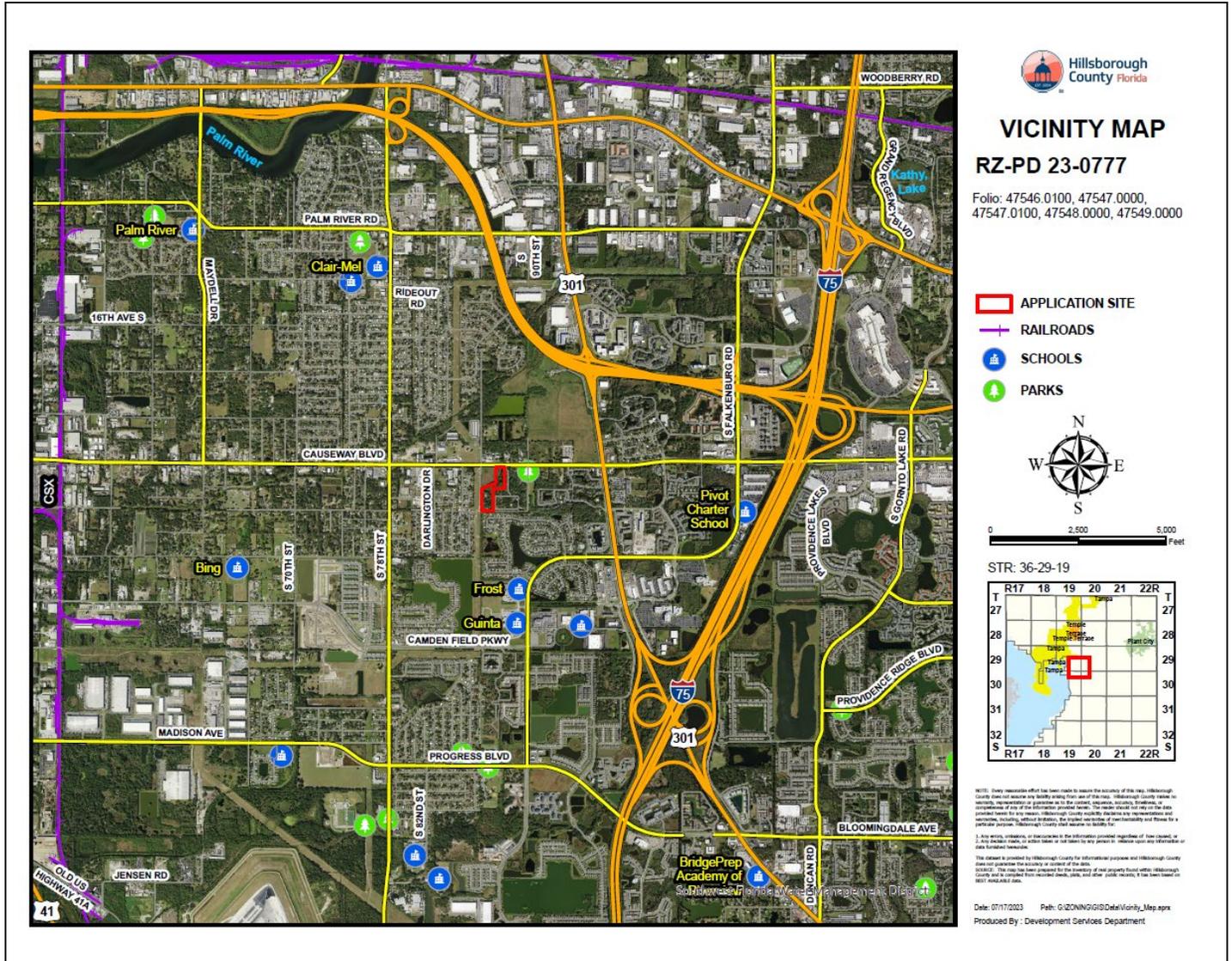
Consistent

Development Services Recommendation:

Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

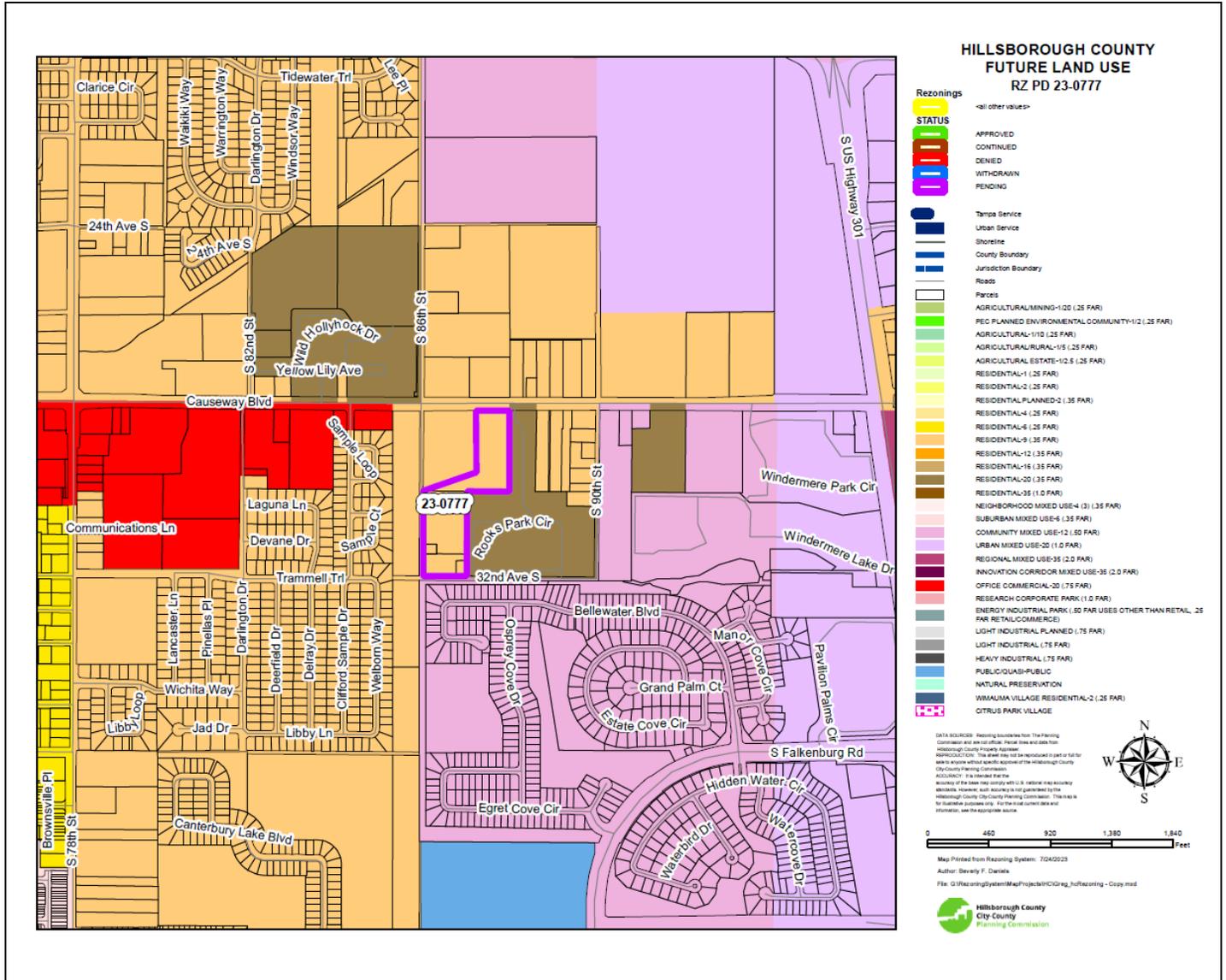


Context of Surrounding Area:

The site is located in the Greater Palm River area, west of US Highway 301 on the southside of Causeway Boulevard (a 4-lane divided roadway). The area contains a mixture of uses which includes single-family residential, multi-family residential and commercial uses. Commercial uses vary in intensity from neighborhood serving to intensive.

2.0 LAND USE MAP SET AND SUMMARY DATA

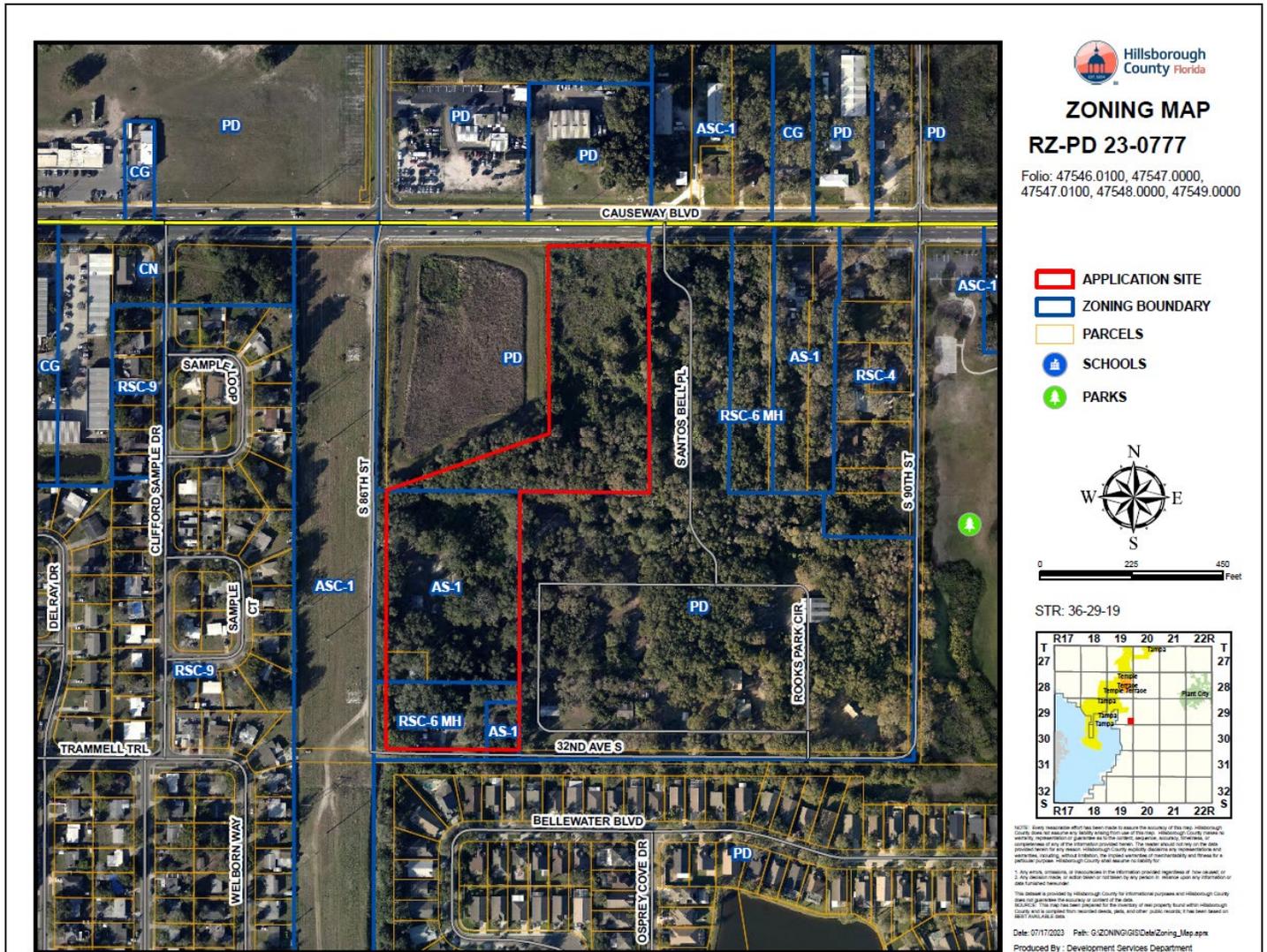
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-9 RES-20 (Flex) RES-35 (Graywater Bonus)
Maximum Density/F.A.R.:	RES-9: 9 units per acre RES-20 (Flex): 20 units per acre RES-35 (Graywater Bonus)
Typical Uses:	RES-9: Residential, urban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development. RES-20 (Flex): Residential, neighborhood commercial, office uses, multi-purpose projects and mixed use developments. RES-35 (Graywater Bonus): Residential, neighborhood commercial, office uses, multi-purpose projects and mixed use developments.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



NOTE: Every reasonable effort has been made to ensure the accuracy of this map. Hillsborough County does not warrant any liability arising from use of this map. Hillsborough County reserves the authority, representation or guarantee as to the content, accuracy, timeliness, or completeness of any of the information provided herein. This map should not be used as a substitute for a professional survey. The project sponsor is responsible for obtaining all necessary permits and approvals, including, without limitation, the proper authority of jurisdiction and those for a particular project. Hillsborough County does not assume any liability for:

1. Any errors, omissions, or inaccuracies in the information provided regardless of how caused or otherwise.
2. Any reliance made on or action taken or not taken by any person or reliance upon any information or data furnished hereunder.

This document is provided to Hillsborough County for informational purposes and Hillsborough County does not guarantee the accuracy of content of the data, or any reports from other Hillsborough County and its applicable third parties, data, and other public records. It has been based on BEST AVAILABLE DATA.

Date: 07/11/2023 File: G:\ZONING\GIS\DateZoning_Map.aprx
Produced By : Development Services Department

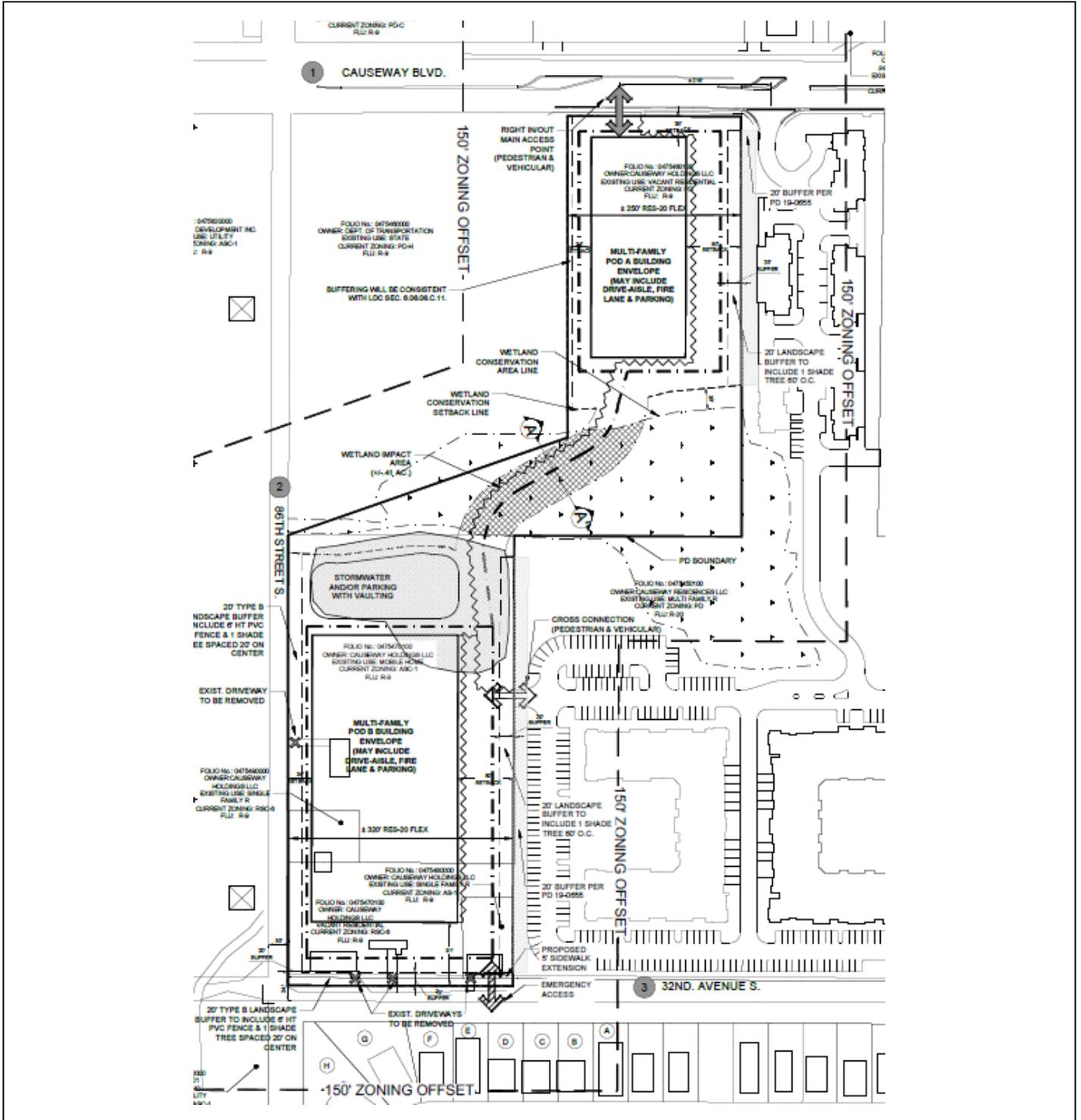
Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 22-0562 PD 87-0083	PD 22-0562: 7.22 u/a and 0.25 FAR PD 87-0083: 0.25 FAR	PD 22-0562: Townhomes and CG uses (Flex) PD 87-0083: Commercial	PD 22-0562: Auto repair PD 87-0083: Auto repair
South	PD 89-0051	4.93	Single-Family Residential	Single-Family Residential
East	PD 19-0655	20 u/a	Multi-Family Residential	Multi-Family Residential

West	ASC-1	1 u/a	Single-Family Residential & Agriculture	Utility
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 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
Causeway Blvd.	FDOT Arterial - Urban	4 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
	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
	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 Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	190	15	18
Proposed	1,088	93	93
Difference (+/-)	(+) 898	(+) 78	(+) 75

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

Connectivity and Cross Access Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South		Pedestrian	None	Meets LDC
East		None	Vehicular & Pedestrian	Meets LDC
West		None	None	Meets LDC

Notes:

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No													
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input 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: <table border="0" style="width:100%"> <tr> <td><input checked="" type="checkbox"/> Wetlands/Other Surface Waters</td> <td><input type="checkbox"/> Potable Water Wellfield Protection Area</td> </tr> <tr> <td><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</td> <td><input type="checkbox"/> Significant Wildlife Habitat</td> </tr> <tr> <td><input type="checkbox"/> Wellhead Protection Area</td> <td><input type="checkbox"/> Coastal High Hazard Area</td> </tr> <tr> <td><input type="checkbox"/> Surface Water Resource Protection Area</td> <td><input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</td> </tr> <tr> <td></td> <td><input type="checkbox"/> Adjacent to ELAPP property</td> </tr> <tr> <td></td> <td><input type="checkbox"/> Other _____</td> </tr> </table>					<input checked="" type="checkbox"/> Wetlands/Other Surface Waters	<input type="checkbox"/> Potable Water Wellfield Protection Area	<input type="checkbox"/> Use of Environmentally Sensitive Land Credit	<input type="checkbox"/> Significant Wildlife Habitat	<input type="checkbox"/> Wellhead Protection Area	<input type="checkbox"/> Coastal High Hazard Area	<input type="checkbox"/> Surface Water Resource Protection Area	<input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor		<input type="checkbox"/> Adjacent to ELAPP property		<input type="checkbox"/> Other _____
<input checked="" type="checkbox"/> Wetlands/Other Surface Waters	<input type="checkbox"/> Potable Water Wellfield Protection Area															
<input type="checkbox"/> Use of Environmentally Sensitive Land Credit	<input type="checkbox"/> Significant Wildlife Habitat															
<input type="checkbox"/> Wellhead Protection Area	<input type="checkbox"/> Coastal High Hazard Area															
<input type="checkbox"/> Surface Water Resource Protection Area	<input checked="" 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 type="checkbox"/> Design Exc./Adm. Variance Requested <input 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 type="checkbox"/> Urban <input checked="" 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 checked="" 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 story) Mobility: \$6,661 * 238 units = \$1,585,318 Parks: \$1,555 * 238 units = \$ 370,090 School: \$3,891 * 238 units = \$ 926,058 Fire: \$249 * 238 units = \$ 59,262 Urban Mobility, Central Park/Fire - 238 multi-family units Total Multi-Family (1-2 story) = \$2,940,728																
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 subject project is located on the south side of a 4-lane arterial roadway within an area featuring both single-family detached and multi-family uses. The project has demonstrated compatibility with the general area and adjacent developments. Height is limited to a maximum of 60 feet, as is the project to the immediate east. Buildings will meet or exceed the 2:1 building setback along the eastern and southern PD boundaries, which abut residential uses. Property to the east is developed with power lines and with unimproved right-of-way (86th Street) which provides approximately 200 feet of separation between the project and single-family residential. Along the southern boundary, the proposed setback and right-of-way (32nd Avenue S, provides approximately 155 feet of separation between the project and existing single-family residential. The project's sole access is at Causeway Boulevard. Access to the south (32nd Avenue S) is limited to emergency access only. The intensity of the project is comparable to the multi-family project to the east, which is within the RES-20 Future Land Use category.

Given the above, staff finds the project compatible with the surrounding area.

5.2 Recommendation

Approvable, subject to conditions.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

1. Site plan to correct 222 to 221
2. Eliminate all extraneous pages of the PD site plan document (i.e. all transmittal letters, cover sheets, clouded change documents, etc.).
3. Add the 100-foot drainage easement to the PD site plan and label "100-Foot-Wide Potential Easement Dedication Area – See Conditions of Approval".
4. Modify the label and legend symbology stating "Emergency Access" to instead state "Pedestrian Connection and Gated Emergency Vehicular Access".
5. Staff notes that sidewalks are inconsistently shown. The applicant shall either add the required sidewalk along the project's 86th St. S frontage or remove the proposed sidewalk along the project's 32nd Ave. S. frontage. Staff notes that regardless of whether such sidewalks are shown, the applicant will be required to construct the required sidewalks internal and external to the project in accordance with LDC Sections 6.02.08 and 6.03.02, and with sufficient separation from the adjacent travel lanes as required pursuant to applicable sections of the LDC and Hillsborough County Transportation Technical Manual.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted October 20, 2023.

1. The project shall be limited to a maximum of 238 multi-family units, when utilizing a flex of the RES-20 Future Land Use (FLU) Category per Comprehensive Plan Policy 7.3 and Florida State Statute 403.892 (Graywater technology density bonus) when provided for 100% of the units. Should the project utilize only a flex of the RES-20 FLU category, the maximum number of units shall be 177. Should the project utilize a flex of the RES-20 FLU category per Comprehensive Plan Policy 7.3 and Florida State Statute 403.892 (Graywater technology density bonus) provided for at least 75% of the project, the maximum number of units shall be 221.
 - 1.1 Upon request for site development approval for 178 or more residential units, the developer shall demonstrate compliance with Florida State Statute 403.892(3)(b), 403.892(3)(c) and 403.892(4).
 - 1.2 In accordance with Florida State Statute 403.892(3)(e), an operation and maintenance manual for the graywater system shall be supplied to each unit. The manual shall provide a method of contacting the installer or manufacturer and shall include directions to the tenant that the manual shall remain with the unit throughout the life cycle of the system.
2. The northern building shall be setback a minimum of 30 feet from the northern PD boundary (Causeway Boulevard), a minimum of 34 feet from the western PD boundary and a minimum of 80 feet from the eastern PD boundary. The southern PD boundary setback shall be generally where depicted on the general site plan. Maximum building height shall be limited to 60 feet.
3. The southern building shall be setback a minimum of 91 feet from the southern PD boundary (32nd Avenue), a minimum of 34 feet from the western PD boundary and 80 feet from the eastern PD boundary. The northern PD boundary setback shall be generally where depicted on the general site plan. Maximum building height shall be limited to 60 feet.
4. Causeway Boulevard is an Urban Scenic Corridor and shall comply with Land Development Code Section 6.06.03.1.2.c.

5. A 20 foot wide buffer shall be provided along the eastern PD boundary where depicted on the general site plan. Within this buffer, one evergreen shade tree on 60 foot centers shall be provided. The tree species shall be subject to the review and approval of the Natural Resources staff. Trees shall be a minimum of 10 feet in height and a minimum of two inches in caliper at the time of planning.
6. A 20 foot wide buffer shall be provided along the western PD boundary where depicted on the general site plan. Type B screening shall be provided within this buffer.
7. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
8. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
9. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
10. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
11. The project shall be permitted up to 238 multi-family dwelling units pursuant to the three density options as shown on the PD site plan. Regardless of which option is chosen and due to the way traffic impacts were studied, all units constructed must be within apartment style buildings with a minimum height of four (4) stories. Multi-family townhomes and single-family style multi-family dwellings (e.g. single-family rental communities) shall not be permitted.
12. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
13. The project shall be served by, and limited to, one (1) vehicular access connections to Causeway Blvd. Additionally, the developer shall construct one (1) vehicular and pedestrian cross access connection along as eastern project boundary in the location shown on the PD site plan, and one (1) pedestrian and emergency vehicular access to 32nd Ave. S. Such emergency connection shall be gated with a Knox Box (or similar device acceptable to the Hillsborough County Fire Marshall). All other existing access connections shall be closed and resodded.
14. 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.
15. Unless the developer provides written concurrence from the Florida Department of Transportation and Hillsborough County Public Works at the time of plat/site/construction plan review for the initial increment of

development, the developer shall dedicate to the County, prior to Detailed Site Plan approval, sufficient acreage to provide for a drainage easement located on the west property boundary of the site with a total width of 100 feet measured from the center line of 86th St. (Hobbs Rd.). The developer shall submit evidence of drainage easement location approval from the Engineering and Operations Section of the Public Works Department to the Development Services Department prior to Detailed Site Plan approval. The drainage easement shall be required to relocate the existing ditch when 86th St. (Hobbs Rd.) is widened. If the easement is provided, no construction shall be permitted within the 100-foot-wide drainage easement on site.

- 16. 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.
- 17. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the 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.

Zoning Administrator Sign Off:



J. Brian Grady
Mon Nov 6 2023 16:32:30

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.

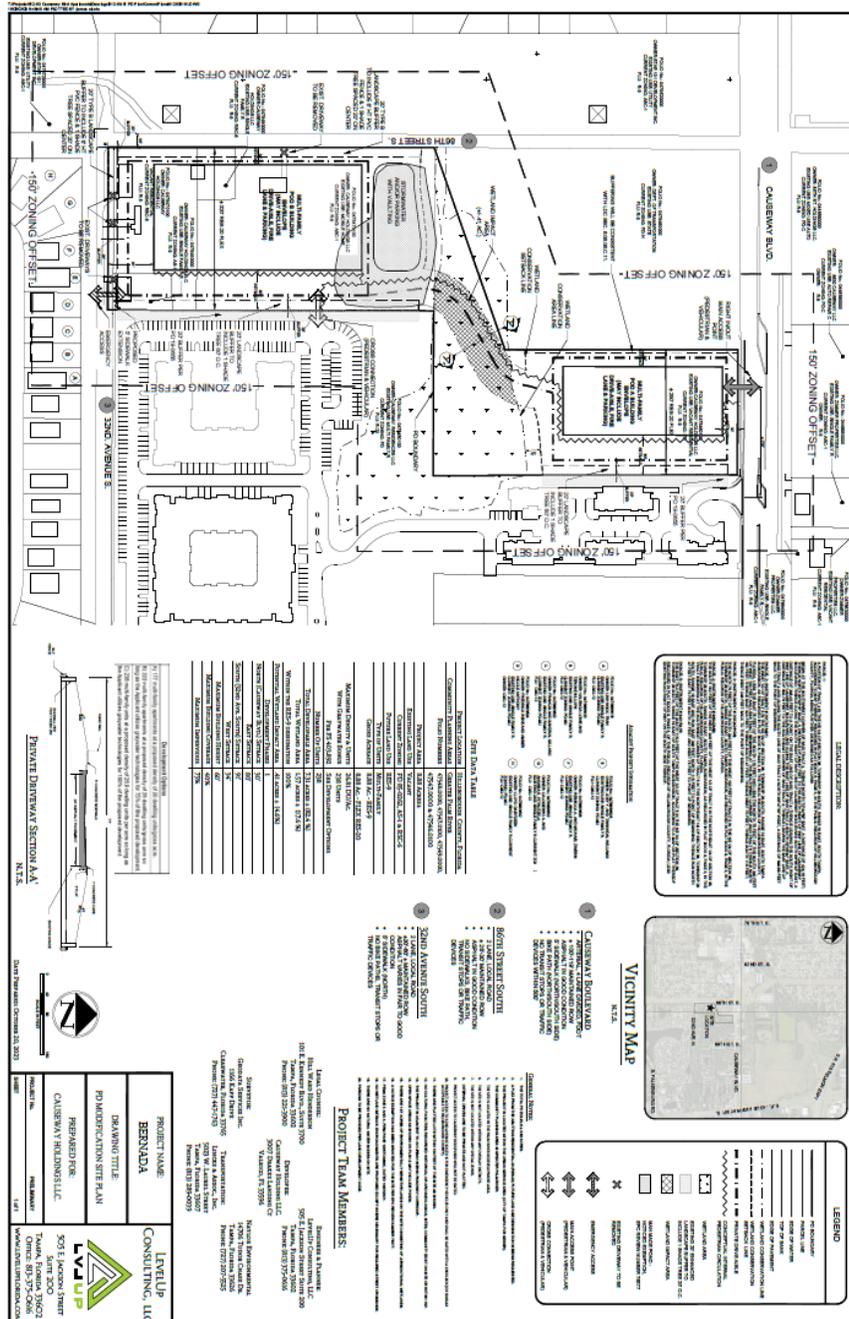
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Florida State Statute 403.892

A density bonus of 25% - 35% is available under Florida State Statute 403.892 when using graywater systems in some or all residential units. The 25% bonus is available when at least 75% of the units utilize a graywater system. The 35% bonus is available when 100% of the units utilize a graywater system. For this project, the 25% bonus increases the number of units by 44 from 177 units to 221 units that can be potentially requested. A 35% bonus increases the number of units by 62 from 177 to 239 units.

Graywater is water that is not used to remove sewage from a residence's toilets, urinals, or kitchen drains (blackwater); rather, it is the water used by bath/shower, bathroom sink and laundry facilities. This Florida State Statute seeks to promote the reuse and conservation of such water by providing a density bonus when utilized. The project meets, or will be required to meet through proposed conditions of approval, requirements of the statute.

8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/06/2023

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: PR/ Central

PETITION NO: RZ 23-0777

- 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.

CONDITIONS OF APPROVAL

1. The project shall be permitted up to 238 multi-family dwelling units pursuant to the three density options as shown on the PD site plan. Regardless of which option is chosen and due to the way traffic impacts were studied, all units constructed must be within apartment style buildings with a minimum height of four (4) stories. Multi-family townhomes and single-family style multi-family dwellings (e.g. single-family rental communities) shall not be permitted.
2. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
3. The project shall be served by, and limited to, one (1) vehicular access connections to Causeway Blvd. Additionally, the developer shall construct one (1) vehicular and pedestrian cross access connection along as eastern project boundary in the location shown on the PD site plan, and one (1) pedestrian and emergency vehicular access to 32nd Ave. S. Such emergency connection shall be gated with a Knox Box (or similar device acceptable to the Hillsborough County Fire Marshall). All other existing access connections shall be closed and resodded.
4. 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.
5. Unless the developer provides written concurrence from the Florida Department of Transportation and Hillsborough County Public Works at the time of plat/site/construction plan review for the initial increment of development, the developer shall dedicate to the County, prior to Detailed Site Plan approval, sufficient acreage to provide for a drainage easement located on the west property boundary of the site with a total width of 100 feet measured from the center line of 86th St. (Hobbs Rd.). The developer shall submit evidence of drainage easement location approval from the Engineering and Operations Section of the Public Works Department to the Development Services Department prior to Detailed Site Plan approval. The drainage easement shall be required to relocate the existing ditch when 86th St. (Hobbs Rd.) is widened. If the easement is provided, no construction shall be permitted within the 100-foot-wide drainage easement on site.

Other Conditions

- Prior to PD Site Plan Certification, the applicant shall revise the PD Site Plan to:
 - Eliminate all extraneous pages of the PD site plan document (i.e. all transmittal letters, cover sheets, clouded change documents, etc.).
 - Add the 100-foot drainage easement to the PD site plan and label “100-Foot-Wide Potential Easement Dedication Area – See Conditions of Approval”.
 - Modify the label and legend symbology stating “Emergency Access” to instead state “Pedestrian Connection and Gated Emergency Vehicular Access”.
 - Staff notes that sidewalks are inconsistently shown. The applicant shall either add the required sidewalk along the project’s 86th St. S frontage or remove the proposed sidewalk along the project’s 32nd Ave. S. frontage. Staff notes that regardless of whether such sidewalks are shown, the applicant will be required to construct the required sidewalks internal and external to the project in accordance with LDC Sections 6.02.08 and 6.03.02, and with sufficient separation from the adjacent travel lanes as required pursuant to applicable sections of the LDC and Hillsborough County Transportation Technical Manual.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone multiple parcels, totaling +/- 8.88 ac. parcel, from Agricultural Single-Family - 1 (AS-1), Planned Development (PD) 85-0262 and Residential Single-Family Conventional – 6 (RSC-6) to PD. Existing PD 85-0262 consists of a portion of the land within the subject PD and an adjacent parcel (folio 47546.0000), which is owned by the Florida Department of Transportation (FDOT) and which is the subject of concurrent/related PRS 24-0110. PD 85-0262 was approved for a maximum of 48 single-family attached dwelling units. Transportation Review Section staff he County and the developer worked together to determine that 12 of those units were assignable/apportionable to the land included within subject PD (with the remaining 38 going to the adjacent folio which is the subject of a concurrent request as noted above). The proposed PD is seeking entitlements to permit up to 238 multi-family dwelling units.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. The applicant’s analysis slightly overestimated trip impacts, having analyzed 246 dwelling units, rather than the 238 proposed. 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 based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

Existing Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS-1, 5 single-family detached dwelling units (ITE LUC 210)	48	5	5
PD, 85-0262, 12 single-family attached dwelling units (ITE LUC 215)	86	5	7
RSC-6, 6 single-family detached dwelling units (ITE LUC 210)	56	5	6
Subtotal:	190	15	18

Proposed Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 238 multi-family dwelling units (ITE LUC 221)	1,088	93	93

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 898	(+) 78	(+) 75

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Causeway Blvd. is a 4-lane, divided, arterial roadway owned and maintain by (and under the permitting authority of) the Florida Department of Transportation (FDOT). The roadway is characterized by +/-12-foot lanes and +/-72 feet of pavement within +/-118 feet of right-of-way. There are +/- 6-foot-wide sidewalks (on the back of curb) and +/- 4-foot-wide bicycle lanes along both sides of the roadway in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

The applicant is proposing one (1) access connection to serve the proposed project, consistent with Section 6.04.03.I. of the LDC. No site access improvements were identified by FDOT staff as being necessary to support the proposed project.

Staff notes the applicant is proposing one (1) pedestrian and gated emergency only access to 32nd Ave S. The applicant is also proposing a vehicular and pedestrian cross access connection to adjacent PD 19-0655, which will connect to stubout which was constructed by that project for future connection upon development/redevelopment of the site which is the subject of this request.

This project will sever the cross connectivity between the adjacent folio and the lands within this project which were a part of PD 85-0262. Such severance is supportable, since the adjacent project is being simultaneously modified to remove residential entitlements from that PD (and so no shared access or interconnectivity will be necessary given that adjacent PD will only permit stormwater pond uses after the 24-0110 modification is complete).

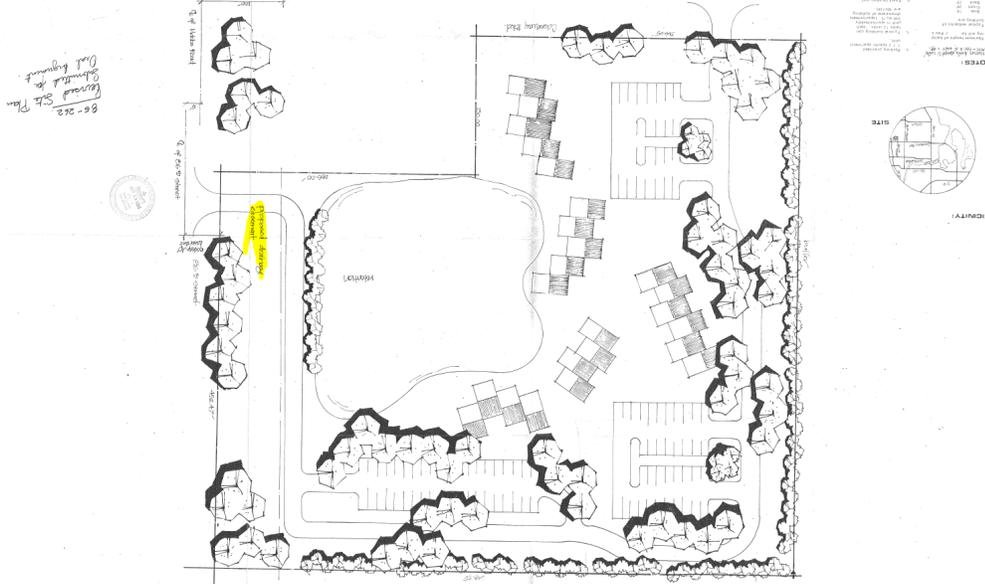
TRANSIT FACILITIES

Consistent with Sections 6.02.17 and 6.03.09 of the LDC, transit facilities are not required for the subject project.

FUTURE DRAINAGE EASEMENT

Approved PD 85-0262 contains a notation on the site plan and two zoning conditions (18 and 19), as shown in the images below, which require the developer to dedicate a 100-foot-wide drainage easement along the project's 86th St. (Hobbs Rd.) frontage. Transportation Review Section staff reviewed the condition with the County Engineer and Transportation Section Manager, and staff does not believe the origin/reason behind the condition is clearly discernable from the condition language. As such, staff cannot support allowing this project to zone out of that condition without written concurrence from the appropriate stormwater reviewers within Hillsborough County and the Florida Department of Transportation that such easement was no longer required, as was required during the sufficiency review meeting process. The applicant failed to obtain such written concurrence by the time this staff report was written, so staff is recommending approval of the project with that condition added back in (with a modification to correct outdated department titles, clarify roadway names, and a language which allows this requirement to be administratively dismissed at the time of plat/stic/construction plan review for the initial increment of development, if the applicant provides the required written concurrence from the appropriate County and FDOT subject matter experts.

GRUNDY REZONING



18. The developer shall dedicate to the County, prior to Detailed Site Plan approval, sufficient acreage to provide for a drainage easement located on the west property boundary of the site with a total width of 100 feet measured from the center line of Hobbs Road. The drainage easement shall be shown on the Revised General Site Plan. The developer shall submit evidence of drainage easement location approval from the Drainage Services Section of the County Engineering Department to the County Department of Development Coordination prior to Detailed Site Plan approval. The drainage easement shall be required to relocate the existing ditch when Eighty-sixth Street (Hobbs Road) is widened.

FINAL CONDITIONS OF APPROVAL

MEETING OF: County Commissioners
 MEETING DATE: October 1, 1985
 PETITION NUMBER: 85-262
 DATE TYPED: November 1, 1985

19. No construction shall be permitted within the 100-foot wide drainage easement on site.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway section(s) is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Causeway Blvd.	50 th St./ US 41	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)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Causeway Blvd.	FDOT Arterial - Urban	4 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
	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
	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	190	15	18
Proposed	1,088	93	93
Difference (+/-)	(+) 898	(+) 78	(+) 75

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

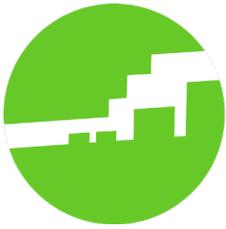
Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input 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	

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**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: November 13, 2023 Report Prepared: November 1, 2023	Petition: PD 23-0777 Folios 47546.0100, 47547.0000, 47547.0100, 47548.0000, & 47549.0000 <i>On the northeast corner of South 86th Street and South 32nd Avenue, south of Causeway Boulevard</i>
Summary Data:	
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-9 (9 du/ga; 0.50 FAR)
Service Area	Urban
Community Plan	Greater Palm River
Request	Residential Single Family Conventional (RSC-6), Agricultural Single Family (AS-1), Planned Development (PD 85-0262) to a Planned Development (PD 23-0777) to permit three development options utilizing FLUE Policies 7.3 and 7.4 and the Florida Statute 403.892 Greywater Density Bonus
Parcel Size	8.88 ± acres
Street Functional Classification	Causeway Boulevard – Arterial South 86 th Street – Local South 32 nd Avenue – Local
Locational Criteria	N/A
Evacuation Zone	D



Context

- The approximately 8.8 ± acre subject site is located the northeast corner of South 86th Street and South 32nd Avenue, south of Causeway Boulevard.
- The site is located within the Urban Service Area and is located within the limits of the Greater Palm River Community Plan.
- The subject site is located within the Residential-9 (RES-9) Future Land Use category, which can be considered for a maximum density of 9 dwelling units per gross acre and a maximum intensity of 0.5 FAR. The RES-9 Future Land Use category is intended to designate areas that are suitable for low-medium density residential, as well as urban scale neighborhood commercial, office, multi-purpose projects, and mixed-use developments. Typical uses include residential, urban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development. Non-residential uses shall meet established locational criteria for specific land use. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- RES-9 extends to the north, west, and southwest. Residential-20 (RES-20) is located directly east and further northwest. Community Mixed Use-12 (CMU-12) is located directly south and extends further southeast. Further west along Causeway Boulevard is the Office Commercial-20 (OC-20) Future Land Use designation.
- Vacant and single-family uses are currently located on the subject site. Multi-family uses are located on the property directly to the east. Public institutional uses abut the site to the northwest. Public communication and utility uses are located west and southwest of the site across South 86th Street. Single family uses extend further west, southwest, and south. Vacant, single family, and multi-family uses are interspersed to the east. To the north, across Causeway Boulevard, there are light commercial, heavy commercial, vacant, and single family uses that are interspersed north of the site. The area surrounding the subject site is mostly residential with occasional public communications and public institutional uses.
- The subject property is currently zoned as Residential Single Family Conventional (RSC-6), Agricultural Single Family (AS-1), and Planned Development (PD 85-0262). The PD zoning district is located north, west, east, and south of the subject site. Agricultural Single Family Conventional (ASC-1) is located west and southwest. Residential Single Family Conventional (RSC-9) and Commercial Neighborhood (CN) is located further west. Residential Single Family Conventional (RSC-6 & RSC-4) and AS-1 are located further east. ASC-1 and Commercial General (CG) are located northeast.
- The applicant is requesting to rezone the subject site from Residential Single Family Conventional (RSC-6), Agricultural Single Family (AS-1), Planned Development (PD 85-0262) to Planned Development (PD 23-0777) to permit three development options utilizing FLUE Policies 7.3 and 7.4 and the Florida Statute 403.892 Greywater Density Bonus.

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

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 1.4: 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.

Relationship to the Future Land Use Map

Objective 7: The Future Land Use Map is a graphic illustration of the county's policies governing the determination of its pattern of development in the unincorporated areas of Hillsborough County through the year 2025.

Policy 7.1: The Future Land Use Map shall be used to make an initial determination regarding the permissible locations for various land uses and the maximum possible levels of residential densities and/or non-residential intensities, subject to any special density provisions, locational criteria and exceptions of the Future Land Use Element text.

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.

Policy 7.4: The criteria for consideration of a flex request are as follows:

The availability and adequacy of public facilities to serve the proposed development accommodated by the flex;

The compatibility with surrounding land uses and their density and intensity;

The utilization of the flex furthers other goals, objectives and policies of the Future Land Use Element.

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:

locational criteria for the placement of non-residential uses as identified in this Plan,

limiting commercial development in residential land use categories to neighborhood scale;

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 16.8: *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 16.10: *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.*

LIVABLE COMMUNITIES ELEMENT: Greater Palm River Community Plan

Infrastructure and Utilities

Goal 1: Affordable and dependable water and wastewater services are a basic requirement for economic growth and an improved standard of living in the greater Palm River area. Current and future growth requires urban-level services.

Planning and Growth /Economic Development

Goal 5a: Planning and Growth – to promote and provide for opportunities for compatible well designed public use, residential, and business growth and jobs

Strategies

3. Encourage and support new, infill and redevelopment compatible with existing community patterns that maintains and enhances the Community’s unique character and sense of place.
8. Support well designed, compatible densities and intensities at appropriate locations.

Environment and Natural Resources

Goal 7a: Protect and enhance the natural environment and resources of the Palm River area.

Staff Analysis of Goals, Objectives and Policies:

The approximately 8.88 acre subject site is located on the northeast corner of South 86th Street and South 32nd Avenue, south of Causeway Boulevard. The subject site is in the Urban Service Area and is in the limits of the Greater Palm River Community Plan. The subject site has a Future Land Use classification of Residential-9 (RES-9) on the Future Land Use Map (FLUM). The applicant is requesting to rezone the subject site from Residential Single Family Conventional (RSC-6), Agricultural Single Family (AS-1), and Planned Development (PD 85-0262) to a Planned Development (PD 23-0777) to permit three development options utilizing FLUE Policies 7.3 and 7.4 and the Florida Statute 403.892 Greywater Density Bonus.

Option 1 includes a Future Land Use (FLU) flex request of the adjacent Residential-20 (RES-20) FLU category located directly east of the subject site for the development of up to 177 multi-family dwelling units. Option 2 includes the Greywater Density Bonus in addition to the flex request for the development of 222 multi-family dwelling units, so long as the applicant utilizes graywater technologies for 75% of the proposed development. Option 3 includes the Greywater Density Bonus in addition to the flex request for the development of 238 dwelling units, so long as the Applicant utilizes graywater technologies for 100% of the proposed development. In coordination with the Hillsborough County Attorney’s Office, Planning Commission staff have determined that the Florida Statute 403.892 Greywater Density Bonus is non-discretionary and must be applied and considered though the application of a flex request under FLUE Policies 7.3 and 7.4.

The proposed rezoning meets the intent of Objective 1 which requires that 80 percent of the growth of the county to be within the Urban Service Area and Policy 1.4 of the Future Land Use Element (FLUE). Policy 1.4 states that “Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” In this case, the subject site is directly adjacent to existing multi-family uses and is located along an arterial roadway (Causeway Boulevard). The remaining surrounding uses are primarily single-family residential, with public institutional and utility uses interspersed along South 86th Street. A high-density multi-family residential use consisting of up to 238 multi-family units will provide for an urban level intensity of housing types in an area of the county that is well placed in terms of access. The proposed rezoning provides an opportunity for residential development that anticipates a higher density development pattern, consistent with the intensity expected in the adjacent RES-20 Future Land Use category.

The applicant requests a flex of the RES-20 Future Land Use category located directly to the east. FLUE Objective 7 and Policy 7.1 establish the Future Land Use Map (FLUM) and assert that it shall be used to determine permissible land uses and maximum densities. FLUE Policy 7.3 allows for the consideration of flex requests. A flex must demonstrate how it furthers other Goals, Objectives and Policies of the Comprehensive Plan per FLUE Policy 7.4. In this case, the flex would encourage a higher level of density within the Urban Service Area while also providing adequate transition of uses between Causeway Boulevard and the single family uses that are located south and southwest of the subject site. The flex request would also advance Goals within the Greater Palm River Community Plan as they relate to planning growth and economic development (see Livable Communities Element Section).

According to Objective 9 and Policy 9.2, all development proposals must meet or exceed all local, state and federal land development regulations. The site has been redesigned per EPC's request and does not require a resubmittal, as stated by official comments dated September 21, 2023. The existing wetland areas on site will be mitigated and will not be impacted. The total wetlands on site are less than 25% which means that the density can be calculated as per the gross acreage of the site. This allows for the consideration of the flex request and the Greywater Density Bonus options. Similarly, on October 23rd, 2023, the applicant submitted an additional revised site plan, which modified the maximum building height to 60 feet in order to meet the 2:1 setback requirement established by the Land Development Code. At the time of filing this report, Zoning and Transportation comments were not yet available in Optix. EPC has not provided official comments on the most recently submitted site plan.

The subject site is surrounded by single family and multifamily residential uses. The proposal meets the compatibility requirements of Objective 16 and policies 16.2, 16.3, 16.8, 16.10 and 16.13 of the FLUE, as the multi-family development complements the existing range of residential development in the area. The revised site plan also depicts buffering and revised setbacks on the eastern boundary of the site, which will help ensure compatibility with the adjacent multifamily uses. The subject site is located along an arterial roadway in the Urban Service Area, which is a preferred location for high density residential development. The proposal will also ensure a gradual transition of residential uses between Causeway Boulevard and the single-family units that are located south of the subject site. Overall, the proposal meets the intent of the aforementioned Neighborhood Protection Objectives and Policies.

The Community Design Component (CDC) in the FLUE provides policy direction about designing neighborhoods that are related to the predominant character of the area. Goal 12 and Objective 12-1 require new development to be designed in a compatible way to the surrounding area. There are existing multi-family uses directly adjacent to the subject site to the east. Additionally, with the revised building height of 60 feet (rather than 70 feet), the proposed development will appear similar in nature to the existing multi-family development located directly to the east of the subject site. Overall, the proposal will implement additional multi-family residential development in a complementary manner to the existing residential uses located south of Causeway Boulevard.

The subject site is within the limits of the Greater Palm River Community Plan. Goal 1 requires affordable and dependable water and wastewater services, economic growth and an improved standard of living in the Greater Palm River area. The subject site is within

the Urban Service area and will therefore meet this goal by connecting to the respective water services. Goal 5a of the community plan seeks to provide opportunities for compatible, well designed residential uses. More specifically, Strategies 3 and 5 encourage new development to support well designed, compatible densities and intensities at appropriate locations. Given the area's residential character and location along an arterial roadway, the proposal for each of the three development options meet the Goals and Strategies of the Greater Palm River Community Plan.

Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*, and that 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 Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions of the Development Services Department of Hillsborough County.

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