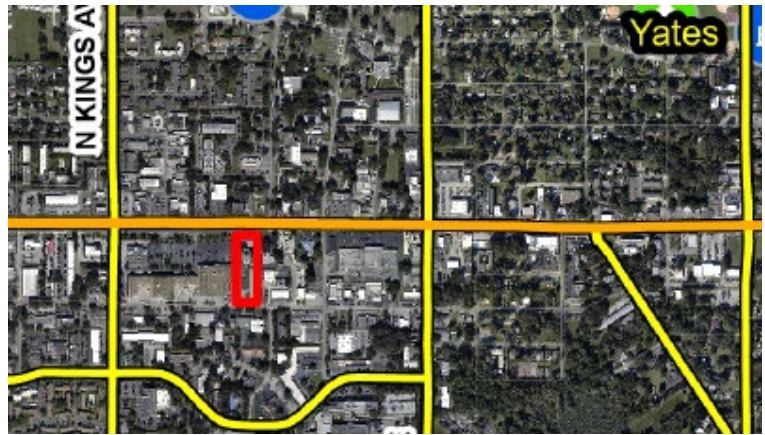


Rezoning Application: PD 22-0877
Zoning Hearing Master Date: December 12, 2022
BOCC Land Use Meeting Date: February 7, 2023

1.0 APPLICATION SUMMARY

Applicant: Rick Olson
FLU Category: Urban Mixed Use – 20 (UMU-20)
Service Area: Urban
Site Acreage: 2.23
Community Plan Area: Brandon
Overlay: SR 60 Overlay



Introduction Summary:

The applicant is requesting a rezoning from CG to PD to accommodate the redevelopment of the property from a bank with a drive-through to a drive-through car wash.

Zoning	Existing	Proposed
District(s)	CG	PD
Typical General Use(s)	General Commercial, Office and Personal Services	Drive-Through Car Wash
Acreage	2.23	2.23
Density/Intensity	NA/FAR:0.27	NA/FAR:0.27
Mathematical Maximum*	26,227 SF GFA	26,227 SF GFA

*number represents a pre-development approximation

Development Standards	Existing	Proposed
District(s)	CG	PD
Lot Size / Lot Width	7,200 sf / 75'	10,000 sf / 40'
Setbacks/Buffering and Screening	50' Front 50' Rear 15' Sides	10' Front 10' Rear 6' Sides
Height	50'	50'

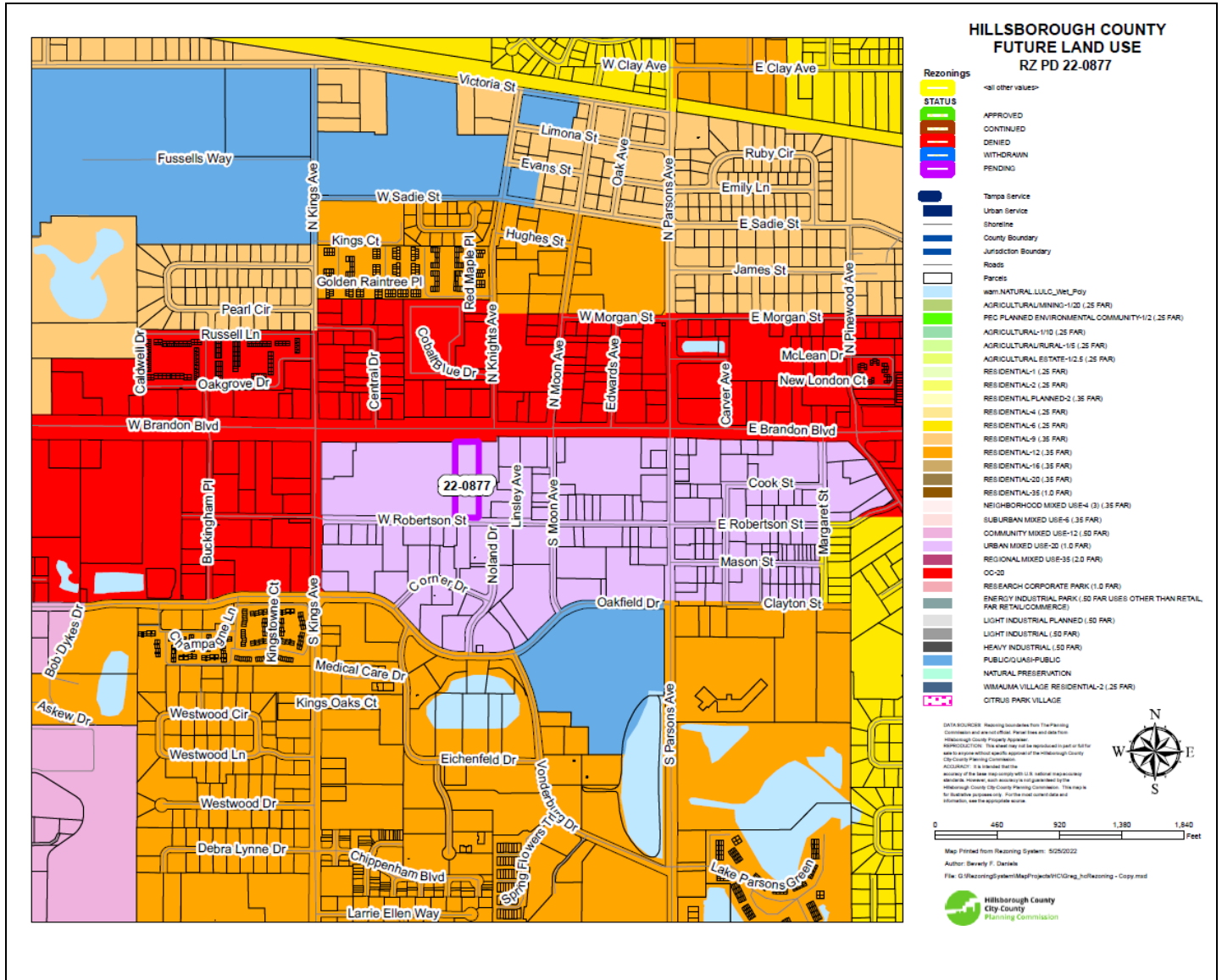
Additional Information

PD Variation(s)	LDC Part 6.05.00 Parking/Loading (6.05.02.N – Off-Street Loading Space, Required)
Waiver(s) to the Land Development Code	LDC Part 3.14.00 (Sec 3.15.05.3(a)) – Brandon Blvd Overlay Placement Requirements LDC Part 3.14.00 [(3.14.05.3(b)(1, 2, & 4) – Urban Sector Architectural Requirements]

Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

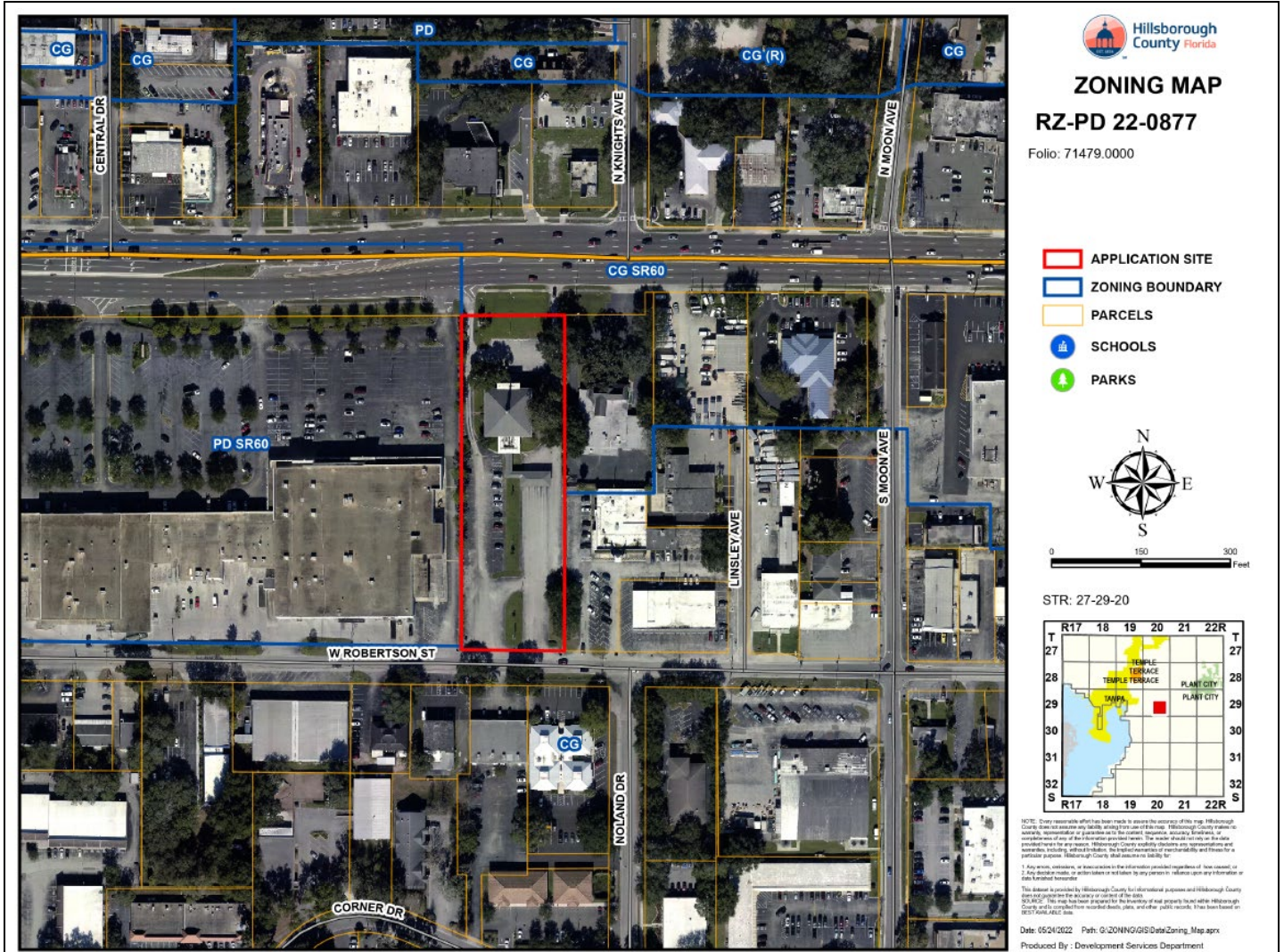
2.2 Future Land Use Map



Subject Site Future Land Use Category	UMU-20
Maximum Density/FAR	20 DU/GA; FAR: 1.00
Typical Uses	Residential, regional scale commercial uses (such as a mall), office and business par, research corporate park, light industrial, multi-purpose and clustered residential or mixed use.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

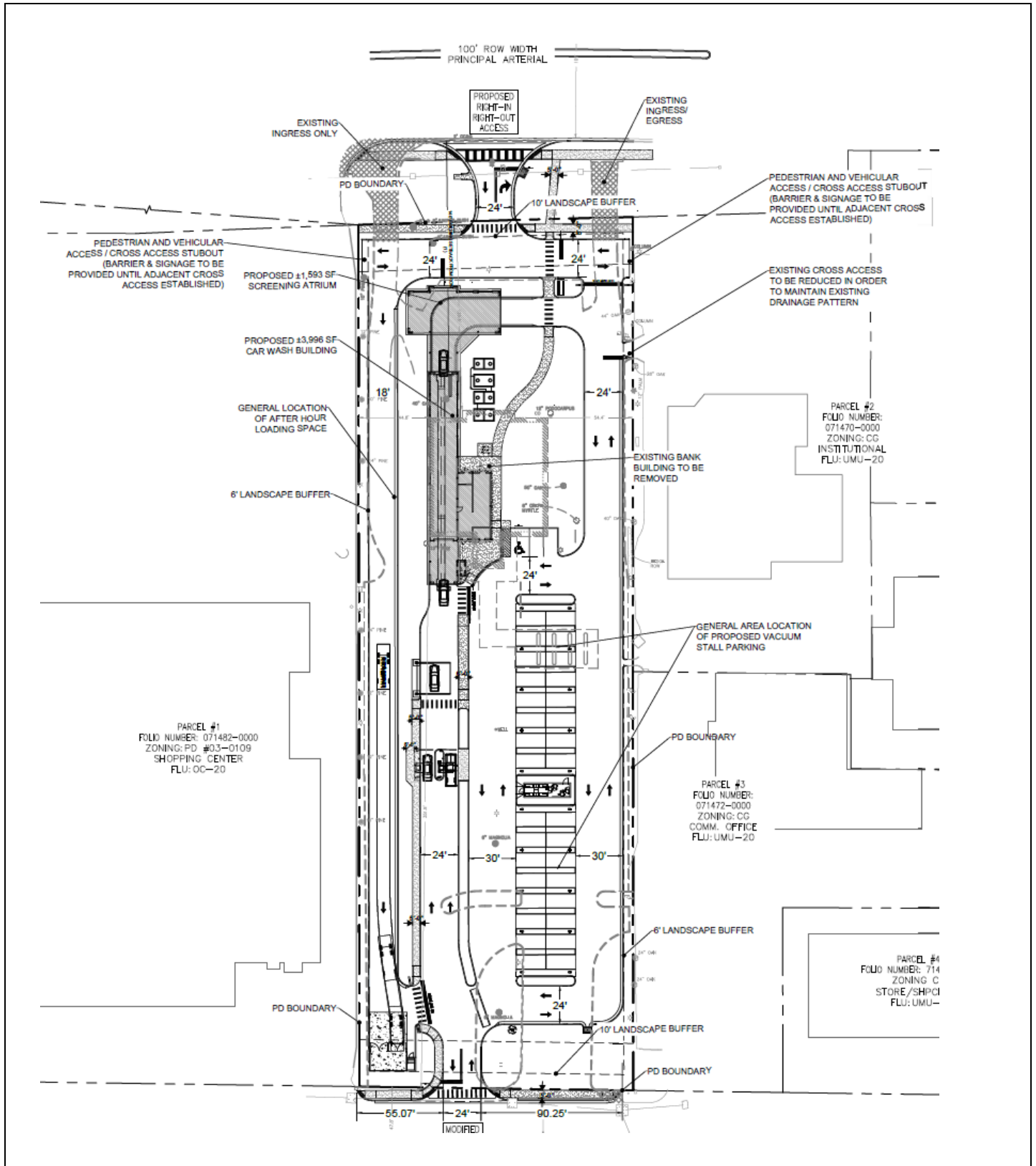


Adjacent Zonings and Uses

Location	Zoning	Maximum Density/F.A.R. Permitted by Zoning District	Allowable Use	Existing Use
North	CG	NA/FAR: 0.27	General Commercial, Office, and Personal Services	Banking and Vacant Commercial
South	CG	NA/FAR: 0.27	General Commercial, Office, and Personal Services	Office and Vacant Commercial
East	CG	NA/FAR: 0.27	General Commercial, Office, and Personal Services	Funeral Parlor & Medical Office
West	PD 03-0109	NA/FAR: 0.29	General Commercial, Office, and Personal Services	Shopping Center

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
Brandon Blvd	FDOT Principal Arterial - Urban	6 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
Robertson Street.	County Local - Urban	2 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	1,231	122	258
Proposed	468	78	78
Difference (+/-)	-763	-44	-180

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

Notes: Primary access is right in right out only on Brandon Blvd.

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:

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed planned development would allow for a drive-through carwash to be located along the south side of Brandon Boulevard fronting a commercial corridor to the north on property. The subject property also faces commercial uses to the south along West Robertson Street. The proposed general development plans include a carwash that would be allowed to have up to 3,996 square feet and 32 vacuum bays which would result in an FAR of 0.04. Existing developments in the general vicinity are for nonresidential use. The properties to the north consist of a vacant commercial site and a bank building with a drive-through; the property to the west is developed as a shopping center that allows development with a FAR of 0.29 with up to 152,105 square feet of commercial general use; the properties to the east are developed as a funeral parlor and medical office; and the properties to the south are developed for office and commercial use. The applicant is requesting one variation and two waivers to development standards.

The applicant's justification for the variation to LDC 6.05.02.N for off-street loading space is that the proposed carwash use would have infrequent deliveries that would be limited to the hours outside of operation. Additionally, customers would not be parked or accessing the site during deliveries, which would allow for open drive-aisles with adequate widths for loading and emergency vehicle access if needed. Based on the nature of a carwash's daily operations, the restricted delivery hours, and how the proposed building would unlikely be able to be adapted to a use that would require more typical loading requirements, staff finds that strict adherence to the loading space requirement would place an undue burden upon the applicant in developing the site as a carwash.

The applicant is requesting a waiver from LDC Part Section 3.14.05.3(a) for the building placement requirements of the Brandon Boulevard Overlay District. The proposed setback of the front building facade is approximately 42 feet where Section 3.14.05.3(a) of the LDC limits the setback of the front facade to no less than 10 feet and no more than 20 feet. The basis for the waiver request is the site constraints caused by the Florida Department of Transportation's (FDOT) requirement that a frontage road cross access must be provided to the properties to the east and west which result in a building placement beyond the maximum 20-foot front setback. In order to meet the intent of the code and to comply with the FDOT cross-access road requirement, the maximum setback line is being re-established from the edge of cross-access easement. Staff finds that the proposed front building facade setback, which varies from approximately 10.7 to 15 feet from the cross access easement, meets the intent of LDC Section 3.14.05.3(a).

The applicant is also requesting a waiver from LDC Section 3.14.05.3(b)(1, 2, & 4) pertaining to the Brandon Boulevard overlay Urban Sector architectural requirements for facades, exterior cladding, and roofs. The building materials, embellishments, and design features as shown in the building elevations provided by the applicant and will be required as a condition of approval to mitigate the deviations from strict interpretation of the code.

Based on the adjacent zonings and uses identified in this report, staff find the proposed planned development compatible with the existing zoning districts and development pattern in the area.

5.2 Recommendation

Based on the above considerations, staff recommends approval of the request subject to conditions.

6.0 PROPOSED CONDITIONS


Prior to PD site plan certification, the applicant shall revise the PD site plan to:

- Revise the label on the site plan that reads “Proposed right in right out access” to read “Pedestrian and Temporary vehicular access - see conditions of approval”.
- Revise labels reading “existing egress” to read “existing access to be removed”.
- Revise the note that reads “EXISTING CROSS ACCESS TO BE REDUCED IN ORDER TO MAINTAIN EXISTING DRAINAGE PATTERN” to include information that no vehicular cross access will be allowed.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted November 22, 2022.

1. Development of the project shall proceed in strict accordance with the terms and conditions contained on the General Site Plan and in the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
2. Development of the project shall be limited to a carwash with 3,996 square feet of building area and carwash related accessory uses.
3. The carwash building shall be designed and constructed with the building materials, embellishments, and design features as depicted in the building elevations provided by the applicant that were received on November 22, 2022.
4. The carwash building shall be located as depicted on the general development plan.
5. Deliveries shall be prohibited during business hours of operation.
6. Required landscape buffers shall be as follows:
 - Front: 10 feet
 - Rear: 10 feet
 - Sides: 6 feet
7. The maximum building height shall be 50 feet. The additional setback of 2 feet for every 1 foot over 20 feet in height shall not apply.
8. The maximum building coverage shall be 27%.
9. The applicant shall be permitted a maximum of one (1) vehicular connection to SR 60 along its northern property boundary. Notwithstanding the above, such access shall be closed upon request of FDOT provided a complete and functional access/cross access to either adjacent folio 71482.0000 (on the western boundary) and 71470.0000 (on the eastern boundary) is provided.
10. The access shall be closed by the developer, or if possible and authorized by FDOT, an adjacent property owner. The developer shall grant all necessary easements to the adjacent property owner(s) and/or FDOT that are deemed necessary by FDOT to facilitate the terms of the above conditions and its FDOT access management permit.
11. 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

Zoning Administrator Sign Off:



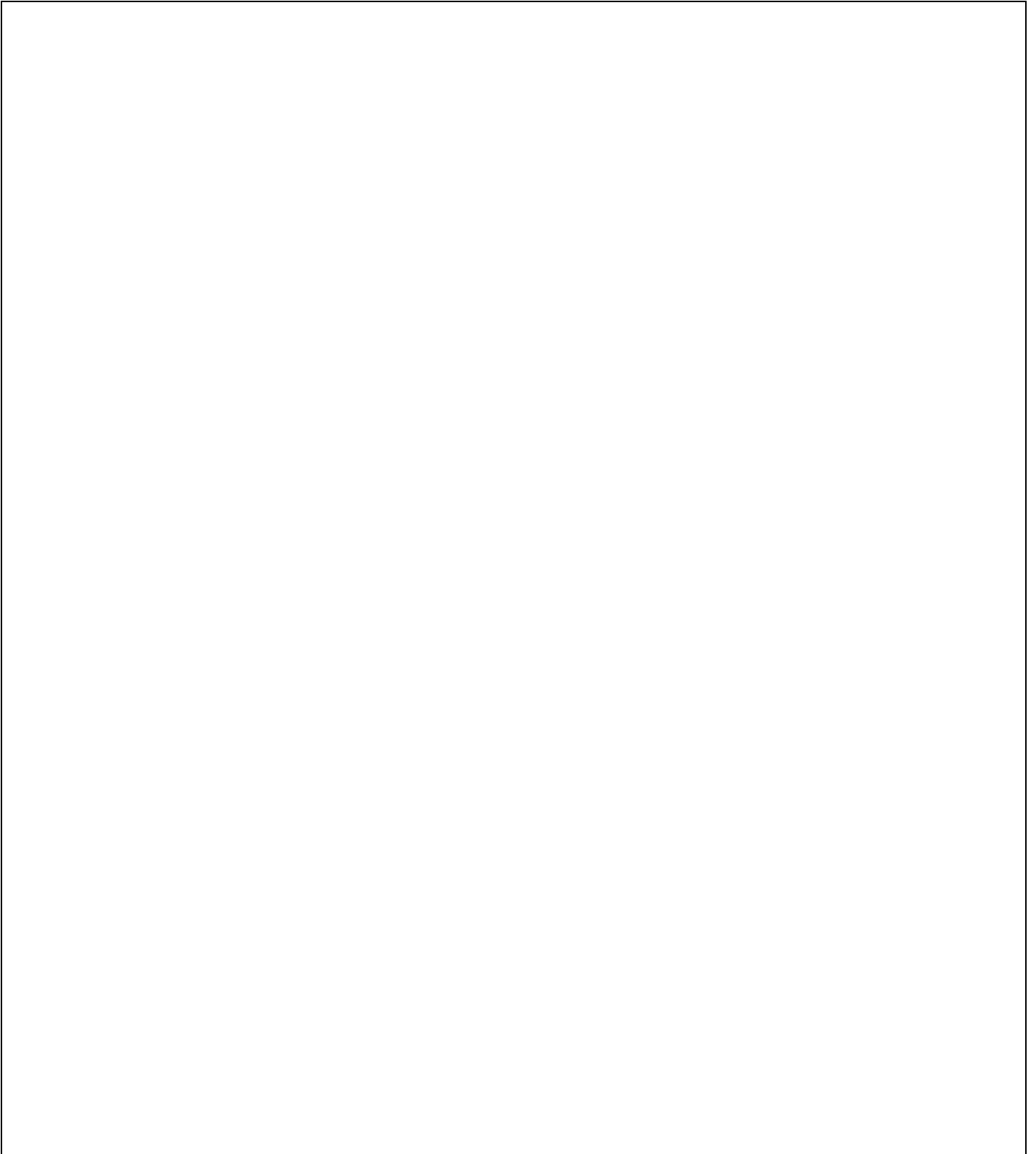
J. Brian Grady
Fri Dec 2 2022 16:09:30

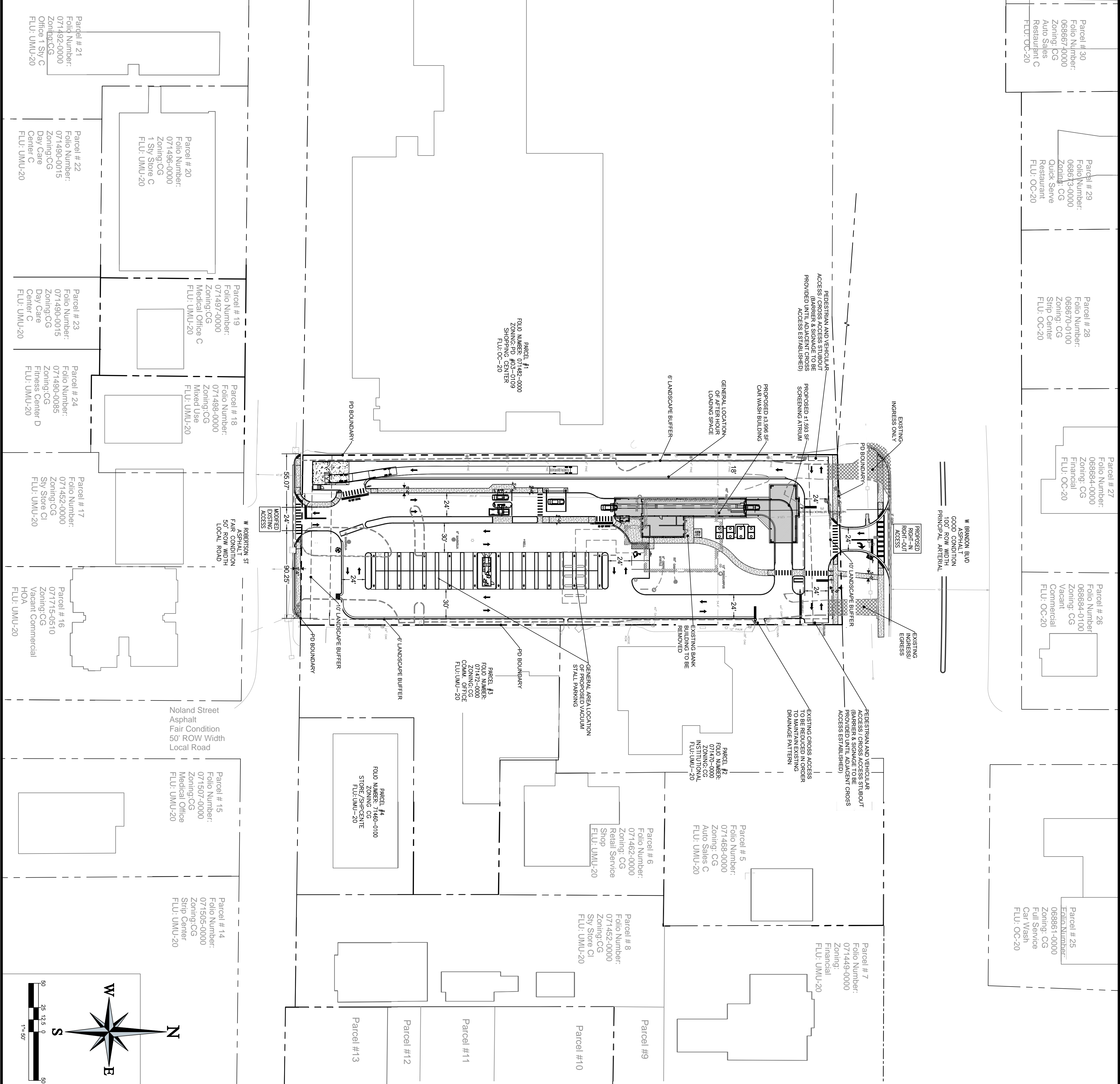
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

8.0 PROPOSED SITE PLAN (FULL)





NOTES

- PROJECT WILL BE SINGLE PHASE
- ALL EXISTING STRUCTURES TO BE REMOVED
- EXISTING UTILITIES TO BE MAINTAINED AND PROTECTED
- NO PUBLIC OPEN / RECREATION SPACE / PUBLIC PARK OR LAWS PROPOSED

DEVELOPMENT STANDARDS:

*APPROVED DEVELOPMENT STANDARDS TO APPLY ONLY TO FOLIO NUMBER 71479-0000

MINIMUM LOT SIZE	10,000 SQUARE FEET
PROVIDED FRONT SETBACK	140 FEET
REQUIRED LANDSCAPE BUFFERS	10 FEET
FRONT REAR	10 FEET
MAXIMUM BUILDING HEIGHT	50 FEET
MAXIMUM BUILDING COVERAGE	27%
MAXIMUM IMPERVIOUS SURFACE	70%

PROPOSED LEGEND

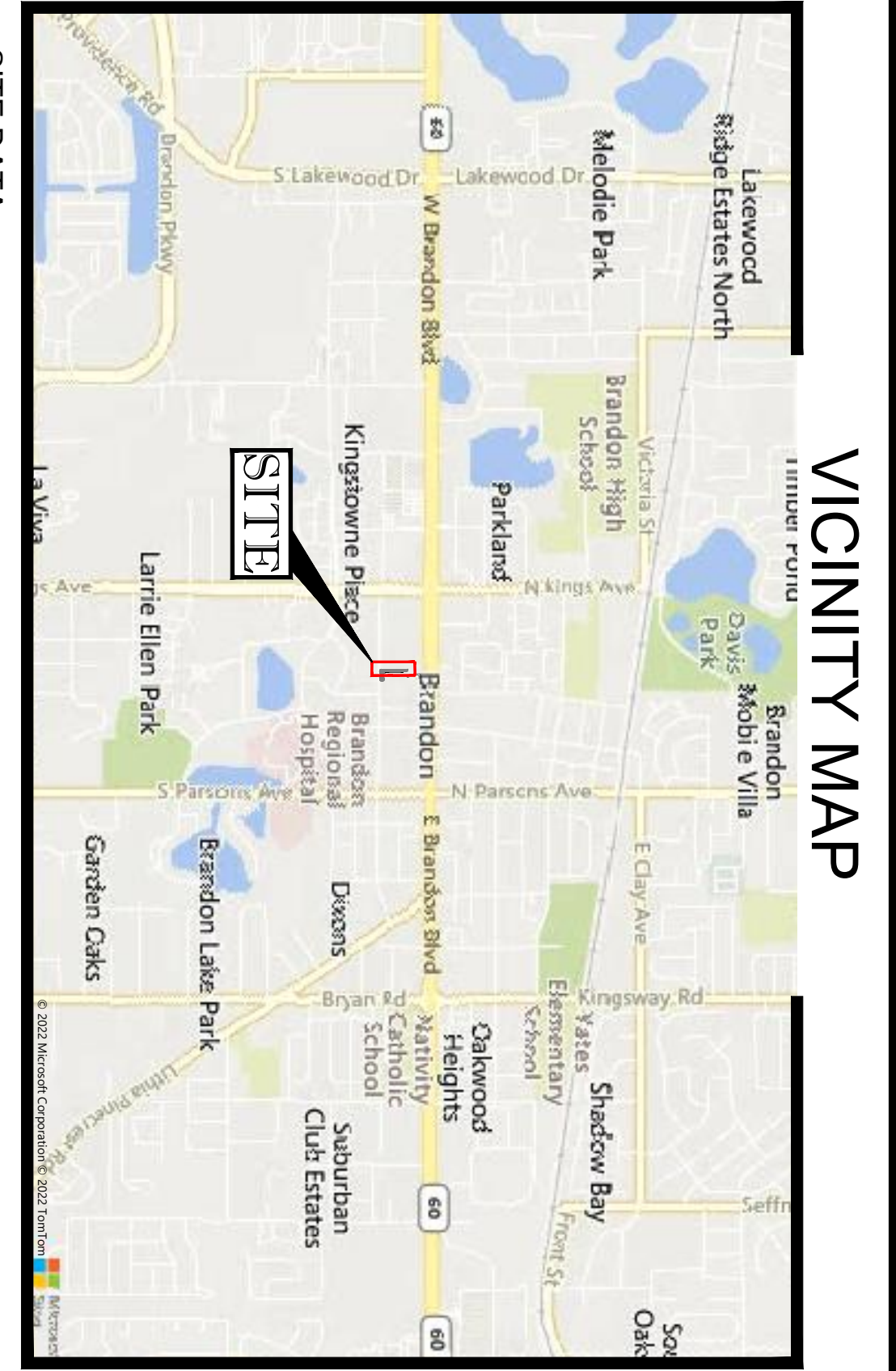
---	PROPERTY LINE
---	BUILDING SETBACK LINE
---	LANDSCAPE BUFFER

LEGAL DESCRIPTION:

THAT PART OF NE 1/4 SEC. 14 AS BEG. AT PT. ON N 6/4" LINE OF ROBERTSON ST 10 FT N AND 392.7 FT W OF SW COR. OF LOT 1 BLOCK 3 OF BRANDON BUSINESS SITES UNIT NO. 1 AND RUN W 175 FT N 59.17° E TO SLY 6/4" LINE OF SR 60 ELY 173.07 FT ALONG N/W AND S 552.25 FT TO POB.

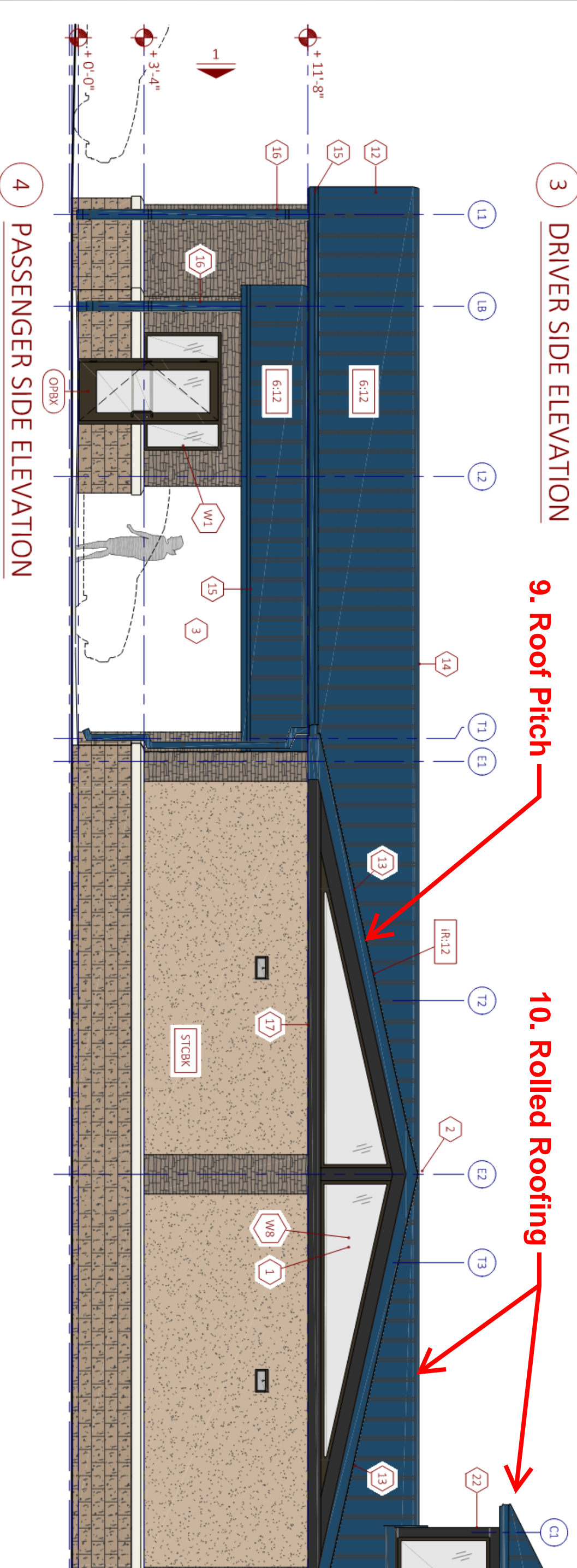
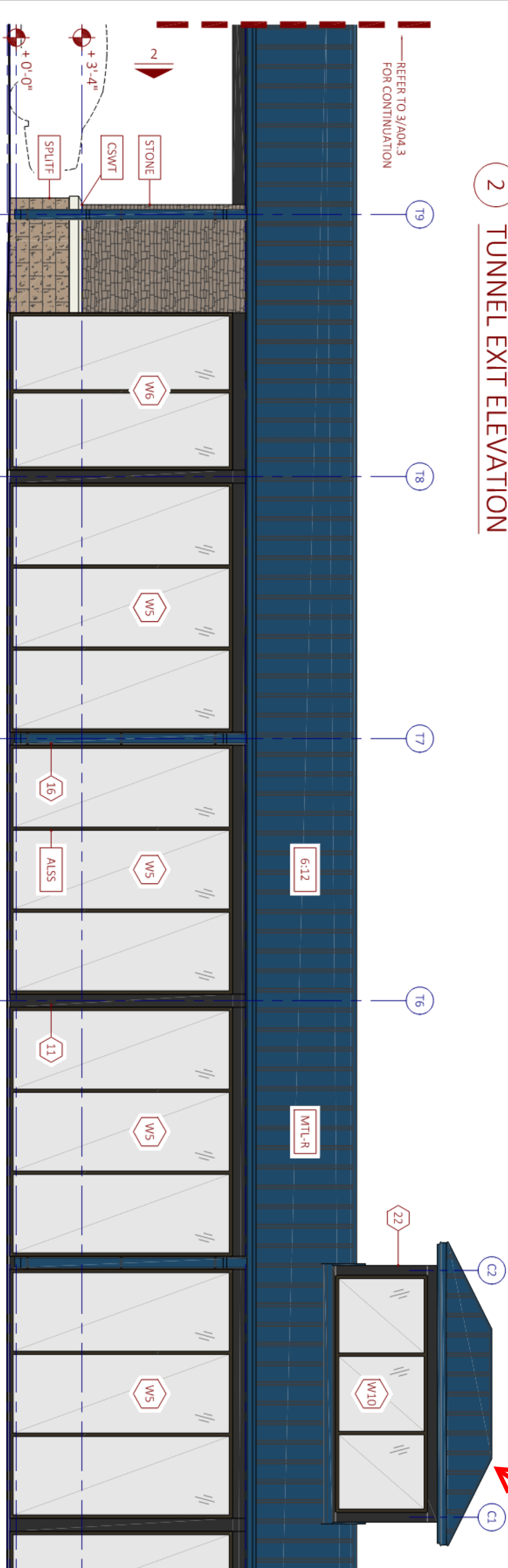
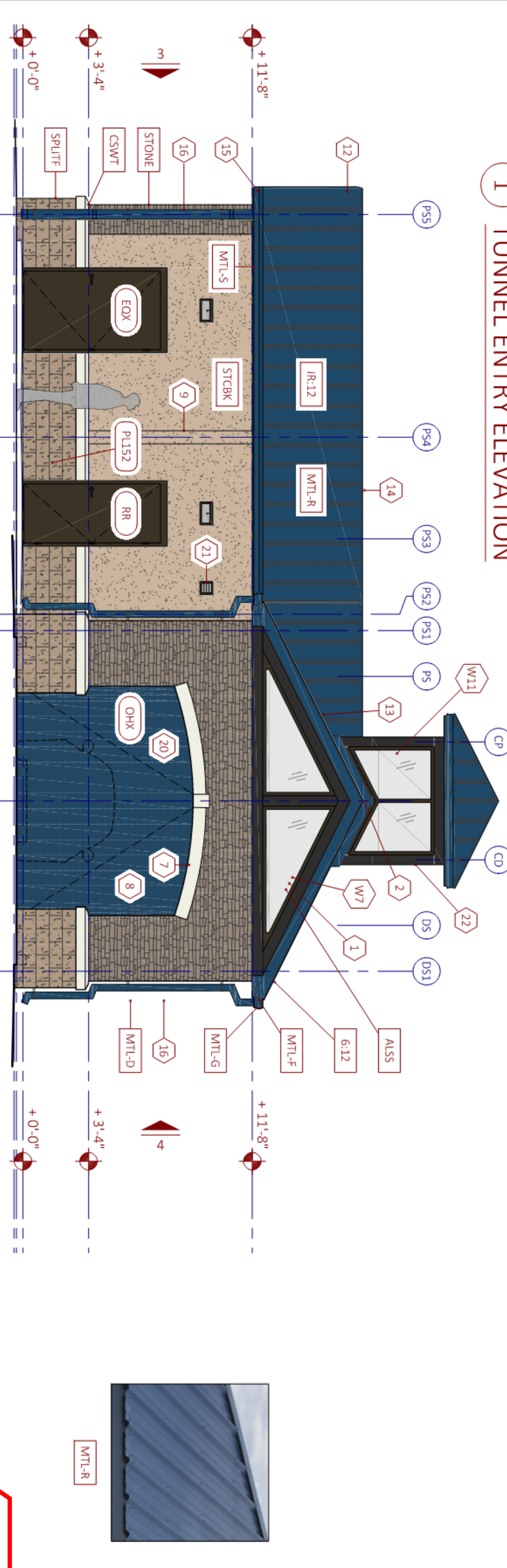
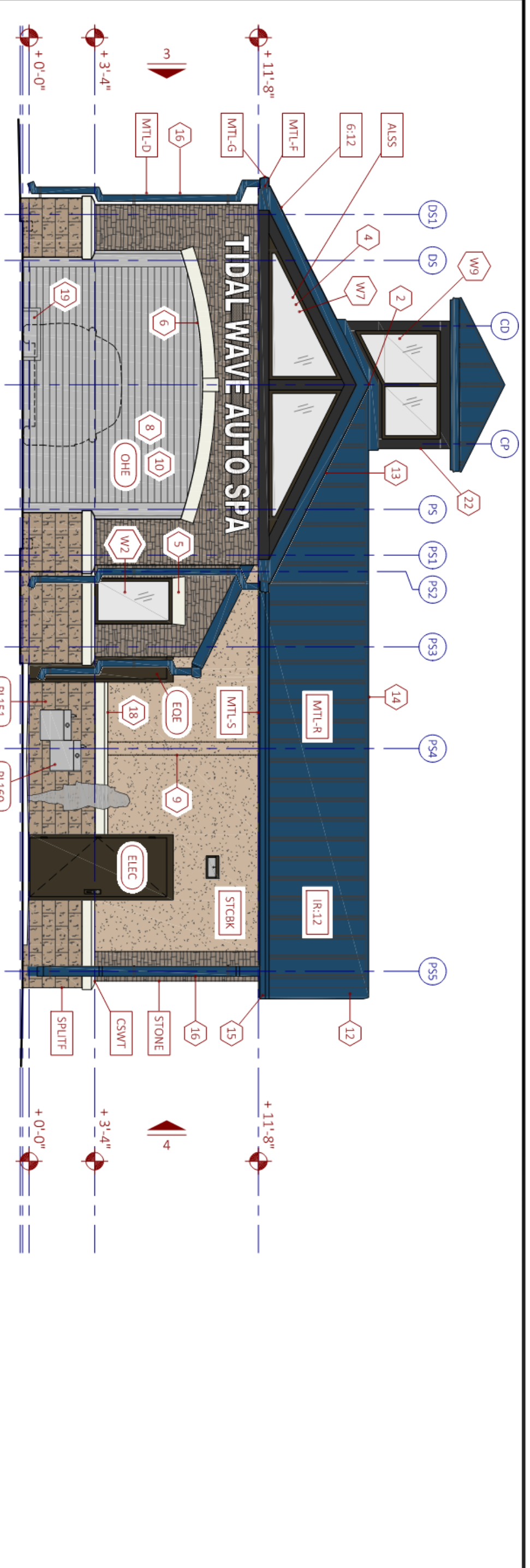
DEVELOPMENT TEAM

APPLICANT: TWS PROPERTIES, LLC	ENGINEER: BOWMAN CONSULTING GROUP, LTD.
PROJECT MANAGER: TIMOTHY A. BOWMAN	PROJECT MANAGER: TIMOTHY A. BOWMAN
PHONE: 850-550-3881	PHONE: (813) 674-7474



SITE DATA:

GROSS PD ACREAGE	96,934 SF (4,223 AC)
TOTAL SITE AREA	142,224 SF (6.47 AC)
PROPOSED BUILDING	3,996 SF
NATURAL WATER BODIES	0 AC
ENVIRONMENTAL SENSITIVE AREAS	0 AC
SCENIC CORRIDOR: STATE HIGH HAZARD, WELLFIELD PROTECTION)	NONE
EXISTING USE:	CAR WASH
PROPOSED USE:	BANK WITH DRIVE-THRU CAR WASH
CURRENT ZONING:	CC - COMMERCIAL
COMPREHENSIVE PLAN DESIGNATION:	UMU-20
FUTURE LAND USE DESIGNATION:	UMU-20
COMMUNITY PLANNING AREA:	BRANDON
UTILITIES:	HILLSBOROUGH COUNTY UTILITIES
WATER:	HILLSBOROUGH COUNTY UTILITIES
SANITARY SEWER:	TAMPA ELECTRIC COMPANY (TECO)



MARK	SHORTNAME	REMARKS
1	Storefront in Truss	Storefront assembly in truss web
2	Flush at Ridge	Ridge shall meet flush
3	Open Air	Open air through Loading Area
4	Open to Beyond	Tunnel entry facade truss is open through webbing, windows are beyond above overhead
5	Jack Arch	Cast stone jack arch
6	Entry Arch	Cast stone 21'-6" radius at tunnel entry
7	Exit Arch	Cast stone 118'-6" radius at tunnel exit
8	Match Roof Color	Overhead door flat color to match prefinished metal roofing color
9	Stucco Joint	Stucco control joints to align with each edge of column
10	Open to Beyond	Tunnel entry arch is open to beyond overhead door is beyond at back of loading area
11	Painted Columns	Paint exposed steel columns, typical
12	Rake Edge Flashing	Metal rake edge flashing to conceal edge of starter panel
13	Valley Flashing	Open valley metal with side locks
14	Ridge Cap Flashing	Vented ridge cap flashing with perforated metal
15	Sheetmetal Gutter	Downslope flashing with L-type gutter
16	Sheetmetal Downspout	4x6 box downspout and straps painted blue to match prefinished metal roofing color
17	Cap Flashing over Stucco	Tuck cap flashing under tie-beam and over stucco top edge to divert water. This facade only
18	Raised Wainscot	Raise wainscot and waterable (1) course (48-in) between doors to secure water fountains at accessible height
19	Notch for Conveyor	Notch overhead door start at tunnel entry-side only for continuation of conveyor tie guide rails into Loading Area
20	Only Sills Visible	Site overhead exit door drums so that only sills are visible from the exterior when door is closed and airway is completely open when door is fully-open
21	Bathroom Exhaust	Cone hole to vent bathroom exhaust thru wall and finish with painted or prefinished sheet metal excrusion, lower, all-weather cover, and insect screen

MARK	SHORTNAME	REMARKS
6:12	6:12	6:12 roof slope
IR12	Irregular Slope	Irregular roof slope pitched as needed to align intersecting ridges
ALSS	Storefront	Aluminum storefront system
CSWT	Waterable	Cast stone waterable
MRP	MR Paneling	Moisture resistant paneling
MTL-F	Sheetmetal Downspout	Prefinished sheet metal downspout
MTL-S	Sheetmetal fascia	Prefinished sheet metal fascia
MTL-G	Sheetmetal gutter	Prefinished sheet metal gutter
MTL-R	Sheetmetal Roofing	Prefinished sheet metal roofing over open framing
MTL-S	Sheetmetal Soffit	Prefinished sheet metal soffit
SPRIF	Spitfire Wainscot	48x16 spitfire block wainscot masonry
STONE	Stone Cladding	Drystack stone wall veneer / cladding
STUCO	STUCCO UPPER	GENUINE STUCCO RENDERING



9. Roof Pitch

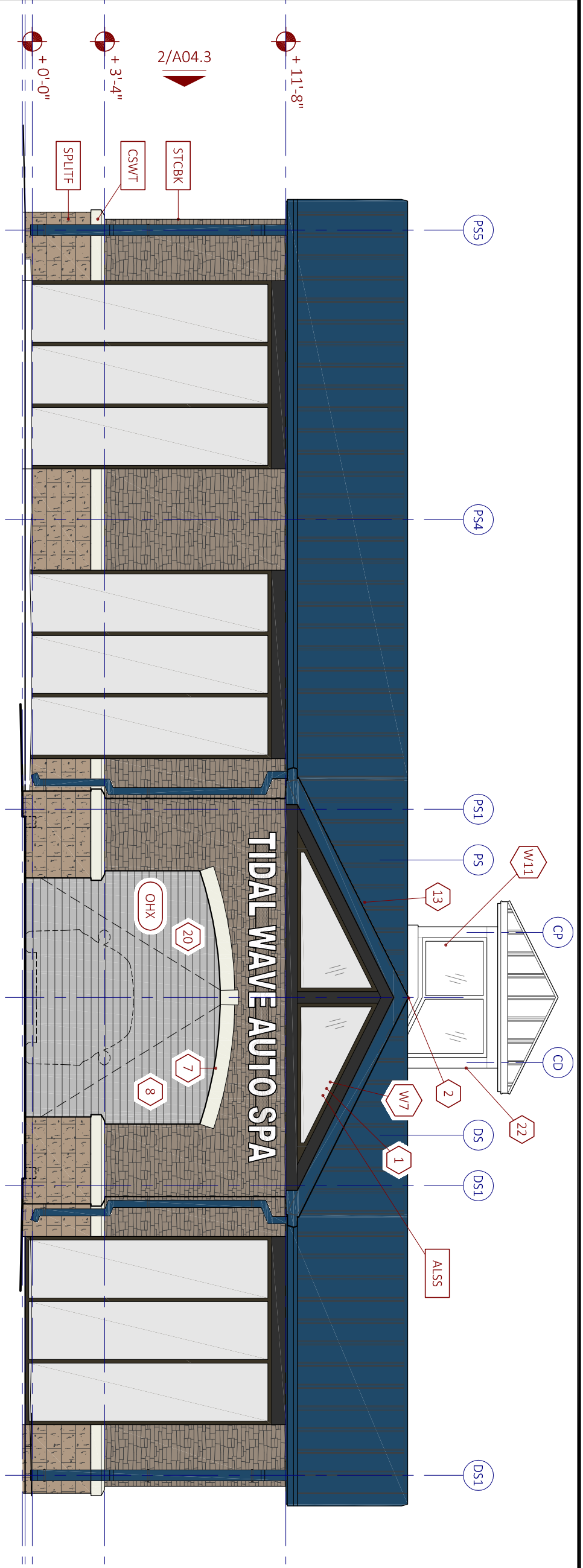
10. Rolled Roofing

11. Roof Features

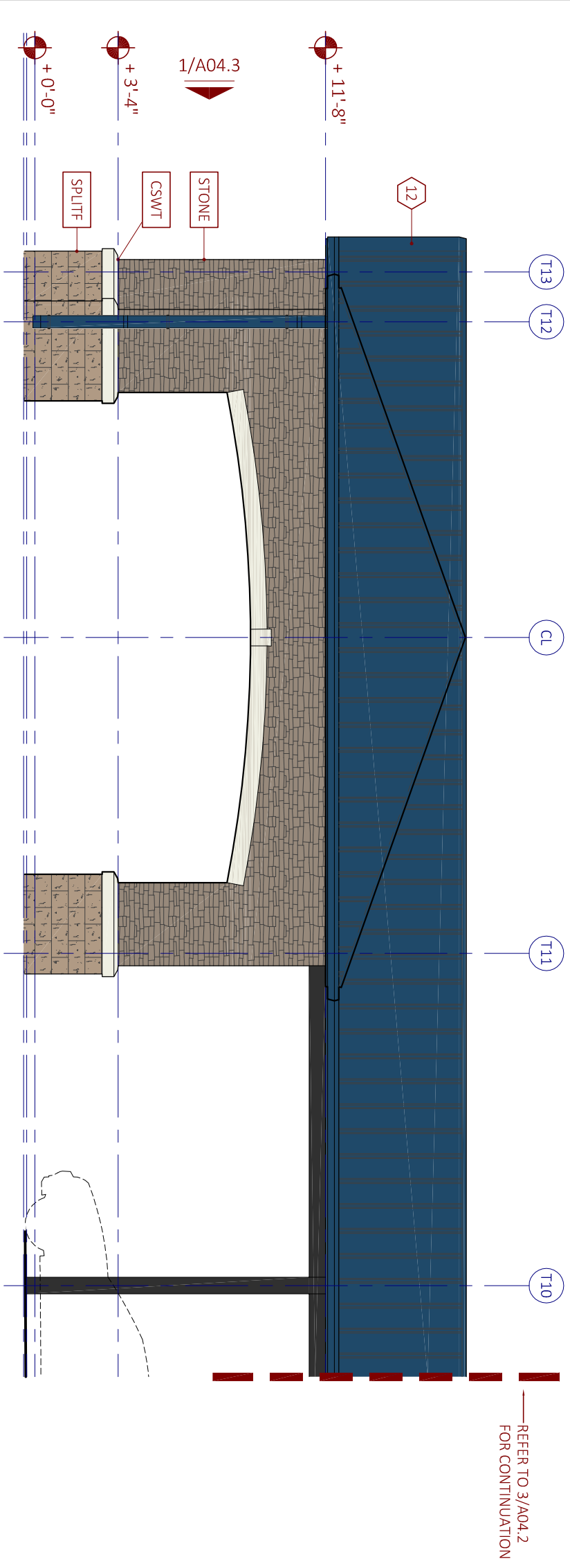
SHEET DATE: 22/0724
 SHEET REVISIONS:
 DATE: DESCRIPTION:
 DRAWN BY:
 SHEET TITLE:
EXTERIOR ELEVATIONS (COLOR)
 SHEET SCALE: 3/8" = 1'-0"
 SHEET NUMBER:
A04.2

DESIGNER'S INFORMATION:
 SET DATE:
 PROFESSIONAL OF RECORD:
 PROJECT:
Tidal Wave Auto Spa
 403 W Brandon Blvd
 Brandon, FL 33634
 Hillsborough County
 PROTOTYPE: 139S
 PROTOTYPE DATE: 22-0605
 SETUP DATE: 22-0605
 SET NAME:

PARANIMERS,
 Red Estak Acquisitions & Development
 4300 Legacy Dr, Suite 234
 Dublin, Florida 32541
 T: 904.850.4350 F: 904.850.3881



1 FRONT ELEVATION ON SR 60



2 DRIVER SIDE ELEVATION



OLSON LAND PARTNERS, LLC
 Real Estate Acquisitions & Development
 4300 Legendary Drive, Suite 234
 Destin, Florida 32541
 T: 850.650.4430 F: 850.650.3881



Tidal Wave Auto Spa
 403 W Brandon Blvd
 Brandon, FL 33634
 Hillsborough County

PROJECT: _____
 PROTOTYPE: 139S
 PROTOTYPE DATE: 22-0905
 SETUP DATE: 22-0905
 SET NAME: _____

SET DATE: _____
 PROFESSIONAL OF RECORD: _____

DESIGNER'S INFORMATION: _____

▲ DATE:	DESCRIPTION:

SHEET DATE: 22-0922
 SHEET REVISIONS: _____
 DRAWN BY: _____
 SHEET TITLE: _____

EXTERIOR ELEVATIONS (COLOR)

SHEET SCALE: 3/16" = 1'-0"
 SHEET NUMBER: **A04.3**

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Alex Steady, Senior Planner
PLANNING AREA/SECTOR: Brandon/Central

DATE: 12/02/2022
AGENCY/DEPT: Transportation
PETITION NO: PD 22-0877

- | | |
|-------------------------------------|---|
| <input type="checkbox"/> | This agency has no comments. |
| <input type="checkbox"/> | This agency has no objection. |
| <input checked="" type="checkbox"/> | This agency has no objection, subject to the listed or attached conditions. |
| <input type="checkbox"/> | This agency objects for the reasons set forth below. |

REPORT SUMMARY AND CONCLUSIONS

- The proposed rezoning would result in a decrease of trips potentially generated by development of the subject site by 763 average daily trips, a decrease of 44 trips in the a.m. peak hour, and a decrease in 180 trips in the p.m. peak hour.
- Transportation Review Section staff has no objection to the proposed request, subject to the conditions of approval provided hereinbelow.

CONDITIONS OF APPROVAL

Staff is requesting the following conditions:

New Conditions:

- The applicant shall be permitted a maximum of one (1) vehicular connection to SR 60 along its northern property boundary. Notwithstanding the above, such access shall be closed upon request of FDOT provided a complete and functional access/cross access to either adjacent folio 71482.0000 (on the western boundary) and 71470.0000 (on the eastern boundary) is provided.
- The access shall be closed by the developer, or if possible and authorized by FDOT, an adjacent property owner. The developer shall grant all necessary easements to the adjacent property owner(s) and/or FDOT that are deemed necessary by FDOT to facilitate the terms of the above conditions and its FDOT access management permit.

Other Conditions

Prior to PD site plan certification, the applicant shall revise the PD site plan to:

- Revise the label on the site plan that reads “Proposed right in right out access” to read “Pedestrian and Temporary vehicular access - see conditions of approval”
- Revise labels reading “existing egress” to read “existing access to be removed”
- Revise the note that reads” EXISTING CROSS ACCESS TO BE REDUCED IN ORDER TO MAINTAIN EXISTING DRAINAGE PATTERN” to include information that no vehicular cross access will be allowed.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone one parcel totaling +/- 2.23 acres from Commercial General (CG) to Planned Development (PD). The subject PD proposes a ±3,996 sf car wash. The site is located +/- 0.19 miles east of the intersection of Brandon Blvd and Kings Ave. The Future Land Use designation of the site is Urban Mixed Use - 20 (UMU-20).

Trip Generation Analysis

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a transportation analysis for the subject property. Staff has prepared a comparison of the trips generated by development under the existing and proposed zoning designations, consistent with the applicant’s analysis, and based upon a generalized worst-case scenario.

Approved Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
CG, 12,270 sf Drive-in Bank (ITE code 912)	1,231	122	258

Proposed Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1 Tunnel Automated Car Wash (ITE code 948)	468	78	78

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	-763	-44	-180

The proposed rezoning would result in a decrease of trips potentially generated by development of the subject site by 763 average daily trips, a decrease of 44 trips in the a.m. peak hour, and a decrease in 180 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject property has frontage on Brandon Blvd and Robertson Street. Brandon Blvd is 6-lane, FDOT maintained, principal arterial roadway, characterized by +/-12 ft travel lanes. The existing right-of-way on Brandon Blvd is +/-187 ft. There are sidewalks, curb, and bike facilities on both sides of Brandon Blvd in the vicinity of the proposed project. Robertson Street is a 2-lane, undivided Hillsborough County maintained local roadway, characterized by +/-21 feet of pavement. The existing right-of-way on Robertson St. is +/-70 ft. There are no sidewalks, curb, or bike facilities on either side of Robertson Street in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

The project is proposing one (1) right in right out access on Brandon Blvd and one (1) full access to Robertson St. The right in right access to Brandon Blvd may be closed if required by FDOT and vehicle access to Brandon Blvd would be provided through cross access to either adjacent folio 71482.0000 (on the western boundary) and 71470.0000 (on the eastern boundary). The access shall be closed by the developer, or if possible and authorized by FDOT an adjacent property owner. The developer shall grant all necessary easements to the adjacent property owner(s) and/or FDOT that are deemed necessary by FDOT to facilitate the terms of the above conditions and its FDOT access management permit. Vehicular and pedestrian cross access is provided to the east and west per section 6.04.03.Q of the Hillsborough County Land Development Code.

ROADWAY LEVEL OF SERVICE (LOS)

Robertson Street is not a regulated roadway and as such was not included in the Level of Service Report. Level of Service (LOS) information is reported below.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
BRANDON BLVD / SR60	KINGSWAY RD	VALRICO RD	D	C

Source: 2020 Hillsborough County Level of Service (LOS) 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
Brandon Blvd	FDOT Principal Arterial - Urban	6 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
Robertson Street.	County Local - Urban	2 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	1,231	122	258
Proposed	468	78	78
Difference (+/-)	-763	-44	-180

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

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

Notes: Primary access is right in right out only on Brandon Blvd.

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:

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	See Staff Report.



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: December 12, 2022 Report Prepared: November 30, 2022	Petition: PD 22-0877 403 West Brandon Boulevard <i>North of Robertson Street West, south of West Brandon Boulevard, and west of Moon Avenue South</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Urban Mixed-Use-20 (20 du/ga; 1.0 FAR)
Service Area:	Urban
Community Plan:	Brandon
Requested Zoning:	Commercial General (CG) to Planned Development (PD) for a 3,996 sq. ft. car wash
Parcel Size (Approx.):	2.23 +/- acres (97,138.8 square feet)
Street Functional Classification:	West Brandon Boulevard – Principal Arterial Robertson Street West – Local Moon Avenue South – Local
Locational Criteria:	N/A
Evacuation Zone:	None



Context

- The +/- 2.23 acre subject property is located north of Robertson Street West, south of West Brandon Boulevard and west of Moon Avenue South. The subject site is located in the Urban Service Area (USA). It falls within the limits of the Brandon Community Plan and in the Urban Center Character District as shown on the Brandon Character Districts Map.
- The subject site's Future Land Use designation is Urban Mixed Use-20 (UMU-20) on the Future Land Use Map. Typical allowable uses within UMU-20 include residential, regional scale commercial uses such as a mall, office and business park uses, research corporate park uses, light industrial, multi-purpose and clustered residential and/or mixed use projects at appropriate locations. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- The UMU-20 Future Land Use category surrounds the subject site to the west, south and east. The Office Commercial-20 (OC-20) Future Land Use category is located to the north along the north side of Brandon Boulevard and further to the west.
- The subject site is zoned Commercial General (CG). It is surrounded by CG zoning districts to the north, south, and east. A Planned Development (PD) is located to west of the site as a shopping center.
- The subject site currently contains a bank, which is a light commercial use. Light commercial uses are also located along Robertson Street West, Brandon Boulevard, and Moon Avenue South. Immediately to the east of the site is a public institutional use, which is doing business as funeral service according to the Hillsborough County Property Appraiser Office. Further east of the site are heavy commercial uses.
- The applicant is requesting to rezone the subject site from Commercial General (CG) to Planned Development (PD) for a 3,996 sq. ft. car wash.

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.

Land Use Categories

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

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

Policy 8.2: *Each potential use must be evaluated for compliance with the goals, objectives, and policies of the Future Land Use Element and with applicable development regulations.*

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.*

Environmental Considerations

Objective 13: *New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan.*

Policy 13.3: *Environmentally Sensitive Land Credit
Density and FAR calculations for properties that include wetlands will comply with the following calculations and requirements for determining density/intensity credits:
Wetlands are considered to be the following:*

Conservation and preservation areas as defined in the Conservation and Aquifer Recharge Element

Man-made water bodies as defined (including borrow pits).

If wetlands are less than 25% of the acreage of the site, density and intensity is calculated based on:

Entire project acreage multiplied by Maximum intensity/density for the Future Land Use Category

If wetlands are 25% or greater of the acreage of the site, density and intensity is calculated based on:

Upland acreage of the site multiplied by 1.25 = Acreage available to calculate density/intensity based on

That acreage is then multiplied by the Maximum Intensity/Density of the Future Land Use Category

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.*

Policy 17.7: *New development and redevelopment must mitigate the adverse noise, visual, odor and vibration impacts created by that development upon all adjacent land uses.*

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.*

GOAL 13: *Make it possible to develop in a traditional urban pattern in designated urbanizing areas of the County.*

OBJECTIVE 13-1: *Those areas within the County which may be considered as urban in character, or which are moving in that direction, shall be targeted for community planning to determine appropriate modifications to land development and other regulations.*

13-1.5: *The street network should provide all residents with direct links to community focal points, social services and major roads in the region.*

13-1.6: *Produce a streetscape with pedestrian amenities, with safe and pleasant means to walk around in the commercial environment and to access the adjacent neighborhoods.*

6.2 PEDESTRIAN NETWORK

15-1.2: *Provide direct routes between destinations, minimizing potential conflicts between pedestrians and automobiles, and connecting sidewalks and building entrances.*

7.1 Development Pattern

Goal 17: *Develop commercial areas in a manner which enhances the County's character and ambiance.*

Objective 17-1: *Facilitate patterns of site development that appear purposeful and organized.*

17-1.1: *Coordinate site planning between properties.*

LIVABLE COMMUNITIES ELEMENT: BRANDON COMMUNITY PLAN

Goal 1: Establish a balanced transportation system by prioritizing options to serve local and regional needs and facilitating multi-modal choices.

5. As roads are improved, require the addition of amenities for pedestrians and bicyclists. Provide intersection improvements, turn lanes, bicycle lanes, traffic signalization, roadway maintenance, crosswalks, and landscape improvements that maintain the adopted level of service and reflect the best practices of the Livable Roadways Guidelines.

a. New development and transportation infrastructure investments should place emphasis on proximity to community and social services, walkability and creating a healthy street life.

b. Accommodate all modes of transportation by providing safe and functional infrastructure and services for driving, walking, biking and transit compatible with the community character. i. The community recognizes the need for a system of bike lanes and trails.

7. Improve roadway safety relating to accident rates and deaths. Target roadways with an increase of 10% or more per year starting with 2008 records.

a. Design all intersections to be walkable and to reflect best practices in pedestrian-oriented roadway and site design.

b. Strengthen and enforce roadway safety through roadway design and traffic control (e.g. crosswalks, striping, lighting and roadway crossings).

i. Utilize roadway design and traffic control to reduce vehicle speed and increase driver awareness where appropriate.

ii. Design intersections for pedestrian safety at neighborhood nodes and commercial nodes.

iii. Improve the safety and the aesthetics of the Bell Shoals Road and Bloomingdale Avenue intersection.

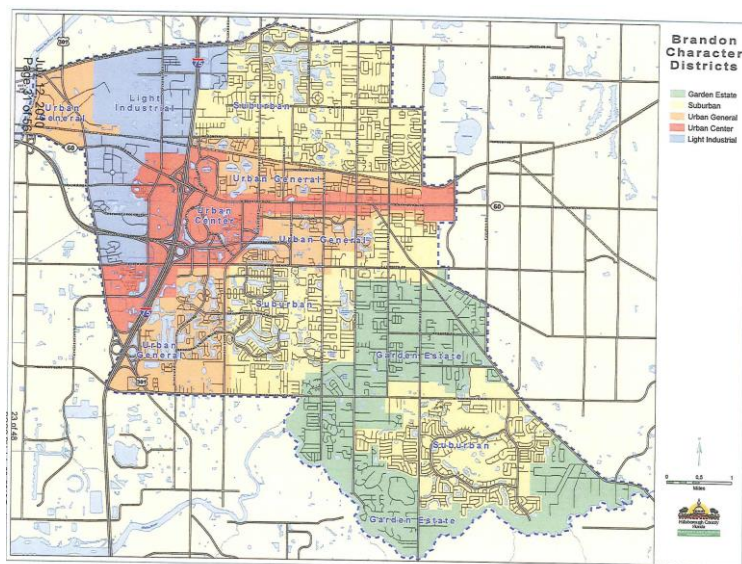
iv. Complete the improvements to Lithia-Pinecrest/Lumsden/Bell Shoals Roads intersection currently in the PD & E Study phase including:

1. high visibility crosswalk striping,
2. short crossing distances, and
3. enhanced street lighting.

c. Provide safe travel paths to schools, parks and public service sites by using sidewalks, marked crosswalks, special signage and street lighting.

Goal 6: Re-establish Brandon's historical, hospitable, and family oriented character through thoughtful planning and forward thinking development practices by concentrating density in certain areas to preserve the semi-rural lifestyle of other areas. Attempt to buffer and transition uses in concentric circles where possible with most intense uses in an area at a node (intersection) and proceeding out from there. Create a plan for how areas could be developed and redeveloped for the future. Each of these areas would have potential for different building heights, parking configurations, fencing, buffering, landscape requirements, special use limitations, and design standards. These standards apply to new construction on infill property, redevelopment of undesirable areas and renovation of existing buildings. The primary consideration of all changes should be compatibility with existing structures to ensure neighborhood preservation.

4. Consistent with the Brandon Character Districts Map, develop design guidelines for the Brandon Character Districts to address at a minimum building height, density and intensity, building types, bulk, mass, parking location, access, frontage, setbacks, buffers, landscape, streetscape and signage. Consistent with the general design characteristics listed in the Brandon Community Plan



document, develop specific standards for adoption into the Land Development Code.

5. General design characteristics for each Brandon Character District are described below. The design characteristics are descriptive as to the general nature of the vicinity and its surroundings and do not affect the Future Land Use or zoning of properties in effect at the time of adoption of the Brandon Community Plan. Any proposed changes to the zoning of property may proceed in accordance with the Land Development Code.

a. Urban Center - This area contains the most intense land uses and includes regional shopping areas and the State Road 60 Overlay District. Commercial and mixed-use developments will be encouraged with varying building heights between 3-10 stories.

Staff Analysis of Goals, Objectives and Policies:

The applicant is requesting to rezone the subject site from Commercial General (CG) to Planned Development (PD) for a 3,996 sq. ft. car wash. The site is in the Urban Service Area and is within the limits of the Brandon Community Plan, in the Urban Center Character District as shown on the Brandon Character Districts Map. The applicant is requesting a waiver to the Brandon Boulevard Overlay Architectural Requirements, as stated in the Land Development Code.

The proposed rezoning meets the intent of Objective 1 of the Future Land Use Element (FLUE) of the Comprehensive Plan by providing growth in the Urban Service Area. The proposed rezoning also meets the intent of FLUE Policy 1.4 as it is compatible with the surrounding area that is primarily Commercial General (CG) and Planned Development (PD) zoning districts in proximity to the subject site. According to Policy 1.4 “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, a rezoning from CG to PD would maintain the Urban Center character of the area as there are already several light commercial properties in proximity.

The site is in the Urban Mixed-Use-20 (UMU-20) Future Land Use category which anticipates higher intensity uses which are inclusive of commercial uses and the proposed rezoning therefore meets the intent of Objective 8 and Policies 8.1 and 8.2. UMU-20 surrounds the subject site on all sides with the OC-20 Future Land Use category located to the north and further to the west. Planned Developments (PD) are located to the west of the subject site. Light commercial, heavy commercial, and public institutional uses primarily surround the site on all sides. Further southwest of the site is a daycare on Corner Drive.

The overall area contains a mix of uses. There are mainly office, medical services, and commercial uses along the major corridor of Oakfield Drive. The proposed modification would complement the surrounding land uses and is therefore consistent with Objective 16, Policy 16.1, Policy 16.2, and 16.3 of the Future Land Use Element. The proposed PD is also consistent with Policy 16.5 of the FLUE, which calls for higher intensity development along arterials and collector roadways. The north side of the development will have access to a principal roadway, West Brandon Boulevard, and meets the intent of Policy 16.5.

The proposed PD includes an increase in square footage on the site to 3,996 square feet. Per the UMU-20 Future Land Use Classification, the maximum intensity permitted is 1.0 FAR. The proposed 2.23 ± acre site is permitted a maximum density of 97,138 square feet (1.0 FAR X 2.23 Acres X 43,560 sq. ft. = 97,138 sq. ft.). The proposed FAR is 0.04. The

proposed intensity is well below the maximum permitted and is therefore consistent with the intensity expected in the UMU-20 Future Land Use category.

Objective 17-1 of the Community Design Component requires the development of commercial areas to enhance the “County's character and ambiance”. Policy 17-1.1 requires site planning coordination between properties. The proposed development will have stubbed cross access with the adjacent properties to the east and west. The Community Design Component (CDC) in the FLUE also contains policy direction about designing developments that relate to the predominant character of the surroundings (CDC Goal 12). It further states that new developments should recognize the existing community and be designed in a way that is compatible with the established character of an area (CDC Objective 12-1). Because the surrounding land use pattern has already transitioned to a light commercial character, the proposed rezoning is compatible with the character of the area.

FLUE Objective 9 and Policy 9.2 require that all developments be consistent with the Plan and meet all Land Development Regulations in Hillsborough County. The applicant is requesting three waivers to the Land Development Code. The first waiver is for Section 6.05.02.N which requires off-street loading space. The applicant has stated that the site needs to accommodate larger drive-aisles and preserve existing screening and buffering. The second waiver is for Section 3.14.05.3(a) – Brandon Blvd. Overlay Placement Requirements. The applicant has stated that the proposed building will comply with the Florida Department of Transportation’s requirement for frontage road cross-access. The final waiver is to Section 3.14.00, the Brandon Blvd. Overlay Architectural Requirements. The applicant will not meet the façade, exterior cladding, or roof requirements due to the proposed car wash use. The proposed building has a car wash tunnel and cannot make the eastern and western facades an equal length on all sides as the tunnel does not accommodate an equal length square building. The exterior cladding and roof requirements will not be met due to the applicants request to use different materials due to the car wash tunnel. The applicant has also stated that the adjacent properties will not be negatively impacted as they currently do not meet the required Overlay Architectural Requirements. At the time of filing this report, County Transportation Staff and Development Services Staff support the proposed development. Based on this, the proposed is consistent with Objective 9 and Policy 9.2.

The request is consistent with the Brandon Community Plan. The site is in the Urban Character District that is outlined in Goal 6 5(a) which contains the most intense land uses and includes regional shopping areas and the State Road 60 Overlay District. The proposed development is a car wash that fits in with the character of the area and therefore meets the intent of the character district. The site does meet the intent of Goal 1 on establishing a balanced transportation system which provides safe infrastructure for all modes of transportation and designs intersections for pedestrian safety. The proposed site will have sidewalks on West Brandon Boulevard and on Robertson Street West.

Overall, staff finds that the proposed rezoning does meet all local, state, and federal land development regulation. The request would allow for a development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

