



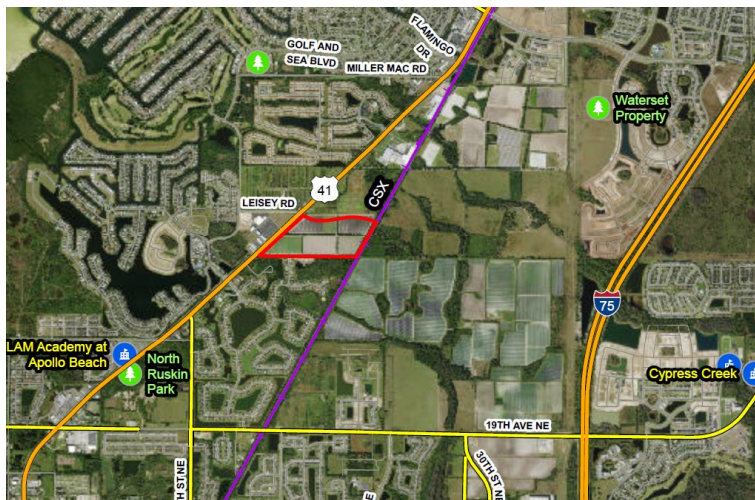
PD Modification Application: MM 22-1228

Zoning Hearing Master Date: January 17, 2023

BOCC Land Use Meeting Date: March 14, 2023

1.0 APPLICATION SUMMARY

Applicant: Council Bay Farms
 FLU: Office Commercial – 20 (OC – 20)
 Category: Suburban Mixed Use – 6 (SMU – 6)
 Service Area: Urban
 Site Acreage: 66.83
 Community Plan Area: Apollo Beach
 Overlay: None



Introduction Summary

PD 06-1035 was approved in 2007 to allow for 71.1 acres located along the east side of N US Highway 41 (N US 41) to the south of Leisey Road to be developed with up to 300,000 square feet (SF) of Commercial Intensive (CI) uses, and 335,000 SF of office (BPO), flexspace uses, personal services, minor industrial, RCP, warehousing, and open storage. The applicant is requesting a modification to: reduce the maximum entitlements on the property from the currently approved Commercial Intensive uses of 300,000 square feet to 230,000 square feet; to eliminate the currently approved 335,000 square feet of BPO, warehouse, open storage, RCP and personal service uses and replace it with 303 multi-family dwelling; and to modify the boundaries between Pods A and B.

Existing Approval(s)	Proposed Modification(s)
Site development to allow up to 300,000 SF of CI uses without open storage within Pocket A.	Site development to allow up to 230,000 SF of CI uses without open storage within Pocket A.
Site development to allow up to 335,000 square feet of BPO with flex space, personal services, minor industry within completely enclosed buildings, RCP, warehousing, and open storage within Pocket B.	Site development to allow up to 303 multi-family dwelling units within Pocket B.

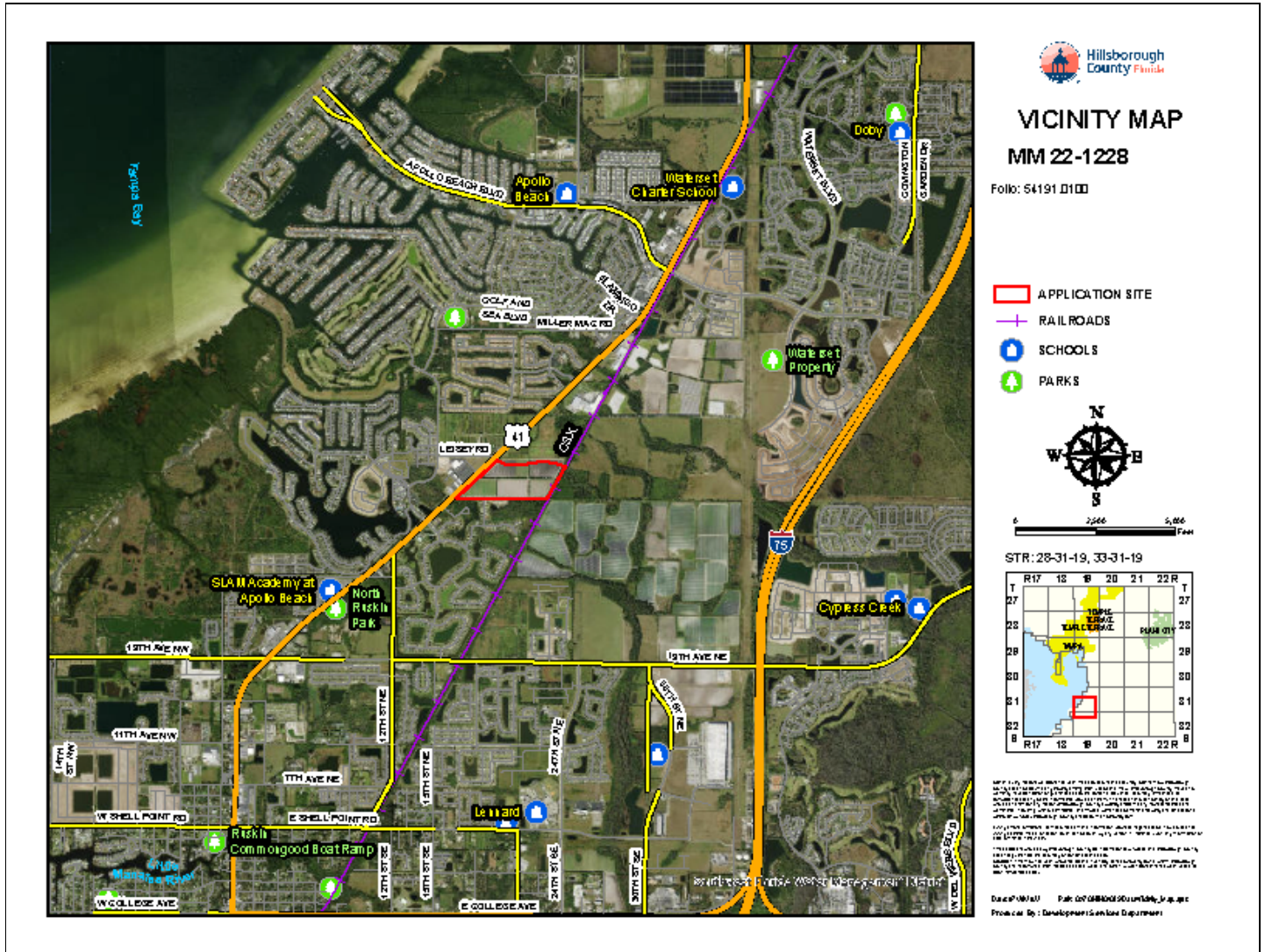
Additional Information

PD Variation(s)	Section 6.05.02 – Parking and Loading Standards A variation to allow a 4.0 spaces per 1,000 SF where 5.0 spaces per 1,000 square feet is required.
Waiver(s) to the Land Development Code	None

Planning Commission Recommendation Consistent	Development Services Recommendation 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 at the southeast corner of the N US 41 intersection and Leisey Road (Brandermill Road). The uses in the immediate vicinity include single-family residential, auto repair, shopping center, railroad right-of-way, acreage, and vacant lands.

The properties to the west are separated by 182-foot of N US 41 right-of-way and are zoned PD 98-1513. The uses to the west include a shopping center, auto repair, vacant residential and vacant commercial land.

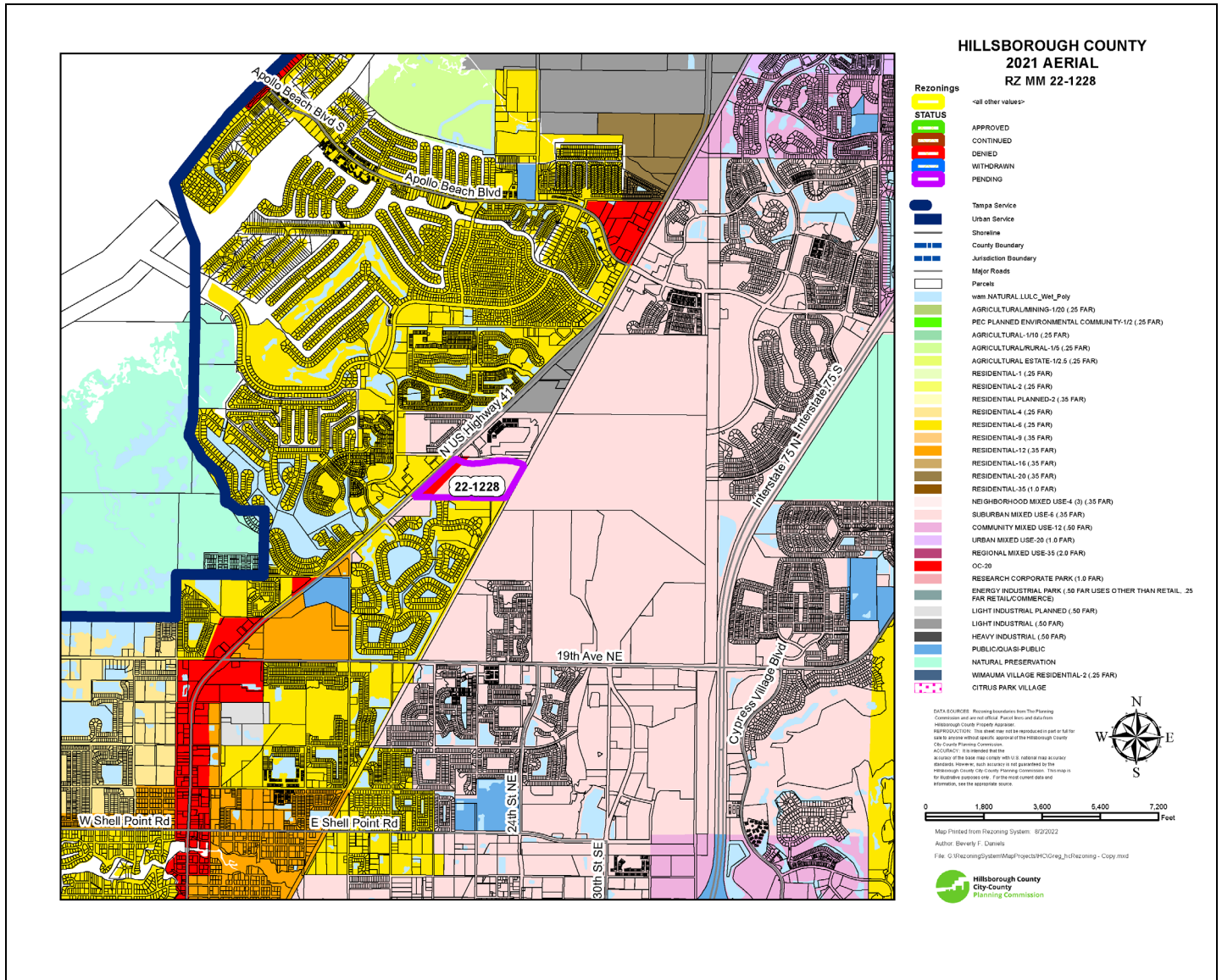
The adjoining properties to the south are zoned PD 00-1167 and PD 05-1951, The PD 00-1167 property abuts the majority of the southern property boundary and is developed for single-family residential use. The remaining southern boundary abuts a planned development (PD 05-1951) that is approved for a mix of commercial uses and multi-family; the site is currently undeveloped.

The properties to the north are vacant lands that are zoned PD 06-0120 which allows for a mix of BPO, GC, and single-family and multi-family residential uses.

The subject property abuts a 100-foot wide railroad right-of-way to the east. The properties located on the opposite side of the railroad right-of-way, to the east, are part of a 1,626 acre planned development that allows for a town center and mixed use the development. The properties within the PD that abut the railroad right-of-way are designated for single-family, villa-duplex, and townhouse development with an allowable density up to six dwellings per acre.

2.0 LAND USE MAP SET AND SUMMARY DATA

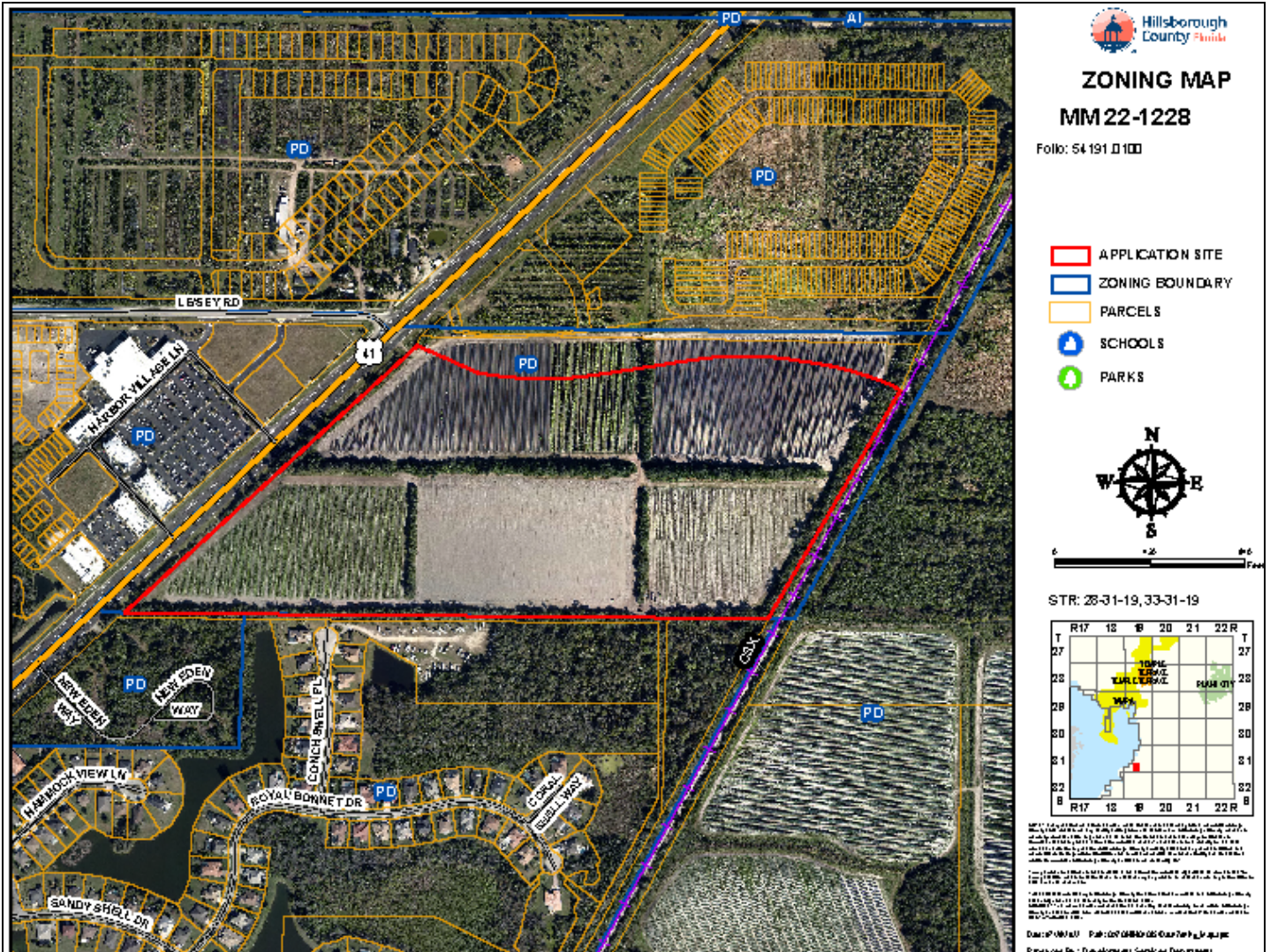
2.2 Future Land Use Map



<p>Subject Site Future Land Use Category</p>	<p>Office Commercial-20 (OC-20) Suburban Mixed Use-6 (SMU-6)</p>
<p>Maximum Density/F.A.R.</p>	<p>Office Commercial-20 (20 du/ga; 0.75 FAR) Suburban Mixed Use-6 (6 du/ga; 0.25/0.35/0.50 FAR)</p>
<p>Typical Uses</p>	<p>Typical uses in the OC-20 Future Land Use category are community commercial type uses, office uses, mixed use developments, and compatible residential uses.</p> <p>Typical uses in the SMU-6 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.</p>

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

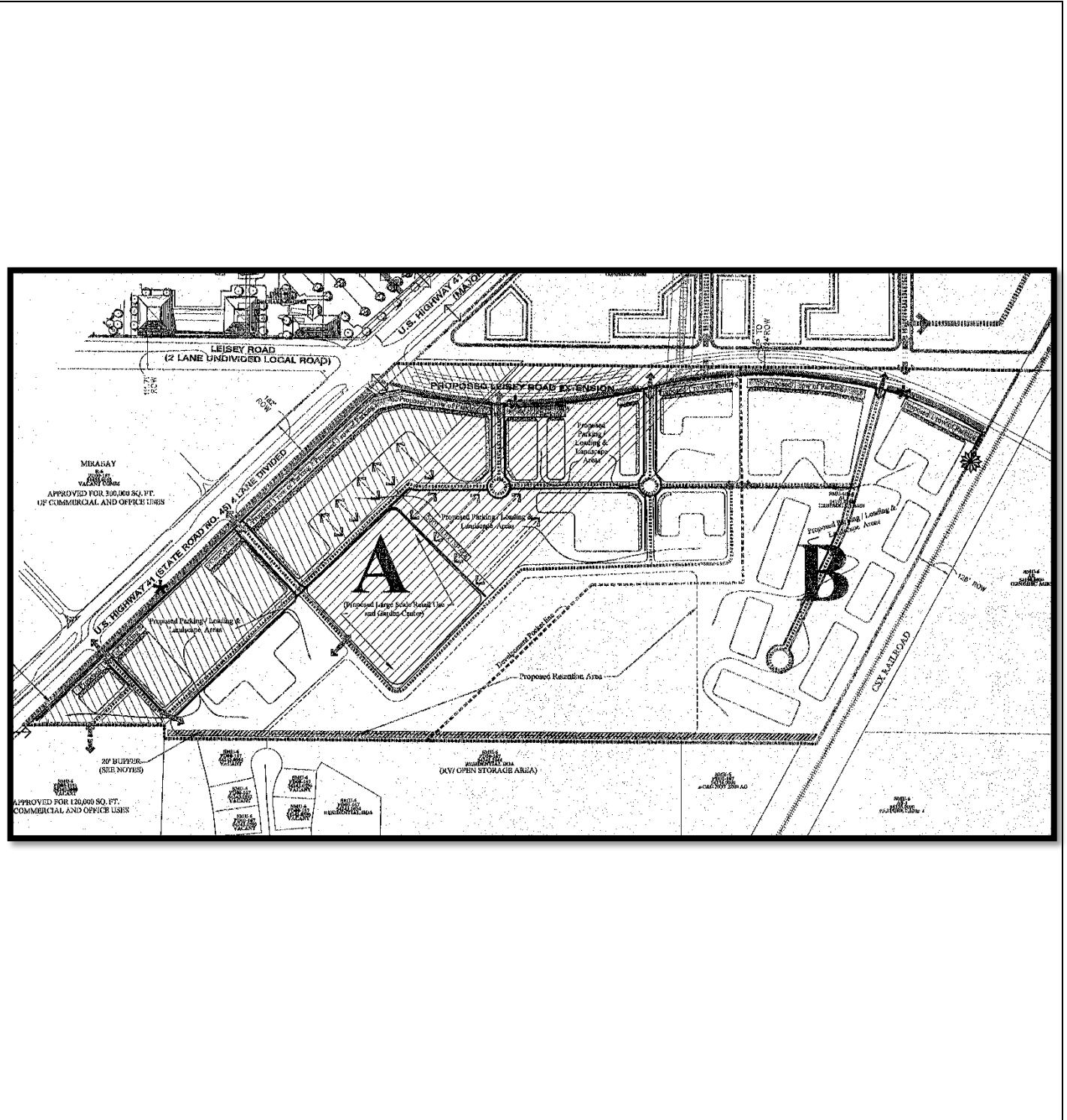


Adjacent Zonings and Uses

Location	Zoning	Maximum Density/F.A.R. Permitted by Zoning District	Allowable Use	Existing Use
North	PD 20-0329	3.97 du/1 ga FAR: 0.25	BPO, GC, single-family, multi-family residential	Vacant
South	PD 00-1167	1 du/ga FAR: 0.25	Single-family, multi-family, CG	Single-family, conventional
South	PD 05-1951	4.24 du/ga FAR: 0.30	BPO, GC, multi-family residential	Vacant
East	PD 14-0815	6 du/ga FAR: 0.25	Town center, mixed use commercial and residential	Vacant
West	PD 13-0591	20 du/ga FAR: 0.25	Town center, mixed use commercial, single-family, multi-family residential	Shopping center, automotive repair, vacant

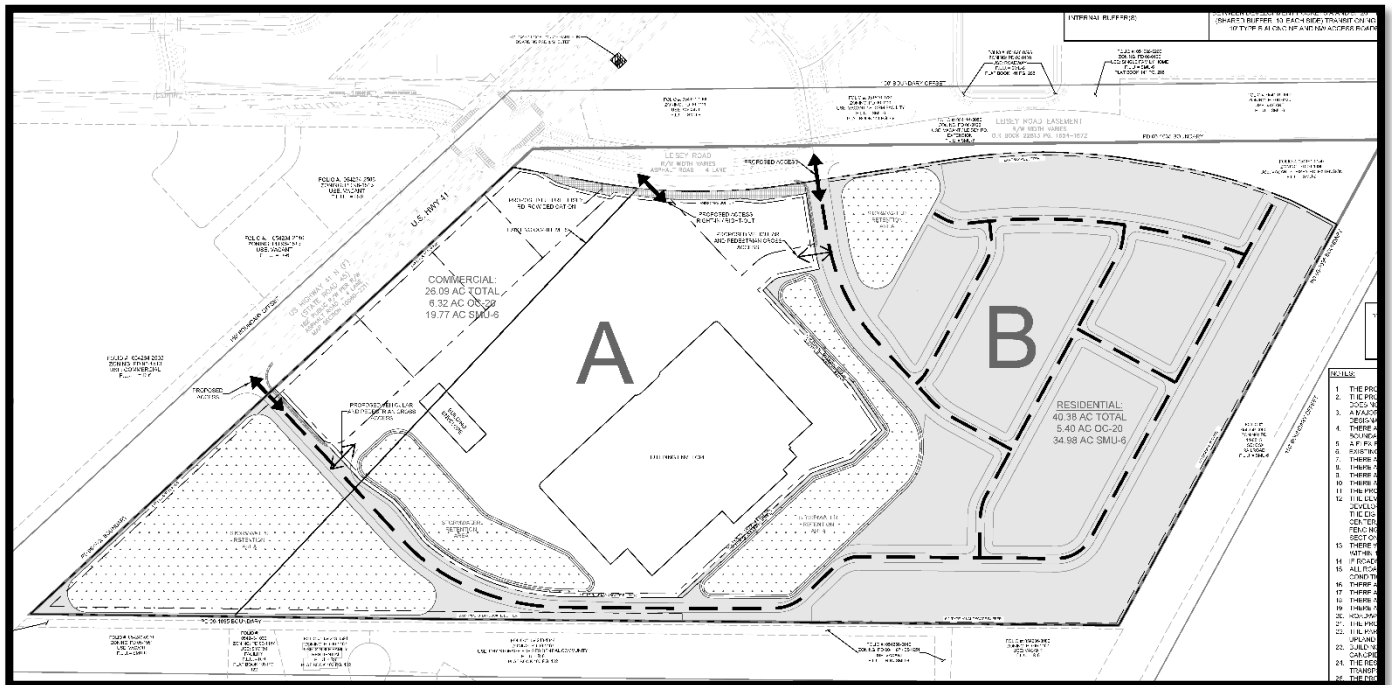
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
US 41	FDOT Principal Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Leisey Rd. (Improved Portions)	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	26,981	1,780	2,372
Proposed	21,540	1,258	1,777
Difference (+/-)	(-) 5,441	(-) 522	(-) 595

*Trips reported are gross external trips unless otherwise noted.

Connectivity and Cross Access Not applicable for this request

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

Design Exception/Administrative Variance Not applicable for this request

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" 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 checked="" 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 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	
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 type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	South County Statement of Record
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input 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: Urban Mobility, South Park/Fire - 303 multi-family units; 230,000 sf discount superstore				
Discount Superstore (per 1,000 sf) Mobility: \$14,708*230 = \$3,382,840 Fire: \$ 313*320 = \$ 100,160 Total: \$3,483,000	Fee estimate is based on a 1,200 square foot, Multi-Family Units 1-2 story Mobility: \$6,661 * 303 units = \$2,018,283 Parks: \$1,555 * 303 units = \$ 471,165 School: \$3,891 * 303 units = \$1,178,973 Fire: \$249 * 303 units = \$ 75,447 Total Multi-Family (1-2 story) = \$3,743,868			
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	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Based on the adjacent zonings and uses identified in the report, staff finds that the proposed reduction in allowable Commercial Intensive entitlements in conjunction with replacing 335,000 SF of BPO, warehouse, open storage, RCP and personal service use entitlements with 303 multi-family dwellings is compatible with the existing zoning districts and development pattern in the area. Additionally, staff finds that the result of the variation to reduce the required parking ratio from 5 spaces per 1,000 square feet to 4 spaces per 1,000 square feet for the 208,000 square-foot discount superstore would reduce the number required parking spaces from 1,040 spaces to 832 spaces, and would be in harmony with the purpose and intent of the Land Development Code.

5.2 Recommendation

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

6.0 PROPOSED CONDITIONS

Prior to PD site plan certification, applicant shall:

1. Modify the label reading “Proposed Access Right-In/Right-Out” to read “Proposed Right-in Only Access – See Conditions of Approval”.
2. Modify the labels reading “Proposed Vehicular and Pedestrian Cross Access” to read “Proposed Vehicular and Pedestrian Access/Interconnectivity”.
3. Modify the label reading “Proposed Access” at US 41 to read “Proposed Pedestrian and Left-In/Right-In/Right-Out Vehicular Access – See Conditions of Approval”.
4. Modify the label reading “Proposed future Leisey Rd. ROW Dedication” to read “Up to +/- 29 feet Right-of-way Dedication Per Hillsborough County Corridor Preservation Plan – See Conditions of Approval”.
5. The applicant shall revise the site plan to replace all instances of “R/W Width Varies” along Leisey Rd. with labels which read “Right-of-Way Width Varies Between ____ feet and ____ feet”. Additionally, the applicant shall show and label the locations of the minimum and maximum extents of variance.
6. The applicant shall update the adjacent PD zoning information to display accurate zoning information. For example, the applicant shows the PD to the south labeled at 05-1951 while the County’s zoning atlas (i.e. GIS viewer) indicates the correct number is # 20-1029.
7. Modify site note 11 to instead state “The project will be developed in phases. Vehicular and pedestrian interconnectivity to be provided between phase, and access points to Leisey Rd. and US 41 and shared by development within Pockets A and B.”
8. Modify site note 14 to state “Internal project driveways will be privately owned and maintained. Portions of driveways serving only multi-family uses may be gated. Any internal private roadways may be public or private and, if private, may be gated. All facilities within the project will be constructed to applicable Transportation Technical Manual (TTM) and LDC standards. All residential gates shall comply with Typical Detail – 9 within the TTM.” Staff notes that this change combines notes 14 and 24, so please delete note 24.
9. Modify site note 17 to add “Transit accommodations will be provided – see conditions of zoning approval.”
10. Delete the portion of note 25 indicating that ingress and egress is “conceptual”. Staff notes that PD zonings are site plan controlled zoning districts. Only minor deviations to project access are permitted at the time of plat/site/construction plan review. More substantial access changes or relocation will require a modification to the PD.
11. Add a note indicating that “Parking will be provided in accordance with Section 6.05 of the LDC and the PD variation approved concurrently with MM 22-1228 – see zoning conditions of approval.”
12. Delete the box and information within the box titled “Waiver Under MM-22-1228”.

Approval - Recommended zoning conditions are based on site plan received ~~November 7, 2006~~ December 28, 2022.

1. The project shall be permitted the following development options:
 - 1.1 Pocket A – ~~300,000~~ 230,000 square feet of the uses allowed in the Commercial Intensive (CI) zoning district (Includes Large Scale Retail Development, Single Tenant Big Box, Includes Garden Center) No Open Storage, except as provided in the Land Development Code (LDC) Section 6.11.106 for Large Scale Retail Development, Single Tenant Big Box
 - 1.2 Pocket B – ~~335,000 square feet of the following uses:~~ 303 Multi-family units

- ~~— Business, Professional Offices Uses (Includes Flex Space Uses)~~
- ~~— Personal Services~~
- ~~— Minor Industry (Within completely Enclosed Buildings)~~
- ~~— Research Corporate Park~~
- ~~— Warehousing~~
- ~~— Open Storage~~

2. The project shall be subject to the Apollo Beach Community Plan and Pocket A shall follow the Land Development Code (LDC) Development Standards of the Commercial Intensive (CI) zoning district and, where applicable, LDC Section 6.11.106 – Large Scale Retail Development (Single Tenant Big Box), unless otherwise stated herein:
3. All large scale retail development other than the within Pocket A shall be developed pursuant to LDC Section 6.11.106 Large Scale Retail Development. All other Pocket A development shall comply with the following standards, unless otherwise referenced herein.
 - ~~3.1 All buildings shall be placed within the building envelopes as shown on the site plan. Buildings constructed within envelopes indicating either “front façade build to line” (adjacent to U.S. Hwy 41 and Leisey Road) or “other build to line” (adjacent to internal roadways) shall be placed along those lines.~~
 - ~~3.2 Not less than sixty percent (60%) or more than ninety percent (90%) of the total surface area of the front elevation of any building with a “front façade build to line” shall include public entrances and windows.~~
 - ~~3.1 3.3~~ Ground floor walls or sections of walls that front onto U.S. 41 or Leisey Road without windows or entryways shall not exceed twenty (20) feet in length.
 - ~~3.2 3.4~~ All building elevations fronting along U.S. 41 and Leisey Road shall have an entrance and be designed as a front elevation, regardless of any other access which may be provided. Buildings on ~~corner~~ corner lots with frontages on two sidewalks may have an individual entrance on each sidewalk, or one entrance oriented diagonally to the corner with direct access to both sidewalks.
 - ~~3.3 3.5~~ Buildings may be recessed to accommodate courtyards.
 - ~~3.4 3.6~~ Buildings shall be articulated so that facades that face public streets and exceed fifty (50) feet in horizontal length shall include vertical piers, columns, colonnades or other vertical visual elements to break the plane of the façade. Such vertical visual elements shall be spaced six (6) feet to thirty-five (35) feet apart along the façade.
 - ~~3.5 3.7~~ Galleries, cafes, and arcades may include outdoor seating.
 - ~~3.6 3.8~~ Within the building envelope along US ~~4-1~~ 41 directly west of the building labeled “large scale retail”, the developer shall set aside an area or areas, totaling no less than 30% of this frontage, for the construction of a building, or buildings, to screen the large scale retail building from US 41. Parking areas may be provided between these building areas and the large scale retail building, subject to LDC Section 6.11.106 design standards. ~~No parking shall be allowed within the subject building envelope until such time as the buildings adjacent to U.S. 41 are constructed.~~
 - ~~3.9~~ No more than 50 percent of the frontage on U.S. 41 and on Leisey Road shall be an open parking lot without buildings in front of it. ~~The single row of parking areas shall not be considered open parking lots or be counted in the allowed 50 percent.~~
 - ~~3.10~~ A prominent architectural feature may be placed at the traffic circle in front of the large scale retail building. ~~Said feature may include a bell or clock tower, sculpture or other public art which reaches a height of at least 25 feet.~~

3.7.3-11 Vehicular and pedestrian interconnectivity shall be provided between all portions of the project.

- ~~4.~~ The developer shall provide a minimum eight-foot buffer along US 41 and Leisey Road. Within said area the developer shall provide a decorative fence a minimum of 4 feet in height. Landscaping treatment within the eight-foot buffer area shall consist of eight to ten foot high shade trees, spaced 20 feet on center, and of a hedge measuring 30 inches high at the time of planting, spaced 36 inches on center. PVC fencing material shall be prohibited. This buffering shall be provided instead of the buffer in LDC Section 6.11.106.C.7.c.
- ~~5.~~ Maximum building setbacks for buildings within pockets A and B that front on U.S. 41 and Leisey Road shall be 57 feet from the right-of-way line. This may vary up to eight additional feet for variations in the wall facade.
- ~~4. 6.~~ Parking shall be provided in accordance with the Land Development Code unless otherwise specified herein:
- ~~6.1~~ A maximum of one row of parking area may be provided between US Highway 41 and Leisey Road and the proposed buildings.
- ~~4.1-6.2~~ On street parking shall be permitted on internal streets subject to the requirements of the Land Development Code.
- ~~4.2~~ Large scale retail development parking shall be provided at 4 parking spaces per 1,000 square feet of big box gross floor area.
- ~~4.2~~ Consistent with the PD variation approved concurrently with MM 22-1228, Large Scale Retail Development use parking shall be provided at a minimum rate of 4 spaces per 1,000 s.f. of single tenant big box use. Notwithstanding anything within the Land Development Code or herein these conditions to the contrary, no additional decrease in the minimum vehicle parking rate for this use shall be permitted.
- ~~4.3~~ The developer shall construct bicycle parking for any Large-Scale Retail Development use in an amount equal to five (5) percent of the total number of vehicle parking spaces for the single-tenant big box use using the methodology described below. For the sole purpose of calculating the required number of bicycle parking spaces, the number of vehicle parking spaces shall be calculated using a parking rate of 5.0 per 1,000 s.f. of the single-tenant big box use. All such required bicycle parking shall comply with the locational and design requirements found within Sec. 6.05.02.P. of the LDC.
- ~~5. 7.~~ The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04) and FDOT. The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department and FDOT. Final design, if approved by Hillsborough County Planning and Growth Management Department and/or FDOT may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements. As shown on the PD site plan, developer shall be served by and restricted to one (1) right-in/right-out/left-in driveway connection to US 41, one (1) right-in only driveway connection to Leisey Rd. and one (1) full access connection to Leisey Rd. Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- ~~6. 8.~~ If full access to US 41 access points is not permitted, the applicant shall construct applicable storage lanes to accommodate U turning vehicles on US 41 at median openings north and south of the access driveways on US 41. The developer shall complete the following site access improvements prior to or concurrent with the initial increment of development:
- ~~6.1~~ Construct a second westbound to southbound left turn lane on Leisey Rd. onto US 41;
- ~~6.2~~ Construct a raised concrete separator between the westbound dual left turn lanes on Leisey Rd. and the eastbound travel/turn lanes on Leisey Road.;
- ~~6.3~~ Construct an eastbound to southbound right turn lane on Leisey Rd. at the project's proposed right-in only

driveway;

- 6.4 Construct an eastbound to southbound right turn lane on Leisey Rd. at the project's proposed full access connection;
- 6.5 Construct a northbound to eastbound right turn lane on US 41 at the project access;
- 6.6 Construct a southbound to eastbound left turn lane on US 41 at the project access;
- 6.7 Lengthen the existing northbound to westbound left turn lane on US 41 onto Leisey Road.;
- 6.8 Lengthen the existing southbound to eastbound left turn lane on US 41 onto Leisey Road.;
- 6.9 Construct a northbound to southbound exclusive U-turn lane between the northbound left turn and southbound through lanes on US 41 at its intersection with Leisey Road.;
- 6.10 Construct a southbound to northbound exclusive U-turn lane between the southbound left turn and northbound through lanes on US 41 at its intersection with Leisey Road.;
- 6.11 Construct raised concrete separators between the U-turn/turn lanes and the opposing travel lanes; and,
- 6.12 Modify the traffic signal at US 41 and Leisey Rd. in order to accommodate the above improvements.
- ~~9. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where a left turn lane is provided. Where applicable, the Developer shall construct the following turn lanes at his expense:~~
- ~~9.1 Construct or lengthen SB left and NB right turn lanes @ project driveways on US 41.~~
- ~~9.2 Construct or lengthen SB left and NB right turn lanes to accommodate project traffic at the US 41/Leisey Road intersection.~~
- ~~9.3 Construct WB left and EB right turn lanes into the site @ project driveways on Leisey Road Extension.~~
- ~~9.4 Construct WB left and EB right turn lanes on the Leisey Road Extension @ US 41.~~
- ~~6. 10. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Minor Roadway Connection (more than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site.~~
- ~~11. Prior to General Site Plan Certification, the Developer shall provide for vehicular cross-access to the adjacent southern parcel of land. All cross access shall be paved to the project boundary and designed to County standards.~~
- ~~7. 12. Prior to Construction Plan approval or concurrent with the initial increment of development, the Developer property owner shall dedicate and convey to Hillsborough County a total of up to 124 29 feet of right-of-way on along the project's northern boundary, or as otherwise sufficient to accommodate the required site access improvements described within zoning condition 8 and the future 4-laning of Leisey Rd. (to be completed by others) property's northern boundary to construct the Leisey Road Extension in accordance with the South Shore Hillsborough County Corridor Preservation Plan.~~
- ~~13. Prior to Construction Plan approval, the Developer shall dedicate up to 101 feet of right-of-way from the existing center line of right-of-way on US 41, to accommodate for the right-of-way as needed for a six-lane divided major rural arterial (under 55 mph) roadway.~~

- ~~14. Prior to the Concurrency approval, the applicant shall update the traffic analysis and identify transportation improvements to mitigate projects impacts. Mitigation may include intersection improvements at the intersections of US 41 @ Apollo Beach Boulevard, US 41 @ Big Bend Road, US 41 @ Shell Point Road and US 41 @ SR 674. If required to meet Concurrency, the developer shall be responsible for widening a portion of US Highway 41 to a six lane divided facility.~~
- ~~15. Unless otherwise constructed by some other entity the, the Developer shall construct the Leisey Road Extension from U.S. 41 to the eastern project driveway, if required to meet concurrency or to serve the project, as a four lane divided arterial as identified in the South Shore Corridor Plan.~~
- ~~16. Unless otherwise constructed by some other entity, the Developer shall install a traffic signal and required intersection geometry as approved by Hillsborough County and FDOT, at the intersection of U.S. 41 and Leisey Road. Unless some other entity has committed to construct the traffic signal, prior to Construction Plan Approval, the Developer shall submit a Traffic Signal Warrant Study to determine when the traffic signal is warranted. Unless otherwise constructed by some other entity, once warrants are established, unless some other entity has committed to construct the traffic signal, the developer shall submit preliminary design plans for the signal concurrent with the design plans for the intersection. Unless some other entity has committed to construct the traffic signal, the Developer shall be responsible for the cost of the design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department and FDOT. The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department and FDOT.~~
8. 17. The Developer shall construct sidewalks within the right of way along all (i) roadways adjacent to the property boundaries and along both sides of all (ii) internal roadways in accordance with LDC Sections 6.02.08 and 6.03.02 and the Transportation Technical Manual (TTM). The sidewalks Sidewalks shall be a minimum width of five (5) feet. The developer shall construct wider sidewalks along the project's US 41 frontage if required by FDOT in accordance with their standards. Pedestrian interconnectivity shall be provided between uses and adjacent parcels.
9. 18. Prior to or concurrent with the initial increment of development, The the developer will shall construct a bus bay, transit accessory pad, and transit shelter with seating, trash receptacles and bicycle rack(s) on US 41 in the vicinity of the proposed project as required by the LDC. The developer shall coordinate with HART and FDOT regarding design and placement of the transit facility. The developer shall construct any turn lane or roadway modifications needed to facilitate construction of the shelter in the location agreed upon by HART and FDOT, if any. This condition may require the developer to dedicate and convey additional right-of-way to FDOT to accommodate the transit facility, if insufficient right-of-way exists to accommodate the project, required site access improvements and the future 6-laning of US 41 in the agreed upon location. to provide an express stop at the front of the property on U.S. Highway 41. The developer should meet with HART to determine the exact location. The developer will fund the installation of a shelter, bike rack, bus bay and an ADA landing pad to accommodate the transit vehicle ADA lift. The developer's permit will include the transit amenities.
10. 19. The project may be permitted a maximum of ~~635,000~~ 230,000 square feet of commercial/office/industrial uses and 303 multi-family units, subject to formal delineation of on-site conservation areas, preservation areas and water bodies and final calculation of maximum density/intensity (FAR) permitted by the Comprehensive Plan in accordance with the Environmentally Sensitive Lands Credits requirement of the Comprehensive Plan. If the maximum number of units and/or maximum square footage for the project as permitted herein exceeds the maximum density/intensity (FAR) permitted by the Comprehensive Plan, per the Environmentally Sensitive Lands Credits requirement, the number of dwelling units and/or square footage allowed in the project shall decrease as necessary to conform to the Comprehensive Plan.
11. 20. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.

- ~~21. The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):~~
- ~~21.1 Ground Signs shall be limited to Monument Signs.~~
 - ~~21.2 Billboards, pennants and banners shall be prohibited.~~
- ~~22. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.~~
- ~~12. 23.~~ 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.
- ~~13. 24.~~ 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.
14. 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.
15. Water distribution system improvements will need to be completed prior to connection to the County's water system for a multi-family development approved through MM 22-1228. No building permits for the multi-family dwellings shall be issued until the completion by the County of funded Capital Improvement 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.
- ~~25. 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.~~
- ~~26. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management 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.~~
- ~~27. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.~~

Zoning Administrator Sign Off:



J. Brian Grady
Tue Jan 10 2023 07:20:44

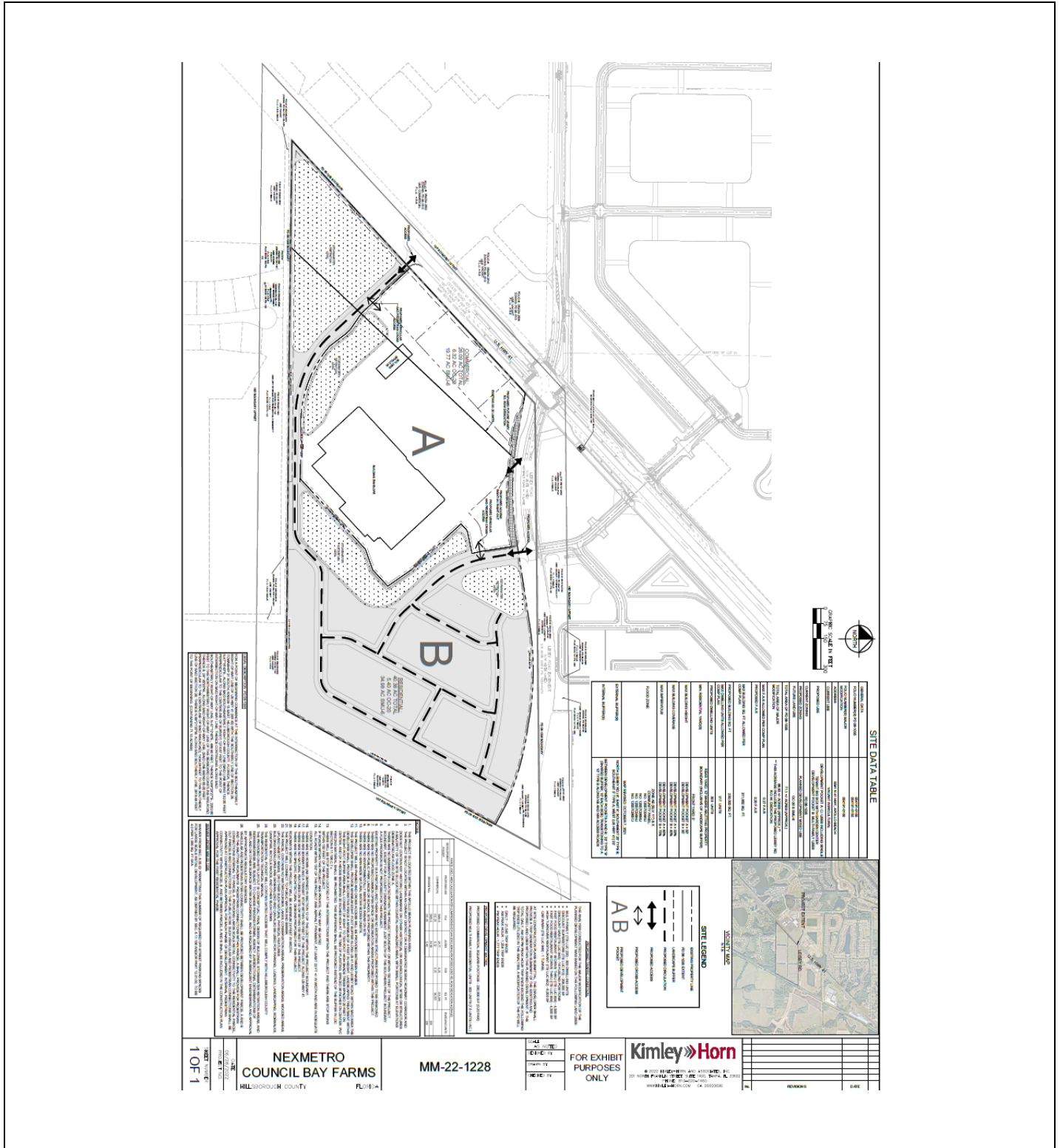
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 1/08/2022

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: APB/ South

PETITION NO: MM 22-1228

- 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.

NEW AND REVISED CONDITIONS OF APPROVAL

Revised Conditions

6. Parking shall be provided in accordance with the Land Development Code unless otherwise specified herein:

~~6.1 A maximum of one row of parking area may be provided between US Highway 41 and Leisey Road and the proposed buildings.~~

6.2~~1~~ On street parking shall be permitted on internal streets subject to the requirements of the Land Development Code.

6.2 Consistent with the PD variation approved concurrently with MM 22-1228, Large Scale Retail Development use parking shall be provided at a minimum rate of 4 spaces per 1,000 s.f. of single-tenant big box use. Notwithstanding anything within the Land Development Code or herein these conditions to the contrary, no additional decrease in the minimum vehicle parking rate for this use shall be permitted.

6.3 The developer shall construct bicycle parking for any Large-Scale Retail Development use in an amount equal to five (5) percent of the total number of vehicle parking spaces for the single-tenant big box use using the methodology described below. For the sole purpose of calculating the required number of bicycle parking spaces, the number of vehicle parking spaces shall be calculated using a parking rate of 5.0 per 1,000 s.f. of the single-tenant big box use. All such required bicycle parking shall comply with the locational and design requirements found within Sec. 6.05.02.P. of the LDC.

[Staff recommends modification of this above condition to reflect the applicant's requested PD variation for parking. Staff notes that the applicant has requested a change to 6.1. This is a design related condition and, as such, was not reviewed by Transportation Review Section staff. It is shown only for clarity. Comments related to this change will be addressed by Zoning Section staff.]

7. ~~The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04) and FDOT. The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department and FDOT. Final design, if approved by~~

~~Hillsborough County Planning and Growth Management Department and/or FDOT may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements. As shown on the PD site plan, developer shall be served by and restricted to one (1) right-in/right-out/left-in driveway connection to US 41, one (1) right-in only driveway connection to Leisey Rd. and one (1) full access connection to Leisey Rd. Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.~~

[Staff recommends modification of this above condition to reflect the applicant's revised proposal, proposed access changes, and access configuration requirements by the County and/or FDOT.]

8. ~~If full access to US 41 access points is not permitted, the applicant shall construct applicable storage lanes to accommodate U turning vehicles on US 41 at median openings north and south of the access driveways on US 41. The developer shall complete the following site access improvements prior to or concurrent with the initial increment of development:~~

- ~~8.1 Construct a second westbound to southbound left turn lane on Leisey Rd. onto US 41;~~
- ~~8.2 Construct a raised concrete separator between the westbound dual left turn lanes on Leisey Rd. and the eastbound travel/turn lanes on Leisey Rd.;~~
- ~~8.3 Construct an eastbound to southbound right turn lane on Leisey Rd. at the project's proposed right-in only driveway;~~
- ~~8.4 Construct an eastbound to southbound right turn lane on Leisey Rd. at the project's proposed full access connection;~~
- ~~8.5 Construct a northbound to eastbound right turn lane on US 41 at the project access;~~
- ~~8.6 Construct a southbound to eastbound left turn lane on US 41 at the project access;~~
- ~~8.7 Lengthen the existing northbound to westbound left turn lane on US 41 onto Leisey Rd.;~~
- ~~8.8 Lengthen the existing southbound to eastbound left turn lane on US 41 onto Leisey Rd.;~~
- ~~8.9 Construct a northbound to southbound exclusive U-turn lane between the northbound left turn and southbound through lanes on US 41 at its intersection with Leisey Rd.;~~
- ~~8.10 Construct a southbound to northbound exclusive U-turn lane between the southbound left turn and northbound through lanes on US 41 at its intersection with Leisey Rd.;~~
- ~~8.11 Construct raised concrete separators between the U-turn/turn lanes and the opposing travel lanes; and,~~
- ~~8.12 Modify the traffic signal at US 41 and Leisey Rd. in order to accommodate the above improvements.~~

[Staff recommends modification of this above condition to reflect the applicant's revised proposal, proposed access changes, and site access improvements requirements by the County and/or FDOT.]

~~9. Prior to Concurency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where a left turn lane is provided. Where applicable, the Developer shall construct the following turn lanes at his expense:~~

- ~~9.1 Construct or lengthen SB left and NB right turn lanes @ project driveways on US 41.~~
- ~~9.2 Construct or lengthen SB left and NB right turn lanes to accommodate project traffic at the US 41/Leisey Road intersection.~~
- ~~9.3 Construct WB left and EB right turn lanes into the site @ project driveways on Leisey Road Extension.~~
- ~~9.4 Construct WB left and EB right turn lanes on the Leisey Road Extension @ US 41.~~

[Staff is recommending deletion of this condition, as it was based upon Hillsborough County's former system

for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given HB 7207 (2011) and the County's adoption of a mobility fee ordinance, this condition is no longer enforceable. Staff notes future development will be required to pay mobility fees unless grandfathered in accordance with the ordinance. Staff also notes that some of the listed improvements will be completed as required site-access improvements—see revised condition 8.]

~~10. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Minor Roadway Connection (more than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site.~~

[Staff is recommending deletion of this condition to comport with current practice. Staff notes that, regardless of the deletion of a condition addressing throat depth within the PD zoning, the developer will be required to comply with then current throat depth standards as found within the LDC at the time of plat/site/construction plan review.]

~~11. Prior to General Site Plan Certification, the Developer shall provide for vehicular cross-access to the adjacent southern parcel of land. All cross-access shall be paved to the project boundary and designed to County standards.~~

[Staff is recommending deletion of this condition. Staff notes the zoning to the south, #20-1029, was recently modified for a charter school use and as such cross would not be required pursuant to Sec. 6.04.03.Q of the LDC. Also, as shown on the Property Appraiser's website and on the PD site plan, there appears to be an intervening strip of land between the subject PD and property to the south owned by Hillsborough County which separates the two developments.]

12. Prior to ~~Construction Plan approval~~ or concurrent with the initial increment of development, the Developer property owner shall dedicate and convey to Hillsborough County a total of up to ~~124~~ 29 feet of right-of-way ~~on along the project's northern boundary, or as otherwise sufficient to accommodate the required site access improvements described within zoning condition 8 and the future 4-laning of Leisey Rd. (to be completed by others) property's northern boundary to construct the Leisey Road Extension~~ in accordance with the ~~South Shore Hillsborough County Corridor Preservation~~ Plan.

[Staff is recommending modification of this condition. Staff notes that the majority of needed road right-of-way has been acquired by the developers of Waterset. A portion of the 2-lane Leisey Rd. extension is under construction and is anticipated to be dedicated/conveyed/accepted by Hillsborough County for maintenance in the near future. The above additional right-of-way ensures that the required site access improvements which must be constructed by the subject PD do not jeopardize the County's ability to construct the 4-lane widening envisioned by--and for which right-of-way must be preserved in accordance with--the Hillsborough County Corridor Preservation.]

~~13. Prior to Construction Plan approval, the Developer shall dedicate up to 101 feet of right of way from the existing center line of right of way on US 41, to accommodate for the right-of-way as needed for a six lane divided major rural arterial (under 55 mph) roadway.~~

[Staff is recommending deletion of this condition. Staff notes that there is sufficient right-of-way along US 41 to accommodate the future 6-laning of the facility.]

~~14. Prior to the Concurrency approval, the applicant shall update the traffic analysis and identify transportation improvements to mitigate projects impacts. Mitigation may include intersection improvements at the intersections of US 41 @ Apollo Beach Boulevard, US 41 @ Big Bend Road, US 41 @ Shell Point Road and US 41 @ SR 674. If required to meet Concurrency, the developer shall be responsible for widening a portion of US Highway 41 to a six lane divided facility.~~

[Staff is recommending deletion of this condition, as it was based upon Hillsborough County's former system for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given HB 7207 (2011) and the County's adoption of a mobility fee ordinance, this condition is no longer enforceable. Staff notes future development will be required to pay mobility fees unless grandfathered in accordance with the ordinance. Staff also notes that the project will be required to construct certain site-access improvements as detailed in revised condition 8.]

~~15. Unless otherwise constructed by some other entity the, the Developer shall construct the Leisey Road Extension from U.S. 41 to the eastern project driveway, if required to meet concurrency or to serve the project as a four lane divided arterial as identified in the South Shore Corridor Plan~~

[Staff is recommending deletion of this condition, as it was based upon Hillsborough County's former system for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given HB 7207 (2011) and the County's adoption of a mobility fee ordinance, this condition is no longer enforceable. Staff notes future development will be required to pay mobility fees unless grandfathered in accordance with the ordinance. Staff also notes that, given the proposed access changes, the 2-lane portion of the roadway has already been completed to the easternmost project driveway.]

~~16. Unless otherwise constructed by some other entity, the Developer shall install a traffic signal and required intersection geometry as approved by Hillsborough County and FDOT, at the intersection of U.S. 41 and Leisey Road. Unless some other entity has committed to construct the traffic signal, prior to Construction Plan Approval, the Developer shall submit a Traffic Signal Warrant Study to determine when the traffic signal is warranted. Unless otherwise constructed by some other entity, once warrants are established, unless some other entity has committed to construct the traffic signal, the developer shall submit preliminary design plans for the signal concurrent with the design plans for the intersection. Unless some other entity has committed to construct the traffic signal, the Developer shall be responsible for the cost of the design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department and FDOT. The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department and FDOT.~~

[Staff is recommending deletion of this condition. Staff notes that a traffic signal already exists at this intersection. Modification of the signal by the developer of the subject PD is required, and such condition has been proposed as a part of revised condition 8, above.]

17. The Developer shall construct sidewalks ~~within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways~~in accordance with LDC Sections 6.02.08 and 6.03.02 and the Transportation Technical Manual (TTM). ~~The s~~Sidewalks shall be a minimum width of five (5) feet. The developer shall construct wider sidewalks along the project's US 41 frontage if required by FDOT in accordance with their standards. Pedestrian interconnectivity shall be provided between uses and adjacent parcels.

[Staff is recommending modification of this condition for clarity and to comport with current practice.]

18. Prior to or concurrent with the initial increment of development, the developer will~~shall~~ construct a bus bay, transit accessory pad, and transit shelter with seating, trash receptacles and bicycle rack(s) on US 41 in the vicinity of the proposed project as required by the LDC. The developer shall coordinate with HART and FDOT regarding design and placement of the transit facility. The developer shall construct any turn lane or roadway modifications needed to facilitate construction of the shelter in the location agreed upon by HART and FDOT, if any. This condition may require the developer to dedicate and convey additional right-of-way to FDOT to accommodate the transit facility, if insufficient right-of-way exists to accommodate the project, required site access improvements and the future 6-laning of US 41 in the agreed upon location. ~~to provide an express stop at the front of the property on U.S. Highway 41. The developer should meet with HART to determine the exact location. The developer will fund the installation of a shelter, bike rack, bus bay and an ADA landing pad to accommodate the transit vehicle ADA lift. The developer's permit will include the transit amenities.~~

[Staff is recommending modification of this condition to comport with current practice and LDC requirements. Additionally, staff is unsure of the type of HART service which will be provided, and the zoning condition should not bind the developer or HART to provision of a certain frequency of service, e.g. express service.]

Other Conditions

- Prior to PD site plan certification, the developer shall:
 - Modify the label reading “Proposed Access Right-In/Right-Out” to read “Proposed Right-in Only Access – See Conditions of Approval”.
 - Modify the labels reading “Proposed Vehicular and Pedestrian Cross Access” to read “Proposed Vehicular and Pedestrian Access/Interconnectivity”.
 - Modify the label reading “Proposed Access” at US 41 to read “Proposed Pedestrian and Left-In/Right-In/Right-Out Vehicular Access – See Conditions of Approval”.
 - Modify the label reading “Proposed future Leisey Rd. ROW Dedication” to read “Up to +/- 29 feet Right-of-way Dedication Per Hillsborough County Corridor Preservation Plan – See Conditions of Approval”.
 - The applicant shall revise the site plan to replace all instances of “R/W Width Varies” along Leisey Rd. with labels which read “Right-of-Way Width Varies Between ___ feet and ___ feet”. Additionally, the applicant shall show and label the locations of the minimum and maximum extents of variance.
 - The applicant shall update the adjacent PD zoning information to display accurate zoning information. For example, the applicant shows the PD to the south labeled at 05-1951 while the County’s zoning atlas (i.e. GIS viewer) indicates the correct number is # 20-1029.
 - Modify site note 11 to instead state “The project will be developed in phases. Vehicular and pedestrian interconnectivity to be provided between phase, and access points to Leisey Rd. and US 41 and shared by development within Pockets A and B.”
 - Modify site note 14 to state “Internal project driveways will be privately owned and maintained. Portions of driveways serving only multi-family uses may be gated. Any internal private roadways may be public or private and, if private, may be gated. All facilities within the project will be constructed to applicable Transportation Technical Manual (TTM) and LDC standards. All residential gates shall comply with Typical Detail – 9 within the TTM.” Staff notes that this change combines notes 14 and 24, so please delete note 24.
 - Modify site note 17 to add “Transit accommodations will be provided – see conditions of zoning approval.”
 - Delete the portion of note 25 indicating that ingress and egress is “conceptual”. Staff notes that PD zonings are site plan controlled zoning districts. Only minor deviations to project access are permitted at the time of plat/site/construction plan review. More substantial access changes or relocation will require a modification to the PD.
 - Add a note indicating that “Parking will be provided in accordance with Section 6.05 of the LDC and the PD variation approved concurrently with MM 22-1228 – see zoning conditions of approval.”
 - Delete the box and information within the box titled “Waiver Under MM-22-1228”.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Major Modification a +/- 66.83 ac. parcel currently zoned Planned Development (PD) 06-1035-1402. The existing PD has approval for two development pockets. Pocket A is approved for 300,000 square feet of the uses allowed in the Commercial Intensive (CI) zoning district (Includes Large Scale Retail Development, Single Tenant Big Box, Includes Garden Center) No Open Storage, except as provided in the Land Development Code (LDC) Section 6.11.106 for Large Scale Retail Development, Single Tenant Big Box. Pocket B is approved for 335,000 square feet of Business, Professional Offices Uses (Includes Flex Space Uses), Personal Services, Minor Industry (Within completely Enclosed Buildings), Research Corporate Park, Warehousing and Open Storage uses.

The applicant is proposing the following transportation related changes:

1. Modify the boundaries of Pockets A and B as shown on the PD site plan;
2. Reduce the entitlements in Pocket A from 300,000 s.f. to 230,000 s.f.;
3. Replace the uses currently approved within Pocket B with entitlements for up to 303 multi-family dwelling units.; and,
4. Modify project access as follows:
 - a. Eliminate one (1) of the two (2) previously approved access from Pocket A to US 41; and,
 - b. Eliminate one (1) of the three (3) previously approved access from Pockets A and B to Leisey Rd.

Staff notes additional changes, including more design related transportation changes are proposed and will be addressed by zoning section staff. Staff also notes the applicant is proposing to modify the right-in/right-out access to Leisey Rd. from Pocket A (such that allows right-in only movements), and retain one full access connection to Leisey Rd. within Pocket B, which will be shared with the Pocket A development. Staff notes the PD site plan is incorrectly labeled as right-in/right-out (staff has proposed a condition to address this issue). Similarly, access to US 41 from Pocket A has been eliminated, but there will be one (1) right-in/right-out/left-in access within Pocket B which will be shared with the Pocket A development.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project which was reviewed by staffs of both the Florida Department of Transportation and Hillsborough County. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition and the applicant’s transportation analysis.

Approved Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Pocket A, 300,000 s.f. Shopping Center (Multiple Uses, Reference Applicant’s Analysis in Optix Adjusted by Increasing g.s.f. of Proposed by 70k)	23,058	1,271	1929
PD, Pocket B, 335,000 s.f. Office Park (ITE LUC 750)	3,923	509	443
Subtotal:	26,981	1,780	2,372

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Pocket A, 230,000 s.f. Shopping Center, Reference Applicant's Analysis in Optix)	19,522	1,141	1,626
PD, Pocket B, 303 Multi-Family Dwelling Units (ITE LUC 220)	2,018	117	151
Subtotal:	21,540	1,258	1,777

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-) 5,441	(-) 522	(-) 595

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

US 41 is a 4-lane principal arterial roadway owned and maintained by the Florida Department of Transportation (FDOT). The roadway is characterized by +/- 11-foot wide travel lanes in average condition. The roadway lies within a +/- 182 foot wide right-of-way along the project's frontage. There are bicycle facilities (on paved shoulders) along both sides of the roadway in the vicinity of the project. There +/- 5-foot wide sidewalks along portions of the east and west sides of US 41 in the vicinity of the proposed project.

US 41 is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway along the project's frontage. There is adequate existing right-of-way along the project's frontage to accommodate the future widening.

Leisey Rd. is currently a 2-lane collector roadway which has been recently constructed for a distance of 800 feet east of US 41 to collector roadway standards as found within the Transportation Technical Manual (TTM); however, the roadway has not yet been accepted by the County for maintenance (current Hillsborough County Property Appraiser's records indicate the road right-of-way is currently owned by the developer of Waterset to the east of the proposed project).

In order to accommodate traffic generated by development on both the north and south sides of Leisey Rd. (between US 41 and the CSX railroad) and proposed site access changes, the developer is required to construct a variety of site access improvements as specified in the section hereinbelow. In order to retain the County's ability to 4-lane this roadway in the future in accordance with the Corridor Preservation Plan, this will necessitate the developer to dedicate and convey up to an additional 29 feet of right-of-way along the project's Leisey Rd. frontage (staff notes that some areas of the frontage require less or no additional right-of-way dedication and conveyance).

SITE ACCESS AND CONNECTIVITY

General project site access is summarized hereinabove. The developer will be required by FDOT and the County to make certain improvements prior to or concurrent with the initial increment of development. Specifically, the developer will be required to:

1. Construct a second westbound to southbound left turn lane on Leisey Rd. onto US 41;
2. Construct a raised concrete separator between the westbound dual left turn lanes on Leisey Rd. and the eastbound travel/turn lanes on Leisey Rd.;
3. Construct an eastbound to southbound right turn lane on Leisey Rd. at the project's proposed right-in only driveway;
4. Construct an eastbound to southbound right turn lane on Leisey Rd. at the project's proposed full access connection;
5. Construct a southbound to eastbound left turn lane on US 41 at the project access;
6. Lengthen the existing northbound to westbound left turn lane on US 41 onto Leisey Rd.;
7. Lengthen the existing southbound to eastbound left turn lane on US 41 onto Leisey Rd.;
8. Construct a northbound to southbound exclusive U-turn lane between the northbound left turn and southbound through lanes on US 41 at its intersection with Leisey Rd.;
9. Construct a southbound to northbound exclusive U-turn lane between the southbound left turn and northbound through lanes on US 41 at its intersection with Leisey Rd.;
10. Construct raised concrete separators between the U-turn/turn lanes and the opposing travel lanes; and,
11. Modify the traffic signal at US 41 and Leisey Rd. in order to accommodate the above improvements.

TRANSIT FACILITIES

Pursuant to Section 6.03.09.C.2 of the LDC, non-residential and mixed-use projects containing greater than 200,000 s.f. but less than 500,000 s.f. are required to provide a bus bay and transit accessory pad including shelter, trash receptacle and bicycle rack. FDOT has indicated a preferred location of the transit facility, but has stated they will ultimately defer to whatever location Hillsborough Area Regional Transit (HART) prefers. Staff has proposed a zoning condition requiring the location to be coordinate with an approved by the County, FDOT and HART prior to or concurrent with the initial increment of development.

REQUESTED PD VARIATION

The applicant submitted the PD variation request for the retail anchor tenant which they indicate will be a "discount retail superstore" (as it's referred to in the ITE Parking Generation Manual, 5th Edition, LUC 813). The Hillsborough County Land Development Code, Section 6.05.02.E. requires such use to provide parking at a rate of 5 spaces per 1,000 s.f. (reference the "All Other Retail" parking standard). The applicant is proposing to provide parking at a rate of 4.0 spaces per 1,000 s.f. The applicant submitted supporting documentation from the ITE Parking Generation Manual indicating that such rate could be appropriate. Staff believes that the proposed rate, in combination with bicycle parking spaces, can be supported. Staff notes that Section 6.05.02.P.1. of the LDC allows for a 5% reduction of parking spaces if bicycle parking meeting certain location criteria is provided. The applicant is requesting a reduction of 20% of the required parking rate.

As such, while staff believes that the parking reduction requested is supportable, staff also believes that provision of a number of bicycle parking meeting such location criteria in an amount equivalent to 5% of the number of vehicular spaces (calculated at a rate of 5 per 1,000 is also appropriate). This PD variation essentially has the effect of granting a further 15% decrease in the parking rate from what could already be authorized under the LDC.

Staff recommends approval of the proposed PD variation request and has proposed conditions of approval consistent with the above.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway section(s) is reported below. LOS information for the segment east of US 41 cannot be provided, as the roadway is not yet open to traffic (or has not been accepted by the County for maintenance).

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US 41	19 th Ave NE	Apollo Beach Blvd./ Paseo al Mar Blvd.	D	C
Leisey Rd.	Golf and Sea Blvd.	US 41	D	B

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
US 41	FDOT Principal Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Leisey Rd. (Improved Portions)	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	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	26,981	1,780	2,372
Proposed	21,540	1,258	1,777
Difference (+/-)	(-) 5,441	(-) 522	(-) 595

*Trips reported are gross external trips unless otherwise noted.

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

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

Transportation Comment Sheet

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

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**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: January 17, 2023 Report Prepared: January 5, 2023	Petition: MM 22-1228 5591 North 41 Highway <i>East of North US highway 41, south of the Leisey Road Extension, west of the CSX Railroad</i>
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Office Commercial-20 (20 du/ga; 0.75 FAR) Suburban Mixed Use-6 (6 du/ga; 0.25/0.35/0.50 FAR)
Service Area	Urban
Community Plan	Apollo Beach and Southshore Areawide Systems
Request	The applicant is requesting a Major Modification to a Planned Development (PD 06-1035) to allow for 230,000 square feet of Commercial Intensive (CI) uses and 303 multi-family dwelling units
Parcel Size	66.83 +/- acres (modification areas including the proposed Leisey Road ROW dedication)
Street Functional Classification	US Highway 41 – State Principal Arterial Leisey Road– Local Road
Locational Criteria	N/A
Evacuation Zone	A



Context

- The +/- 66.83 acre subject property is located at 5591 US Highway 41, on the east side of US Highway 41, south of the Leisey Road extension and west of the CSX Railroad.
- The applicant is requesting a Major Modification to Planned Development (PD) 06-1035 to allow for 230,000 square feet of Commercial Intensive (CI) uses and 303 multi-family dwelling units.
- The subject property is located within the Office Commercial-20 (OC-20) and Suburban Mixed Use-6 (SMU-6) Future Land Use categories. The OC-20 FLU category allows a maximum density of 20 dwelling units per gross acre and a maximum intensity of 0.75 Floor Area Ratio (FAR). Typical uses in the OC-20 FLU category are community commercial type uses, office uses, mixed use developments, and compatible residential uses. The SMU-6 FLU category allows for 6 dwelling units an acre and varying Floor Area Ratios: 0.25 for retail, 0.35 for office and residential support uses and 0.50 for light industrial uses. Typical uses 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.
- The site is located within the Urban Service Area and is located within the limits of the Southshore Areawide Systems Plan and the Apollo Beach Community Plan.
- The subject site is located within a Coastal High Hazard Area (CHHA) and is within Evacuation Zone A.
- The surrounding Future Land Use category designations include SMU-6 to the north, northeast, east, northwest, southeast and a small pocket to the southwest. To the west and south is the Residential-6 (RES-6) FLU category.
- With more recent developments, the general area is starting to develop a more suburban character. The subject site currently contains agricultural uses. To the north of the subject site is vacant land and an undeveloped platted subdivision. To the south is a developed single-family subdivision and to the east is the CSX railroad and vacant land. To the southeast is a small parcel with a public institutional use and to the northwest are vacant lands, an undeveloped platted residential subdivision and agricultural uses. To the west is vacant land and light and heavy commercial uses.

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.

Relationship to the Future Land Use Map

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

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

Land Use Categories

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

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

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:*

- 1. locational criteria for the placement of non-residential uses as identified in this Plan,*
- 2. limiting commercial development in residential land use categories to neighborhood scale;*
- 3. 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:*

1. *the creation of like uses; or*
2. *creation of complementary uses; or*
3. *mitigation of adverse impacts; and*
4. *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.*

Community Design Component

1.3 Suburban Pattern Characteristics

Much of the populated portion of the County is in the suburban category. This applies primarily to areas covered by future land use designations of two (2) to nine (9) dwelling units per acre. The suburban pattern is characterized by the following:

Suburban Development Pattern

- *Suburban is transition between the urban and rural patterns – it can be very similar to either, depending on the location*
- *Less compact and intense than the urban pattern*
- *Tracts of undeveloped land may intersperse the developed portions*
- *Development may include residential subdivisions, community and neighborhood oriented commercial, agricultural uses, environmental areas, and fewer employment centers*
- *Activity centers are smaller and farther apart*
- *Open space tends to be large tracts of environmental parkland*
- *Because of the transitional nature of the suburbs, there tend to be more land use conflicts*

Housing

- *Residential density – may range from two (2) to nine (9) dwelling units per acre*
- *Lot sizes – typically from 5,000 square feet up and higher*
- *Developments are likely to be more homogeneous in size and type*
- *Transportation The pattern is more dependent on the auto for all trips*
- *There may be limited transit service*
- *Streets have fewer pedestrian amenities*

Public Services

Public facilities are required, however to a lesser degree than in urban 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 (as defined in FLUE policy 1.4) with the established character of the surrounding neighborhood.*

Policy 12-1.2: *Walls and buffering used to separate new development from the existing, lower density community should be designed in a style compatible with the community and should allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.*

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.*

LIVABLE COMMUNITIES ELEMENT: SOUTHSHORE AREAWIDE SYSTEMS PLAN

Southshore Areawide Systems

Transportation Objective

The communities within the SouthShore Areawide Systems Plan boundary desire to be served by a balanced transportation system. A thoughtfully planned system of roadways accommodates existing automobile traffic, supports strategically placed activity centers, connected by efficient public transit and is designed to connect to a rapid transit system. Community groups actively participate in planning transportation facilities, resulting in a harmonious integration of roads and communities. People living here have mobility choices; they can safely walk, bicycle, drive a car, and take the bus or rail transit. The whole array of transportation options is designed to be user-friendly with sidewalks, bike lanes, and tree-shaded environments everywhere.

The County will:

- *At the time community plans for this area are updated the following corridors will be examined, with input from FDOT, with regard to alternatives to widening to alleviate traffic congestion:*
 - *SR 674 between I-75 and West Lake Dr. (Sun City Center, Wimauma and Ruskin)*
 - *US 41 between 19th Ave. N.E. and SR 674 (Ruskin)*
 - *US 41 between Elsberry Rd. and Leisey Rd. (Apollo Beach)*

LIVABLE COMMUNITIES ELEMENT: APOLLO BEACH

2. Ensure Quality Land Use and Design

- *Encourage mixed use town centers at Apollo Beach Boulevard and U.S. Highway 41, and between U.S. Highway 41 and Interstate 75 in close proximity to the Apollo Beach Boulevard extension, as well as at other appropriate locations.*
- *Incorporate a range of housing choices including multi-family and live-work units in and around town centers.*
- *Create a special district for the commercial node at Apollo Beach Boulevard west of U.S. Highway 41 that requires new construction to meet design guidelines that further the town center concept.*
- *Create a special district containing design guidelines for the Apollo Beach Boulevard corridor west of the commercial node at U.S. Highway 41.*
- *Discourage development of over 50 feet in height in residentially zoned areas.*

Staff Analysis of Goals, Objectives and Policies:

The subject property is located east of US Highway 41, south of the Leisey Road extension and west of the CSX Railroad. The site is located within the Urban Service Area and is within the limits of the Southshore Area Wide Systems Plan and the Apollo Beach Community Plan. The applicant is requesting a Major Modification to PD 06-1035 to allow for 230,000 square feet of Commercial Intensive (CI) uses and 303 multi-family dwellings. The applicant is proposing to utilize Future Land Use Element (FLUE) Policy 8.8 by blending densities and intensities between multiple Future Land Use categories. The intersection of US Highway 41 and Leisey Road is identified on the 2040 Highway Cost Affordable Map. Per FLUE Policy 22.10, Commercial Locational Criteria does not apply to the subject property as it is considered a mixed-use project and located within Office Commercial-20 Future Land Use Category.

The subject property is located within the Office Commercial-20 (OC-20) and Suburban Mixed Use-6 (SMU-6) Future Land Use categories. The OC-20 FLU category allows a maximum density of 20 dwelling units per gross acre and a maximum intensity of 0.75 FAR. Typical uses in the OC-20 Future Land Use category are community commercial type uses, office uses, mixed use developments, and compatible residential uses. The SMU-6 Future Land Use category allows for 6 dwelling units an acre and a range of FARs (0.25 FAR for retail, 0.35 FAR for office and residential support uses and 0.50 for light industrial uses). Typical uses in the SMU-6 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. Surrounding the property is the SMU-6 category to the north, east and west. To the west and south is the Residential-6 (RES-6) Future Land Use category.

The general area is developing from a more rural character into a suburban character. The subject site currently contains agricultural uses. To the north is vacant land and an undeveloped platted subdivision. To the south is a developed single-family subdivision and to the east is the CSX railroad followed by vacant land. To the southeast is a small parcel with public institutional uses and to the northwest is a variety of uses such as vacant land, undeveloped platted residential subdivision and agricultural uses. To the west is vacant land and light and heavy commercial uses.

The proposed rezoning is compatible with FLUE Objective 1 and Policy 1.4 which directs at least 80 % of growth to happen within the Urban Service Area. The property is located in the Urban Service Area (USA). FLUE Policy 1.4 refers to compatibility with the surrounding neighborhood and uses and defines compatibility 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 general area is slowly transitioning from a rural character to a suburban character. This is evident through the increase in residential development in the area and the integration of non-residential uses. The proposed intensity of development would be comparable to the scale of non-residential development occurring in this segment of US 41. The other quadrants of the intersection of US 41 and Leisey Road are zoned for several larger scale commercial and office projects. The proposed Planned Development would not be out of character with what is occurring at this intersection.

The rezoning is consistent with FLUE Objective 7, Policy 7.1, and Objective 8, which requires development to be consistent with the Future Land Use category. The subject property is located within the OC-20 and SMU-6 Future Land Use categories. The applicant is proposing to utilize FLUE Policy 8.8 by blending the densities and intensities of the two Future Land Use categories to help spread the entitlements across the property. The property has 11.72 acres of OC-20 FLU and 54.75 acres of SMU-6 FLU. The site plan is broken into parcel A and parcel B. Parcel A contains the commercial portion which is proposed at 230,000 sq. ft. of non-residential uses and parcel B is proposed to contain 303 multi-family residential dwelling units. The applicant has explained the calculations on the Parcel Uses/Area Calculation Table on site plan (see below). PC Staff has reviewed the density and intensity calculations and finds the table consistent with the aforementioned policy direction. The applicant's request is not exceeding the maximum density and intensity of the OC-20 and SMU-6 Future Land Use categories.

PARCEL USES / AREA CALCULATION PER COMPREHENSIVE PLAN (EXCLUDING PROPOSED LEISEY RD. ROW DEDICATION ACERAGE)						
DEVELOPMENT POCKET	PROPOSED USE	FLU	ACRES	FAR	SQ. FT.	DWELLING UNITS
A	COMMERCIAL	SMU-6	19.77	0.25	215,295	
		OC-20	6.32	0.35	96,355	
B	RESIDENTIAL	SMU-6	34.98			209
		OC-20	5.40			108

The rezoning is consistent with FLUE Objective 16 and its accompanying Policies 16.1, 16.2, 16.3, and 16.5, which emphasize the need to protect existing neighborhoods and communities and those that will emerge in the future. The request does protect existing neighborhoods by concentrating the commercial uses closer to US Highway 41 and Leisey Road.

Per the Community Design Component Objective 1.3 Suburban Pattern Characteristics, the proposed request is consistent with the Development Pattern criteria for housing, transportation, and public services. The rezoning will introduce a mixed-use project composed of commercial intensive use and multi-family residential which is appropriate for the area.

FLUE Objective 6 requires consistency with, and furthering the intent of, the Community Plan. The property is located within the limits of the Apollo Beach Community Plan and Southshore Areawide Systems Plan. The request is consistent with Objective 6 and the goals found in the Apollo Beach and Southshore Community Plan. The Southshore Area Wide Systems Plan Transportation Objective indicates a need to alleviate traffic congestion by extending Leisey Road. The Leisey road extension is shown on the Corridor Preservation Map as a 4-lane facility. In 2013, CSX and Hillsborough County agreed to an at-grade extension of Apollo Beach Blvd./Paseo al Mar crossing the CSX railroad north of Leisey Road. One stipulation of this agreement is that there would be no additional at-grade crossings of the CSX railroad between Paseo al Mar and 19th Ave. NE to the south. This requires that any extension of Leisey Road be grade separated. There is no requirement for either the Waterset DRI or the property owners west of the CSX railroad to construct the overpass. Though external sidewalks are not required to be constructed with this modification, the Right of Way in front of the subject property has been preserved for any future extension. The project has condition of approval to provide internal sidewalks and pedestrian connections to create safe integration between the commercial and the residential portions of this planned development, consistent with policy direction.

Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan. The rezoning request is compatible with the existing residential and commercial development pattern in the area. The request is also consistent with the intensity and type of development expected in the OC-20 and SMU-6 Future Land Use categories.

Recommendation

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

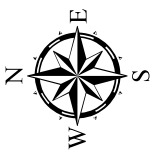
HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 22-1228

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Rezonings

STATUS
APPROVED
CONTINUED
DENIED
WITHDRAWN
PENDING

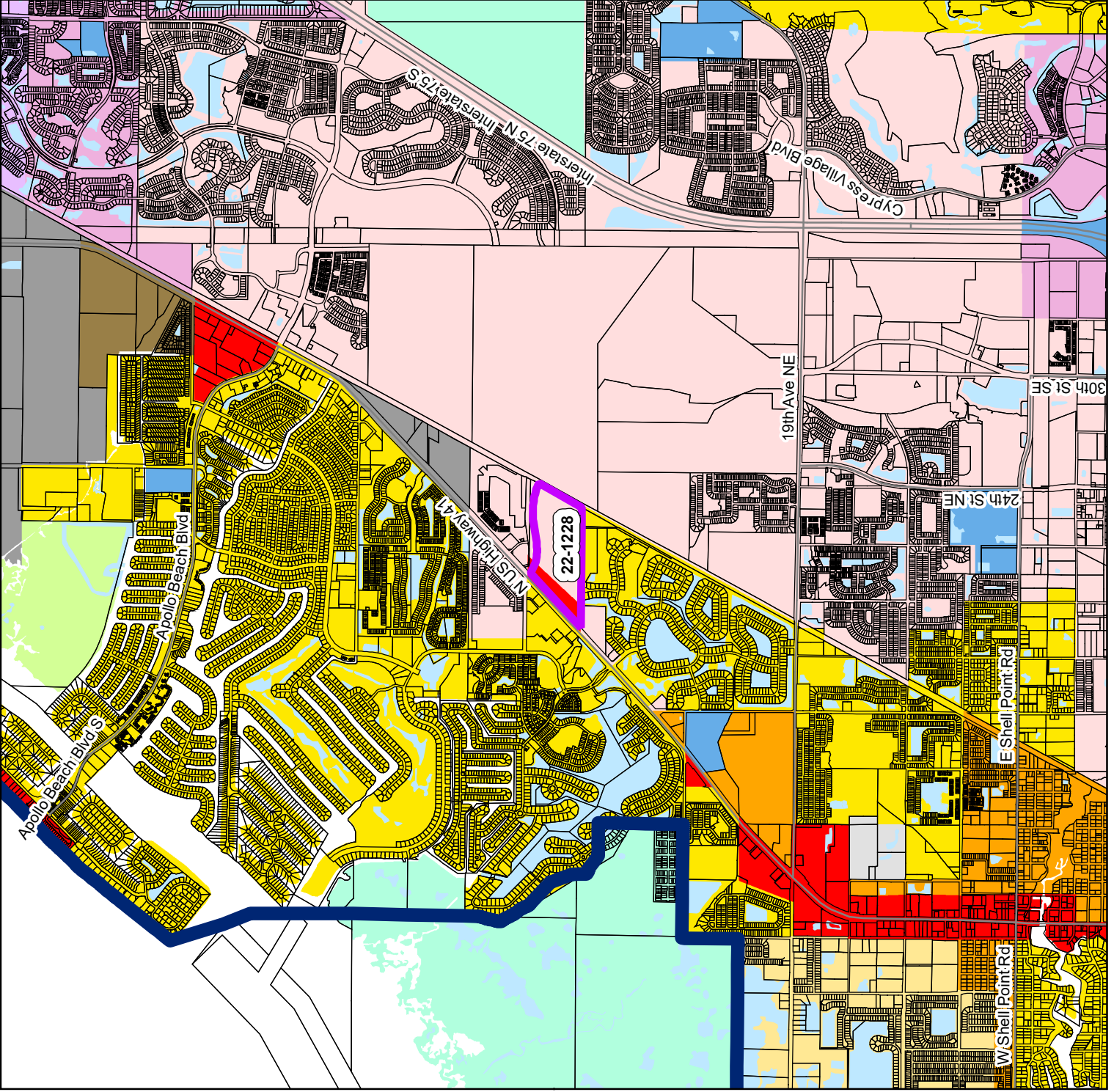
Tempa Service
Urban Service
Shoreline
County Boundary
Jurisdiction Boundary
Major Roads
Parcels
Wm NATURAL LULC, Wet Poly
AGRICULTURAL/MINING-120 (.25 FAR)
PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
AGRICULTURAL-1/10 (.25 FAR)
AGRICULTURAL-RURAL-1/5 (.25 FAR)
AGRICULTURAL-ESTATE-1/2.5 (.25 FAR)
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: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The information on 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 City-County Planning Commission.

ACCURACY: It is intended that this is a general map and not a survey. The information on this map 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.

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 Author: Beverly F. Daniels
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