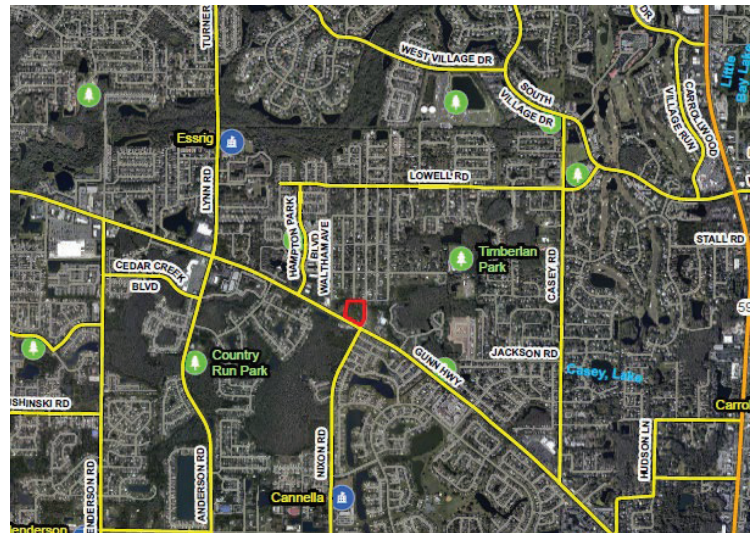




Rezoning Application: PD 22-1647
Zoning Hearing Master Date: August 21, 2023
BOCC Land Use Meeting Date: October 10, 2023

1.0 APPLICATION SUMMARY

Applicant: Ebla Capital, LLC
FLU Category: RES-9
Service Area: Urban
Site Acreage: 4.65 +/-
Community Plan Area: Greater Carrollwood Northdale
Overlay: None
Request: Rezoning from RSC-9 to PD



Introduction Summary:

The applicant seeks to rezone property zoned RSC-9 (Residential Single Family Conventional) to PD (Planned Development) to allow for three residential and non-residential development options. This application includes a density/intensity bonus request under Comprehensive Plan Policy 19.3 (Incentives for Mixed Use).

Zoning:	Existing	Proposed
District(s)	RSC-9	PD 22-1647 (Option 1 – No Bonus)
Typical General Use(s)	Single Family Residential	Child Care Center and limited CG Zoning District Uses
Acreage	4.65	4.65
Density/Intensity	4 units per acre	0.20 FAR
Mathematical Maximum*	18 single-family homes	12,500 sf Child Care Center (160 children) <u>30,000 limited CG Zoning District Uses</u> 42,500 sf Total

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	RSC-9	PD 22-1647 (Option 1 – No Bonus)
Lot Size / Lot Width	5,000 sf	n/a
Setbacks/Buffering and Screening	20' Minimum Front Yard 5' Minimum Side Yard 20' Minimum Rear Yard	60' Minimum – South (front) 85'-120' Minimum – West (side) 10'-40' Minimum – East (side) 40' Minimum – North (rear) 20/B Buffering/Screening – North (rear) 10/A Buffering/Screening – West (side)
Height	35'	36'

APPLICATION NUMBER: PD 22-1647

ZHM HEARING DATE: August 21, 2023
BOCC LUM MEETING DATE: October 10, 2023

Case Reviewer: Michelle Heinrich, AICP

Zoning:	Existing	Proposed
District(s)	RSC-9	PD 22-1647 (Option 2 – Intensity Bonus Requested)
Typical General Use(s)	Single Family Residential	Mini-Warehouse, limited CG Zoning District Uses, and Professional Service Uses
Acreage	4.65	4.65
Density/Intensity	4 units per acre	0.60 FAR
Mathematical Maximum*	18 single-family homes	101,000 sf Mini-Warehouse 9,900 limited CG Zoning District Uses <u>10,100 Professional Service Uses</u> 121,000 sf Total
Development Standards:	Existing	Proposed
District(s)	RSC-9	PD 22-1647 (Option 2 – Intensity Bonus Requested)
Lot Size / Lot Width	5,000 sf	n/a
Setbacks/Buffering and Screening	20' Minimum Front Yard 5' Minimum Side Yard 20' Minimum Rear Yard	60' Minimum – South (front) 66'-70' Minimum – West (side) 40'-60' Minimum – East (side) 66' Minimum – North (rear) 20/B Buffering/Screening – North (rear)
Height	35'	36' – 43'

Zoning:	Existing	Proposed
District(s)	RSC-9	PD 22-1647 (Option 3 – Density Bonus Requested)
Typical General Use(s)	Single Family Residential	Limited CG Zoning District Uses, Single-Family Attached (Townhomes) and Professional Service Uses
Acreage	4.65	4.65
Density/Intensity	4 units per acre	0.35 FAR & 12 units per acre
Mathematical Maximum*	18 single-family homes	18,000 limited CG Zoning District Uses <u>2,000 Professional Service Uses</u> 20,000 sf Total Non-Residential 39 Single-Family Attached (Townhomes)
Development Standards:	Existing	Proposed
District(s)	RSC-9	PD 22-1647 (Option 3 – Density Bonus Requested)
Lot Size / Lot Width	5,000 sf	n/a

APPLICATION NUMBER: PD 22-1647

ZHM HEARING DATE: August 21, 2023

BOCC LUM MEETING DATE: October 10, 2023

Case Reviewer: Michelle Heinrich, AICP

Setbacks/Buffering and Screening	20' Minimum Front Yard 5' Minimum Side Yard 20' Minimum Rear Yard	60' Minimum – South (front) 52'-100' Minimum – West (side) 30'-52' Minimum – East (side) 52' Minimum – North (rear) 20/B Buffering/Screening – West (side) and North (rear) Residential Lots: 15' / 20' Minimum Front Yard 2' Minimum Side Yard (5' between buildings) 10' Minimum Rear Yard
Height	35'	36'

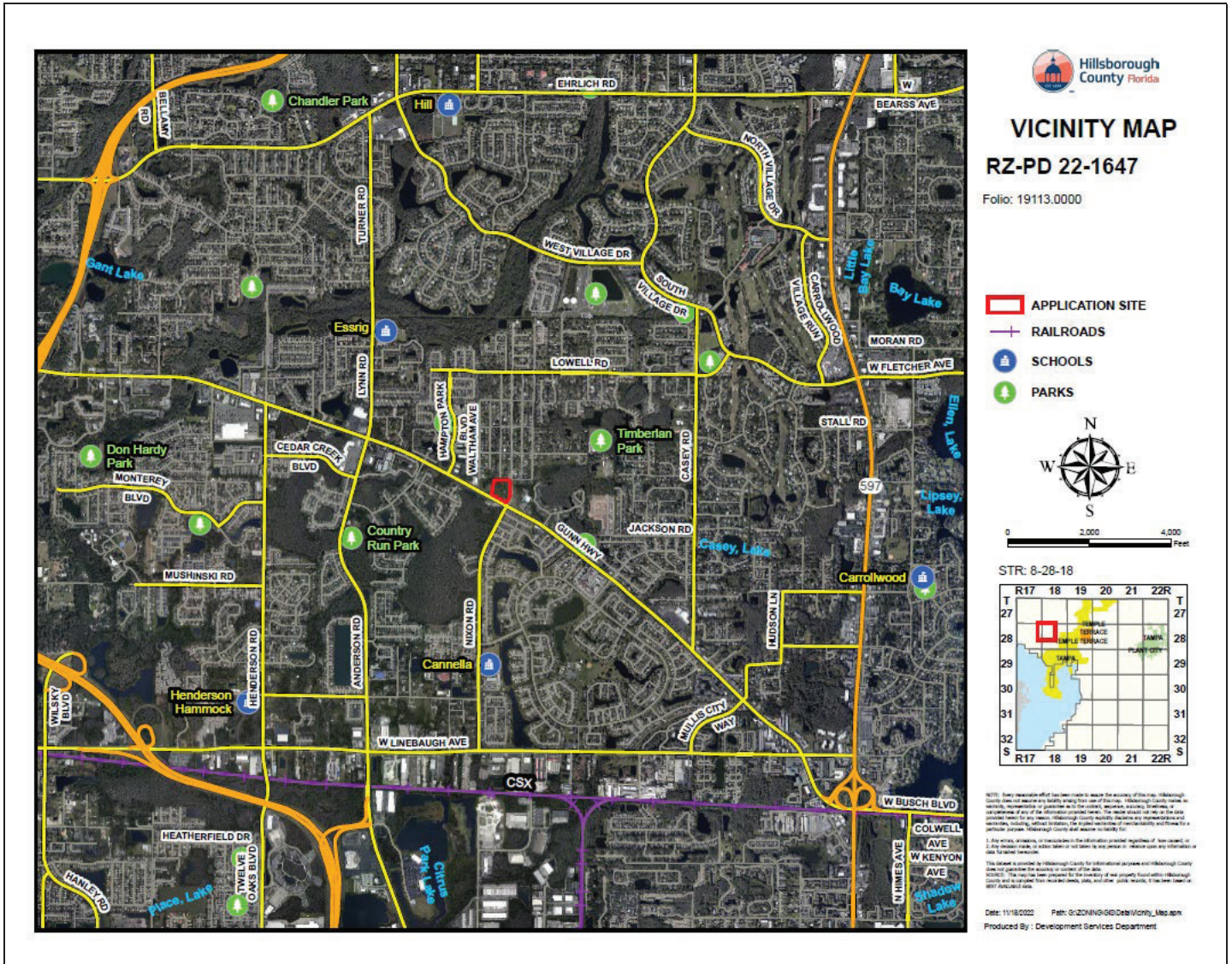
Additional Information:

PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering) – Western buffer location
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

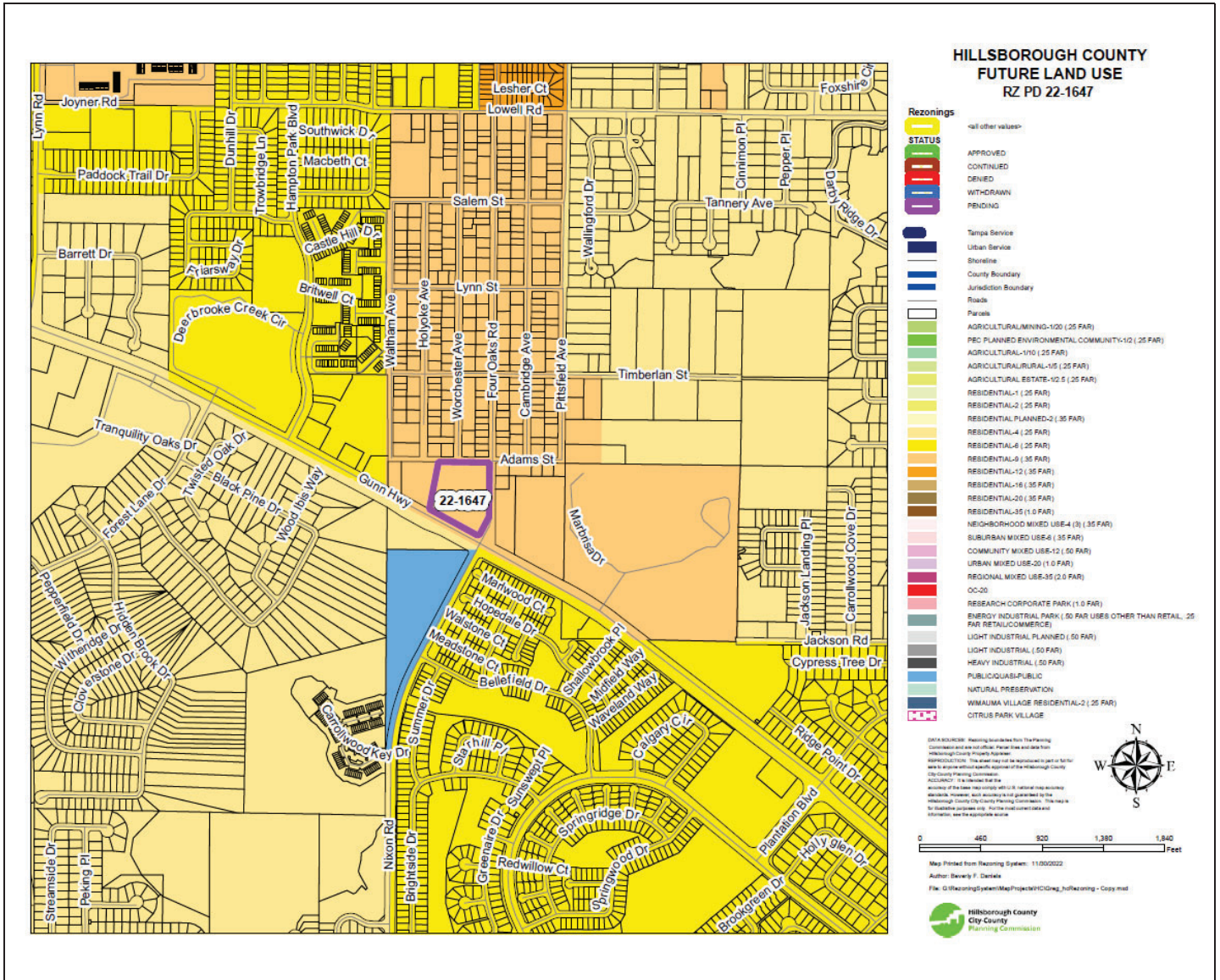


Context of Surrounding Area:

The site is located at the northwest corner of the Gunn Highway and Four Oaks Avenue intersection. Surrounding development includes both residential and non-residential uses. Commercial uses within the area permit a maximum intensity of .20-.25 FAR. The area consists of single-family detached, single-family attached and multi-family housing at densities of 4 units per acre, 6 units per acre and 9 units per acre.

2.0 LAND USE MAP SET AND SUMMARY DATA

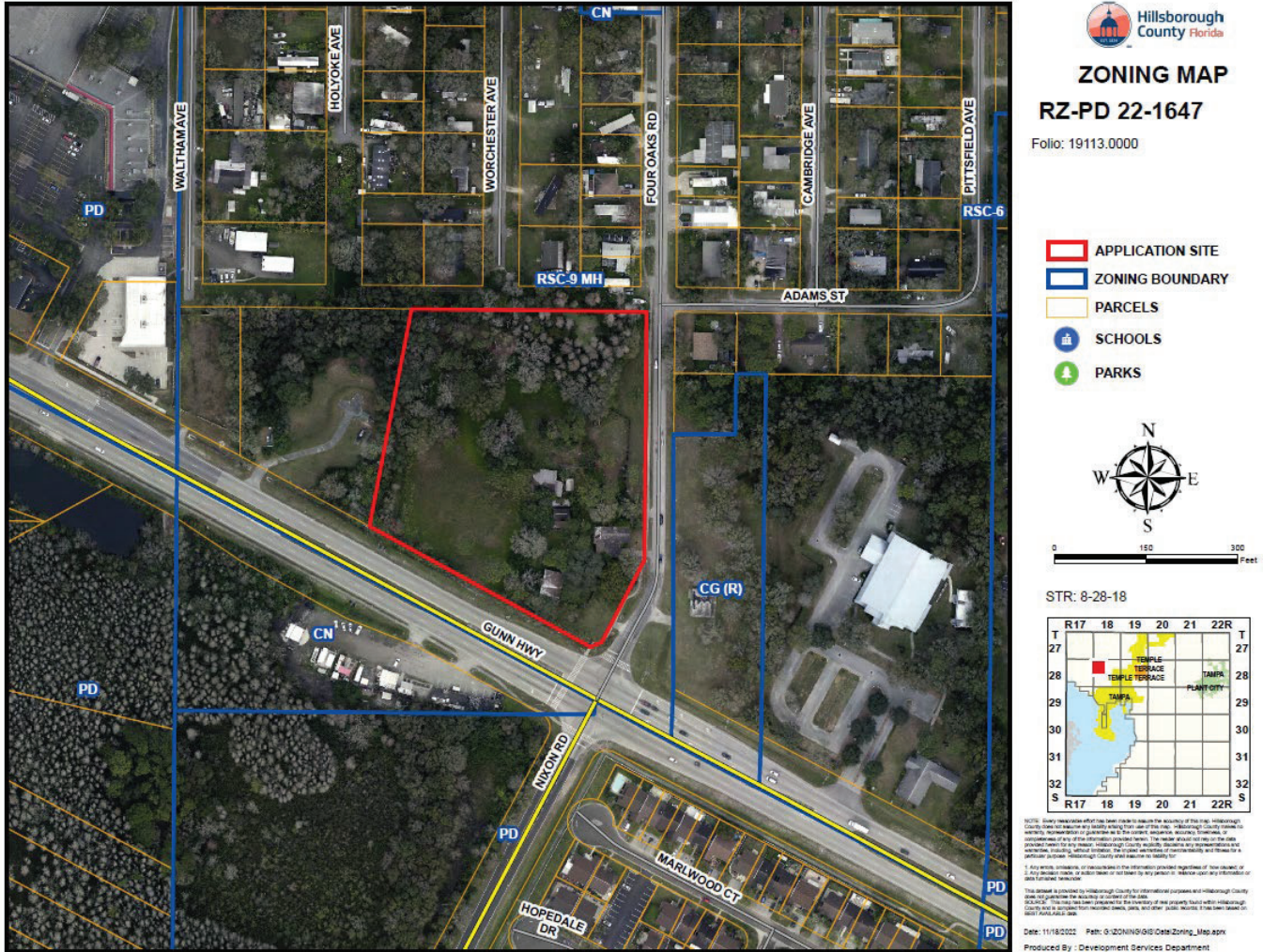
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-9
Maximum Density/F.A.R.:	9 units per acre 0.35 – 0.50 FAR
Typical Uses:	Residential, urban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

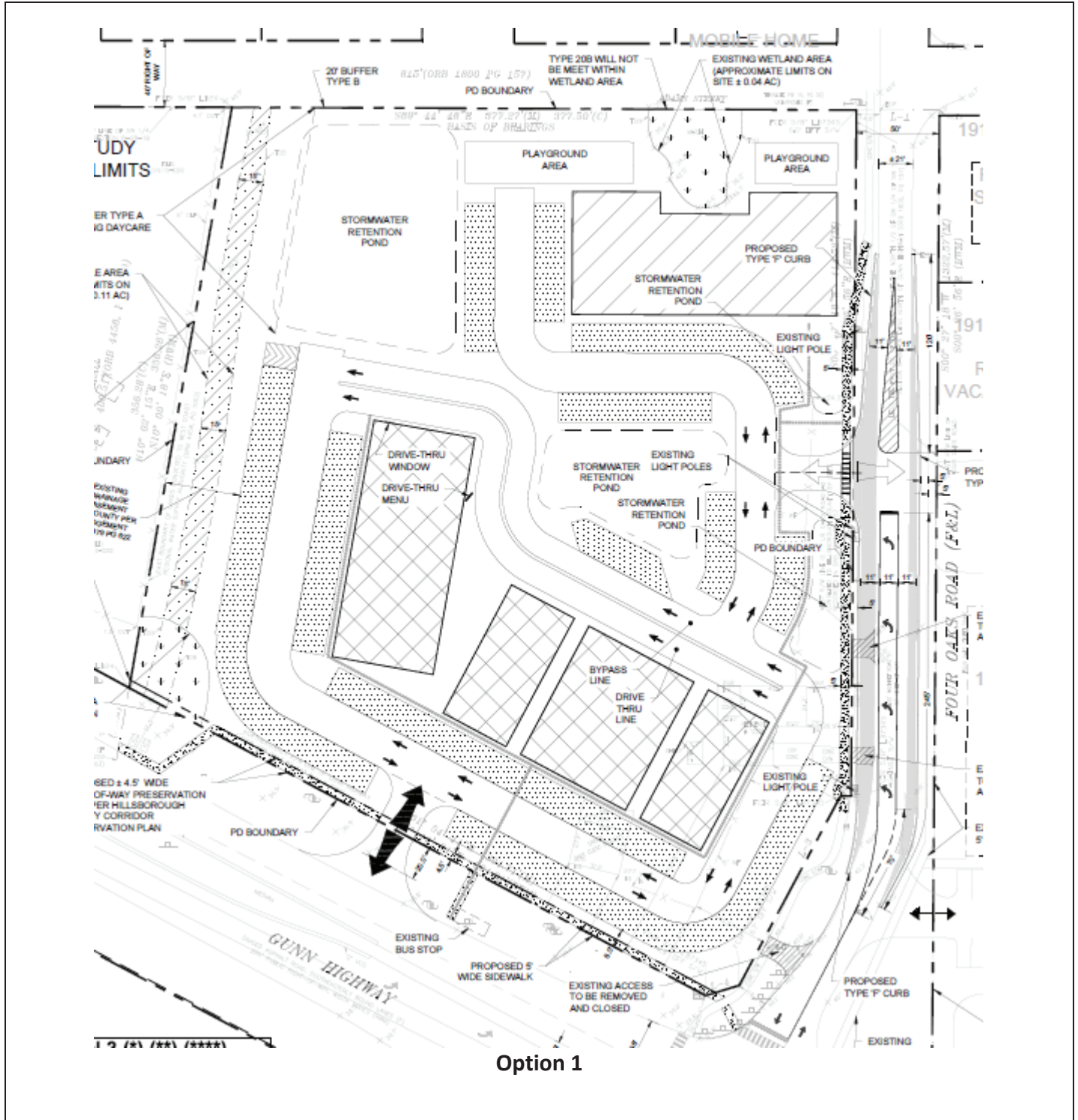


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-9 (MH)	9 units per acre	Single-Family Residential	Single Family Residential Adams Street (unimproved 40' wide ROW)
South	CN	.20 FAR	Commercial Neighborhood	Commercial
East	RSC-9 (MH)	9 units per acre	Single-Family Residential	TBW Well Field and Cell Tower
West	CG & RSC-9 (MH)	CG: 0.25 FAR RSC-9 (MH): 9 u/a	CN: Commercial Neighborhood RSC-9 (MH): Single-Family Residential	CN: Commercial RSC-9 (MH): Single-Family Residential

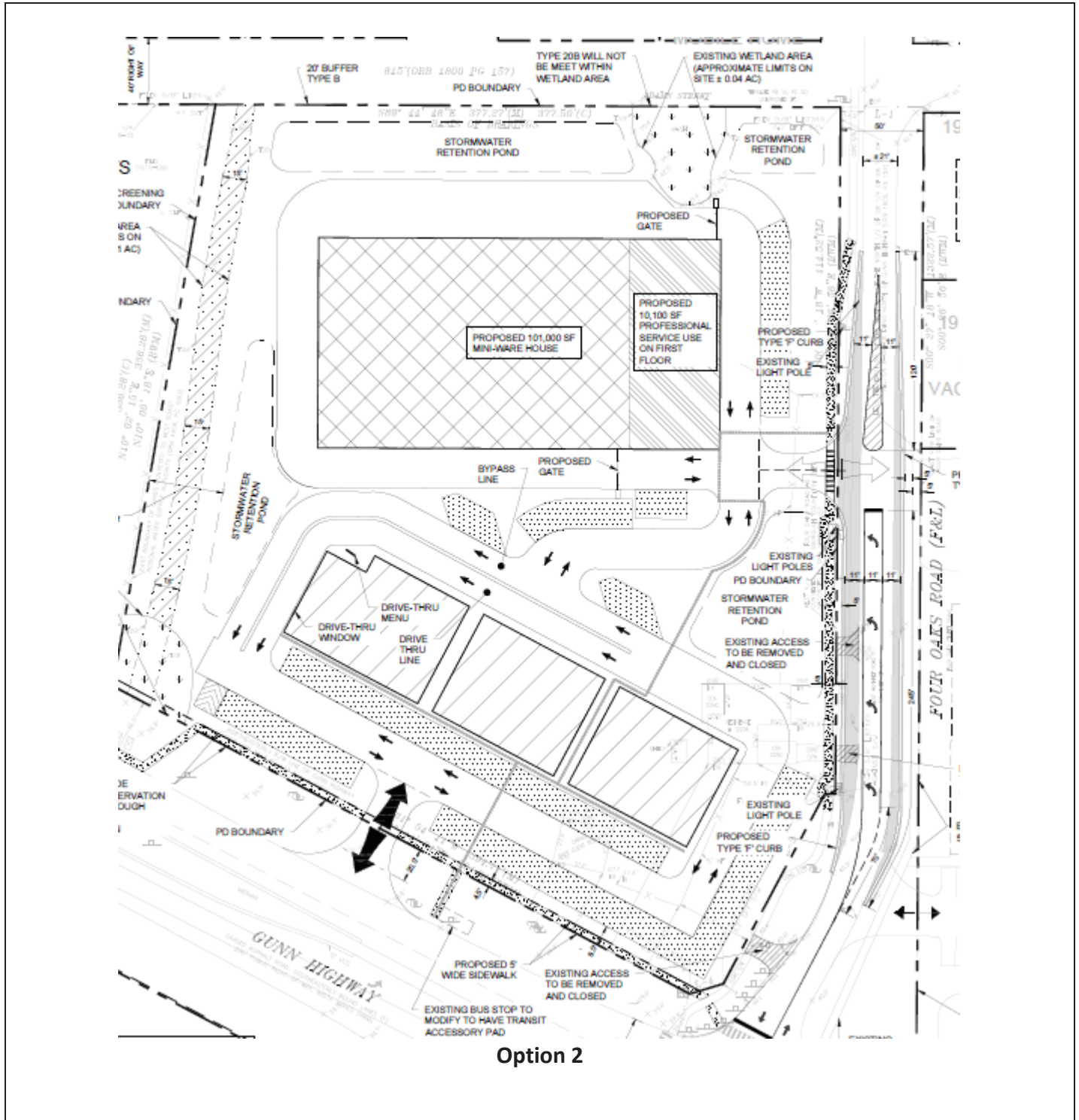
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



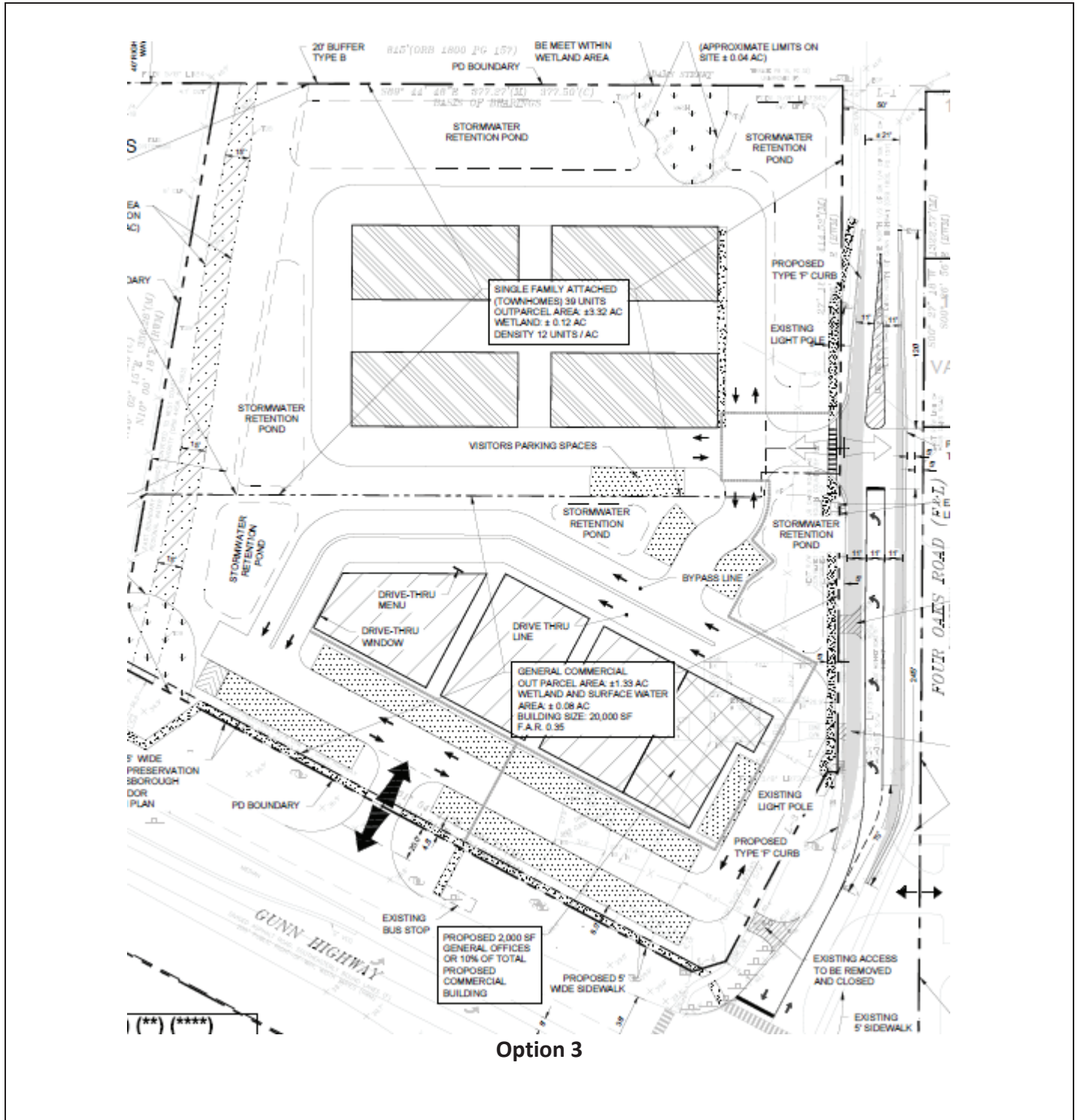
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Four Oaks Blvd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for Urban Section)	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Gunn Hwy.	County Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	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 (Option 1 – Worst-Case Scenario) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	444	33	43
Proposed	3,054	259	330
Difference (+/-)	(+) 2,610	(+) 226	(+) 287

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

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

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY												
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments								
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No									
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No									
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No									
Check if Applicable: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other _Aviation Authority (180' Max Height and Flight Path) 												
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments								
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No									
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No									
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No									
Impact/Mobility Fees (Various use types allowed. Estimates are a sample of potential development)												
<table border="0" style="width: 100%;"> <tr> <td>Retail - Shopping Center (Per 1,000 s.f.) Mobility: \$13,562.00 Fire: \$313.00</td> <td>Daycare (Per 1,000 s.f.) Mobility: \$13,156.00 Fire: \$95.00</td> <td>Mini-Warehouse (Per 1,000 s.f.) Mobility: \$725.00 Fire: \$32.00</td> <td>Office (Per 1,000 s.f.) Mobility: \$8,336.00 Fire: \$158.00</td> </tr> <tr> <td>Bank w/Drive Thru (Per 1,000 s.f.) Mobility: \$20,610.00 Fire: \$313.00</td> <td>Retail - Fast Food w/Drive Thru (Per 1,000 s.f.) Mobility: \$104,494.00 Fire: \$313.00</td> <td colspan="2">Townhouse (est based on a 1,500sf 1-2 Story) Mobility: \$6,661 Parks: \$1,957 School: \$7,027 Fire: \$249</td> </tr> </table>					Retail - Shopping Center (Per 1,000 s.f.) Mobility: \$13,562.00 Fire: \$313.00	Daycare (Per 1,000 s.f.) Mobility: \$13,156.00 Fire: \$95.00	Mini-Warehouse (Per 1,000 s.f.) Mobility: \$725.00 Fire: \$32.00	Office (Per 1,000 s.f.) Mobility: \$8,336.00 Fire: \$158.00	Bank w/Drive Thru (Per 1,000 s.f.) Mobility: \$20,610.00 Fire: \$313.00	Retail - Fast Food w/Drive Thru (Per 1,000 s.f.) Mobility: \$104,494.00 Fire: \$313.00	Townhouse (est based on a 1,500sf 1-2 Story) Mobility: \$6,661 Parks: \$1,957 School: \$7,027 Fire: \$249	
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Urban Mobility, Northwest Fire - Option 1) 12,500 sf daycare & 30,000 sf Gen Comm; Option 2) 101,000 sf mini-warehouse & 16,000 sf Gen Comm & 2,000 sf Fast Food w/DT & 2,000 sf Office; Option 3) 39 SF Attached (Townhouse) & 16,000 sf Gen Comm & 2,000 sf Fast Food w/DT & 2,000 sf Office												

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input checked="" type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The site is located at the northwest corner of the Gunn Highway (a 4-8 lane divided arterial roadway) and Four Oaks Road signalized intersection. Single-family residential zoning is present to the west, north and partially to the east. Property to the west, while zoned RSC-9, is a 1.7 acre property owned by Tampa Bay Water and developed with a public production well. Properties to the north are zoned RSC-9 and developed with single-family homes. A 40 foot wide, heavily vegetated unimproved right-of-way separates the subject site from the adjacent neighborhood. Homes are oriented to the west and east and not towards the subject site. Two parcels to the east are zoned RSC-9, while the remaining portion of the property to the east is commercial. One of the parcels is undeveloped. The other parcel is developed with a single-family home, which is oriented westward towards the northeast portion of the subject site. The home is located approximately 75 feet from the subject site.

Under Option 1, the proposed childcare center will be located in the northern portion of the project. The use will be required to comply with LDC Section 6.11.24 which requires play areas located within 100 feet of a residential district to hours limited to 8:00am – 7:00pm and for play areas to be fenced. A 20 foot wide buffer with Type B screening will be provided along the northern PD boundary (which is more intense than the required 10 foot wide buffer and Type A screening). At the proposed maximum height (36 feet), the 2:1 building setback will require a 42 foot setback. While the proposed rear yard setback (40 feet) is 2 feet less, the increased screening provided on the PD boundary and the unimproved ROW, which is heavily vegetated, restricts visibility. Additionally, the distance between the closest homes and the childcare building will be approximately 80 feet. Single-family to the northeast is separated from the site by Four Oaks Road (a 50 foot wide ROW). The distance between the building and residential structure will be approximately 80 feet. The Four Oaks Road access point aligns with the commercial property to the east and will not be directly west in front of the single-family residential.

Under Option 2, a mini-warehouse and professional services building will be located within the northern area. A maximum height of 43 feet/3-stories is proposed. The building will be located a minimum of 66 feet from the northern PD boundary (complying with the 2:1 additional setback) and a 20' buffer with Type B screening will be provided. With the intervening unimproved ROW, the distance between the building and homes to the north will be approximately 100 feet. The building will be located a minimum of 66 feet from the eastern PD boundary as well. While not required, this eastern setback meets the 2:1 setback requirement for buildings over 20 feet in height. Enhanced building design is required which will provide architectural features and foundation landscaping. Access from/to Four Oaks Road will align with the commercial to the east and not directly across the street from the eastern residential.

Under Option 3, the northern area will be developed with single-family attached units (townhomes) at a rear yard setback of 52 feet. This setback exceeds the 2:1 setback for buildings over 20 feet in height by 16 feet. Stormwater ponds located along the northern and eastern PD boundaries will internalize the units. Building heights are limited 36 feet, which is comparable to the maximum building height in the RSC-9 zoning district. A more intense buffer and screening (20 foot wide buffer with Type B screening) than required is proposed along the northern PD boundary, in addition to the 40 foot wide unimproved ROW. The proposed setback will provide approximately 100 feet between the townhomes and residential buildings to the north. To the east, the proposed setback of 52 feet and the 50 foot wide ROW provides over 100 feet from the building to the property line of the eastern residential. The townhome access point is located across from the adjacent commercial zoning, rather than from the adjacent residential.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

1. Option 1 in the Development Use Matrix to remove the 60’ setback for the child care center to the south.
2. Option 1 in the Development Use Matrix to remove the 40’ setback for the commercial uses to the north.
3. Option 2 in the Development Use Matrix to remove the 66’ setback for the mini-warehouse to the south.
4. Option 2 in the Development Use Matrix to remove the 66’ setback for the commercial to the north.
5. Option 3 in the Development Use Matrix to remove the 60’ setback for the townhomes to the south.
6. Option 3 in the Development Use Matrix to remove the 52’ setback for the commercial/office to the north.
7. Childcare use to be revised from 160 to 145 children on all sheets in the Development Use Matrix.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 1, 2023.

1. Development shall be limited to one of the three following options:
 - 1.1 Option 1 (no bonus): 12,500 sf Child Care center (145 children) and 30,000 sf of limited Commercial General (CG) zoning district uses, of which a maximum of 2,000 s.f. may be Eating Establishments with Drive-up Facilities. Uses shall be prohibited/restricted under Land Development Code Part 3.05.00 (Wellhead and Surface Water Resource Protection).

The following CG zoning district uses shall be prohibited:

- Private and charter schools
- Banquet/Reception halls
- Motor vehicle repair (neighborhood, minor and major)
- Free standing ER and Hospitals
- Rental and leasing, light equipment
- Sales, rental and service of new and use domestic vehicles, farm and garden equipment, private pleasure crafts and hobby vehicles
- Sales, rental and service of RVs
- Wholesale Distribution/Trade
- Ambulance Services
- Recyclable Material Recovery Facilities

- 1.2 Option 2 (intensity bonus – vertical integration): 101,000 sf Mini-Warehouse uses, 9,900 sf of limited Commercial General (CG) zoning district uses, of which a maximum of 2,000 sf may be Eating Establishments with Drive-up Facilities, and 10,100 sf of Professional Service uses. Uses shall be prohibited/restricted under Land Development Code Part 3.05.00 (Wellhead and Surface Water Resource Protection). In order to meet the requirement for two vertically integrated uses (per Comprehensive Plan Policy 19.3 – Incentives for Mixed Use), one building shall provide the mini-warehouse and professional service uses as described below.

The following CG zoning district uses shall be prohibited:

- Private and charter schools
- Banquet/Reception halls
- Motor vehicle repair (neighborhood, minor and major)

- Free standing ER and Hospitals
- Rental and leasing, light equipment
- Sales, rental and service of new and use domestic vehicles, farm and garden equipment, private pleasure crafts and hobby vehicles
- Sales, rental and service of RVs
- Wholesale Distribution/Trade
- Ambulance Services
- Recyclable Material Recovery Facilities

1.2.a Each preliminary or straight to construction site development plan shall provide internal drive and sidewalk stub outs to project boundaries to allow for vehicular and pedestrian connections when other portions of the overall project are developed.

1.2.b Until 10,100 sf of Professional Service uses has received construction or straight to construction plan approval, remaining uses shall not exceed 38,815 sf (0.35 FAR).

1.3 Option 3 (density bonus – horizontal integration): 18,000 sf of limited Commercial General (CG) zoning district uses, of which a maximum of 2,000 sf may be Eating Establishments with Drive-up Facilities, 2,000 sf of Professional Service uses, and 39 single-family attached (townhome) units. Uses shall be prohibited/restricted under Land Development Code Part 3.05.00 (Wellhead and Surface Water Resource Protection). In order to meet the requirement for three horizontally integrated uses (per Comprehensive Plan Policy 19.3 – Incentives for Mixed Use), the project shall contain, residential uses, limited CG zoning district uses, and professional service uses as described below.

The following CG zoning district uses shall be prohibited:

- Private and charter schools
- Banquet/Reception halls
- Motor vehicle repair (neighborhood, minor and major)
- Free standing ER and Hospitals
- Rental and leasing, light equipment
- Sales, rental and service of new and use domestic vehicles, farm and garden equipment, private pleasure crafts and hobby vehicles
- Sales, rental and service of RVs
- Wholesale Distribution/Trade
- Ambulance Services
- Recyclable Material Recovery Facilities

1.3.a Each preliminary or straight to construction site development plan shall provide internal drive and sidewalk stub outs to project boundaries to allow for vehicular and pedestrian connections when other portions of the overall project are developed.

13.b The number of permitted townhomes shall not exceed 9 units per acre (29 townhome units) until 100% of the Professional Service square footage (2,000 sf), and a minimum of 10% of the maximum limited CG zoning district uses (1,800 sf) has received construction or straight to construction plan approval, or is concurrent with a construction or straight-to construction plan including the townhome use.

2. The following shall apply to Option 1 (no bonus):

2.1 Uses, buildings, parking areas, and stormwater ponds shall be developed where generally depicted on

the general site plan. Internal circulation shall be developed as generally depicted on the general site plan. Notwithstanding the general site plan, building locations shall be in accordance with condition 2.2.

- 2.2 Buildings shall maintain a minimum setback of 60 feet from the southern PD boundary and 40 feet from the northern PD boundary. The commercial buildings shall maintain a minimum 40 foot setback from the eastern PD boundary and a minimum 85 foot setback from the western PD boundary. The Child Care center shall maintain a minimum 10 feet setback from the eastern PD boundary and minimum 140 foot setback from the western PD boundary.
 - 2.3 The maximum building height for all uses shall be 36 feet. An additional 2 foot setback for every 1 foot of building height over 20 feet is not required.
 - 2.4 A 20 foot wide buffer with Type B screening shall be provided along the northern PD boundary (exclusive of wetlands). No northern PD boundary screening shall be required within the County drainage easement along the western PD boundary. Stormwater ponds, or portions of stormwater ponds, which have a slope greater than 4:1 shall not be permitted within the buffer.
 - 2.5 A 10 foot wide buffer with Type A screening shall be provided along the western PD boundary where the Child Care center abuts folio 19115.0200. This buffer and screening shall be located on the east side of the County drainage easement along the western PD boundary. Stormwater ponds, or portions of stormwater ponds, which have a slope greater than 4:1 shall not be permitted within the buffer.
 - 2.6 The Child Care center shall be developed in compliance with LDC Section 6.11.24 (Child Care Center).
 - 2.7 Eating Establishments with Drive-up Facilities shall be developed in compliance with LDC Section 6.11.35.B .
3. The following shall apply to Option 2 (intensity bonus):
- 3.1 Uses, buildings, parking areas, and stormwater ponds shall be developed where generally depicted on the general site plan. Internal circulation shall be developed as generally depicted on the general site plan. Notwithstanding the general site plan, building locations shall be in accordance with condition 3.2.
 - 3.2 Buildings shall maintain a minimum setback of 60 feet from the southern PD boundary and 66 feet from the northern PD boundary. The commercial buildings shall maintain a minimum setback of 70 feet from the western PD boundary and minimum setback of 40 feet from the eastern PD boundary. The Mini-Warehouse/Professional Services building shall maintain a minimum setback of 66 from the western PD boundary and a minimum setback of 60 feet from the eastern PD boundary.
 - 3.3 The maximum building height for the commercial buildings shall be 36 feet. The maximum building height for the Mini-Warehouse/Professional Services building shall be 43 feet. No additional 2:1 setback shall be required.
 - 3.4 A 20 foot wide buffer with Type B screening shall be provided along the northern PD boundary (exclusive of wetlands). No northern PD boundary screening shall be required within the County drainage easement along the western PD boundary. Stormwater ponds, or portions of stormwater ponds, which have a slope greater than 4:1 shall not be permitted within the buffer.

- 3.5 The mini-warehouse/professional services building shall provide foundation landscaping along the full length of the facades, excluding entrances around the building. The foundation landscaping shall be placed between the sidewalk/drive area/parking area and the façade. The foundation landscaping shall be provided in planters or planting beds which extends a minimum of 18 inches from the facades. Landscaping shall include shrubs and/or ornamental trees approved by Natural Resources staff. Additionally, two or more the following shall be provided on all facades, unless otherwise noted:
- 3.5.a Pilasters to provide vertical interruptions of the facades. Pilasters shall project no less than five feet from the façade, be provided at intervals of at least 50 feet and extend from the bottom to the top of the building.
 - 3.5.b Split faced block on the bottom floor to differentiate the first floor from the second and/or third floors.
 - 3.5.c Use of two differing paint colors to provide horizontal interruptions of the facades. One of the colors shall be provided from the bottom to the top of at least one story.
 - 3.5.d Parapet at the corner of the building to vary the roof line. The facades which face Gunn Highway and Four Oaks Road shall provide the corner location. The parapet shall be a minimum of three feet in height.
 - 3.5.e Use of faux or real windows on the facades for one or more floors. Windows shall comprise at least 25% of the façade area. Windows may be enhanced with shutters. Alternatively, use of windows on the primary corner of the building for two or more floors may be provided. The primary corner shall be identified as the portion of the building containing the customer walk-in entrance of the mini-warehouse use.
- 3.6 Eating Establishments with Drive-up Facilities shall be developed in compliance with LDC Section 6.11.35.B .
4. The following shall apply to Option 3 (density bonus):
- 4.1 Uses, buildings, parking areas, and stormwater ponds shall be developed where generally depicted on the general site plan. Internal circulation shall be developed as generally depicted on the general site plan. Notwithstanding the general site plan, building locations shall be in accordance with condition 4.2.
 - 4.2 Commercial and office buildings shall maintain a minimum setback of 60 feet from the southern PD boundary, minimum setback of 60 feet from the western PD boundary and minimum setback of 30 feet from the eastern PD boundary. The townhomes shall maintain a minimum setback of 52 feet from the northern PD boundary, minimum setback of 52 feet from the western PD boundary and minimum setback of 52 feet from the eastern PD boundary.
 - 4.3 The maximum building height for the commercial building shall be 36 feet. The maximum building height for the townhomes shall be 36 feet. No additional 2:1 setback shall be required.
 - 4.4 A 20 foot wide buffer with Type B screening shall be provided along the northern PD boundary (exclusive of wetlands). No northern PD boundary screening shall be required within the County drainage easement along the western PD boundary. Stormwater ponds, or portions of stormwater ponds, which have a slope greater than 4:1 shall not be permitted within the buffer.
 - 4.5 A 20 foot wide buffer with Type B screening shall be provided along the western PD boundary (exclusive of wetlands). This buffer and screening shall be located on the east side of the County drainage easement along the western PD boundary. Stormwater ponds, or portions of stormwater ponds, which

have a slope greater than 4:1 shall not be permitted within the buffer.

4.6 Eating Establishments with Drive-up Facilities shall be developed in compliance with LDC Section 6.11.35.B. The minimum order box distance shall not apply to residential uses within this Planned Development.

4.7 Land Development Code required buffering and screening between the townhome portion and commercial/office portion of the project shall be provided, exclusive of access ways, stormwater ponds and the 50 foot wide drainage easement along the western PD boundary.

4.8 Single-Family Attached (townhomes) shall comply with the following:

Minimum lot size:	600 sf
Minimum lot width:	18 ft
Minimum front yard setback:	15 ft home / 20 ft garage
Minimum side yard setback:	2 ft (end units)
Minimum separation between buildings:	5 ft
Minimum rear yard setback:	10 ft
Maximum building height:	36 ft

5. The project shall be restricted to and served by one (1) right-in/right-out vehicular access to Gunn Hwy. and (1) full venular access to Four Oaks Rd. All other existing access connections shall be closed and sodded. Both project access connections shall be constructed with the initial increment of non-residential development.

6. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.

7. No buildings, parking, stormwater or other infrastructure shall be permitted within the County’s easement (i.e. serving the drainage canal system), located on the western portion of the site and as more specifically described in the Official Records of Hillsborough County Book 1979 Pages 622-626. A detailed plot of the easement area shall be shown and labeled on all future plat/site/construction plan submittals.

8. Project entitlements shall be as follows:

a. Development Option 1:

- i. Up to 30,000 s.f. of limited Commercial General (CG) district uses, of which a maximum of 2,000 s.f. may be Eating Establishments with Drive-up Facilities, subject to certain trip generation restrictions as further described in condition 10, hereinbelow; and,
- ii. Up to 12,500 s.f. of Child Care Center uses with a maximum enrollment of 145 students.

b. Development Option 2:

- i. Up to 9,900 s.f. of limited Commercial General (CG) district uses, of which a maximum of 2,000 s.f. may be Eating Establishments with Drive-up Facilities, subject to certain trip generation restrictions as further described in condition 10, hereinbelow; and,
- ii. Up to 10,100 s.f. of Professional Service uses; and,
- iii. Up to 101,000 s.f. of Mini-Warehouse uses.

c. Development Option 3:

- i. Up to 18,000 s.f. of limited Commercial General (CG) district uses, of which a maximum of 2,000 s.f. may be Eating Establishments with Drive-up Facilities, subject to certain trip generation restrictions as further described in condition 10, hereinbelow; and,
 - ii. Up to 2,000 s.f. of Professional Service uses; and,
 - iii. Up to 39 Single-family Attached (Townhouse) dwelling units.
9. Any special or conditional use constructed within the project shall meet all applicable standards of Part 6.11.00 of the Hillsborough County Land Development Code, unless otherwise stated in these conditions.
10. The project shall be limited to the maximum CG entitlements specified in condition 8, hereinabove. Notwithstanding anything herein to the contrary, the maximum amount of that CG development shall be limited by certain restrictions placed on the allowable uses and the cumulative trip generation of all existing and proposed CG uses within the PD as further detailed below. This condition has the effect that, depending upon the amount and type of uses ultimately developed within the CG portion of the PD, the maximum CG entitlements above may not be constructible and/or could result in a property owner's inability to construct any development within a portion of the project. Each of the following shall apply:
 - a. The cumulative gross trip generation of the limited CG uses within the PD shall not exceed the following:
 - i. Development Option 1: 2,460 gross average daily trips, 155 gross a.m. peak hour trips and 228 gross p.m. peak hour trips.
 - ii. Development Option 2: 1,365 gross average daily trips, 108 gross a.m. peak hour trips and 132 gross p.m. peak hour trips.
 - iii. Development Option 3: 1,806 gross average daily trips, 127 gross a.m. peak hour trips and 175 gross p.m. peak hour trips.
 - b. The cumulative net new trip generation of the limited CG uses within the PD (when accounting for pass-by trips only) shall not exceed:
 - i. Development Option 1: 1,382 net new average daily trips, 84 net new a.m. peak hour trips, and 127 net new p.m. peak hour trips.
 - ii. Development Option 2: 725 net new average daily trips, 55 net new a.m. peak hour trips, and 70 net new p.m. peak hour trips.
 - iii. Development Option 3: 990 net new average daily trips, 67 net new a.m. peak hour trips, and 90 net new p.m. peak hour trips.
 - c. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on the site. The list shall contain data including gross floor area, type of use, date the use was approved by Hillsborough County, references to the site/subdivision Project Identification (PI) number (or if no PI number exists, a copy of the permit or other official reference number), calculations detailing the individual increment and cumulative project gross and net new trip generation impacts, and source for the data used to develop such estimates.
 - d. In calculating the trip generation impacts of existing and proposed development, sole authority to determine the appropriateness of certain ITE land use codes shall rest with the Administrator, who shall consult ITE


land use code definitions, trip generation datasets and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE Trip Generation Manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine appropriate trip generation rates for purposes of calculating whether proposed entitlements exceed the trip cap. Given the wide range of potential uses, and since the transportation analysis submitted for purposes of the zoning does not necessarily represent a worst-case scenario of potential trip generation impacts for any individual use or group of uses, the utilization of certain land use codes within the zoning level analysis shall have no bearing on the appropriateness of the codes ultimately chosen to study project impacts, including whether uses can ultimately be authorized consistent with the above trip caps.

11. Notwithstanding anything on the PD site plan to the contrary, internal drive-through window locations, drive-aisle locations, drive-aisle directional designs, and stripped/signed turn around areas shall be constructed in strict compliance with the PD site plan. At a minimum, raised concrete separators shall be constructed as shown on the PD site plan. Additional separators may be required at the time of site/construction plan review.
12. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, internal drive-aisles shall comply with applicable TD-2 standards, be a minimum of 12 feet in width, and/or, unless otherwise approved by Hillsborough County Fire Rescue, be a minimum of 15 feet in width where such drive aisle serves to provide required fire circulation, whichever is greater (as applicable).
13. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, parking shall comply with Section 6.05 of the LDC. Additionally, the developer shall be required to construct off-street loading spaces in accordance with LDC Sections 6.05.02.N. and O. The developer shall not be permitted to utilize the area designated as "Stripped/Signed Area for Vehicle Turnarounds - No Parking or Loading Permitted."
14. If on-site use/operations are determined by Hillsborough County to cause or contribute to the significant off-site queuing of vehicles onto Four Oaks Rd. or Gunn Hwy., the property owner shall be required (upon a written request by Hillsborough County) to propose corrective measure(s), which could include but shall not be limited to revised onsite operational plans, revised site design, and/or changes to the external roadway/driveway access. Such measures will be subject to the review and approval of Hillsborough County. In the event an agreement on suitable corrective measures cannot be reached, or measures fail to fully address the issue to the satisfaction of Hillsborough County, then the property owner shall propose some other method of elimination of the significant off-site safety and operational issue(s), which may include but shall not be limited to alternative use of the land consistent with approved zoning designations and/or alternative land use arrangements. Alternatively, the County may require closure of one of the project access connections and/or restrict project access to eliminate certain movements.
15. Consistent with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to +/- 4.5 feet of right-of-way along the project's Gunn Hwy. frontage, such that a minimum of +/- 70 feet is preserved north of the existing right-of-way centerline. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
16. The developer shall construct a northbound to westbound left turn lane on Four Oaks Blvd. at the project entrance.

17. Consistent with LDC Sec. 6.03.02.D., because the Four Oaks Ave. right-of-way is too small to install the required sidewalk, the developer shall dedicate and convey an easement (for public access and maintenance purposes) to Hillsborough County. Alternatively, at the developer's sole option, the developer may choose to dedicate and convey the underlying fee to the County.
18. The developer shall construct transit improvements in accordance with Sec. 6.03.09 of the LDC.
19. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
20. If PD 22-0686 is approved, the County Engineer will approve a Design Exception (dated March 1, 2023 and last revised July 21, 2023) which was found approvable by the County Engineer (on August 13, 2023) for the Four Oaks Rd. substandard roadway improvements. As Four Oaks Rd. is a substandard local roadway, the developer will be required to make certain improvements to a portion of Four Oaks Rd. along their project frontage prior to concurrent with the initial increment of development, consistent with (and as more fully described by) the Design Exception. Specifically, the developer shall:
 - a. Widen/reconstruct the roadway as necessary to achieve/maintain 11-foot-wide lane widths;
 - b. Install Type F-curb along both sides of the roadway; and,
 - c. Ensure minimum 5-foot-wide separations are maintained on both sides of the roadway between the existing and to-be constructed sidewalks and the back of the Type-F curb.
21. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
22. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
23. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
24. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
25. The developer shall be required to upgrade/improve the bus stop in coordination with HART.
26. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD

unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

- 27. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

Zoning Administrator Sign Off:	 <p>J/ Brian Grady Mon Aug 14 2023 14:14:45</p>
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SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

PD Variation Requests:

Option 1: The applicant requests a PD Variation to LDC Section 6.06.00 to allow the required 10 foot wide buffer with Type A screening to be placed to the east of the 50' wide drainage easement that runs along the western PD boundary. While placement of the required screening (6' high fence, wall, plantings, or berm combination) within the drainage easement is not prohibited, it is not recommended and may subsequently be removed by the County, thereby providing no required screening.

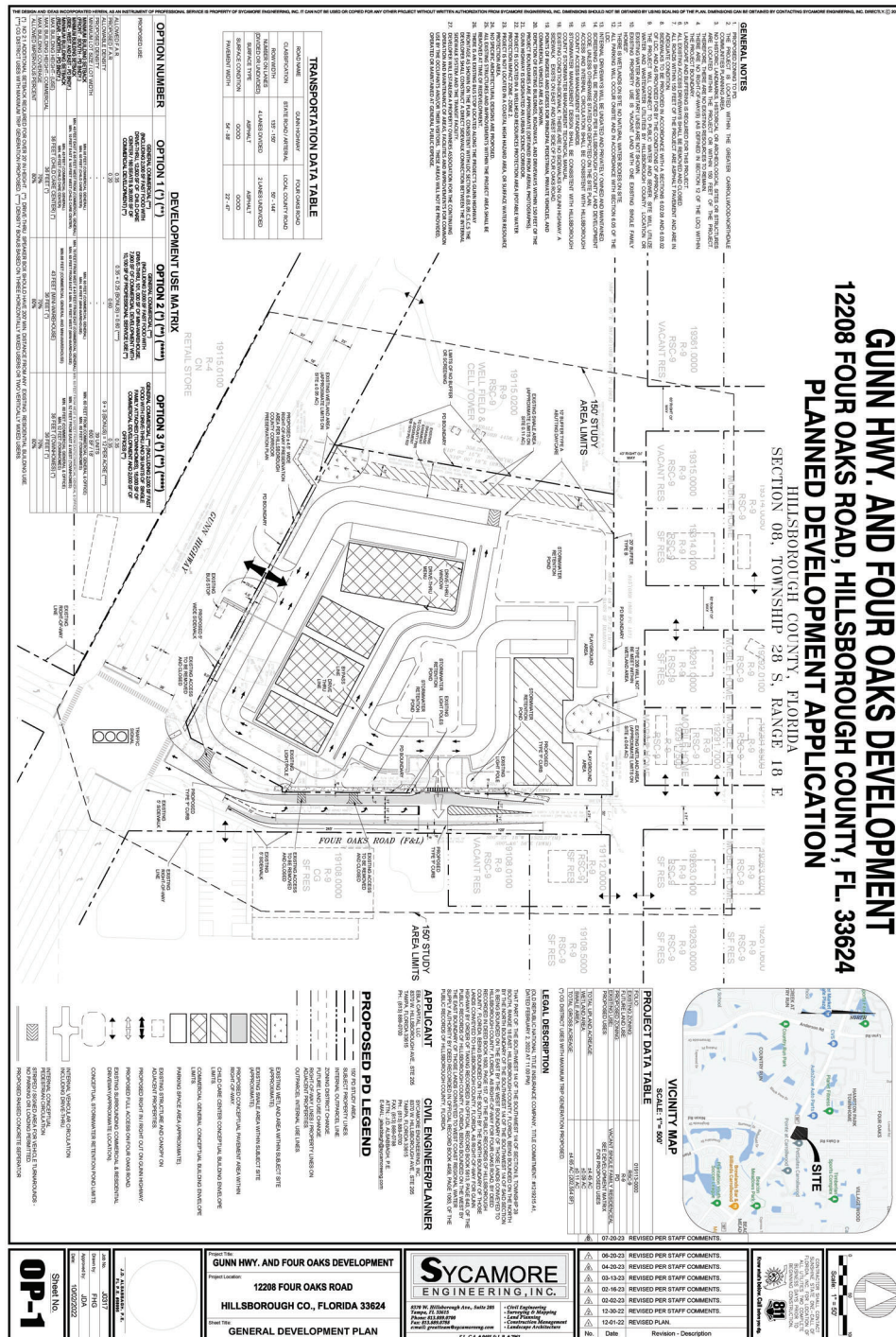
Option 3: The applicant requests a PD Variation to LDC Section 6.06.00 to all the required 20 foot wide buffer with Type B screening to be placed to the east of the 50' wide drainage easement that runs along the western PD boundary. While placement of the required screening (6' high fence, wall, plantings, or berm combination and 10' high evergreen shade trees on 20' centers) within the drainage easement is not prohibited, it is not recommended and may subsequently be removed by the County, thereby providing no required screening.

Staff has no objections to the PD Variation requests.

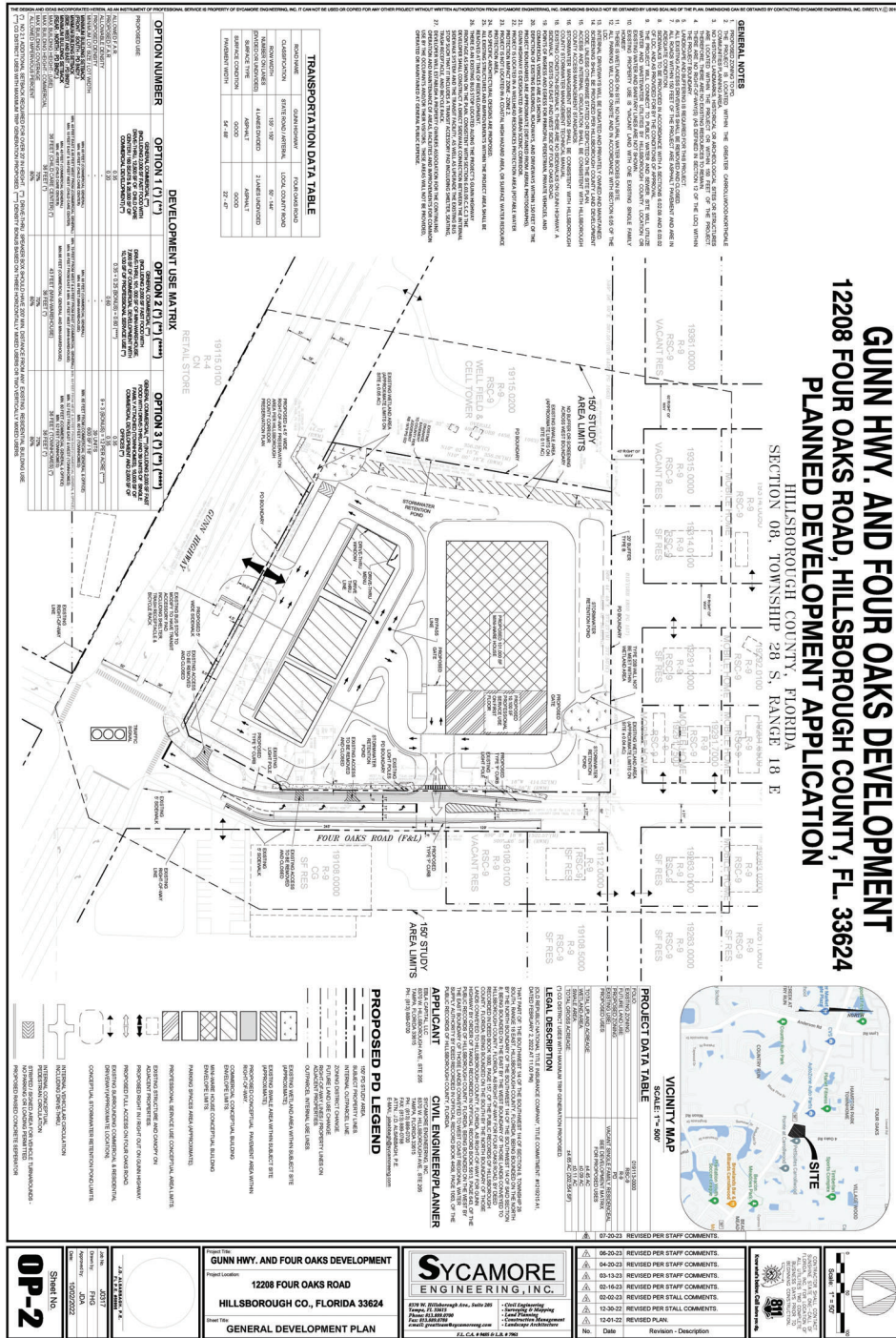
Intensity/Density Bonus Requests:

The applicant is requesting an intensity bonus in Option 2 and a density bonus in Option 3. No intensity/density bonus is requested under Option 1. Option 2 proposes the vertical integration of two uses to allow an additional 0.25 FAR on the site, which will result in a 0.60 FAR. Option 3 proposes the horizontal integration of three uses to allow a density increase from 9 units per acre to 12 units per acre for the residential portion of the project. Per Planning Commission staff, conditions are proposed to ensure the development of two or three uses.

8.0 PROPOSED SITE PLAN (FULL)



8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 8/14/2023

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: GCN/ Northwest

PETITION NO: RZ 22-1647

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to the listed or attached conditions.
- This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

1. The project shall be restricted to and served by one (1) right-in/right-out vehicular access to Gunn Hwy. and (1) full venular access to Four Oaks Rd. All other existing access connections shall be closed and sodded. Both project access connections shall be constructed with the initial increment of non-residential development.
2. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
3. No buildings, parking, stormwater or other infrastructure shall be permitted within the County's easement (i.e. serving the drainage canal system), located on the western portion of the site and as more specifically described in the Official Records of Hillsborough County Book 1979 Pages 622-626. A detailed plot of the easement area shall be shown and labeled on all future plat/site/construction plan submittals.
4. Project entitlements shall be as follows:
 - a. Development Option 1:
 - i. Up to 30,000 s.f. of Commercial General (CG) district uses, of which a maximum of 2,000 s.f. may be Eating Establishments with Drive-up Facilities, subject to certain trip generation restrictions as further described in **condition 6**, hereinbelow; and,
 - ii. Up to 12,500 s.f. of Child Care Center uses with a maximum enrollment of 145 students.
 - b. Development Option 2:
 - i. Up to 9,900 s.f. of Commercial General (CG) district uses, of which a maximum of 2,000 s.f. may be Eating Establishments with Drive-up Facilities, subject to certain trip generation restrictions as further described in **condition 6**, hereinbelow; and,
 - ii. Up to 10,100 s.f. of Professional Service uses; and,
 - iii. Up to 101,000 s.f. of Mini-Warehouse uses.

- c. Development Option 3:
 - i. Up to 18,000 s.f. of Commercial General (CG) district uses, of which a maximum of 2,000 s.f. may be Eating Establishments with Drive-up Facilities, subject to certain trip generation restrictions as further described in condition 6, hereinbelow; and,
 - ii. Up to 2,000 s.f. of Professional Service uses; and,
 - iii. Up to 39 Single-family Attached (Townhouse) dwelling units.
5. Any special or conditional use constructed within the project shall meet all applicable standards of Part 6.11.00 of the Hillsborough County Land Development Code.
6. The project shall be limited to the maximum CG entitlements specified in condition 4, hereinabove. Notwithstanding anything herein to the contrary, the maximum amount of that CG development shall be limited by certain restrictions placed on the allowable uses and the cumulative trip generation of all existing and proposed CG uses within the PD as further detailed below. This condition has the effect that, depending upon the amount and type of uses ultimately developed within the CG portion of the PD, the maximum CG entitlements above may not be constructible and/or could result in a property owner's inability to construct any development within a portion of the project. Each of the following shall apply:
 - a. The cumulative gross trip generation of the CG uses within the PD shall not exceed the following:
 - i. Development Option 1: 2,460 gross average daily trips, 155 gross a.m. peak hour trips and 228 gross p.m. peak hour trips.
 - ii. Development Option 2: 1,365 gross average daily trips, 108 gross a.m. peak hour trips and 132 gross p.m. peak hour trips.
 - iii. Development Option 3: 1,806 gross average daily trips, 127 gross a.m. peak hour trips and 175 gross p.m. peak hour trips.
 - b. The cumulative net new trip generation of the CG uses within the PD (when accounting for pass-by trips only) shall not exceed:
 - i. Development Option 1: 1,382 net new average daily trips, 84 net new a.m. peak hour trips, and 127 net new p.m. peak hour trips.
 - ii. Development Option 2: 725 net new average daily trips, 55 net new a.m. peak hour trips, and 70 net new p.m. peak hour trips.
 - iii. Development Option 3: 990 net new average daily trips, 67 net new a.m. peak hour trips, and 90 net new p.m. peak hour trips.
 - c. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on the site. The list shall contain data including gross floor area, type of use, date the use was approved by Hillsborough County, references to the site/subdivision Project Identification (PI) number (or if no PI number exists, a copy of the permit or other official reference number), calculations detailing the individual increment and cumulative project gross and net new trip generation impacts, and source for the data used to develop such estimates.
 - d. In calculating the trip generation impacts of existing and proposed development, sole authority to determine the appropriateness of certain ITE land use codes shall rest with

the Administrator, who shall consult ITE land use code definitions, trip generation datasets and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE Trip Generation Manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine appropriate trip generation rates for proposes of calculating whether proposed entitlements exceed the trip cap. Given the wide range of potential uses, and since the transportation analysis submitted for purposes of the zoning does not necessarily represent a worst-case scenario of potential trip generation impacts for any individual use or group of uses, the utilization of certain land use codes within the zoning level analysis shall have no bearing on the appropriateness of the codes ultimately chosen to study project impacts, including whether uses can ultimately be authorized consistent with the above trip caps.

7. Notwithstanding anything on the PD site plan to the contrary, internal drive-through window locations, drive-aisle locations, drive-aisle directional designs, and stripped/signed turn around areas shall be constructed in strict compliance with the PD site plan. At a minimum, raised concrete separators shall be constructed as shown on the PD site plan. Additional separators may be required at the time of site/construction plan review.
8. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, internal drive-aisles shall comply with applicable TD-2 standards, be a minimum of 12 feet in width, and/or, unless otherwise approved by Hillsborough County Fire Rescue, be a minimum of 15 feet in width where such drive aisle serves to provide required fire circulation, whichever is greater (as applicable).
9. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, parking shall comply with Section 6.05 of the LDC. Additionally, the developer shall be required to construct off-street loading spaces in accordance with LDC Sections 6.05.02.N. and O. The developer shall not be permitted to utilize the area designated as “Striped/Signed Area for Vehicle Turnarounds - No Parking or Loading Permitted.”
10. If on-site use/operations are determined by Hillsborough County to cause or contribute to the significant off-site queuing of vehicles onto Four Oaks Rd. or Gunn Hwy., the property owner shall be required (upon a written request by Hillsborough County) to propose corrective measure(s), which could include but shall not be limited to revised onsite operational plans, revised site design, and/or changes to the external roadway/driveway access. Such measures will be subject to the review and approval of Hillsborough County. In the event an agreement on suitable corrective measures cannot be reached, or measures fail to fully address the issue to the satisfaction of Hillsborough County, then the property owner shall propose some other method of elimination of the significant off-site safety and operational issue(s), which may include but shall not be limited to alternative use of the land consistent with approved zoning designations and/or alternative land use arrangements. Alternatively, the County may require closure of one of the project access connections and/or restrict project access to eliminate certain movements.
11. Consistent with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to +/- 4.5 feet of right-of-way along the project’s Gunn Hwy. frontage, such that a minimum of +/- 70 feet is preserved north of the existing right-of-way centerline. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
12. The developer shall construct a northbound to westbound left turn lane on Four Oaks Blvd. at the project entrance.

13. Consistent with LDC Sec. 6.03.02.D., because the Four Oaks Ave. right-of-way is too small to install the required sidewalk, the developer shall dedicate and convey an easement (for public access and maintenance purposes) to Hillsborough County. Alternatively, at the developer's sole option, the developer may choose to dedicate and convey the underlying fee to the County.
14. The developer shall construct transit improvements in accordance with Sec. 6.03.09 of the LDC.
15. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
16. If PD 22-0686 is approved, the County Engineer will approve a Design Exception (dated March 1, 2023 and last revised July 21, 2023) which was found approvable by the County Engineer (on August 13, 2023) for the Four Oaks Rd. substandard roadway improvements. As Four Oaks Rd. is a substandard local roadway, the developer will be required to make certain improvements to a portion of Four Oaks Rd. along their project frontage prior to concurrent with the initial increment of development, consistent with (and as more fully described by) the Design Exception. Specifically, the developer shall:
 - a. Widen/reconstruct the roadway as necessary to achieve/maintain 11-foot-wide lane widths;
 - b. Install Type F-curb along both sides of the roadway; and,
 - c. Ensure minimum 5-foot-wide separations are maintained on both sides of the roadway between the existing and to-be constructed sidewalks and the back of the Type-F curb.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 4.65 ac. parcel from Residential Single-Family Conventional – 9 (RSC-9) to Planned Development (PD). The applicant is seeking entitlements for three development options. Option 1 permits up to 30,000 s.f. of Commercial General (CG) district uses, of which a maximum of 2,000 s.f. may be Eating Establishments with Drive-up Facilities, subject to certain trip generation restrictions and up to 12,500 s.f. of Child Care Center uses with a maximum enrollment of 145 students. Option 2 permits up to 9,900 s.f. of Commercial General (CG) district uses, of which a maximum of 2,000 s.f. may be Eating Establishments with Drive-up Facilities, subject to certain trip generation restrictions, up to 10,100 s.f. of Professional Service uses, and up to 101,000 s.f. of Mini-Warehouse uses. Option 3 permits up to 18,000 s.f. of Commercial General (CG) district uses, of which a maximum of 2,000 s.f. may be Eating Establishments with Drive-up Facilities, subject to certain trip generation restrictions, up to 2,000 s.f. of Professional Service uses, and up to 39 Single-family Attached (Townhouse) dwelling units.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis which examined each proposed development scenario. Staff did not scrutinize commercial land use code usage, since the applicant is proposing a trip generation cap on those CG uses. Staff will determine the appropriate code at the time of site/construction plan review, which the applicant will then utilize to ensure cumulative development does not exceed the values studied and presented in the applicant's trip generation analysis.

Utilizing data from the applicant's study and the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition, and based upon a generalized worst-case scenario of the subject site and utilizing Option 1 (which is the highest trip generating option of the three development options proposed), staff has prepared a comparison of the trip generation potential at project buildout under the existing and proposed zoning designations.

Existing Use:

Land Use/Size	24 Hour Two-Way Volume	Total Peak hour Trips	
		AM	PM
RSC-9, 41 Single Family Detached Dwelling Units (ITE LUC 210)	444	33	43

Proposed Use (*Option 1 – Worst Case Scenario*):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Commercial General Uses Subject to Trip Cap (Per Applicant’s Analysis)	2,460	155	228
PD, 145 Student Child Care Center Use (ITE LUC 565)	594	104	102
Subtotal:	3,054	259	330

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 2,610	(+) 226	(+) 287

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Gunn Hwy. is a 4-lane, divided, publicly maintained, arterial roadway characterized by +/- 11-foot-wide lanes in average condition. Along the project’s frontage, the roadway lies within a variable width right-of-way (between +/- 135 and +/- 150 feet in width). There are +/- 5-foot-wide sidewalks along portions of the north and south side of Gunn Hwy. the vicinity of the proposed project. There are +/- 5-foot-wide bicycle facilities (or paved shoulders) along Gunn Hwy. in the vicinity of the proposed project.

The segment of Gunn Hwy. along the project’s frontage is identified on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway. There is no typical section standard for a 6-lane roadway within the Hillsborough County Transportation Technical Manual (TTM). The minimum right-of-way necessary to accommodate a 6-lane roadway is calculated by taking the minimum right-of-way of 110 feet for a 4-lane, urban collector roadway (TS-4 per the TTM) and adding an additional 22 feet for the additional two travel lanes (for a total of 132 feet required). There is an existing eastbound to southbound right turn lane on Gunn Highway opposite the proposed site. As such, the existing minimum right-of-way width of 135 feet is reduced by 11 feet to account for continuation of that turn lane in the future 6-lane condition. As such, there is 124 feet of right-of-way available for the future 6-lane roadway, with 132 feet required. As such, per the LDC one-half of the 8-foot discrepancy is required to be preserved by the applicant of the subject PD. Staff notes the applicant proposed a 4.5-foot-wide preservation, which may be due to a rounding or other error or the minimum right-of-way data presented. Regardless, staff’s condition reflects the 4.5 preservation shown on the PD site plan.

Four Oaks Rd. is a 2-lane, undivided, publicly maintained, substandard, local roadway characterized by +/- 18 to 32 feet of pavement in poor condition. Along the project’s frontage, the roadway lies within a variable width right-of-way (between +/- 50 and +/- 144 feet in width). There are +/- 5-foot-wide sidewalks along

portions of the east and west side of Four Oaks Rd. in the vicinity of the proposed project. There are no bicycle facilities on Four Oaks Rd.

SITE ACCESS, CONNECTIVITY AND CIRCULATION

Generally

Vehicular access to site is being served by one (1) right-in/right-out driveway connection to Gunn Hwy. and one (1) full access connection to Four Oaks Rd. Internal project driveways are proposed to be ungated, which will help to ensure.

Auxiliary (turn) lanes are not warranted consistent with Section 6.04.04.D. of the LDC.

Cross access is not warranted consistent with Section 6.04.03.Q. of the LDC.

Staff had concerns about the project's northbound left turn lane on Four Oaks Rd. taking space from a southbound left which could be needed at the signalized Four Oaks Rd. and Gunn Hwy. intersection. The County Engineer reviewed the plans with the applicant's transportation consultant, and determined that a dedicated southbound left turn lane was difficult or impossible to construct given offset issues which would be created due to the geometry of the southern leg of the intersection, and that the areas to the north was largely built out/stable, and therefore, there is a reduced likelihood of additional significant traffic pressures being placed on this intersection in the future (i.e. that could push to such dedicated left turn being warranted).

Site Circulation

Staff had (and to a certain extent continues to have) significant concerns regarding internal circulation within the site, particularly given the proposal to include uses which permit drive-through facilities (e.g. fast food restaurants with drive-through facilities). Staff worked with the applicant to come up with alternative land use and drive aisle arrangements which provide potentially longer and more efficient drive through queuing within the site, a critical feature of which is the installation of raised concrete separators which will help ensure continued availability of bypass lanes and circulation aisles within the site and minimize the likelihood that project traffic will back up into adjacent roadways. While the applicant appears confident that they can operate the revised site without negative impacts to adjacent roadways, staff continued to have concerns given a lack of information about the entities who will occupy the facility and the County's inability to restrict individual brands within the site (staff notes that, anecdotally, certain brands and types of uses can have far greater drive-through impacts than other similar uses). As such, has also proposed a condition which is designed to ensure that any significant and repetitious negative impacts which occur in the future to adjacent roadways are mitigated by the property owner.

REQUESTED DESIGN EXCEPTION

Given that Four Oaks Rd. is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated March 1, 2023 and last revised July 21, 2023) for Four Oaks Rd. to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on August 13, 2023). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 (for 2-lane Rural Local and Collector Roadways) include the following:

- The developer shall be able to utilize a 50-foot-wide right-of-way width in lieu of the 96-foot-wide right-of-way required per TTM TS-7;
- The developer shall be permitted to maintain/construct 11-foot-wide travel lanes in lieu of the 12-foot-wide lanes required per TTM TS-7;
- The developer shall be permitted to utilize F-type curbs in lieu of the 8-foot-wide stabilized shoulders of which 5-feet are paved as required per TS-7;

- The developer shall be permitted reduce the required separation between the sidewalk and the travel lane from the 29 feet required pursuant to TS-7 to a minimum of 5-feet on the east and west sides of Four Oaks Rd.).

The developer is required to construct certain improvements within each of two areas, consistent with the Design Exception. For purposes of the Design Exception, Segment BB is defined as the 120 feet of Four Oaks Rd. north of the proposed project access and continuing south for a distance of +/- 30 feet south of the southernmost point of tangency for the proposed Four Oaks Access, i.e. to the northern boundary of Segment CC, and Segment CC is defined as the portion of Four Oaks Rd. between the southern boundary of Segment BB and a point +/- 100-feet north of Gunn Hwy. Specifically:

1. Within Segment BB, the developer shall install transitional gore striping, add type F-curb along both sides of the roadway, and widen/reconstruct the roadway as necessary to maintain an 11-foot-wide lane width and minimum 5-foot-wide separation between the back of curb and sidewalk on both sides of the roadway.
2. Within Segment CC (and the southernmost portion of segment BB), the developer shall be required to construct a northbound to westbound left turn lane and widen the existing road to ensure all lanes have a width of 11-feet. The developer shall also be required to install F-type curbing along both sides of the roadway and maintain a minimum 5-foot-wide separation between the back of curb and sidewalk on both sides of the roadway.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway section(s) is reported below. Four Oaks Rd. is not listed in the LOS report. As such, no information for this facility can be provided.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Gunn Hwy.	Anderson/Lynn Turner	Casey Rd.	E	C

Source: Hillsborough County 2020 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Sunday, August 13, 2023 11:44 PM
To: Micahel Yates (myates@palmtraffice.com); Vicki Castro
Cc: tirados@hillboroughcounty.org; Heinrich, Michelle; Ratliff, James; PW-CEIntake; De Leon, Eleonor; JD Alsabbagh (jalsabbagh@sycamoreeng.com)
Subject: FW: RZ PD 22-1647 - Design Exception Review
Attachments: 22-1647 DEREQ 07-27-23.pdf; FW: RZ PD 22-1647 - Design Exception Review

Michael/Vicki,

I have found the attached Design Exception (DE) for PD 22-1647 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hillsboroughcounty.org or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

If the BOCC denies the PD zoning or PD zoning modification request, staff will request that you withdraw the AV/DE. In such instance, notwithstanding the above finding of approvability, if you fail to withdraw the request, I will deny the AV/DE (since the finding was predicated on a specific development program and site configuration which was not approved).

Once I have signed the document, it is your responsibility to submit the signed AV/DE(s) together with your initial plat/site/construction plan submittal. If the project is already in preliminary review, then you must submit the signed document before the review will be allowed to progress. Staff will require resubmittal of all plat/site/construction plan submittals that do not include the appropriate signed AV/DE documentation.

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

Please note: All correspondence to or from this office is subject to Florida's Public Records law.

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Saturday, August 12, 2023 7:41 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: RE: RZ PD 22-1647 - Design Exception Review

Hello Mike,

The attached DE Was deemed approvable by you on 7/17, see the attached email, per some additional comments from James it was revised to clarify better the improvements and the attached is the most recent version.

Please include the following people in your email response:

vcastro@palmtraffic.com
myates@palmtraffic.com
jalsabbagh@sycamoreeng.com
heinrichm@hillsboroughcounty.org
ratliffja@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE *(she/her/hers)*
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

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Revised July 21, 2023
Revised June 28, 2023
Revised May 31, 2023
March 01, 2023

Mr. Michael Williams, P.E.
Hillsborough County
Development Services Department
Development Review Director
County Engineer
601 East Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

RE: 12208 Four Oaks Road (PD 22-1674)
Folio: 019113-0000
Design Exception – Four Oaks Road
Palm Traffic Project No. T22104

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed worst case scenario development of a 2,000 square foot fast food restaurant with drive through, a 28,000 square foot retail building and a 12,500 square foot day care center located north of Gunn Highway and west of Four Oaks Road, as shown in Figure 1. This request is made based on our virtual meeting on January 13, 2023, with Hillsborough County staff.

The project proposes to have one (1) right-in/right-out access to Gunn Highway and one (1) full access to Four Oaks Road. Four Oaks Road is identified in the Hillsborough County Comprehensive Plan as a local roadway and was identified during our meeting as a substandard road. Four Oaks Road has a posted speed limit of 15 mph with approximately 319 PM peak hour trip ends (approximately 3,190 daily trip ends). Four Oaks Road currently has 11-foot travel lanes, a 5-foot sidewalk on both sides of the roadway within approximately 50 feet of right of way. No bike lanes currently exist on either side of Four Oaks Road.

The segment is broken into two parts, from the intersection of Gunn Highway north approximately 125 feet (shown in Section CC) and from where the left turn lane begins north to where the roadway transitions back to the existing roadway (shown in Section BB). The existing section to the north is shown in Section AA which currently has 10.5-foot travel lanes, and 5-foot sidewalks on both sides of the roadway. No modifications are proposed for this section.

This request is a design exception to the Hillsborough County Transportation Technical Manual for Four Oaks Road from Gunn Highway north to the beginning of the turn lane. For Section CC, the requested exceptions to the TS-7 typical section and the justification are as follows:

1. The existing ROW along Four Oaks Road is approximately 50 feet. The typical TS-7 section for a rural, two-lane undivided roadway requires a minimum of 96 feet of ROW with 12-foot lanes, 5-foot paved shoulder, open drainage, and a 5-foot sidewalk.

- 2. The request is to maintain the existing 11-foot travel lanes, open drainage and a 5-foot sidewalk on both sides of the road. Based on Table 3-20 of the Florida Green Book, 10-foot travel lanes and turn lanes are identified as acceptable.

The proposed typical section is shown in Figure 2 and the proposed improvements are shown in Figure 3.

For Section BB, the requested exceptions to the TS-4 typical section and the justification are as follows:

- 1. The typical TS-4 section for an urban, two-lane undivided roadway requires a minimum of 75 feet (additional 11 feet for the left turn lane) of ROW with 11-foot lanes, 7-foot buffered bike lane, 5-foot sidewalk, 5-foot grass strip and F type curb.
- 2. Section BB currently has 10-foot travel lanes in approximately 50 feet of right of way. The request is to provide 11-foot travel lanes and an 11-foot northbound left turn lane, a 5-foot sidewalk on both sides of the roadway, a 5-foot grass strip and F type curb. Due to ROW constraints, the sidewalk on the west side of Four Oaks Road will be placed outside of the current right of way along the project frontage. At time of construction permitting, an easement agreement of right of way dedication will be made to convey public rights to the sidewalk.

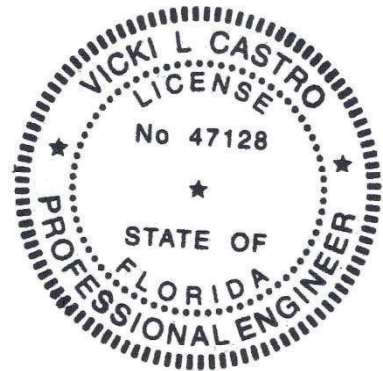
The proposed typical section is shown in Figure 2. Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

Vicki L
Castro

Vicki L Castro, P.E.
Principal

Digitally signed by Vicki
L Castro
Date: 2023.07.21
11:08:00 -04'00'



Based on the information provided by the applicant, this request is:

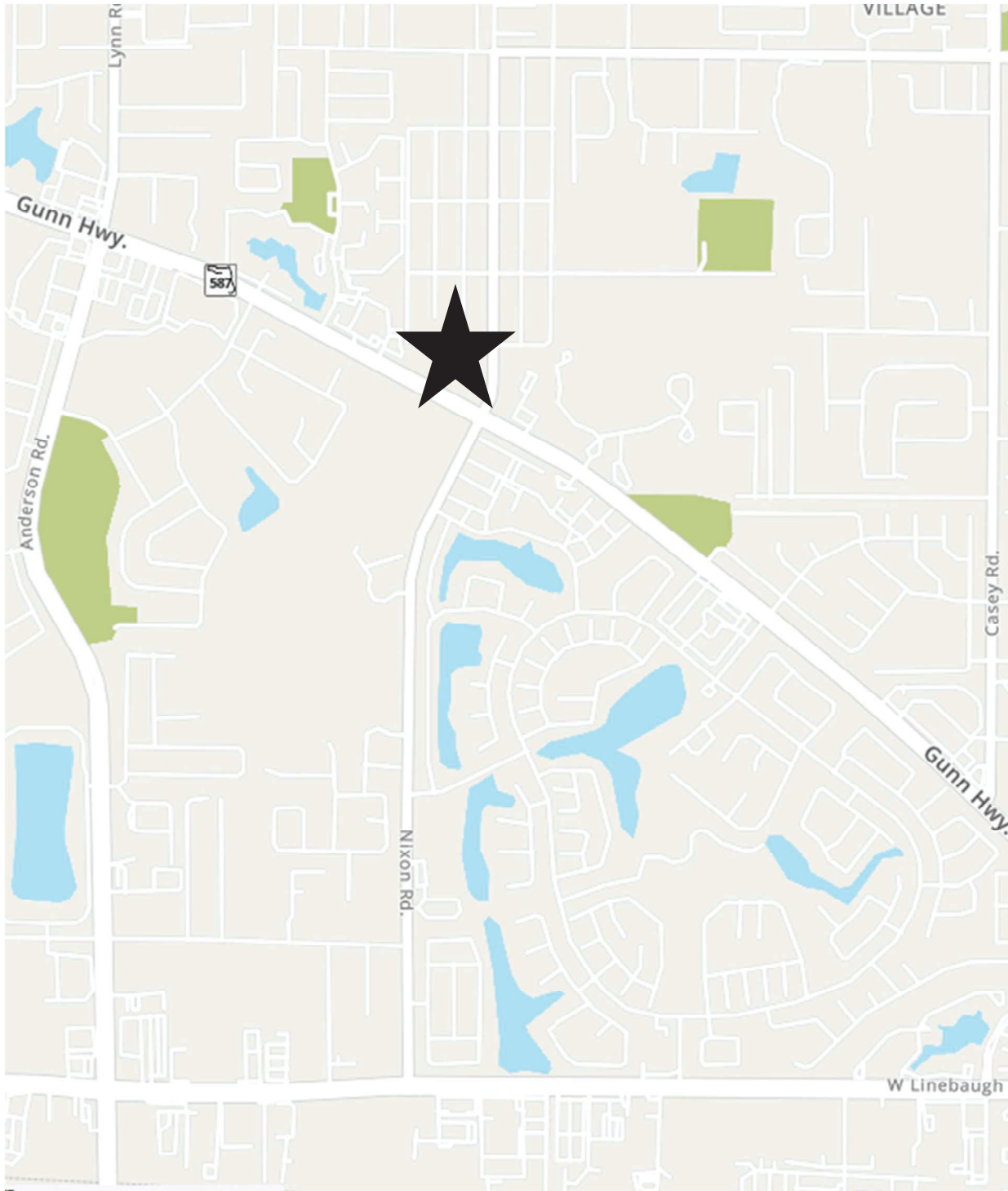
_____ Disapproved _____ Approved with Conditions _____ Approved

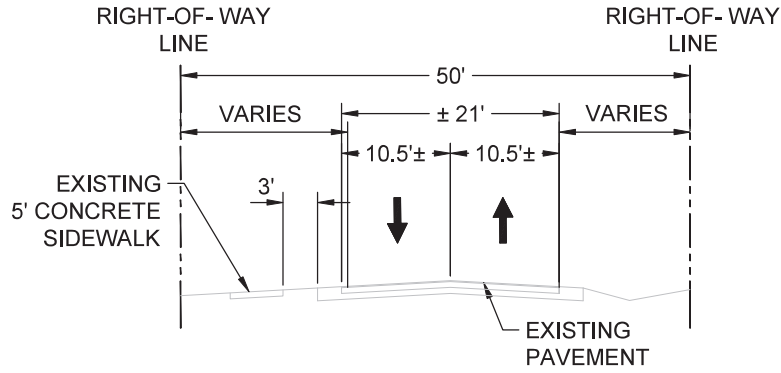
If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Sincerely,

Michael J. Williams
Hillsborough County Engineer

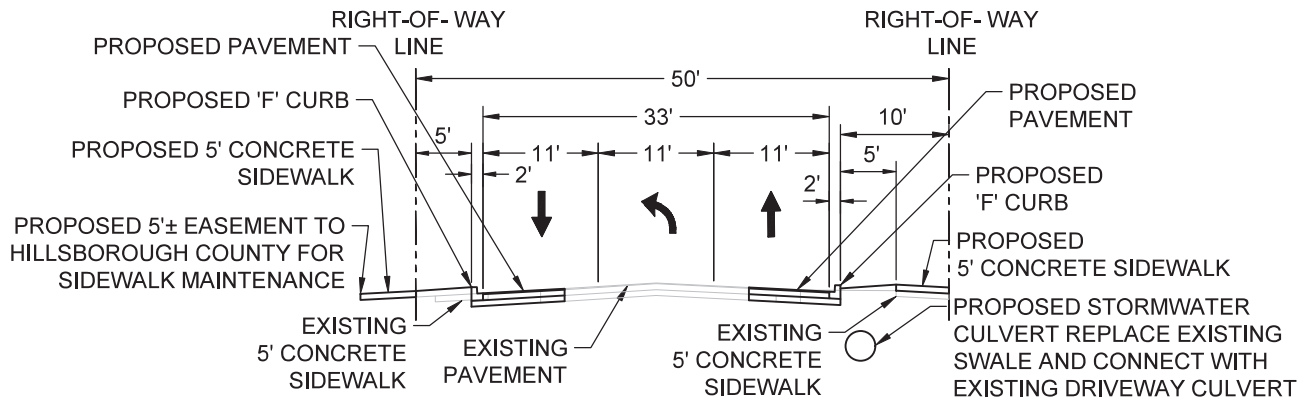
FIGURE 1. LOCATION MAP





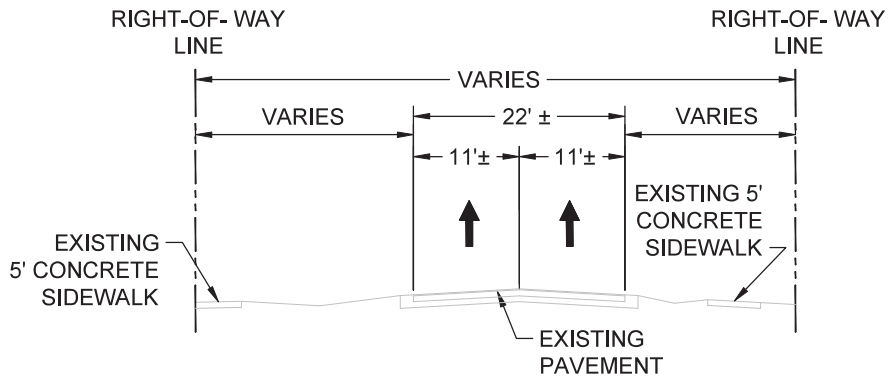
FOUR OAKS ROAD CROSS SECTION - AA

N.T.S.



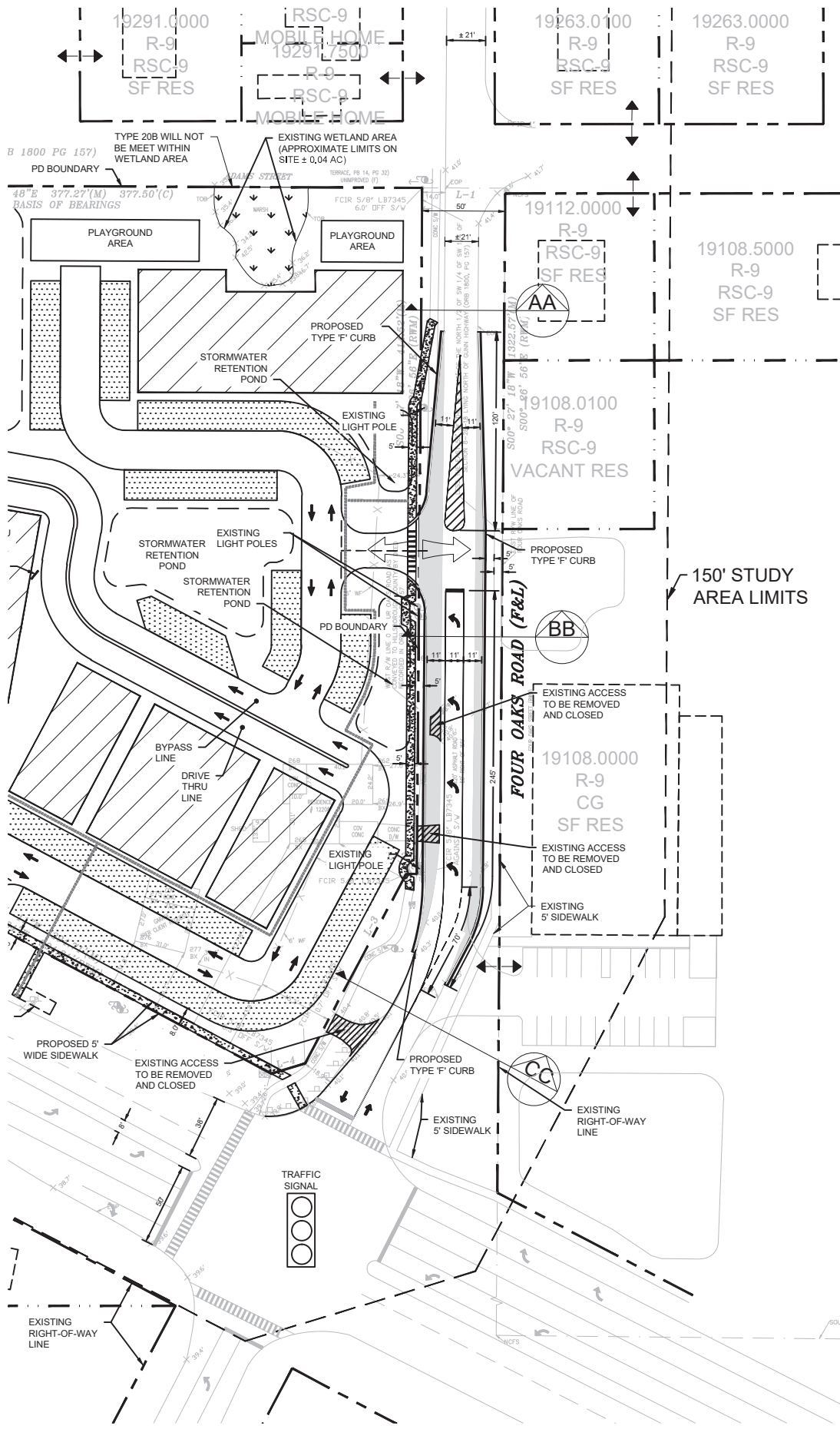
FOUR OAKS ROAD CROSS SECTION - BB

N.T.S.



FOUR OAKS ROAD CROSS SECTION - CC

N.T.S.



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
Four Oaks Blvd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for Urban Section)	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Gunn Hwy.	County Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	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 (Option 1 – Worst-Case Scenario) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	444	33	43
Proposed	3,054	259	330
Difference (+/-)	(+) 2,610	(+) 226	(+) 287

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Four Oaks Rd./ Substandard Road	Design Exception Requested	Approvable
	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 checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: August 21, 2023	Petition: PD 22-1647
Report Prepared: August 9, 2023	12208 Four Oaks Road <i>Northwest corner of Gunn Highway and Four Oaks Road</i>
Summary Data:	
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-9 (9 du/ga; 0.35/0.50 FAR)
Service Area	Urban
Community Plan	Greater Carrollwood Northdale
Rezoning Request	Rezone from Residential, Single-Family Conventional-9 (RSC-9) to Planned Development (PD) for three development options utilizing a Mixed-Use Bonus
Parcel Size (Approx.)	4.65 +/- acres (202,554 square feet)
Street Functional Classification	Four Oaks Road - Local Gunn Highway - County Arterial Nixon Road - County Collector
Locational Criteria	Meets
Evacuation Area	None



Context

- The subject site is located on the northwest corner of Gunn Highway and Four Oaks Road on approximately 4.65 acres.
- The site is in the Urban Service Area and within the limits of the Greater Carrollwood Northdale Community Plan.
- The site has a Future Land Use Designation of Residential-9 (RES-9), which allows for consideration of up to 9 dwelling units per gross acre and a maximum Floor Area Ratio (FAR) of 0.50. All non-residential development which exceeds .35 FAR must be for office or residential support uses, not retail. The intent of the RES-9 Future Land Use category is to designate areas of the county that are suitable for low to medium density residential as well as urban scale neighborhood commercial, office, multi-purpose projects, and mixed use developments. Typical allowable uses in the RES-9 include residential, urban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development. Non-residential uses shall meet established locational criteria for specific land use.
- The subject site is surrounded by RES-9 on the north, east and west. The Residential-6 (RES-6) designation is located to the southeast and further west. The Residential-4 (RES-4) designation is located to the southwest and further northeast. There is one area of Public/Quasi Public (P/QP) which is publicly owned conservation land to the south. Surrounding uses include single family residential to the north and south located off Gunn Highway, and light commercial uses located along Gunn Highway.
- The subject site is zoned Residential Single-Family Conventional-9 (RSC-9). In the general vicinity, the site is surrounded by RSC-9 zoning to the north, east and west. Commercial General (CG) zoning is located across Four Oaks Road to the east. Commercial Neighborhood (CN) zoning is located southwest across Gunn Highway. Beyond that, the general vicinity is comprised of Planned Development zoning along and off Gunn Highway.
- The applicant requests to rezone the subject site from Residential Single-Family Conventional-9 (RSC-9) to Planned Development (PD) for three development options utilizing a Mixed-Use Bonus in accordance with Policy 19.3 of the Future Land Use Element.

Compliance with Comprehensive Plan:

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

FUTURE LAND USE ELEMENT

Urban Service Area

Objective 1: Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede

agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

Policy 1.2: Minimum Density All new residential or mixed use land use categories within the USA shall have a density of 4 du/ga or greater unless environmental features or existing development patterns do not support those densities.

Policy 1.4: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Land Use Categories

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

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

Relationship to Land Development Regulations

Objective 9: All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.

Policy 9.1: Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.

Policy 9.2: Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.

Environmental Considerations

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

Policy 13.3: Environmentally Sensitive Land Credit

Density and FAR calculations for properties that include wetlands will comply with the following calculations and requirements for determining density/intensity credits.

- Wetlands are considered to be the following:
 - Conservation and preservation areas as defined in the Conservation and Aquifer Recharge Element
 - Man-made water bodies as defined (including borrow pits).
- If wetlands are less than 25% of the acreage of the site, density and intensity is calculated based on:
 - Entire project acreage multiplied by Maximum intensity/density for the Future Land Use Category
- If wetlands are 25% or greater of the acreage of the site, density and intensity is calculated based on:
 - Upland acreage of the site multiplied by 1.25 = Acreage available to calculate density/intensity based on
 - That acreage is then multiplied by the Maximum Intensity/Density of the Future Land Use Category

Neighborhood/Community Development

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

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

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

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

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

- a) the creation of like uses; or
- b) creation of complementary uses; or
- c) mitigation of adverse impacts; and
- d) transportation/pedestrian connections

Policy 16.5: Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.

Policy 16.10: Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or

activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as”. Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Mixed Use Land Use Categories

Objective 19: All Development In The Mixed Use Categories Shall Be Integrated And Interconnected To Each Other.

Policy 19.3: Incentives for Mixed Use

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

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

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

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

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

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

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

Commercial-Locational Criteria

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

Policy 22.1:

The locational criteria for neighborhood serving non-residential uses in specified land uses categories will:

- provide a means of ensuring appropriate neighborhood serving commercial development without requiring that all neighborhood commercial sites be designated on the Future Land Use Map;
- establish a maximum square footage for each proposed neighborhood serving commercial intersection node to ensure that the scale of neighborhood serving

commercial development defined as convenience, neighborhood, and general types of commercial uses, is generally consistent with surrounding residential character; and

- *establish maximum frontages for neighborhood serving commercial uses at intersections ensuring that adequate access exists or can be provided.*

Policy 22.2:

The maximum amount of neighborhood-serving commercial uses permitted in an area shall be consistent with the locational criteria outlined in the table and diagram below. The table identifies the intersection nodes that may be considered for non-residential uses. The locational criteria is based on the land use category of the property and the classification of the intersection of roadways as shown on the adopted Highway Cost Affordable Long Range Transportation Plan. The maximums stated in the table/diagram may not always be achieved, subject to FAR limitations and short range roadway improvements as well as other factors such as land use compatibility and environmental features of the site.

Community Design Component (CDC)

4.3 COMMERCIAL CHARACTER

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

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

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

7.0 SITE DESIGN

7.1 DEVELOPMENT PATTERN

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

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

Policy 17-1.4: *Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.*

ENVIRONMENTAL AND SUSTAINABILITY SECTION (ESS)

Objective 3.5: *Apply adopted criteria, standards, methodologies and procedures to manage and maintain wetlands and/or other surface waters for optimum fisheries and other environmental values in consultation with EPC.*

Policy 3.5.1: *Collaborate with the EPC to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration. Apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values provided by the functions performed by wetlands and/or other surface waters authorized for projects in Hillsborough County.*

Policy 3.5.2: *Collaborate with the EPC through the land planning and development review processes to prohibit unmitigated encroachment into wetlands and/or other surface waters and maintain equivalent functions.*

Policy 3.5.4: *Regulate and conserve wetlands and/or other surface waters through the application of local rules and regulations including mitigation during the development review process.*

LIVABLE COMMUNITIES ELEMENT: Greater Carrollwood Northdale

1. Community Growth/Revitalization

Encourage development and redevelopment opportunities that reflect the citizens' vision for an aesthetically pleasing, well designed, transit supported, mixed use activity centers and residential neighborhoods which promote a vibrant and economically sustainable community.

Goal 1: *Establish sustainable community activity centers that allow the citizens to live, work and play all within walking distance.*

Strategies:

- *Discourage new development of strip commercial in our community, mixed use development and redevelopment shall be focused at identified community activity center or intersections complying with the locational criteria.*
- *Priority shall be given to the following locations as community activity centers identified for revitalization and redevelopment using Transit Oriented Development (TOD) techniques: near the intersections of North Dale Mabry Highway and Handy Road, North Dale Mabry Highway, Florida Avenue and Fletcher Avenue/ Bearss Avenue, and at the intersections of Lynn Turner Road and Erlich Road, and Gunn Highway and Nixon Road. (see concept map)*
- *Support non-residential architectural design that is consistent throughout the community. (i.e. appearance of a simple upscale professional area, not rural setting)*

Goal 2: *Reinforce community identity through maintenance and enhancement of the community's unique characteristics, assets and physical appearance.*

Strategies:

- *New development and redevelopment shall use compatibility design techniques to ensure the appearance (architectural style), mass and scale of development is integrated with the existing suburban nature of each neighborhood. (i.e. transitions, buffers etc).*

- *Streetscapes along our roadways shall be consistent with the adopted Livable Roadways Guidelines document.*

Livable Roadways provide:

Active uses that promote pedestrian activity and offer a balance to meet peoples' daily needs

Safe, continuous sidewalks on both sides of the street

Street furnishings such as benches, trash receptacles, pavement treatment such as brickwork, texture, pavers, landscaping, transit shelters and lighting appropriate to the setting

Direct routes between destinations that minimize conflicts between pedestrians and automobiles

Goal 5: *Create a walkable environment that is safe and convenient through the connection of sidewalks, crosswalks, paths and trails that link both natural and built environments.*

Strategies:

- *New development will provide pedestrian infrastructure and amenities that connect to existing facilities along roadway network. Priority shall be given to designing in a manner that fosters safe walkable/biking along Dale Mabry Highway, Bearss Ave, Fletcher Ave. Linebaugh Ave, Gunn Hwy and Handy Road.*
- *Provide sidewalks along both sides of roadways connecting to public parks. (such as along Four Oaks Road to Timberlane Park, Lake Park etc).*
- *Ensure that pedestrian facilities such as sidewalks and trails are implemented concurrent with or before the vehicular improvements. Prioritize pedestrian circulation and facilities over vehicular improvements.*
- *Provide direct and multiple street and sidewalk connections within development projects and their building entrances as well as to adjacent projects to form a cohesive connected and integrated development pattern.*

Goal 7: *Ensure that new development is compact, contiguous, and concurrent with available public facilities and services and promotes the integration of uses to provide increased connectivity thereby discouraging sprawl and maximizing the use of public infrastructure.*

Strategies:

- *Provide for Transit Oriented Development, as mentioned in Goal 1, built in character with our neighborhoods and allows residents to live, work and play in close proximity.*

4. Recreation/Leisure/Environment

Enhance and protect the scenic value of environmental and recreational assets. Provide adequate opportunities for open space, recreation and leisure activities now and in future.

Ensure these connect to other systems outside of the community.

Goal 8: *Preserve and maintain sufficient open space to serve the recreational needs of the community and to protect the environment and natural resources.*

Strategies:

- *Protect and preserve the communities' natural and environmental assets (i.e. lakes, creeks, tree canopies).*

Staff Analysis of Goals Objectives and Policies:

The subject site is located on the northwest corner of Gunn Highway and Four Oaks Road on approximately 4.65 acres. The site is in the Urban Service Area and within the limits of the Greater Carrollwood Northdale Community Plan. The applicant requests to rezone the

subject site from Residential Single-Family Conventional-9 (RSC-9) to Planned Development (PD) for three development options utilizing a Mixed-Use Bonus in accordance with Policy 19.3 of the Future Land Use Element. The three proposed development options are:

- Option 1: 30,000 SF of General Commercial including fast food drive through and 12,500 SF of Daycare use.
- Option 2: 9,900 SF of General Commercial including fast food drive through, 101,000 SF of mini storage with 10,100 SF of professional office.
- Option 3: 18,000 SF of General Commercial including fast food drive through, 2,000 SF of professional office, and 39 townhomes.

The subject site is in the Urban Service Area and per Objective 1 of the Future Land Use Element (FLUE), where 80 percent of the county's growth is to be directed. Policy 1.4 requires all new developments to be compatible with the surrounding area, noting that "compatibility does not mean 'the same as.' Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The proposed three development options are compatible with the development in the area as it relates to height, mass, scale and bulk of structures. The site is in the Residential-9 Future Land Use designation and meets Commercial Locational Criteria. The mix of uses proposed within the development options are compatible with the existing single family residential and light commercial uses in the immediate vicinity of the site. Option 3 which includes 39 proposed townhomes, is consistent with Policy 1.2 as it meets the minimum density expected for the acreage of this site while also requesting a density bonus.

The proposal is consistent with Policy 13.3 of the FLUE as it relates to minimum density and environmental considerations. There are approximately 0.09 acres of wetlands on the site. As the site is less than 25% wetlands, all 4.65 acres are able to be utilized to calculate density and intensity. Therefore, it is consistent with Policy 13.3. The Environmental Protection Commission Wetlands Division has reviewed the proposed site and has determined that a resubmittal is not necessary. Given that there is a separate approval process for wetland impacts with the Environmental Protection Commission and they currently do not object, Planning Commission staff finds this request consistent with Objective 13 and associated policies in the FLUE and Objective 3.5 in the Environmental and Sustainability Section (ESS).

The proposed Planned Development with three options allows for the use of buffer and screening and other professional site planning techniques to ensure a gradual transition between intensity of uses, meeting the Land Development Code minimum requirements. Each development option provides either stormwater retention areas and landscape buffer or ample landscape buffer and existing natural vegetation on the northern boundary, which mitigates impacts to the single family residential. The proposed rezoning meets the intent of the Neighborhood Protection Policies of the Future Land Use Element (Objective 16 and Policies 16.1, 16.2, 16.3, 16.5, 16.10 and Policy 9.2, and Goal 12 and Objective 12-1). Under Option 2, the applicant has agreed to memorialize Conditions of Approval for the mini storage building that commit to enhanced architectural and landscape features, which will contribute toward a gradual transition of intensities between the residential land uses that currently surround the subject site to the north and east. At the time of filing this report, no comments were filed in Optix by the Development Services Department or County Transportation staff. However, Planning Commission staff understands that County staff has been working with the applicant on site circulation and queuing and is satisfied with the latest site plan submittal.

The applicant is requesting a density and intensity bonus under Options 2 and 3 in accordance with Policy 19.3 of the FLUE. Under Option 2, the applicant proposes to vertically integrate two land uses in order to achieve a Floor Area Ratio of 0.60 (0.35 FAR allowable for retail + 0.25 FAR bonus). A 101,000 SF mini storage building with 10,100 SF of professional office space on the ground floor is proposed. This is consistent with policy direction that requires 10% of the total building square footage in the project to be used for uses other than the primary use. 9,900 SF of General Commercial uses are proposed in the southern portion of the site, which brings the total square footage to 121,000 SF, which is the 0.60 FAR bonus being requested, consistent with the intent of Policy 19.3. Under Option 3, the applicant proposes the allowable 0.35 FAR of General Commercial and Professional Office uses in the approximately 1.33 acre southern portion of the site (closest to the intersection) and requests a density bonus from 9 dwelling units per acre to 12 dwelling units per acre on approximately 3.39 acres of the site, to total a proposed 39 townhomes. Since three uses are being integrated within the site, Option 3 also meets the intent of the bonus under Policy 19.3.

The subject site meets Commercial Locational Criteria in accordance with Objective 22 and Policies 22.1 and 22.2 of the FLUE. The site is located in the RES-9 Future Land Use designation and within the required 1,000 foot distance from the closest qualifying intersection of Gunn Highway and Nixon Road. Nonresidential development shall be limited to 150,000 SF or the required FAR, whichever is less intense. None of the three development options exceed this and the application is therefore consistent with policy direction.

Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC) discuss how new development shall be compatible with the established character of the surrounding area. The development pattern and character of this portion of Gunn Highway contains mainly single family residential to the north and south located off Gunn Highway, and light commercial uses located along Gunn Highway. Goal 17 of the CDC encourages commercial developments that enhance the County's character. Objective 17-1 and Policy 17.1-4 seek to facilitate patterns of development that are organized and purposeful.

The proposed Planned Development meets the intent of the Greater Carrollwood Northdale Plan. The Plan seeks to give priority to Gunn Highway and Nixon Road as a community activity center using Transit Oriented Development (TOD) techniques. The site is located within the described node and also has a transit stop within walking distance, therefore meeting the intent of the strategy. The plan also desires new development and redevelopment to use compatibility design techniques to ensure the appearance (architectural style), mass and scale of development is integrated with the existing suburban nature of each neighborhood. Each development option is compatible as it relates to mass and scale, and Option 2 commits to specific architectural features to contribute toward a gradual transition of uses. The plan seeks to provide sidewalks and adequate pedestrian circulation and the proposal includes sidewalks on both street frontages and within the site. Finally, the plan seeks to preserve natural and environmental assets. The proposed Planned Development preserves and mitigates impacts to the existing wetlands and will preserve the existing tree canopy along the northern boundary of the site.

Overall, staff finds that the proposed Planned Development would allow for development options that are consistent in the Urban Service Area and support the vision of the Greater

Carrollwood Northdale Community Plan. The proposed Planned Development 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 request is compatible with the existing development pattern found within the surrounding area.

Recommendation

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

HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 22-1647

Rezonings

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

Legend for Land Use Categories:

- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels
- AGRICULTURAL/MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- OC-20
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.50 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- HEAVY INDUSTRIAL (.50 FAR)
- PUBLIC/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

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 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HC\Reg_H\Rezoning_Copy.mxd

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