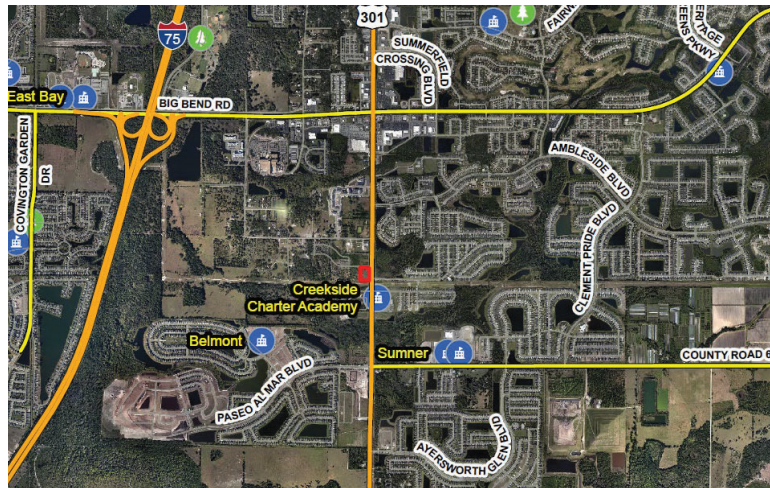


**1.0 APPLICATION SUMMARY**

Applicant: Southcreek, LLC  
 FLU Category: SMU-6 (Suburban Mixed Use – 6)  
 Service Area: Urban  
 Site Acreage: 2.53  
 Community Plan Area: Riverview  
 Overlay: None



**Introduction Summary**

Planned Development PD 04-1476 was approved in 2005 to allow for 106 single-family residential units. In 2012, major modification MM 12-0260 was approved to allow for a parking area for a nearby church property as well as 70,000 square feet (SF) of business professional office (BPO) use to be allowed on the located on the west side of US Highway 301 at the intersection of Alder Green Drive. Accordingly, the BPO uses are allowed on the two parcels located on the north and south side of Alder Green Drive currently identified with property folio numbers 77771.9438 and 77771.9439. Major Modification MM 22-0860 was approved on January 10, 2023 to allow for a mix of BPO uses with up to 21,000 square feet of specific commercial uses to be allowed such that the total gross floor area (GFA) for the property with folio number 7771.9438 (NWC Alder Green and US 301) would be limited to 42,000 SF.

The applicant is requesting a modification for the property located at the southwest corner of the Alder Green Drive and US Highway 301 intersection to allow up to 8,357 square feet GFA of the approved entitlements of BPO use to be developed for a sit-down restaurant/eating establishment use. The subject property is currently under construction for a 10,127 SF child care facility and is approved for a 15,271 SF office building. If MM 23-0578 is approved, the applicant would forgo the construction of the office building in order to construct the eating establishment.

Existing Approval(s)	Proposed Modification(s)
Business Profession Office uses not to exceed 70,000 SF within the PD.	To allow up to 8,357 SF GFA of sit down restaurant/eating establishment use to be substituted for BPO use on the property with folio number 77771.9439. Reduce the overall BPO entitlements for the PD from 70,000 SF to 60,484 SF.

**Additional Information**

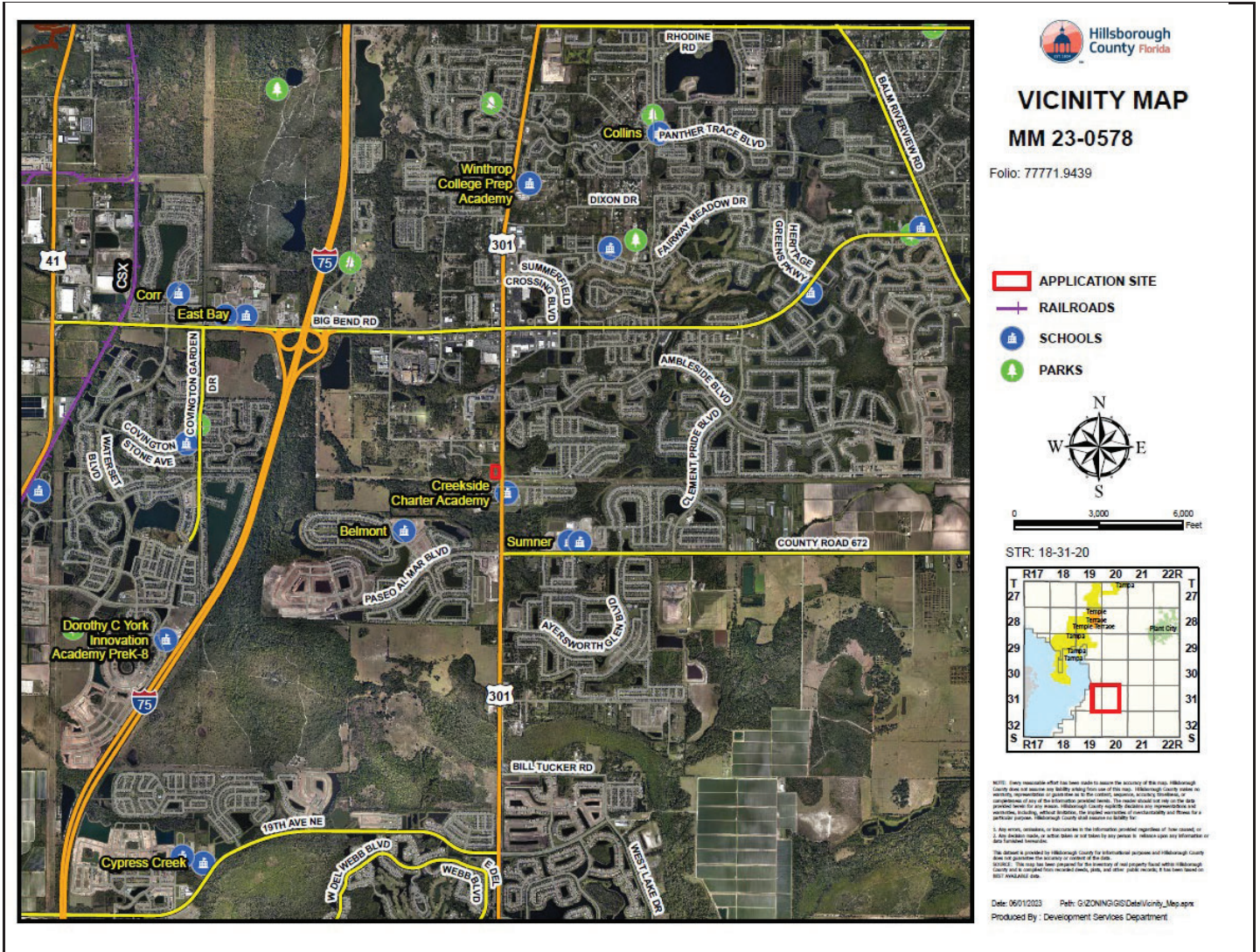
PD Variation(s)	None
Waiver(s) to the Land Development Code	None

<b>Planning Commission Recommendation</b> Consistent	<b>Development Services Recommendation</b> Approvable, subject to proposed 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 west side of US Highway 301 between Alder Green Road and Simmons Loop, approximately 0.8 miles south of the Big Bed Road and US Highway 301 intersection. The mix of uses in the vicinity include warehousing, a religious institution, and single-family residential.

North: the property to the north of Alder Green is approved for BPO use with up to 21,000 SF GFA of restricted CN uses.

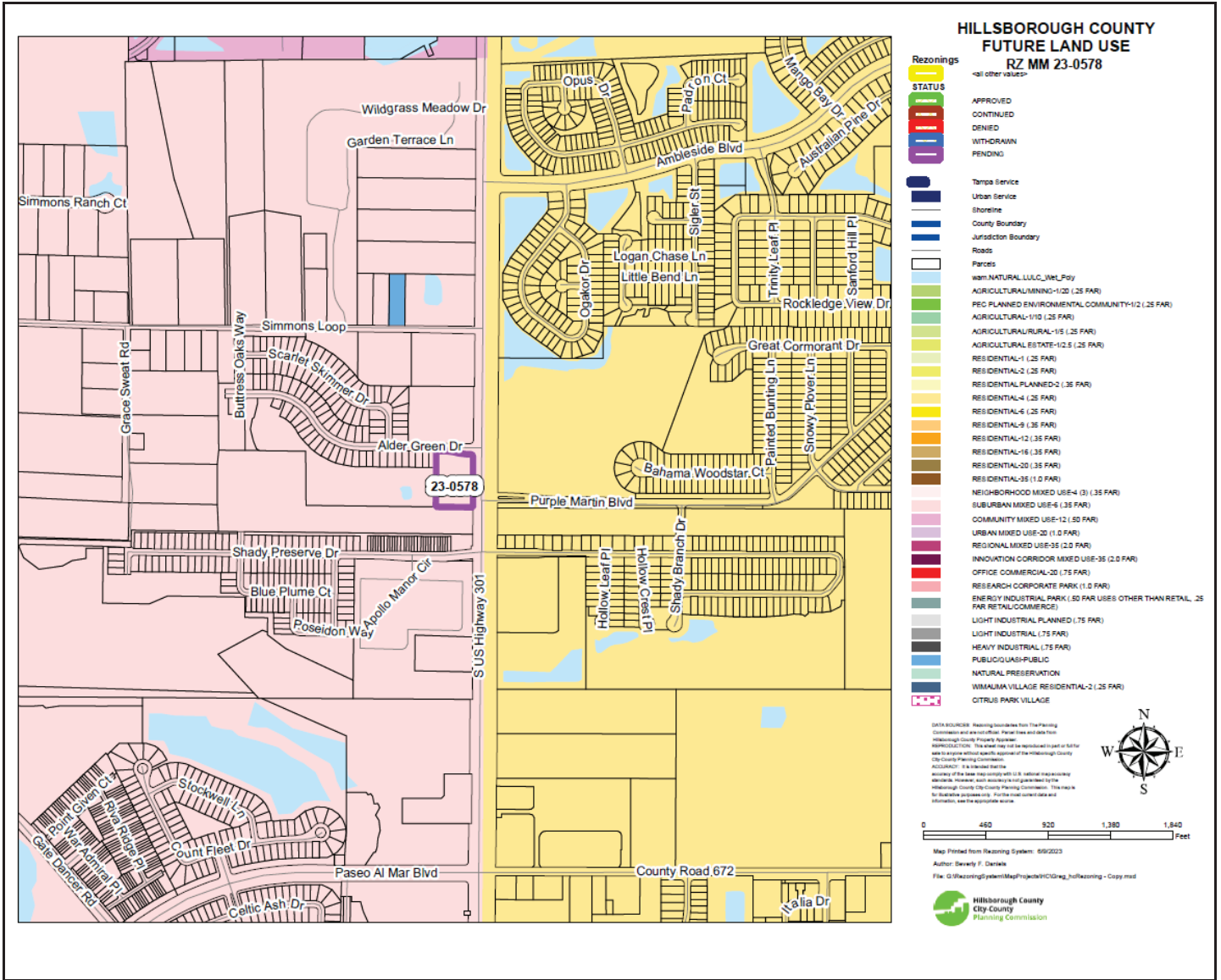
South: the adjoining property to the south is developed for utility transmission line use

East: opposite US Highway 301 to the east lies a PD with 380 single-family dwellings and 40.2 acres of wetlands.

West: the adjoining properties to the west are developed for stormwater and a 7-space parking area; the remaining 106 properties located to the west and northwest of the subject property are developed for single-family dwellings and are located within the same PD.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map

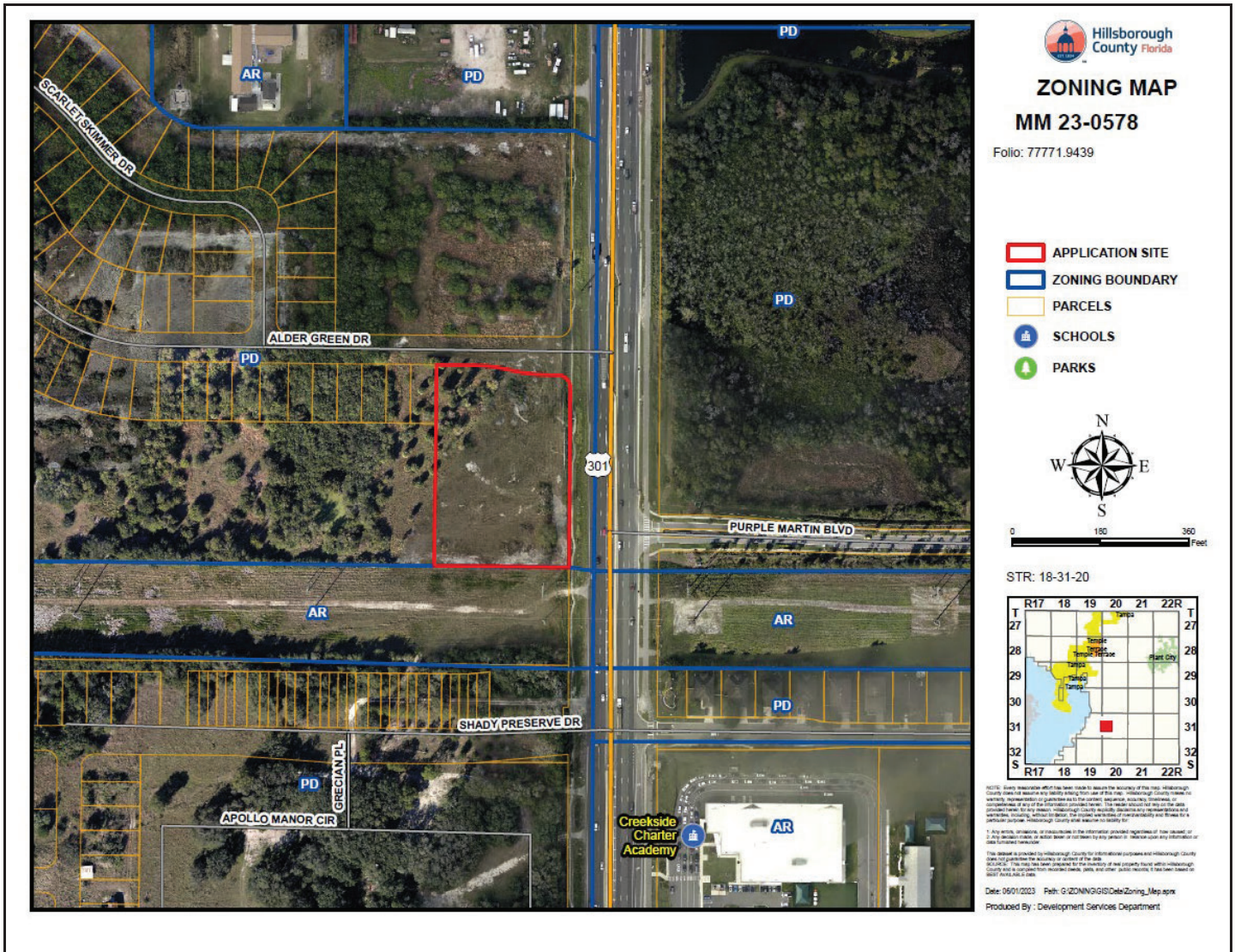


Subject Site Future Land Use Category	SMU-6
Maximum Density/FAR	DU per GA: 6 FAR: 0.25
Typical Uses	Residential, suburban scale neighborhood commercial, office, research corporate park, light industrial multi-purpose and clustered residential and/or mixed uses where appropriate.



## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.3 Immediate Area Map



#### Adjacent Zonings and Uses

Location	Zoning	Maximum Density/FAR Permitted by Zoning	Allowable Use	Existing Use
North	PD 04-1476	DU per GA: 2.69 FAR: 0.25	BPO & Restricted CN	Vacant
South	AR	1 DU/5 GA FAR: NA	Utility	Public Utility
East	PD 14-0422	DU per GA: 4.0 FAR: NA	Agriculture and related	Vacant
West	PD 04-1476	DU per GA: 2.69 FAR: 0.25	Single-family	Parking, Drainage, & Residential, Single-Family







**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
US Highway 301	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Alder Green Drive	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" 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	5,686	325	388
Proposed	5,930	80	618
Difference (+/-)	+244	+66	-7

\*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		None	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

**Design Exception/Administrative Variance**  Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

<b>INFORMATION/REVIEWING AGENCY</b>				
<b>Environmental:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Environmental Services Division	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <li><input type="checkbox"/> Wetlands/Other Surface Waters</li> <li><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</li> <li><input type="checkbox"/> Wellhead Protection Area</li> <li><input type="checkbox"/> Surface Water Resource Protection Area</li> <li><input type="checkbox"/> Potable Water Wellfield Protection Area</li> <li><input type="checkbox"/> Significant Wildlife Habitat</li> <li><input type="checkbox"/> Coastal High Hazard Area</li> <li><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</li> <li><input type="checkbox"/> Adjacent to ELAPP property</li> <li><input type="checkbox"/> Other _____</li> </ul>				
<b>Public Facilities:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Transportation</b> <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Transportation comments
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Impact/Mobility Fees</b>				
<b>Comprehensive Plan:</b>	<b>Comments Received</b>	<b>Findings</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Planning Commission</b> <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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	



## **5.0 IMPLEMENTATION RECOMMENDATIONS**

### **5.1 Compatibility**

Based on the adjacent zonings, the increased setback from 20 to 90 feet from the residential properties to the west, and the proposed restrictions to be placed on the eating establishment uses to include sit-down dining only, nonilluminated westward facing signage, and the limited hours of operation, staff finds the proposed major modification to PD 04-1476 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 site plan certification, applicant shall revise the PD site plan to:

1. Revise the site data table to the change total BPO square footage from 70,000 to 60,484 square feet.
2. PD site plan site data note #8 shall be revised to state that the 10,127 sf daycare use shall be limited to a maximum of 200 students.

**Approval** - Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted ~~October 21, 2022~~ August 17, 2023.

1. The project shall be allowed a maximum of 106 single family conventional homes, a maximum of ~~70,000~~ 60,484 square feet of business professional office use, and parking area for a church. The parcel with folio number 77771.9438 shall be limited to 42,000 square feet of BPO uses, and may substitute up to 21,000 square feet of BPO uses with the specified CN uses listed below. The parcel with folio number 77771.9439 shall be limited to 18,484 square feet of BPO uses, and may substitute up to 8,357 square feet of BPO uses with a restaurant/eating establishment (sit down). The lot layout may be modified per the minor change provisions of the Land Development Code to accommodate right-of-way dedication for the road improvements that include a pond.

- 1.1 The following CN uses shall be permitted:

Apparel and shoe store;  
 Appliance store;  
 Art supply store;  
 Bank/credit union;  
 Barber/beauty shop;  
 Bicycle sales;  
 Book store;  
 Camera/photography store;  
 Drug store; with restricted hours of operation 6 am to 10 pm, and restricted to 10,000 sq. ft.;  
 Dry cleaners;  
 Eating establishments with drive-thrus shall be limited to 3,000 sq. ft. maximum, excluding kitchen/processing area; with restricted hours of operation 6 am to 10 pm  
 Furniture/home furnishings;  
 Florist shop;  
 Food product store up to 10,000 sq. ft.;  
 Grocery store up to 10,000 sq. ft.;  
 Hardware store up to 10,000 sq. ft.;  
 Jewelry store;  
 Mail and package services;  
 Newsstand;  
 Novelty and souvenir shop;  
 Optician/optical supplies;  
 Photography studio;  
 Printing services;  
 Restaurant/eating establishment (sit down);  
 Restaurant with drive-thru (not exceeding 3,000 square feet); with restricted hours of operation 6 am to 10 pm  
 Specialty Food store up to 10,000 sq. ft.;  
 Sporting good store up to 10,000 sq. ft.;  
 Supermarket up to 10,000 sq. ft.;  
 Tobacco shop;  
 Travel agency; and  
 Watch/clock/jewelry repair.

\*Only one (1) drive through operation/business shall be allowed on the site.

2. Except as required in 2.1 and 2.2 below, development standards shall be as follows:

Minimum lot size:	5,500 square feet
Minimum lot width:	50 feet
Minimum front yard setback:	20 feet (10 feet for front yards that function as side yards)
Minimum side yard setback:	5 feet (10 feet for 10,000-square-foot lots)
Minimum rear yard setback:	15 feet
Maximum lot coverage:	60 percent
Maximum height:	35 feet

Office use shall be developed per the Business Professional Office (BPO) development standards.

2.1 The following standards shall also apply to parcel with folio number 77771.9438:

2.1.1 Building setbacks shall be as follows:

- West: 100'
- South: 40'
- East: 0'
- North: 0'

2.1.2 Building(s) shall be architecturally finished on all sides.

2.1.3 A Type "B" buffer shall be installed along the western project boundary.

2.1.4 Buildings that have the specified CN uses shall not exceed one story in height.

2.1.5 Buildings that have the specified CN uses shall have pitched roofs.

2.1.6 The stormwater pond shall be located along the western boundary of the site.

2.1.7 A pedestrian sidewalk shall be located along the eastern edge of the stormwater pond(s), which shall connect to Alder Green Drive.

2.1.8 The specified CN uses are restricted to the northern 250 feet of the parcel.

2.2 The following standards shall also apply to parcel with folio number 77771.9439:

2.2.1 Building setbacks shall be as follows:

- West: 90' (minimum) (excluding dumpster enclosures)
- South: 0' (minimum); (maximum)
- East: 0' (minimum); 50 feet (maximum)
- North: 140' (minimum)

2.2.2 Building(s) shall be architecturally finished on all sides.

2.2.3 A Type "B" buffer shall be installed along the portion of the western project boundary adjacent to single-family residential uses, and shall, width-permitting, be designed as an enhanced buffer.

2.2.4 A restaurant/eating establishment (sit down) use shall not exceed one story in height.

2.2.5 A pedestrian sidewalk shall be provided, which shall connect to Alder Green Drive.

2.2.6 The specified restaurant/eating establishment (sit down) use shall be restricted to limited hours of operation from 6 a.m. to 10 p.m.

2.2.7 The specified restaurant/eating establishment (sit down) use shall comply with all lighting standards as outlined in Section 6.10.02 of the Land Development Code.

2.2.8 The specified restaurant/eating establishment (sit down) use shall contain no illuminated signage on the western building façade.



2.2.9 No drive-through facilities or walk-up pick-up windows shall be allowed in the sit-down eating establishment.


2.2.10 The proposed daycare use shall be limited to a maximum of 200 students.

3. A minimum .12-acre gathering space shall be provided within the development in the location indicated on the site plan. The project shall meet the community gathering space requirements of the LDC.
4. Buffering and screening shall be per the Land Development Code unless otherwise indicated herein.
  - 4.1 A buffer is required as shown on the site plan with additional plantings of trees on thirty foot centers, six feet high at time of planting and a hedge three feet tall at time of planting with a 75% opacity. Minimum width of the buffer on the west side of the entrance shall be 5 feet and the minimum width of the buffer on the east side of the entrance shall be 40 feet. The required sidewalk along Simmons Loop Road shall be permitted to be located within the 40' buffer subject to the approval of Hillsborough County. The type of vegetation to be planted will be coordinated with Hillsborough County Natural Resources Section prior to approval of the preliminary plat. The buffer area shall not be platted as part of individual lots and shall be owned and maintained by the homeowner's association or similar entity.
  - 4.2 Along the western property line adjacent to folio # 77757.0100, as shown on the general site plan, a minimum 5-foot buffer and the following screening shall be required: A 6-foot-high masonry wall setback a minimum of 3 feet from the property line. In the three feet between the property line and the masonry wall, Creeping Fig vines shall be planted every 3 feet on center with each plant having at least three runners at least 3 feet in length at the time of planting. Additionally, on the western property boundary adjacent to folio # 77757.0100, there shall be a row of evergreen shade trees which are not less than ten feet high at the time of planting, a minimum of two-inch caliper, and are spaced not more than 20 feet apart. The trees are to be planted within ten feet of the property line. A 50-foot landscaped or natural vegetative buffer shall remain adjacent to the remainder of the western property boundary until such time the adjacent properties (folios 77758.1000 & 77762.0100) are redeveloped in the form of receiving a platted subdivision approval. Once these folios receive plat approval, the developer may remove the 50-foot landscaped or natural buffer. If the developer intends to plat lots for the subject property prior to the adjacent properties receiving plat approval, the 50-foot landscaped or natural buffer shall not be platted as part of the lots for the subject property. The wall shall be constructed prior to site development work commencing. The wall and the buffer shall be maintained by the homeowners association.
  - 4.3 A 6-foot-high solid PVC fence shall be provided along the northern property boundary as shown on the site plan (adjacent to Simmons Loop Baptist Church).
5. The entrance to the development on U.S. 301 shall have a landscaped entrance median. At a minimum, an ornamental tree (as identified in the Hillsborough County Approved Tree and Hedge Material Lists) a minimum of 6 feet high at the time of planting and a Florida Grade #1 or better in quality shall be planted in the median. Lawn, low growing evergreen plants and evergreen ground cover shall cover the balance of the landscaped median.
6. The site shall have one full access connection of Alder Green Dr. The location shall align with the approved access connection for folio#77771.9439 on the south side of Alder Green Drive.
7. Daycares, gas stations and convenience stores shall be prohibited on the parcel with folio number 77771.9438.
8. Vehicular and pedestrian cross access shall be provided from folio# 77771.9438 to folio# 77764.0100.
9. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, cumulative project trip generation for folio 77771.9438 shall not exceed 3,165 daily trips or 237 AM peak hour trips or 301 PM peak hour trips. Should certain high trip generation uses be constructed by a developer, this cap will potentially result in an inability to construct the maximum approved entitlements. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on site, as well as a trip generation analysis of the existing, approved, and to be constructed uses in order to demonstrate that this cap has not been exceeded.

- Transportation impacts shall be quantified based on data from the latest edition of the Institute of Transportation Engineer's Trip Generation Manual, or as otherwise approved by Development Services staff where the Trip Generation Manual does not contain appropriate data.
10. ADA-compliant pedestrian connections shall be provided between the primary building entrance(s), parking areas, site arrival points and existing sidewalks along the project's frontage.
  11. A transit accessory pad including shelter, seating, trash receptacle, and bicycle rack shall be provided along the US 301 frontage subject to HART approval.
  12. The developer will be required to construct a minimum 5-foot wide ADA-compliant sidewalk connecting the primary entrance(s) of the proposed structure(s), parking areas, adjacent public transit facilities and each of the site arrival points, including cross access connections.
  13. Onsite parking and loading shall be provided for consistent with LDC, Sec. 6.05.
  14. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
  15. Cross-access for the development shall be required as shown as shown on the General Development Plan, unless otherwise approved by Hillsborough County.
  16. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Minor Roadway Connection and would require minimum internal access (the "throat") driveways 100 feet from the edge of pavement of the public roadway. If the project entrances are gated, additional throat depth may be required.
  17. If approved, the Developer shall comply with all rules and regulations as found in the Hillsborough County Land Development Code, and all other ordinances and standards in effect at the time of development.
  18. Sidewalks of a minimum width of five (5) feet shall be constructed within the right-of-way along all roadways adjacent to the property boundaries, except along the forty (40) foot landscape buffer adjacent to the south Simmons Loop. The required sidewalk may be permitted within this buffer subject to the approval of Hillsborough County. There shall also be sidewalks with a minimum width of five (5) feet constructed along both sides of all internal roadways.
  19. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
  20. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals. As such, a proposal to incorporate a stormwater management pond with a wetland system shall be reviewed in accordance with Chapter 1-11, Rules of the EPC.
  21. Prior to issuance of any future building or land alteration permits or other development, the wetland/other surface water lines must be delineated and surveyed. The special purpose survey must be submitted to EPC staff for approval and thereafter incorporated into all future site plan submittals, pursuant to the Hillsborough County Land Development Code (LDC).
  22. The acreage and/or location of the wetland areas and associated wetland setbacks may result in the applicant's inability to construct the project as envisioned, and it may be necessary to reduce the scope of the project and/or redesign the parcel configurations and infra-structure layout to avoid impacting the wetland/other surface water areas and their setbacks.
  23. 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.

- 24. 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.
- 25. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.
- ~~26. Water distribution system improvements will need to be completed prior to connection to the County's water system for the 21,000 square feet of specified CN uses approved through MM22-0860 (folio number 77771.9438). No building permits for the specific commercial use facilities shall be issued until the completion by the County of funded Capital Improvement Program projects C32001 - South County Potable Water Repump Station Expansion and C32011 - Potable Water In Line Booster Pump Station, and the projects are put into operation.~~
- ~~27.~~26. 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.

<b>Zoning Administrator Sign Off:</b>	 J. Brian Grady Fri Sep 8 2023 16:29:39
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**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.



**APPLICATION NUMBER: MM 23-0578**

ZHM HEARING DATE: SEPTEMBER 18, 2023

BOCC LUM MEETING DATE: NOVEMBER 7, 2023

CASE REVIEWER: SAM BALL

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

**8.0 SITE PLANS (FULL)**

**8.1 Approved Site Plan (Full)**

(see following page)





## 8.0 SITE PLANS (FULL)

### 8.2 Proposed Site Plan (Full)

(see following page)



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

## AGENCY REVIEW COMMENT SHEET

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**TO:** Zoning Technician, Development Services Department  
**REVIEWER:** Richard Perez, AICP  
**PLANNING AREA:** Riverview/South

**DATE:** 09/08/2023  
**AGENCY/DEPT:** Transportation  
**PETITION NO:** MM 23-0578

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- 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 ZONING APPROVAL**

#### Revised Conditions:

2.2.9 No drive-through facilities or walk-up pick-up windows shall be allowed in the sit-down eating establishment.

2.2.10 The proposed daycare use shall be limited to a maximum of 200 students.

#### Other Conditions:

- Prior to certification, the PD site plan site data note #8 shall be revised to state that the 10,127 sf daycare use shall be limited to a maximum of 200 students.

### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting to modify Planned Development (PD) 04-1476, as most recently amended by MM 22-0860, to allow for a development option for an 8,357-sf sit down eating establishment without drive-thru and 10,127 sf Day Care on +/- 2.53-acre phase of the existing PD, designated SMU-6 future land use category.

The site is located at the southwest corner of US 301 and Alder Green Dr. and allows for 28,000 square feet of Business Professional Office (BPO) uses.

The larger PD includes 106 single family detached units and 70,000 square feet of Professional Business Office (BPO) uses split between the subject property and a +/- 4.63-acre parcel on the north side of Alder Green Dr. The BPO uses may be exchanged for a limited range of Commercial Neighborhood uses listed in the existing conditions of approval.

The subject property currently has site construction plan approval, PI#6037, for a 10,127 sf Day Care, currently under construction, and a 15,271 sf Medical Office.



***Trip Generation Analysis***

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

The applicant’s site access analysis includes trip generation for the entire PD and is generally consistent with staff’s analysis.

**Approved PD Zoning Entitlements:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 200 Student Daycare (ITE LUC 565)	760	140	134
PD: 36,271 sf Medical Office (ITE LUC 720)	1,450	96	144
PD: 106 units, Single Family Detached (ITE LUC 210)	1,064	79	105
PD: 3,000 sf, Fast Food Restaurant - Drive Thru (ITE LUC 934)	1,402	134	100
PD: 18,500 sf, Strip Retail Plaza <40k sf (ITE LUC 822)	1,010	43	120
Total Trips	5,686	492	603
Internal Capture Trips	N/A*	124	172
Pass By Trips	N/A*	43	43
Net External Trips	5,686	325	388

**Proposed Modification (New Development Option):**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 200 Student Daycare (ITE LUC 565)	760	140	134
PD: 21,000 sf Medical Office (ITE LUC 720)	794	59	83
PD: 106 units, Single Family Detached (ITE LUC 210)	1,064	79	105
PD: 3,000 sf, Fast Food Restaurant - Drive Thru (ITE LUC 934)	1,402	134	100
PD: 18,500 sf, Strip Retail Plaza <40k sf (ITE LUC 822)	1,010	43	120
PD: 8,400 sf, High Turnover Restaurant (ITE LUC 932)	900	80	76
Total Trips	5,930	535	618

Internal Capture Trips	N/A*	88	156
Pass By Trips	N/A*	56	81
Net External Trips	5,930	391	381

**Trip Generation Difference:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference (+/-)</b>	<b>+244</b>	<b>+66</b>	<b>-7</b>

\*The software utilized by Transportation Review staff does not calculate Internal Capture or Pass By Trips for 24 hour two-way traffic volumes.

The proposed rezoning would generally result in an increase of trips potentially generated by development of the subject site by +240 average daily trips and +66 a.m. peak hour trips; and a decrease in the p.m. peak hour by -7 trips.

Additionally, the applicant’s traffic study conducted a functional class assessment of Alder Green Dr. to evaluate Alder Green Drive from US Hwy 301 to the commercial access to determine if the roadway meets the collector road criteria with the full development of the project. The assessment demonstrates that, based on the trip distribution of the project and the generalized worst-case scenario, total project traffic will not exceed the daily trip threshold for reclassification of Alder Green Drive to a collector roadway along the segment of roadway between the project entrance and US Hwy 301.

Staff notes that the proposed PD site plan does not state the maximum number of students (children) that the daycare use will serve. As such staff recommends a proposed condition of approval to cap the number of daycare students to 200 consistent with the applicant’s submitted trip generation and site access analysis. Additionally, staff proposes certain conditions of approval to ensure that the proposed eating establishment use excludes fast food restaurants and drive-thru facilities to remain consistent with what the applicant’s analysis studied.

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The site has frontage on US Highway 301 and Alder Green Dr.

US Highway 301

US Highway 301 is a 6-lane, divided FDOT arterial roadway in good condition. The roadway is characterized by +/- 12-foot lanes and approximately 177 feet of right of way. There is a sidewalk along the project frontage, bike lanes on both sides and a multi-use path on the east side along the roadway.

This segment of US 301 is designated in the Hillsborough County Corridor Preservation Plan as a 6-lane roadway. The 6-lane roadway segment has subsequently been built out. Therefore, no right-of-way preservation is necessary.

Alder Green Dr.

Alder Green Dr. is a recently constructed 2-lane, local road, characterized by a range +/-24 to 40 feet of pavement in good condition. The right-of-way on Alder Green Dr. in the vicinity of the project ranges from +/-60 to 76 feet. There are no bikelanes. There are sidewalks on both sides of the roadway.

**SITE ACCESS**

The PD site plan proposes utilize the full access connection on Alder Green Dr. approved under site construction plan PI# 6037, which aligns with the planned project driveway for folio#77771.9438 on the north side of Alder Green Dr.

The project does not meet warrants for site access improvements (i.e. turn lanes) at the project vehicular entrance due to the local roadway functional classification consistent with LDC, Sec. 6.04.04.D. As cited under the Trip Generation Analysis of this report, the applicant’s traffic engineer conducted additional evaluation of Alder Green Dr. existing trips, future trips from planned but unconstructed development, and the project traffic. The evaluation concluded that Alder Green Dr. will not qualify for reclassification to a collector roadway.

Per LDC, Sec. 6.03.09. C., at the time of site development, the PD is required to provide public transit facilities. Subject to HART approval, the PD will be required to provide a transit accessory pad including shelter, seating, trash receptacle, and bicycle rack along the US 301 frontage. The proposed PD site plan shows a general location the public transit facilities requirement can be met. Further coordination with FDOT will be required at the time of site development.

In accordance with LDC, Sec. 6.03.02, the developer will be required to construct a minimum 5-foot wide ADA-compliant sidewalk connecting the primary entrance(s) of the proposed structure(s), parking areas, adjacent public transit facilities and each of the site arrival points, including cross access connections.

Parking and loading shall be provided for consistent with LDC, Sec. 6.05 at the time of site construction plan review.

**LEVEL OF SERVICE (LOS)**

Level of Service (LOS) information is reported below.

Alder Green Dr. is not a regulated roadway within 2020 Hillsborough County Level of Service (LOS) Report.

<b>FDOT Generalized Level of Service</b>				
<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>LOS Standard</b>	<b>Peak Hr Directional LOS</b>
US 301	Rhodine Rd.	Balm 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)**

<b>Adjoining Roadways (check if applicable)</b>			
Road Name	Classification	Current Conditions	Select Future Improvements
US Hwy 301	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Alder Green Dr.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

<b>Project Trip Generation</b> <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	5,686	325	388
Proposed	5,930	80	618
Difference (+/-)	+244	+66	-7

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

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

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

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input 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 transportation comments.



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**Hillsborough County  
City-County  
Planning Commission**

<b>Unincorporated Hillsborough County Rezoning</b>	
<b>Hearing Date:</b> September 18, 2023	<b>Petition: 23-0578</b>
<b>Report Prepared:</b> September 6, 2023	<i>West of US Highway 301, and south of Simmons Loop</i>
<b>Summary Data:</b>	
<b>Comprehensive Plan Finding:</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use:</b>	<b>Suburban Mixed Use-6 (6 du/ga; 0.25 FAR)</b>
<b>Service Area:</b>	<b>Urban</b>
<b>Community Plan:</b>	<b>Riverview, SouthShore Areawide Systems</b>
<b>Requested Zoning:</b>	Major Modification (MM) to a Planned Development (PD) to permit a maximum of 20,127 sq. ft. of Business Professional Office (BPO) with up to 8,357 sq. ft. allowed for sit-down restaurant only
<b>Parcel Size (Approx.):</b>	2.52 +/- acres (109,771 sq. ft.)
<b>Street Functional Classification:</b>	Simmons Loop – <b>Collector</b> U.S. Highway 301 South – <b>Principal Arterial</b>
<b>Locational Criteria</b>	Not applicable
<b>Evacuation Zone</b>	None



## **Context**

- The 2.52+/- acre subject property is west of U.S. Highway 301, and south of Simmons Loop. The site is within the Urban Service Area and limits of the Riverview and SouthShore Areawide Systems Community Plans.
- The subject property is located within the Suburban Mixed Use-6 (SMU-6) Future Land Use classification. Typical allowable uses in this Future Land Use category include residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose, and clustered residential and/or mixed use projects at appropriate locations. Neighborhood Commercial uses shall meet locational criteria or be part of larger mixed use planned development. Office uses are not subject to locational criteria. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- Suburban Mixed Use-6 (SMU-6) designated parcels are to the south, north, and west. Residential-4 (RES-4) designated parcels are to the east of the site.
- The subject property is zoned Planned Development (PD) (04-1476). The properties immediately to the south, west, and east are zoned PD and are developed with vacant, single family residential, and public institutional. To the north is Major Modification 22-0860 which was approved for CN uses on the northern half and BPO use on the southern half of the property. The site further to the north has PD (18-0176) zoning and is currently used as light industrial.
- The applicant is requesting a Major Modification (MM) to a Planned Development (PD) to permit a maximum of 20,127 sq. ft. of Business Professional Office (BPO) with up to 8,357 sq. ft. allowed for sit-down restaurant only.

## **Compliance with Comprehensive Plan:**

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

## **FUTURE LAND USE ELEMENT**

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

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

***Policy 1.4:*** 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.

## **Neighborhood/Community Development**

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

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

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

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

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

- a) the creation of like uses; or*
- b) creation of complementary uses; or*
- c) mitigation of adverse impacts; and*
- 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.*

## **MIXED USE LAND USE CATEGORIES**

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

**Policy 19.3:** *Incentives for Mixed Use*

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

*Parking structures shall not count towards the FAR for projects that include 3 or more land uses or vertically integrate two land uses.*

*Projects that either include 3 or more land uses or vertically integrate two land uses may utilize a density bonus to the next higher land use category or the following FAR bonus:*

*Property with a Future Land Use Category of 35 units per acre and/or 1.00 FAR and higher and within the USA – may increase up to 50 units and/or an additional .50 FAR*



*Property within a Future Land Use Category of 9 units per acre and/or .5 FAR and higher and within the USA – Increase in FAR by .25*

*Property within a Future Land Use Category of 4 units per acre and/or .25 FAR and higher and within the USA – Increase in FAR by .10*

*When considering mixed use projects of 3 or more land uses, a different housing type (multi-family, attached single family or detached single family) may be considered as one of the uses.*

### **Commercial-Locational Criteria**

**Objective 22:** *To avoid strip commercial development, locational criteria for neighborhood serving commercial uses shall be implemented to scale new commercial development consistent with the character of the areas and to the availability of public facilities and the market.*

**Policy 22.10:** *The Locational Criteria outlined in Policy 22.2 will not apply in the following instances:*

*where proposed neighborhood commercial uses are proposed as part of a Traditional Neighborhood Development meeting the requirements of this plan and the adopted land development regulations for Traditional Neighborhood Development; or*

*in large mixed use developments within the mixed use future land use categories (typically over 40 acres in size).*

### **Community Design Component**

#### **4.0 COMMUNITY LEVEL DESIGN**

#### **4.3 COMMERCIAL CHARACTER**

**GOAL 9:** *Evaluate the creation of commercial design standards in a scale and design that complements the character of the community.*

**Policy 9-1.2:** *Avoid "strip" development patterns for commercial uses.*

**Policy 9-1.3:** *New commercial zoning is encouraged to locate at activity centers and commercial redevelopment areas.*

#### **5.0 NEIGHBORHOOD LEVEL DESIGN**

#### **5.1 COMPATIBILITY**

**OBJECTIVE 12-1:** *New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.*

**Policy 12-1.4:** *Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.*

#### **7.0 SITE DESIGN**

#### **7.1 DEVELOPMENT PATTERN**

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

**LIVABLE COMMUNITIES ELEMENT: Riverview**

*Vision Concept*

*Physically, Riverview is a diverse community sharing the characteristics of both suburban and rural areas, loosely defined by historical development patterns and predominant land uses. The Advisory Committee and the Planning Team addressed these issues and illustrated their vision graphically by developing the “Riverview District Concept Map”. See attached figure 10.*

*It identifies distinct visions for the Riverfront, Downtown, Highway 301, Residential, Industrial, Open Space, and Mixed Use districts. These unique districts reflect community assets and guide development.*

**1. Highway 301 Corridor District Vision**

*Visitors and residents know they have arrived in Riverview as they pass through gateway entrances. This is a mixed-use area with high densities and a variety of businesses. The gateways are the beginning of a pleasant drive or walk along well maintained, tree lined streets with center medians, bike lanes, sidewalks, crosswalks, adequate lighting and traffic signals. Strict traffic laws are enforced to protect the pedestrian and bicycle-friendly environment. The retail and commercial businesses have benefited from the redesign of the US 301 corridor. The historical buildings have been marked and maintained to indicate their historical importance.*

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

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

1. **Hwy 301 Corridor** – *Provide a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival.*

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

- *Protect the capacity of low-volume neighborhood and uncongested roads.*
- *Explore opportunities for constructing a bridge across the Alafia as an alternative north-south transportation route.*
- *Prioritize and improve major connector roadways and intersections to improve safety and efficiency concurrently as the community grows.*
- *Provide sidewalks, pedestrian crossings, bike lanes, and connections to the Hillsborough County Greenway and Trail Master Plan, and extend crossing signal times and use traffic calming techniques along major thoroughfares.*
- *Expand mass transit, such as more bus stops and routes and park and ride facilities.*

- Diligently enforce traffic speed laws.
- Provide safe and efficient emergency evacuation routes.
- Continue to implement the Livable Roadways strategies and "Guidelines for Landscaping Hillsborough County Roadways" (or updated replacement documents) for enhancing the appearance of major roadways (such as Boyette Road, US 301, Riverview Drive and Balm-Riverview Road).
- Encourage increased participation in Keep Hillsborough County Beautiful Program (KHCB).
- Implement access management standards such as frontage roads, joint access points, rear lot access points, and managed turning movements.
- Discourage speeding and cut-through traffic by designing roadways with traffic calming measures and using appropriate design speeds to prevent implementation of reactive traffic calming techniques (i.e. speed humps) after construction).
- Coordinate with the Florida Department of Transportation and the County to ensure adequate notice, education and awareness of hazardous material truck and disposal routes and activities.
- Prepare and adopt a US Highway 301 Corridor Plan Overlay that also designates mixed-use town centers.
- Enhance the appearance of US Highway 301 with attractively landscaped medians, tree plantings, sidewalks and the provision of pedestrian-scale lighting.
- Establish east/west pedestrian crossings along US Highway 301 to facilitate access to retail opportunities and other destinations (i.e., library, school, neighborhoods). To this end, consider a pedestrian overpass and traffic calming techniques as options.
- Remove roadside vendors at busy intersections (Hwy. 301/Big Bend Road, Boyette Road and Balm Riverview Road).

## **LIVABLE COMMUNITIES ELEMENT: SOUTHSHORE AREAWIDE SYSTEMS PLAN**

### ***Economic Development Objective***

*The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.*

***The community desires to pursue economic development activities in the following areas:***

#### ***1. Land Use/ Transportation***

- Analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)*
- Recognize preferred development patterns as described in individual community plans, and implement the communities' desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.*
- Utilize the Hillsborough County Competitive Sites Program to identify potential competitive sites (e.g. SouthShore Park DRI).*
- Analyze potential new economic sites,(e.g. Port Redwing) based on development*
- Support the potential Ferry Study and auxiliary services around Port Redwing*
- Utilize Hillsborough County Post Disaster Redevelopment Plan*

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

The 2.52 +/- acre subject property is west of U.S. Highway 301, and south of Simmons Loop. The site is within the Urban Service Area and the limits of the Riverview and SouthShore Areawide Systems Community Plans. The applicant is requesting a Major Modification (MM) to a Planned Development (PD) to permit a maximum of 20,127 sq. ft. of Business Professional Office (BPO) with up to 8,357 sq. ft. allowed for sit-down restaurant only.

Appendix A contains a description of the character and intent permitted in each of the Future Land Use categories. The Suburban Mixed Use-6 (SMU-6) Future Land Use category is present to the south, north, and west. Residential-4 (RES-4) designated parcels are to the east of the site. The subject property is zoned Planned Development (PD). The properties immediately to the south, west, and east are zoned PD and are undeveloped, single family residential, and public institutional. To the north is a PD zoning developed with light.

The intent of the SMU-6 Future Land Use category states the following: “urban/suburban in intensity and density of uses, with development occurring as the provision and timing of transportation and public facility services necessary to support these intensities and densities are made available”. Suburban Mixed Use-6 (SMU-6) allows for residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use projects at appropriate locations. Projects that are 20 acres or greater in the Suburban Mixed Use-6 (SMU-6) Future Land Use must demonstrate a mix of land uses in accordance with Policy 19.1. Per Objective 8, Future Land Use categories outline the maximum level of intensity or density and range of permitted land uses allowed in each category. The site is within the Suburban Mixed Use-6 (SMU-6) Future Land Use category, by which suburban scale neighborhood commercial is limited to 175,000 sq. ft. or 0.25 FAR, whichever is less intense. The proposed development would provide for two possible options. One option is to develop all of the property with BPO use up to 20,127 sq. ft. and the other option is to develop 8,357 sq.ft. for a sit-down restaurant only. Per the applicant’s site plan dated August 2, 2023, a 10,127 sq.ft. daycare is under active construction at the moment. The remainder of the property is proposed to have a 8,357 sq.ft. sit-down restaurant or an option to develop with additional BPO uses. In either scenario the proposed square footage does not exceed the maximum FAR per the SMU-6 Future Land Use.

Per Policy 22.10, large mixed-use developments within the mixed-use Future Land Use categories are exempt from Commercial-Locational Criteria (CLC). The subject property is within the SMU-6 Future Land Use category and is part of a larger mixed-use development that contains single-family residential, commercial neighborhood (CN) and business professional office (BPO) uses. The subject site is in PD zoning 04-1476 and is proposing commercial general (CG) use which is an additional use to the mixed-use PD. Therefore, the proposed request does not change the mixed-use PD qualifying uses and therefore is subject to an exemption from CLC.

The proposed rezoning meets the intent of FLUE Policy 1.4 with respect to compatibility with the surrounding area. According to 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.”* The proposal does meet the intent of the Neighborhood Protection Policies (FLUE Objective 16 and FLUE Policies 16.1, 16.2, and 16.3). According to the adopted policy direction, established neighborhoods should be protected by restricting incompatible land uses through locational criteria for the placement of non-residential uses and limiting commercial development in residential land use categories to neighborhood scale (FLUE Policy 16.1). Objective 12-1 of the Community Design Component (CDC) requires new development to complement the surrounding land uses and be designed in a way that is compatible. FLUE Policy 17.7 also requires the mitigation of adverse effects of development on surrounding properties. There are existing single family residential properties immediately to the west, which poses a compatibility concern.

To address compatibility concerns, the applicant has proposed to shift the proposed building 90 feet from the west property boundary. Furthermore, the site plan indicates a 20 foot landscape buffer, type B screening, with additional enhancements per Condition 2.2.3. All of these restrictions are documented in the conditions of approval and are essential to the Planning Commission staff’s consistency finding. Based on these mitigation measures, the proposal is consistent with Objective 12-1 and Objective 16 and Policies 16.1, 16.2, 16.3, and 17.7.

Per FLUE Policy 9.2, developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County. At the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The subject site is located within the limits of the Riverview and SouthShore Areawide Systems Community Plans. The site is located in the U.S. Highway 301 corridor district of the Riverview Community Plan, which is a mixed-use area with high densities, containing a variety of businesses. The plan encourages a safe, attractive, and efficient corridor system. The proposed commercial uses would provide a mix of uses and a variety of businesses along the U.S. Highway 301 corridor. Per the site plan, pedestrian access is observed at the northwest property boundary, and 5 foot sidewalks are proposed along all external street frontages. With both of these elements, the project would suffice for pedestrian connectivity which meets the intent of Goal 4 of the Riverview Community Plan for the transportation system and the SouthShore Areawide Systems Plan transportation objective. The SouthShore Areawide Systems Plan has no specific language relevant to commercial uses for this proposed development. However, it does have language per the Economic Development section on recognizing preferred development patterns and implementing the communities’ desires to the greatest extent possible (activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity). As stated above, the proposed intensity and scale of the development would be compatible with the existing adjacent single family residential development pattern.

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

**Recommendation**

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

# HILLSBOROUGH COUNTY FUTURE LAND USE

RZ MM 23-0578

Rezoning Status Legend

- APPROVED (Yellow)
- CONTINUED (Green)
- DENIED (Red)
- WITHDRAWN (Blue)
- PENDING (Purple)

Map Symbols Legend

- Tampa Service (Dark Blue)
- Urban Service (Medium Blue)
- Shoreline (Light Blue)
- County Boundary (Dashed Blue)
- Jurisdiction Boundary (Dotted Blue)
- Roads (Black)
- Parcels (Thin Grey)

Land Use Legend

- WATER NATURAL LULUC\_Wet\_Poly (Light Blue)
- AGRICULTURAL/MINING-120 (.25 FAR) (Light Green)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR) (Light Green)
- AGRICULTURAL-1/10 (.25 FAR) (Light Green)
- AGRICULTURAL/RURAL-1/5 (.25 FAR) (Light Green)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR) (Light Green)
- RESIDENTIAL-1 (.25 FAR) (Light Green)
- RESIDENTIAL-2 (.25 FAR) (Light Green)
- RESIDENTIAL PLANNED-2 (.35 FAR) (Light Green)
- RESIDENTIAL-4 (.25 FAR) (Light Green)
- RESIDENTIAL-6 (.25 FAR) (Light Green)
- RESIDENTIAL-9 (.35 FAR) (Light Green)
- RESIDENTIAL-12 (.35 FAR) (Light Green)
- RESIDENTIAL-16 (.35 FAR) (Light Green)
- RESIDENTIAL-20 (.35 FAR) (Light Green)
- RESIDENTIAL-35 (1.0 FAR) (Light Green)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR) (Light Green)
- SUBURBAN MIXED USE-6 (.35 FAR) (Light Green)
- COMMUNITY MIXED USE-12 (.50 FAR) (Light Green)
- URBAN MIXED USE-20 (1.0 FAR) (Light Green)
- REGIONAL MIXED USE-35 (2.0 FAR) (Light Green)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR) (Light Green)
- OFFICE COMMERCIAL-20 (75 FAR) (Light Green)
- RESEARCH CORPORATE PARK (1.0 FAR) (Light Green)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE) (Light Green)
- LIGHT INDUSTRIAL PLANNED (75 FAR) (Light Green)
- LIGHT INDUSTRIAL (75 FAR) (Light Green)
- HEAVY INDUSTRIAL (75 FAR) (Light Green)
- PUBLIC/QUASIPUBLIC (Light Green)
- NATURAL PRESERVATION (Light Green)
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR) (Light Green)
- CITRUS PARK VILLAGE (Light Green)

Map Information

Map Printed from Rezoning System: 6/9/2023  
 Author: Beverly F. Daniels  
 File: G:\Rezoning\System\MapProjects\HC\0624\_HRRezoning\_Copy.mxd

Scale: 0 to 1,840 Feet

