

Rezoning Application: PD 22-1706

Zoning Hearing Master Date: April 17, 2023

BOCC Land Use Meeting Date: June 13, 2023

1.0 APPLICATION SUMMARY

Applicant: Bob Lewis / Cameron General Contractor / Resort Lifestyle

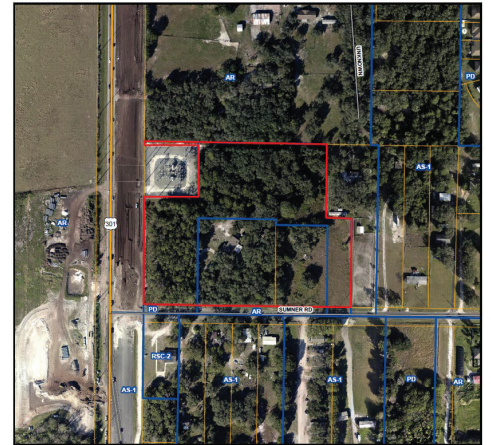
FLU Category: Residential - 4

Service Area: Urban

Site Acreage: Approximately 10.13 acres

Community Plan Area: South Shore Areawide Systems

Overlay: None



Introduction Summary:

The applicant seeks to develop an approximately 10.13-acre unified development consisting of three folios. The request is for a rezoning from Agricultural Rural (AR) and Planned Development (PD 92-0220) to a PD to allow for a Life Care Treatment Facility with 200 bedrooms.

Zoning:	Existing		Proposed
District(s)	AR	PD 92-0220	PD
Typical General Use(s)	Single-Family Residential/Agricultural	Single-Family Residential (Conventional/Mobile Home and Childcare)	Life Care Treatment Facility
Acreage	Approximately 3.84 acres	Approximately 6.28 acres	Approximately 10.13 ac.
Density/Intensity	Minimum 5-acre lot	Nine [9] dwellings and Max. 50 children childcare	Maximum of 200 bedrooms (Per Sec. 6.11.56 every 2.5 residents shall equate 1 [one] dwelling unit.)

Development Standards:	Existing		Proposed
District(s)	AR	PD 92-0220	PD Dimensional Standards
Setbacks/Buffering and Screening	Front: 50 ft. Side: 25 ft. Rear: 50 ft.	Front: 25 ft. Side: 10 ft. Rear: 25 ft.	Setbacks (LDC Section 6.11.56): East / West / North / South: 50-foot setback East / North Boundary Buffer & Screening: 5' Buffer with Type "A" Screening Buffer adjacent to folio no. 77941.0450: 20' / Type "B" Screening (Sec. 6.06.06.C.12)
Height	50 feet	35 feet	48 feet Max. Ht.

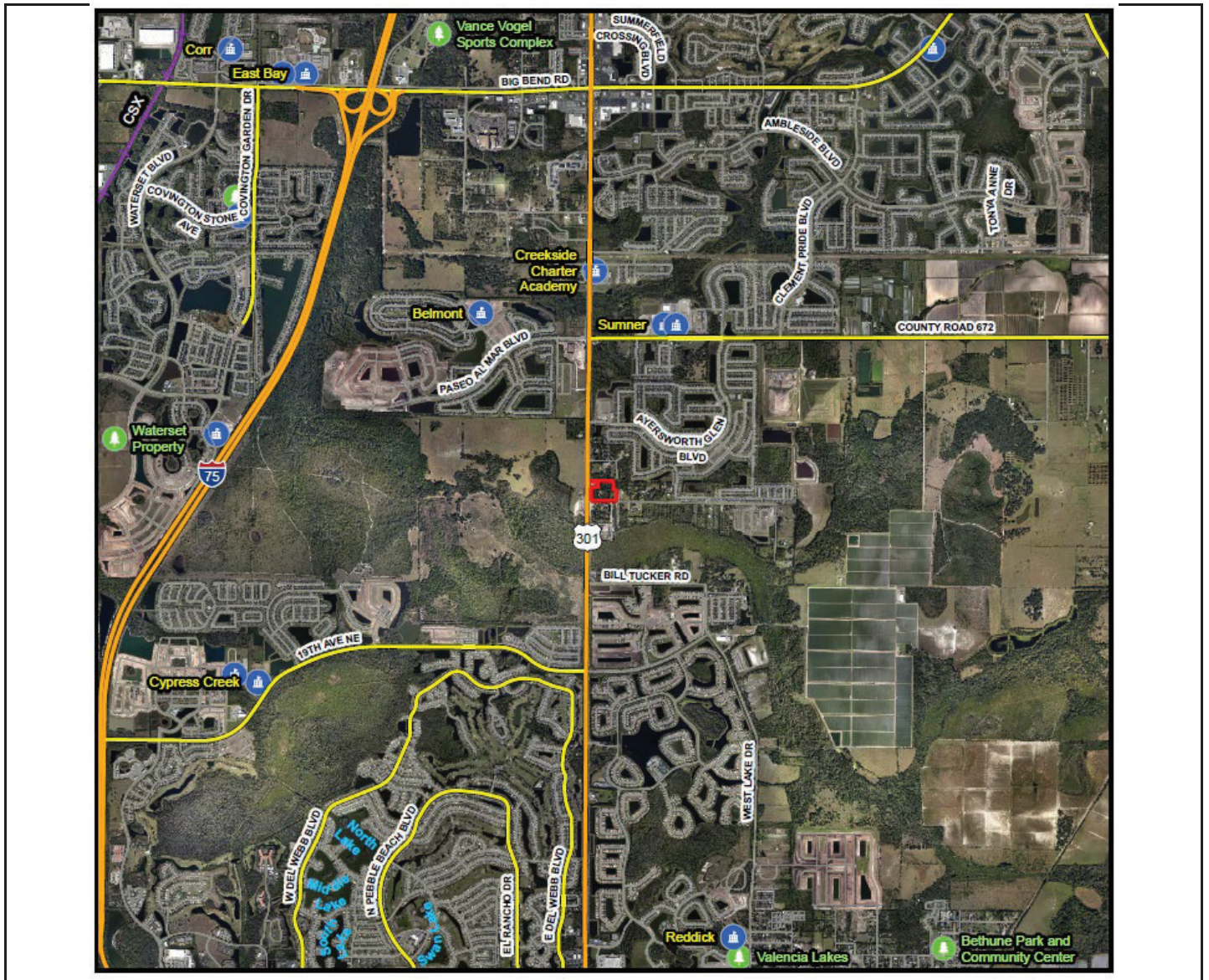
Additional Information:

PD Variation(s)	LDC Part 6.05.02K.3 (Parking/Loading: Pervious Materials)
Waiver(s) to the Land Development Code	Waiver of additional setback of 2 feet for every foot over 20 feet.

Planning Commission Recommendation: CONSISTENT	Development Services Recommendation: APPROVABLE, Subject to Conditions.
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



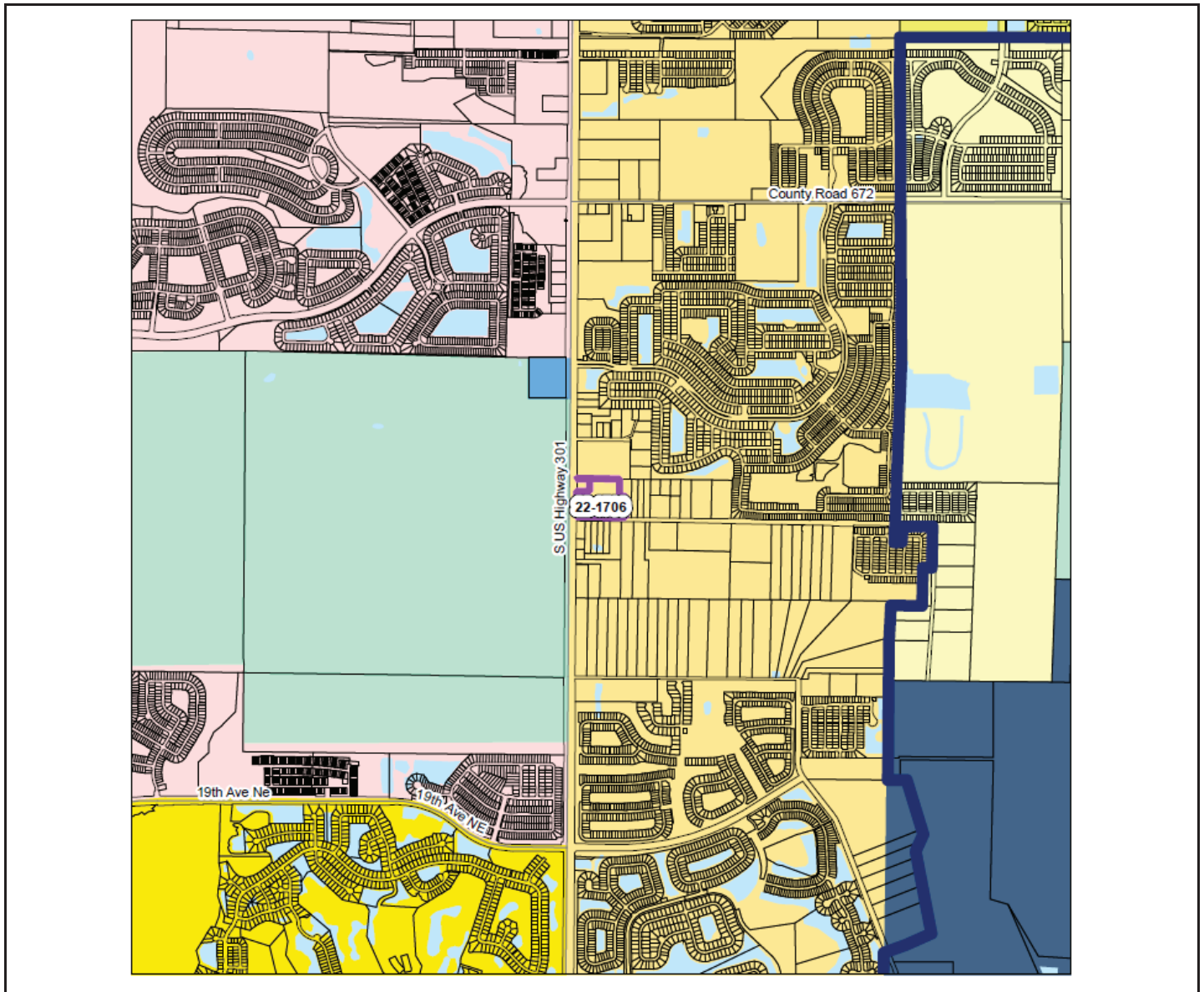
Context of Surrounding Area:

The subject property is located on the north side of Sumner Road and the east side of U.S. Highway 301 South, at the intersection of Sumner Road and U.S Highway 301 South. The subject site is located in the Urban Service Area. The property is located in the South Shore Areawide Systems community planning area.

An approximately 12.4-acre single-family residential property with accessory agricultural uses located along the northern boundary. To the immediate east are single-family homes. South is Sumner Road right-of-way; across Sumner Road are single-family homes. West of the subject property is U.S. Highway 301 South right-of-way and the Tampa Electric substation.

2.0 LAND USE MAP SET AND SUMMARY DATA

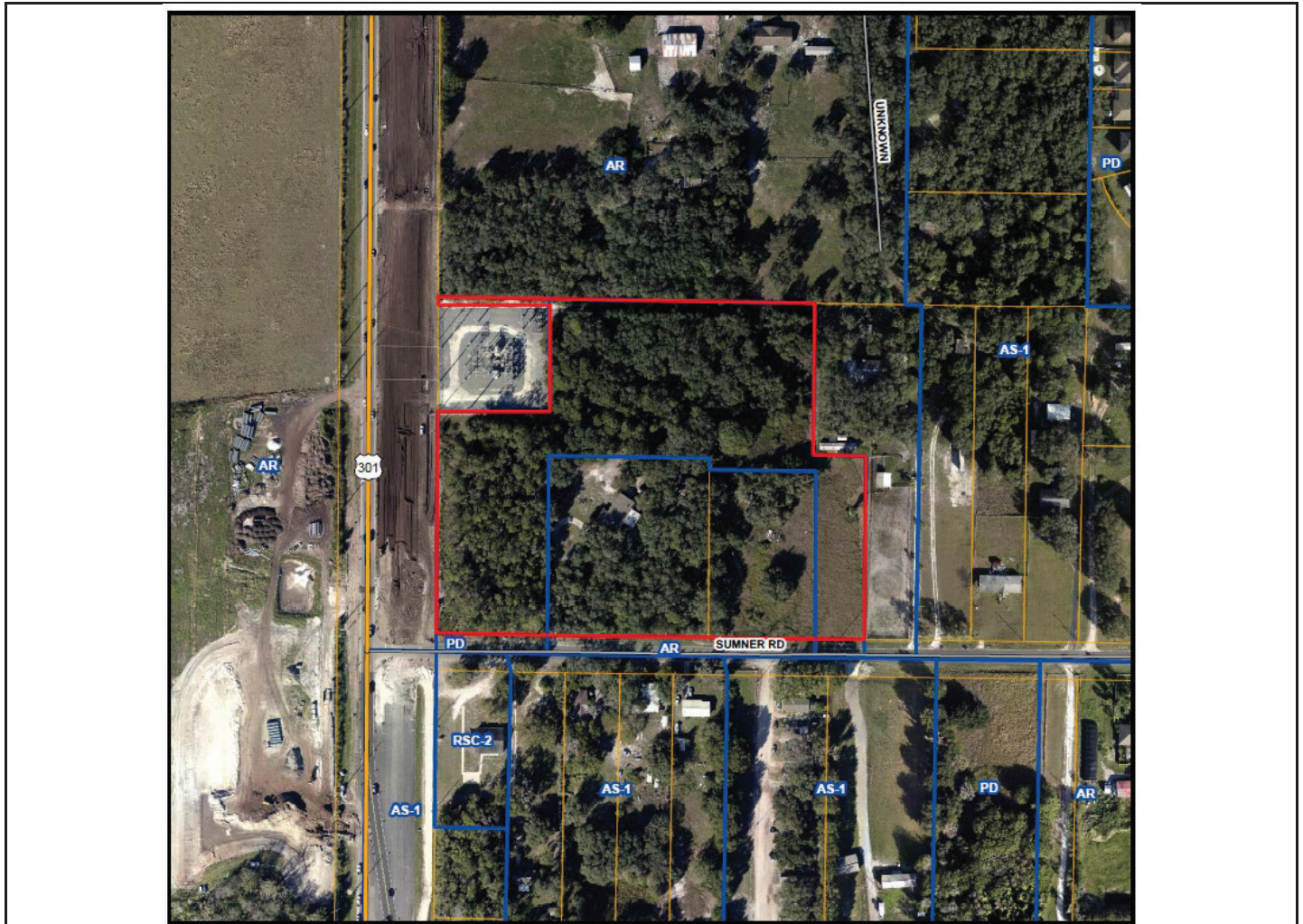
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential -4
Maximum Density/F.A.R.:	4 dwelling per acre / 0.25 Maximum FAR
Typical Uses:	Typical uses in the Residential-4 future land use category include but not limited to residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects. Nonresidential uses shall meet locational criteria for specific land use.

2.0 LAND USE MAP SET AND SUMMARY DATA

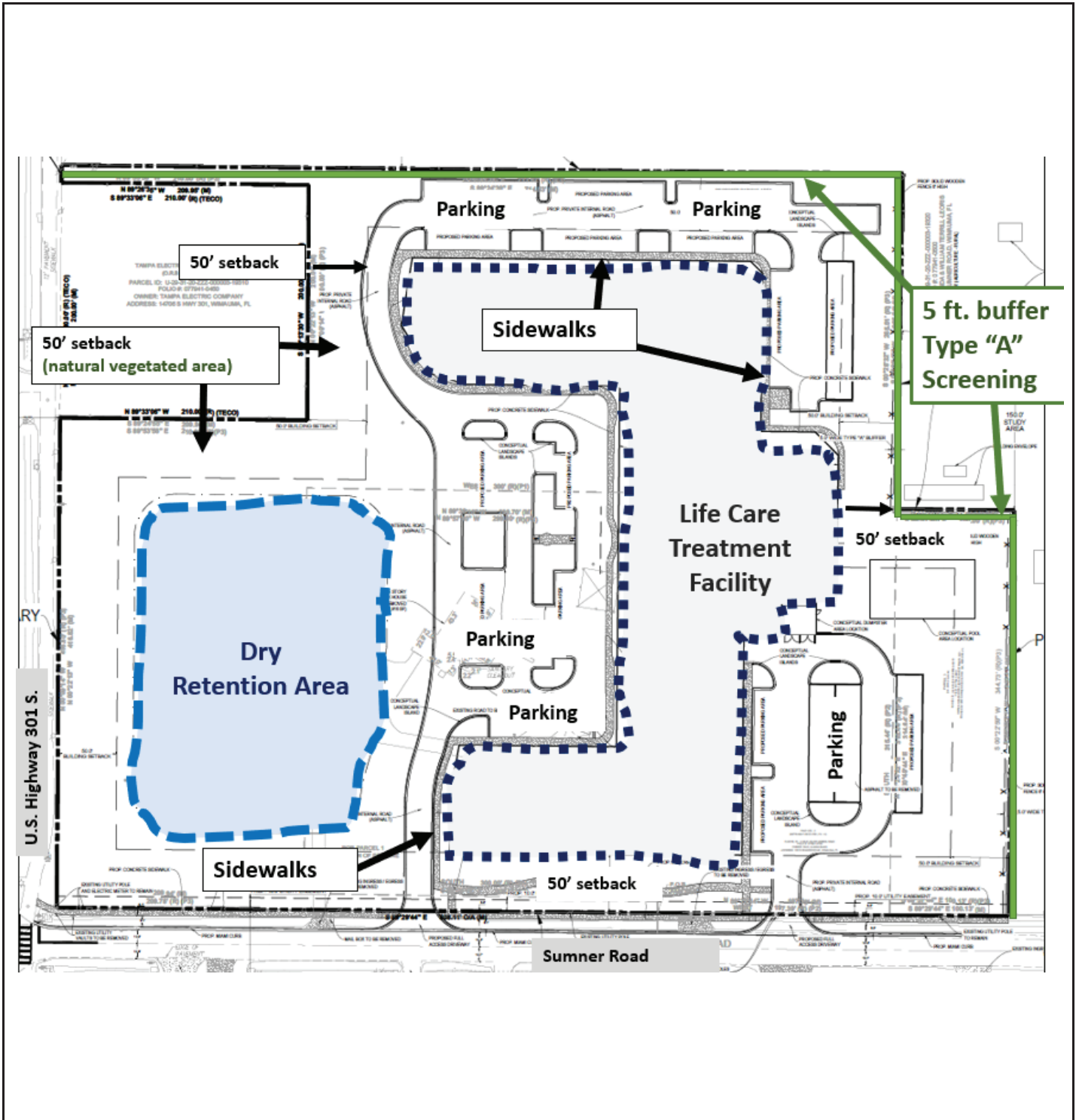
2.3 Immediate Area Map



Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR	Min. 1 dwelling per 5 acres	Single-family (SF) and Agricultural Uses	Single-family (SF) and Agricultural Uses
South	AS-1 / RSC-2	AS-1: 1 du/acre RSC-2: 2 du/acre	Single-family (SF) and Agricultural Uses	Single-family (SF)
East	AS-1	AS-1: 1 du/acre	Single-family (SF) and Agricultural Uses	Single-family (SF) and Agricultural Uses
West	AR	Min. 1 dwelling per 5 acres	Single-family (SF) and Agricultural Uses	TECO Substation & U.S. Highway 301 S.

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
Sumner Rd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
US 301	FDOT Principal Arterial - Rural	6 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input 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	354	50	52
Proposed	443	16	36
Difference (+/-)	(+) 89	(-) 34	(-) 16

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

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

Notes:

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Sumner Rd. – Substandard Rd.	Design Exception Requested	Approvable
Number of Access Points	Administrative Variance Requested	Approvable

Notes:

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See EPC "Agency Comment Sheet"
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Transportation Report.
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Water Resource Services Comment Sheet Water & Wastewater.
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees (Fee estimate range due to unspecified square footage of unit matrix) Mobility: \$495 * 130 units = \$64,350 Parks: \$777 - \$2,742 * 130 units = \$101,010 - \$356,460 *School: \$1,645 - \$10,976 * 130 units = \$213,850 - \$1,426,880 Fire: \$249 * 130 units = \$32,370 Total Congregate Care/senior apts = \$411,580 - \$1,880,060 *School fees may be exempted if Restrictive Covenant for "Community for Older Persons" is completed with impact fee program. If so, total range is = \$197,730 - \$453,180 Urban Mobility, South Park/Fire - Senior Apartments (Congregate Care) 130 units, 200 bedrooms Units are a mix of studio(x4), 1(x60), 2(x62), and 3(x4) bedroom units. Sizes not specified.				

ZHM HEARING DATE: April 17, 2023
 BOCC LUM MEETING DATE: June 13, 2023

Case Reviewer: Tim Lampkin, AICP

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 type="checkbox"/> Minimum Density Met <input checked="" 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	See Planning Commission Report

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The approximately 10.13-acre subject property is located north of Sumner Road and east of U.S. Highway 301 South. The site is located within the Urban Service Area and within the limits of the South Shore Areawide Systems Plan. The subject site is zoned Planned Development (PD) and Agricultural Rural (AR). To the north, west, and east of the site is AR zoning. To the south is Agricultural, Single-Family (AS-1) and Residential, Single-Family Conventional (RSC-2) zoning. An approximately 12.4-acre single-family residential property with accessory agricultural uses located along the northern boundary. To the immediate east are single-family homes. South is Sumner Road right-of-way; across Sumner Road are single-family homes. West of the subject property is U.S. Highway 301 South right-of-way and the Tampa Electric substation.

The applicant seeks to develop an approximately 10.13-acre unified development consisting of three folios. The request is for a rezoning from Agricultural Rural (AR) and Planned Development (PD 92-0220) to a PD to allow for a Life Care Treatment Facility consisting of a mix of studio, one, two and three-bedroom units totaling 200 bedrooms. In a life care treatment facility, for the purposes of calculating density, every two and one-half residents shall be considered to equate to one dwelling unit pursuant to LDC Section 6.11.56. The applicant proposes a condition limiting the number of bedrooms and residents to a maximum of 200 people occupying the Life Care Treatment Facility at a given time.

The applicant does not request any variations to Land Development Code Parts 6.06.00 (Landscaping/Buffering). The applicant is required to have a 5 ft buffer with Type "A" screening along the north and east boundary perimeter, and the applicant is proposing to comply. In addition, the applicant is required to have a 20 ft. buffer with Type "B" screening adjacent to the TECO substation property located in the northwest quadrant of the subject property as shown on the site plan. The applicant proposes a condition to allow the use of existing vegetation in lieu of required screening pursuant to Land Development Code Section 6.06.06.C.12, which permits an applicant to submit an alternative screening plan at the time of site and development review. The alternative plan shall afford screening, in terms of height, opacity and separation, equivalent to or exceeding that provided by the above requirements. The applicant proposes this alternative landscaping along the far northwestern boundaries where there is extensive vegetation creating a natural buffer and natural distance separation from the proposed facility.

Waiver Requested:

The applicant requests a waiver to LDC Part 6.01.01, Endnote 8, to not require an additional 2 feet of setback for every 1 foot of building height above 20 feet. While the applicant notes that Planned Developments are not listed as one of the districts to which the endnote applies, it is consistently reviewed as a compatibility standard for Planned Developments. The applicant is proposing a maximum 48-foot building height which would require an additional setback of 56 feet pursuant to Section 6.01.01, Endnote 8, which requires the additional 2:1 setback shall be added to other required setbacks or buffers. As the applicant is providing the requisite 50-foot setback for a Life Care Treatment Facility, pursuant to the requirements of Section 6.11.56, staff finds the request for relief supportable.

Parking Variation:

The parking requirement per Sec. 6.05.02 requires 82 parking spaces for the proposed facility. The applicant is requesting a parking variation of LDC Sec. 6.05.02.K.3, which requires that parking in excess of the minimum amount required by code be constructed of pervious materials. The applicant states that due to the expectation that many residents may be mobility challenged requiring aides to assist with traversing a pervious surface may prove difficult and a safety issue. Accordingly, the applicant requests a variation to authorize up to 78 additional spaces for a total of 160 paved parking spaces be allowed to be constructed on the subject site with impervious materials. The applicant states that the impact of the variation will be mitigated by the landscaping buffering and fencing that will be required and shown on the site plan along the northern and eastern boundary of the PD.

Justification was included in the applicant's submittal for the variation. Staff has reviewed the justification statement submitted by the applicant and finds they provided criteria responses per LDC Section 5.03.06.C.6. The Rezoning Hearing Master's recommendation for this application is required to include a finding on whether the requested variation meets the criteria for approval. Additional information regarding the rationale may be found in the applicant's narrative. Staff has prepared the report with a condition permitting 100% impervious parking, under the assumption that such request will be supported and a complete review of the parking variation may be found in the Transportation Report.

The subject site will comply with and conform to all other applicable policies and regulations, including but not limited to, the Hillsborough County Land Development Code. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the Unincorporated Hillsborough County Comprehensive Plan.

Transportation Overview

1. Design Exception:

As Sumner Rd. is a substandard local roadway, the developer is required to improve Sumner Rd. (between the easternmost project access and the nearest roadway meeting applicable standards) to Hillsborough County standards.

2. Administrative Variance:

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance (**date TBT**) from Sec. 6.04.03.I. LDC requirement governing the number of allowable driveway connections. Per the LDC, given the project's minimal trip generation only one (1) access connection is permitted for the project. The applicant is requesting a second access connection to Sumner Rd.

5.2 Recommendation

Based on the above considerations, staff finds the request **approvable**.

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

1. Include “5 ft. / Type A” buffer along the entire east and north perimeter buffer;
2. Correct all references on site plan acreage to “10.13 acres”;
3. Include “20 ft. Vegetated Area Buffer” adjacent to folio 77941.0450 on site plan;
4. Correct site data table “Perimeter Buffer” to add additional rows:
 - a. “North (rear)” under Side (East) – Type “A” Buffer
 - b. On site plan label “20 ft. Vegetated Area Buffer” adjacent to folio 77941.0450;
 - c. Under site plan notes add: “Pursuant to conditions of approval, existing vegetation may be utilized in lieu of required screening pursuant to Land Development Code Section 6.06.06.C.12 adjacent to folio no. 77941.0450.”;
5. Unless the applicant desires to construct internal facilities as roadways complying with TS-3 standards, which would require a redesign of the entire project, the applicant shall revise Note 15 to indicate that proposed facilities onsite are driveways (not roadways);
6. Correct typo within Note 18 i.e. “Seat”;
7. Revise note 22 to address the appropriate Typical Section standard reference(s), as necessary. Staff notes the applicant is constructing certain elements of a TS-3 roadway; however, other portions of the roadway are remaining rural (consistent with a TS-7 roadway); and,
8. Replace note 25 with a note stating, “Parking shall be provided in accordance with Section 6.05 of the Hillsborough County LDC, except as otherwise noted within the conditions of zoning approval.”

Prior to the ZHM hearing, the developer shall finalize the Design Exception and Administrative Variance requests and obtain findings of approvability from the County Engineer. Failure to obtain these findings will require the application to be continued. Alternatively, staff will revise its recommendation for the project to a recommendation of denial. Once obtained, staff will revise this staff report.

6.0 PROPOSED CONDITIONS

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


1. The project shall be limited to a Life Care Treatment Facility with the following standards.
 - a. There shall be a maximum of 200 bedrooms and a maximum of 200 residents shall be permitted to occupy the Life Care Treatment Facility.
 - b. The Life Care Treatment Facility shall include a communal dining area and movie theater to provide gathering spaces for residents of the community.
2. The options shall comply with the following development standards.
 - a. Setbacks
 - Minimum Front Yard Setback: 50 feet
 - Minimum Side Yard Setback: 50 feet
 - Minimum Rear Yard Setback: 50 feet
 - Maximum Height: 48 feet
 - Maximum FAR: 0.40
 - The Life Care Treatment Facility is not subject to the 2 to 1 additional setback requirement in Section 6.01.01 of the Land Development Code.
3. The subject property shall be subject to the following landscaping and screening standards:

- a. Buffer and screening shall be in accordance with the LDC, Part 6.06.00, unless otherwise specified herein.
 - b. A five-foot (5') landscape buffer with type "A" screening shall be provided along the property boundary abutting the northern and eastern property boundary as shown on the site plan.
 - c. Existing vegetation may be retained in lieu of construction of the 6-foot-high screening where said vegetation is at least 6 feet in height, 20 feet in width, and provides an overall opacity of seventy-five percent abutting folio no. 77941.0450 (TECO Electric Company).
4. Parking shall be in compliance with Section 6.05.00 of the Land Development Code, except as specified below.
 - a. Up to 160 paved parking spaces may be constructed on the subject site to service the Life Care Treatment Facility.
5. Screening of trash and recycling receptacles, loading docks, service areas, and other similar areas shall be in accordance with Section 3.13.03 of the LDC.
6. The Life Care Treatment Facility building shall feature an undulating façade primarily consisting of traditional stucco with stone accents, windows with simulated divided lights, sloped roofs incorporating hips and gables with traditional coved concrete tile roofing, and variations in eave heights.
7. Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
8. The project shall be limited to, and served by, two (2) access connections to Sumner Rd. as shown on the PD site plan. All existing driveway connections shall be removed and resodded.
9. If PD 22-1706 is approved, the County Engineer is anticipated to approve a Design Exception (**dated TBD**) which is anticipated to be found approvable (**prior to the ZHM hearing**) for the Sumner Rd. substandard road improvements. As Sumner Rd. is a substandard local roadway, the developer will be required to make certain improvements to Sumner Rd. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall:
 - a. Construct Miami curbing along the northern side of Sumner Rd., between US 301 and the project's eastern boundary; and,
 - b. Stripe/restripe Sumner Rd. between US 301 and the project's eastern boundary to add edge lines and a center line.
10. If PD 22-1706 is approved, the County Engineer is anticipated to approve a Section 6.04.02.B. Administrative Variance (**dated TBD**) from the Section 6.04.03.I requirements, which is anticipated to be found approvable by the County Engineer (**prior to the ZHM hearing**). Approval of this Administrative Variance will permit the development to have two access connections to Sumner Rd. (whereas only one connection would normally be permitted).
11. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall construct any turn lane(s) required by FDOT at the Sumner Rd. and US 301 intersection, which may require the developer to dedicate and convey or otherwise obtain additional right-of-way along the project's Sumner Rd.

frontage. The PD site plan shall be permitted to be modified at the time of plat/site/construction plan approval to the minimum extent necessary to effectuate this condition.

- 12. Consistent with the PD variation approved concurrently with PD 22-1706, the developer shall be permitted to construct 100% of parking spaces with impervious materials.
- 13. 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.
- 14. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval, unless otherwise stated herein.
- 15. The development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
- 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

Zoning Administrator Sign Off:



J. Brian Grady
Mon Apr 10 2023 07:48:32

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

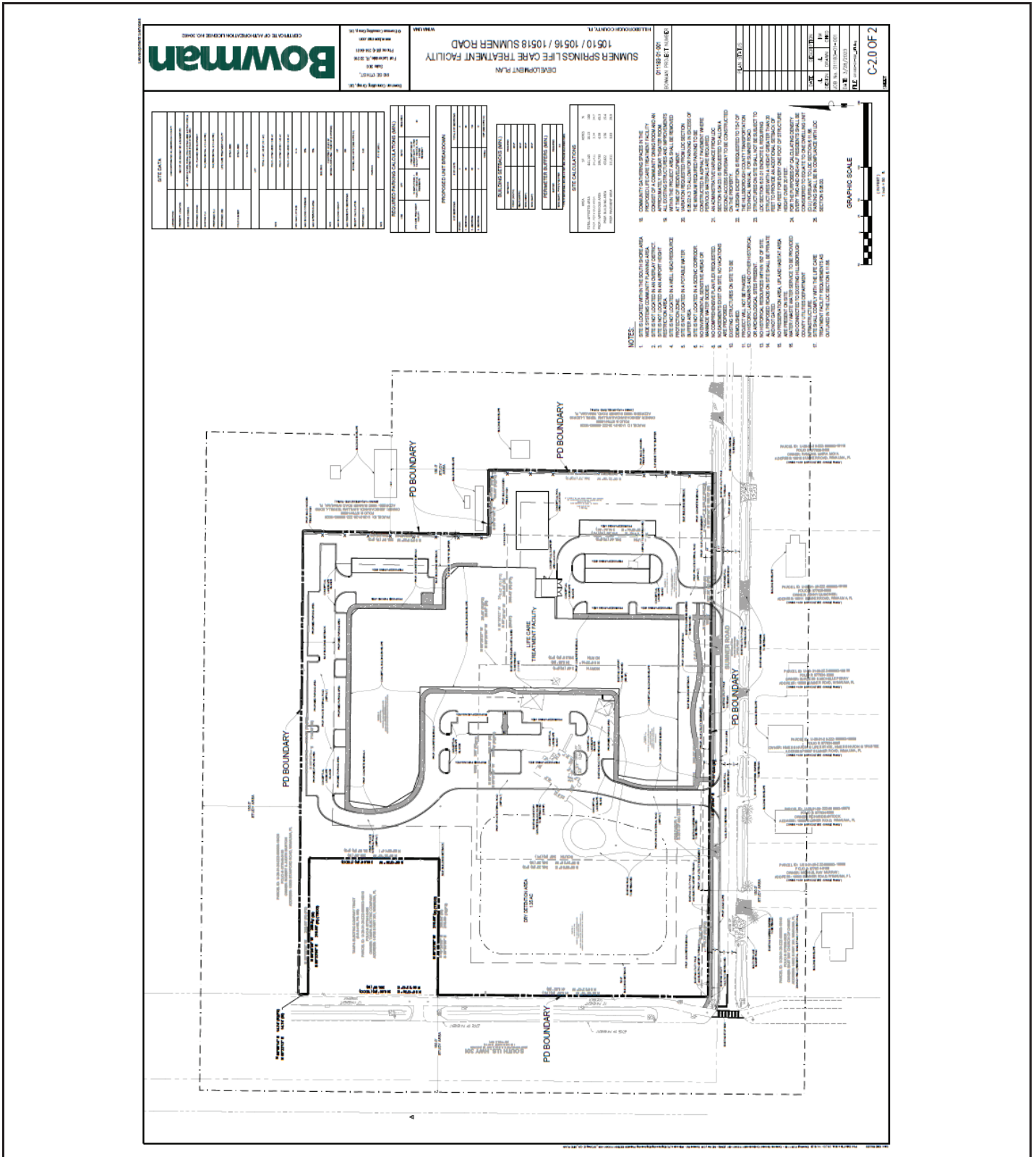
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.

SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDNACE 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)



Bowman CONSULTING ENGINEERS ARCHITECTS
 10000 W. 10th Street, Suite 100, Overland Park, KS 66211
 PHONE: (913) 241-1000 FAX: (913) 241-1001
 WWW.BOWMANCONSULTANTS.COM

DEVELOPMENT PLAN
 SUMMER SPRINGS LIFE CARE TREATMENT FACILITY
 10510 / 10516 / 10518 SUMMER ROAD
 HENNINGER COUNTY, MO
 DATE: 07/11/2022
 DRAWN BY: J.E.T. / J.E.T.

PROJECT NO.: 22-1706
 SHEET NO.: C-2.0 OF 2

NOTE:

1. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF OVERLAND PARK COMMUNITY DEVELOPMENT DEPARTMENT'S STANDARD SPECIFICATIONS FOR CONSTRUCTION.
2. ALL UTILITIES SHALL BE DEEPENED TO A MINIMUM OF 48" BELOW FINISHED GRADE.
3. ALL UTILITIES SHALL BE PROTECTED BY A MINIMUM OF 18" OF CONCRETE.
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30. ALL UTILITIES SHALL BE PROTECTED BY A MINIMUM OF 18" OF CONCRETE.

REQUIRED FINISHING CALCULATIONS (MIN)

ITEM	DESCRIPTION	AMOUNT
1	CONCRETE	1000
2	ASPHALT	500
3	PAVING	200
4	GRASS	100
5	LANDSCAPING	50
6	UTILITIES	200
7	CONCRETE	1000
8	ASPHALT	500
9	PAVING	200
10	GRASS	100
11	LANDSCAPING	50
12	UTILITIES	200

PROPOSED LIFT ELEVATIONS

ITEM	DESCRIPTION	ELEVATION
1	CONCRETE	1000
2	ASPHALT	500
3	PAVING	200
4	GRASS	100
5	LANDSCAPING	50
6	UTILITIES	200
7	CONCRETE	1000
8	ASPHALT	500
9	PAVING	200
10	GRASS	100
11	LANDSCAPING	50
12	UTILITIES	200

GRAPHIC SCALE
 1" = 100'-0"

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 4/10/2023

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: APB/South

PETITION NO: RZ PD 22-1706

- 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. Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
2. The project shall be limited to, and served by, two (2) access connections to Sumner Rd. as shown on the PD site plan. All existing driveway connections shall be removed and resodded.
3. If PD 22-1706 is approved, the County Engineer is anticipated to approve a Design Exception (dated TBD) which is anticipated to be found approvable (prior to the ZHM hearing) for the Sumner Rd. substandard road improvements. As Sumner Rd. is a substandard local roadway, the developer will be required to make certain improvements to Sumner Rd. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall:
 - a. Construct Miami curbing along the northern side of Sumner Rd., between US 301 and the project's eastern boundary; and,
 - b. Stripe/restripe Sumner Rd. between US 301 and the project's eastern boundary to add edge lines and a center line.
4. If PD 22-1706 is approved, the County Engineer is anticipated to approve a Section 6.04.02.B. Administrative Variance (dated TBD) from the Section 6.04.03.I requirements, which is anticipated to be found approvable by the County Engineer (prior to the ZHM hearing). Approval of this Administrative Variance will permit the development to have two access connections to Sumner Rd. (whereas only one connection would normally be permitted).
5. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall construct any turn lane(s) required by FDOT at the Sumner Rd. and US 301 intersection, which may require the developer to dedicate and convey or otherwise obtain additional right-of-way along the project's Sumner Rd. frontage. The PD site plan shall be permitted to be modified at the time of plat/site/construction plan approval to the minimum extent necessary to effectuate this condition.
6. Consistent with the PD variation approved concurrently with PD 22-1706, the developer shall be permitted to construct 100% of parking spaces with impervious materials.

Other Conditions

- Prior to the ZHM hearing, the developer shall finalize the Design Exception and Administrative Variance requests and obtain findings of approvability from the County Engineer. Failure to obtain these findings will require the application to be continued. Alternatively, staff will revise its recommendation for the project to a recommendation of denial. Once obtained, staff will revise this staff report.

- Prior to PD site plan certification, the development shall revise the PD site plan as follows:
 - Unless the applicant desires to construct internal facilities as roadways complying with TS-3 standards, which would require a redesign of the entire project, the applicant shall revise Note 15 to indicate that proposed facilities onsite are driveways (not roadways);

 - Correct typo within Note 18 i.e. “Seat”;

 - Revise note 22 to address the appropriate Typical Section standard reference(s), as necessary. Staff notes the applicant is constructing certain elements of a TS-3 roadway; however, other portions of the roadway are remaining rural (consistent with a TS-7 roadway); and,

 - Replace note 25 with a note stating, “Parking shall be provided in accordance with Section 6.05 of the Hillsborough County LDC, except as otherwise noted within the conditions of zoning approval.”

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 10.1-acre parcel from PD 92-0220 and Agricultural Rural (AR) to Planned Development (PD). According to zoning staff, the existing PD is approved for 9 single-family detached dwelling units and a 50 student Child Care Center. The applicant is seeking entitlements to allow a 200-unit life care treatment facility.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the subject property. Utilizing data from the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition, and based upon a generalized worst-case scenario, staff has prepared a comparison of the trip generation potential at project buildout under the existing and proposed zoning designations.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 9 single-family detached dwelling units (ITE LUC 210)	110	8	10
AR, 2 single-family detached dwelling units (ITE LUC 210)	19	1	2
PD, 50 Student Child Care Center (ITE LUC 565)	225	41	40
Total Trips:	354	50	52

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM

PD, 200 Unit Life Care Treatment Facility (ITE LUC 253)	443	16	36
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Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 89	(-) 34	(-) 16

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Sumner Rd. is a 2-lane, undivided, substandard local roadway. The facility is characterized by +/- 10-foot-wide travel lanes in average condition. The roadway lies within a +/- 60-foot-wide right-of-way along the project’s frontage. There are no sidewalks or bicycle lanes on Sumner Rd. in the vicinity of the proposed project. There are +/- 5-foot wide sidewalks along the south side of Sumner Rd. east of the proposed project.

US 301 is a 6-lane, divided, principal arterial roadway (owned and maintained by the Florida Department of Transportation). The facility is characterized by +/- 11-foot wide travel lanes in good condition. Along the project’s frontage. There are +/- 5-foot wide bicycle facilities (on paved shoulders) along both sides of the roadway in the vicinity of the proposed project. There are +/- 5-foot side sidewalks along the west side of US 301 in the vicinity of the proposed project. There is a +/- 12-foot-wide multi-use pathway along the east side of US 301 in the vicinity of the proposed project.

Along the project’s frontage, US 301 is shown as a future 6-lane facility on the Hillsborough County Corridor Preservation Plan. FDOT recently widened US 301 to 6-lanes along the project’s frontage. As such, no additional right-of-way preservation is required.

SITE ACCESS AND CONNECTIVITY

Vehicular and pedestrian access is proposed to be to/from Sumner Dr. via two (2) access connections. Pursuant to Sec. 6.04.03.I. of the LDC, only one (1) connection is warranted. As such, the applicant requested a Sec. 6.04.02.B. Administrative Variance as further detailed below.

No vehicular or pedestrian cross access is required consistent with Sec. 6.04.03.Q of the LDC.

PROPOSED PD VARIATION TO PARKING STANDARDS

The applicant submitted a PD variation request to permit any additional parking constructed above and beyond the minimum required parking spaces per the LDC to be constructed without utilizing a pervious pavement material as is otherwise required pursuant to Sec. 6.05.02.K.3. of the LDC. The applicant states in the request their experience with the challenges with the use of certain “...pervious pavers and/or other pervious materials...” which according to the applicant “...can create mobility challenges...for residents requiring the use of wheelchairs, canes, and walkers...”.

Staff notes that there are a variety of pervious pavement options that exist which are ADA compliant; however, they vary in expense, level of complexity and skill required for proper installation, and may require ongoing maintenance (such as vacuuming) after installation in order to maintain their pervious nature (with such maintenance unfortunately often being neglected). The use of certain open cell pervious pavement/turf blocks might may also not meet ADA and would not be an appropriate option, particularly given the target demographic intended to live within the proposed facility.

Pervious parking standards presumably exist in the LDC to help mitigate stormwater impacts as well as contribute to Hillsborough County’s rating within the Community Rating System (CRS), which is a

program within the National Flood Insurance Program (NFIP). The CRS gives policy holders within the County discounts based upon a variety of factors (including the County’s willingness to include regulation on this and a variety of related issues).

Staff has not made a recommendation in this instance, as this is essentially a policy question. Staff has prepared the report with a condition permitting 100% impervious parking, under the assumption that such request will be supported.

REQUESTED DESIGN EXCEPETION – SUMNER RD.

As Sumner Rd. is a substandard local roadway, the developer is required to improve Sumner Rd. (between the easternmost project access and the nearest roadway meeting applicable standards) to Hillsborough County standards. The applicant’s Engineer of Record (EOR) submitted a Design Exception request (dated **INSERT DATE HERE**) for that segment of Sumner Rd. to seek relief from the requirement and determine the specific improvements that the County Engineer would require. Based on factors presented in the Design Exception request, the County Engineer is anticipated to find the request approval (on **INSERT DATE HERE**) which would authorize deviations from the TS-3 Typical Section Standard (for a 2-Lane Local Urban Roadway) including:

1. The developer shall be permitted to install Miami curbing on the northern side of the roadway, whereas TS-3 requires Miami curbing on both sides of the roadway;
2. The developer will be required to Stripe/restripe Sumner Rd. between US 301 and the project’s eastern boundary to add edge lines and a center line; and,
3. The developer shall be permitted to leave the shoulder on the south side of the roadway in its existing configuration (in lieu of any improvements consistent with Typical Section TS-7, for rural roadways.

If PD 22-1706 is approved by the BOCC, the County Engineer will approve the Design Exception Request.

REQUESTED ADMINISTRATIVE VARIANCE

The applicant’s Engineer of Record (EOR) submitted a Sec. 6.04.02.B. Administrative Variance (dated **INSERT DATE HERE**) from the Sec. 6.04.03.I. LDC requirement governing the number of allowable driveway connections. Per the LDC, given the project’s minimal trip generation only one (1) access connection is permitted for the project. The applicant is requesting a second access connection to Sumner Rd. For the reasons listed in the Administrative Variance request, the County Engineer is anticipated to find the request approvable (on **INSERT DATE HERE**).

If PD 22-1706 is approved by the BOCC, the County Engineer will approve the Administrative Variance.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US 301	SR 674	Balm Rd	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
Sumner Rd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
US 301	FDOT Principal Arterial - Rural	6 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input 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	354	50	52
Proposed	443	16	36
Difference (+/-)	(+) 89	(-) 34	(-) 16

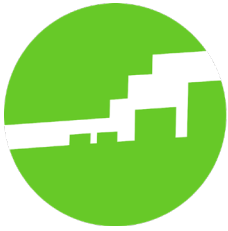
*Trips reported are based on net new external trips unless otherwise noted.

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Sumner Rd. – Substandard Rd.	Design Exception Requested	Approvable
Number of Access Points	Administrative Variance Requested	Approvable
Notes:		

Transportation Comment Sheet

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



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: April 17, 2023 Report Prepared: April 5, 2023	Petition: PD 22-1706 10510, 10516 & 10518 Sumner Road <i>North of Sumner Road and east of U.S Highway 301 South</i>
Summary Data:	
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan	SouthShore Areawide Systems Plan
Request	Rezoning from Agricultural Rural (AR) and Planned Development (PD 92-0220) to a PD for a life care treatment facility with 200 bedrooms
Parcel Size	10.13 ± acres
Street Functional Classification	Sumner Road – Local Road U.S. Highway 301 South – Principal Arterial
Locational Criteria	N/A
Evacuation Zone	None



Context

- The 10.13-acre subject property is located north of Sumner Road and east of U.S. Highway 301 South.
- The site is located within the Urban Service Area and within the limits of the SouthShore Areawide Systems Plan.
- The subject property is located within the Residential-4 (RES-4) Future Land Use category, which can be considered for a maximum density of 4 dwelling units per gross acre and a maximum intensity of 0.25 FAR. The RES-4 Future Land Use category is intended for areas that are suitable for low density residential development. Suburban scale neighborhood commercial, office, multi-purpose and mixed-use projects serving the area may be permitted subject to the Goals, Objectives, and Policies of the Land Use Element and applicable development regulations as well as conform to established locational criteria for specific land use. Typical uses include but not limited to residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects.
- To the north, south and east is the RES-4 Future Land Use category. To the west is the Natural Preservation (N) category. Further northwest is Public/Quasi-Public (P/QP).
- To the north of the property is agricultural land. To the south is public institutional, vacant, single family residential and mobile home properties. To the east is single family residential. To the west is public institutional.
- The subject site is zoned Planned Development (PD) and Agricultural Rural (AR). To the north, west, and east of the site is AR zoning. To the south is Agricultural, Single-Family (AS-1) and Residential, Single-Family Conventional (RSC-2) zoning.
- The applicant is requesting a rezoning from Agricultural Rural (AR) and Planned Development (PD 92-0220) to a PD for a life care treatment facility with 200 bedrooms.

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.

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.

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 16.2: 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.

Objective 17: Neighborhood and Community Serving Uses

Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible to the surrounding residential development pattern.

Policy 17.1: *Residential support uses (child care centers, adult care centers, churches, etc.) is an allowable land use in any of the residential, commercial and industrial land use plan categories consistent with the following criteria:*

- a) *The facility shall be of a design, intensity and scale to serve the surrounding neighborhood or the non-residential development in which it occurs, and to be compatible with the surrounding land uses and zoning;*

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.*

HOUSING SECTION:

1.1.8: *Encourage a variety of housing types, including single-family, multi-family, and missing middle housing, to diversify the housing stock and provide Hillsborough County residents with more housing options across a range of income levels.*

LIVABLE COMMUNITIES ELEMENT: SouthShore Areawide Systems Plan

Transportation Objective

2. Coordination - Coordinate transportation planning and greenway trails planning, right-of-way and corridor protection whenever possible and/or feasible to accommodate future development. In order to protect the rights-of-way needed to implement the Countywide Corridor plan map and to avoid encroachment into such rights-of-way by buildings, parking areas and other types of developments, acquiring the needed rights-of-way in advance of development is necessary.

a. Support the provision of adequate space for alternative modes of transportation such as bikeways, and sidewalks along appropriate transportation corridors.

b. Support the review of new development to determine if the development is within or adjacent to rights-of-way identified on the map to ensure adequate space is available for alternative modes.

Livable Roadways - In the future, improved roadway corridors should reflect surrounding character, neighborhood and/or historical and environmental features whenever possible and/or feasible through strategies such as;

a. Designing roadways of appropriate scale to preserve the scenic characteristics of the surrounding area, such as neighborhood identity, historic or environmental features, points of interest, and other aspects of community character.

d. Encourage appropriate roadway design methods to minimize neighborhood traffic intrusion and protect neighborhoods from adverse impacts of through-traffic. Such designs may include, but are not limited to rotaries, roundabouts, signage, traffic diverters, on-street parking, bump-outs, and medians.

e. As development occurs, provide for interconnection of internal neighborhood streets, and interconnection to the surrounding transportation network by establishing a basic grid network of access and open space, as identified in "Principles for Good Neighborhoods" endorsed by the BOCC in April 1992.

4. Maintain housing opportunities for all income groups.

a. Explore and implement development incentives throughout SouthShore that will increase the housing opportunities for all income groups, consistent with and furthering the goals, objectives and policies within the Comprehensive Plan Housing Element.

Staff Analysis of Goals, Objectives and Policies:

The 10.13-acre subject property is located north of Sumner Road and east of U.S Highway 301 South. The site is located within the Urban Service Area and within the limits of the SouthShore Areawide Systems Community Plan. The applicant is requesting a rezoning from Agricultural Rural (AR) and Planned Development (PD 92-0220) to a PD for a life care treatment facility with 200 bedrooms. To the north, south and east is the RES-4 Future Land Use category. To the west is the Natural Preservation (N) category. Further northwest is Public/Quasi-Public (P/QP).

The proposal meets the intent of Objective 1 and Policy 1.4 of the Future Land Use Element of the Comprehensive Plan (FLUE) by providing a residential support use within the Urban Service Area where 80 percent of future growth is to be directed. The proposal meets the compatibility requirements of Policy 1.4 as the predominant character of the area is residential dwellings. The subject site is surrounded by single-family, agricultural, vacant land, a mobile home park and public institutional land uses. Immediately west of the site is public institutional land, the Bullfrog Creek Scrub.

Per FLUE Objective 8, the Future Land Use categories outline the maximum level of intensity or density and range of permitted land uses allowed in each category. This consistency finding is based on the Board of County Commissioners approval of the Comprehensive Plan Amendment HC/CPA 23-03, which proposes to change the Future Land Use category on site from Residential-4 to Residential-9. Per the Land Development Code, a life care treatment facility is allowed 2.5 residents per dwelling unit. Since the proposed use is a residential support use, density, not FAR, is calculated. The current proposed density of 200 bedrooms exceeds the maximum 101 bedrooms allowed on site per the existing Future Land Use Category of Residential-4. With the proposed Residential-9 Future Land Use Category a maximum of 227 bedrooms would be allowed on site.

Objective 17 and Policy 17.1 permit the development of residential support uses in all residential Future Land Use categories, subject to compatibility. The subject site is located in the RES-4 Future Land Use category and the proposed uses may be considered. Residential support uses are not subject to Commercial Locational Criteria in the Comprehensive Plan.

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 has submitted waivers to Sections 6.01.01, 6.04.03, 6.05.02, 6.05.02.K.3 and 6.11.56 of the Land Development Code. In addition, at the time of filing this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposal meets the intent of FLUE Objective 16 and its accompanying policies 16.1, 16.2, 16.3 and 16.10 that require new development, infill, and redevelopment to be compatible to the surrounding area in character, lot size, and density. Goal 12 and Objective 12-1 of the Community Design Component (CDC) in the FLUE requires new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. Policy 1.1.8 of the Housing Section encourages a variety of housing types. In this case, the surrounding land use pattern is mostly low density single-family residential, public institutional, vacant, agricultural and a mobile home park. The proposed residential support uses will complement the surrounding area. The applicant will be providing a 50 foot building setback on all sides of the subject site. On the eastern boundary is a 6 foot solid wooden fence. The narrative states a Mediterranean-style architecture will be applied to the building. The applicant has also agreed to conditions of approval that the structure will not exceed 48 feet in height and no more than 200 bedrooms or residents will be permitted.

The site is in the SouthShore Areawide Systems Plan. Per the plan, housing opportunities for all income groups should be maintained. The proposed rezoning would provide senior housing for the County. The plan also has transportation policies that promote interconnectivity and provide space for multimodal transportation. The proposed rezoning will include an internal network of pedestrian walkways and construction of a sidewalk along Sumner Road. The proposed rezoning meets the intent of the SouthShore Areawide Systems 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. The rezoning request is compatible with the existing development pattern in the 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 conditions by the Department of Development Services.

HILLSBOROUGH COUNTY 2021 AERIAL RZ PD 22-1706

<all other values>

Rezoning
STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

Tampa Service

Urban Service

Shoreline

County Boundary

Jurisdiction Boundary

Major Roads

Parcels

warm NATURAL LULUC, Wet Poly

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

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

AGRICULTURAL-1/10 (.25 FAR)

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

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

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

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

OC-20

RESEARCH CORPORATE PARK (1.0 FAR)

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

LIGHT INDUSTRIAL PLANNED (.50 FAR)

LIGHT INDUSTRIAL (.50 FAR)

HEAVY INDUSTRIAL (.50 FAR)

PUBLIC/QUASH-PUBLIC

NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

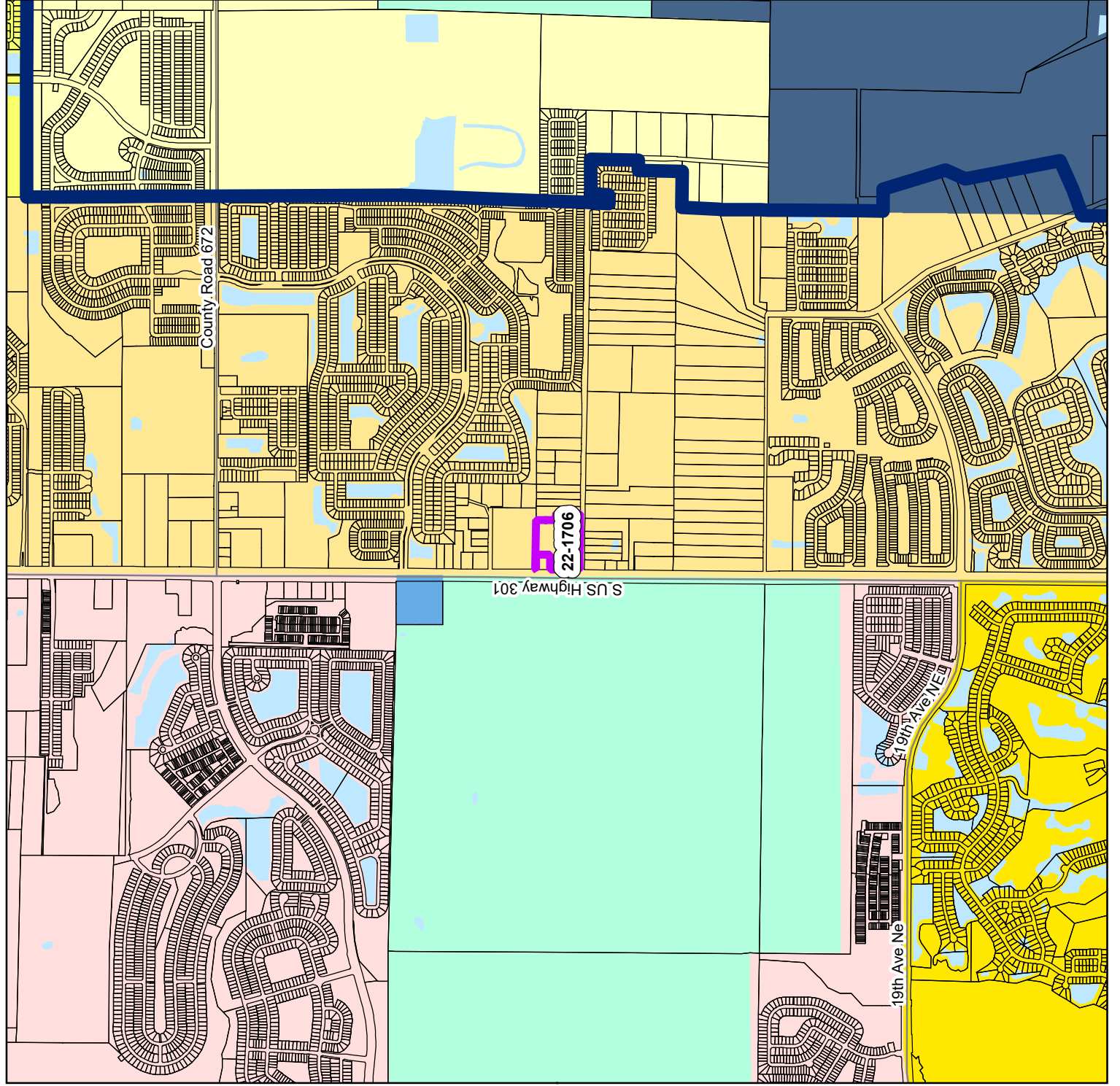
CITRUS PARK VILLAGE



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

ACCURACY: It is intended that the information shown on this map is accurate to the best of our knowledge and belief. However, such accuracy is not guaranteed by the Hillsborough County City/County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate website.

Map Printed from Rezoning System: 12/19/2022
Author: Beverly F. Daniels
File: G:\Rezoning\System\MapProjects\HC\Reg_H\Rezoning_Copy.mxd



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