



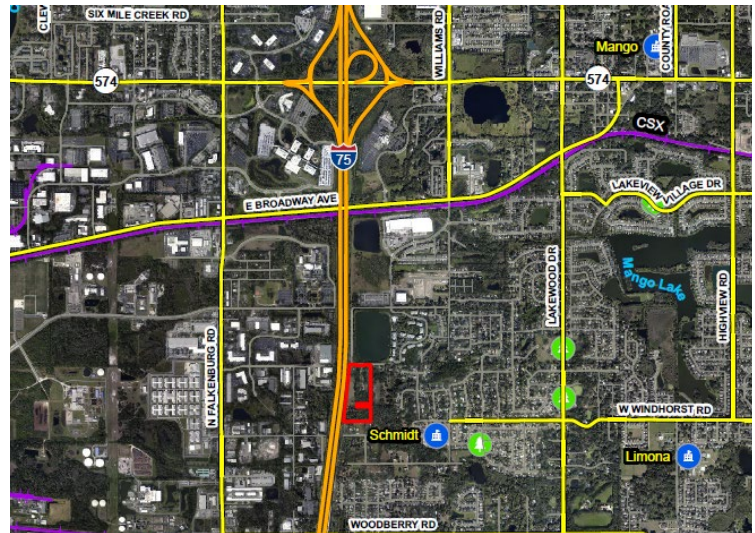
Rezoning Application: PD 22-1703

Zoning Hearing Master Date: May 15, 2023

BOCC Land Use Meeting Date: July 18, 2023

1.0 APPLICATION SUMMARY

Applicant: The Widewaters Group, Inc.
FLU Category: UMU-20 & RES-6
Service Area: Urban
Site Acreage: 16.44 +/-
Community Plan Area: Brandon
Overlay: None
Request: Rezoning from PD to PD



Introduction Summary:

The applicant seeks to rezone two parcels from PD 20-0447 and two parcels from PD 05-0809 (as most recently modified by PRS 22-0091) to PD 22-1703 to allow for the development of 280 multi-family units. This application includes a flex request of the UMU-20 Future Land Use category. Additionally, this application is a companion to Minor Modification (PRS) 23-0033 to recognize the removal of two parcels from PD 05-0809 within the multi-parcel PD.

Zoning:	Existing		Proposed
District(s)	PD 20-0447	PD 05-0809	PD 22-1703
Typical General Use(s)	Self-storage facility, agricultural uses, and one single family home	Single-Family Attached (townhome)	Multi-Family
Acreage	7.24 +/-	21.6	16.44
Density/Intensity	0.26 FAR / 1 unit per acre	9 unit per acre (flex)	17 units per acre (flex)
Mathematical Maximum*	80,000 sf / 1 unit per acre	195 residential units	280 residential units

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	PD 20-0447	PD 05-0809	PD 22-1703
Lot Size / Lot Width	n/a	1,360 sf / 16'	n/a
Setbacks/Buffering and Screening	30' Front Yards north and west 8' buffer only north and west 20' buffer/Type B along south and east	15' Front Yard 15' Rear Yard 20' Side Yards 25' landscape buffers west and east 15' landscape buffers north	60'-25' Front Yard 650'-10' Rear Yard 70'-10' East Side Yard 65'-25' West Side Yard 20' buffer west 8' buffer/Type A along north and east

APPLICATION NUMBER: PD 22-1703

ZHM HEARING DATE: May 15, 2023

BOCC LUM MEETING DATE: July 18, 2023

Case Reviewer: Michelle Heinrich, AICP

Height	40' (2:1 setback)	35' (no 2:1 setback)	50'-20' (no 2:1 setback)
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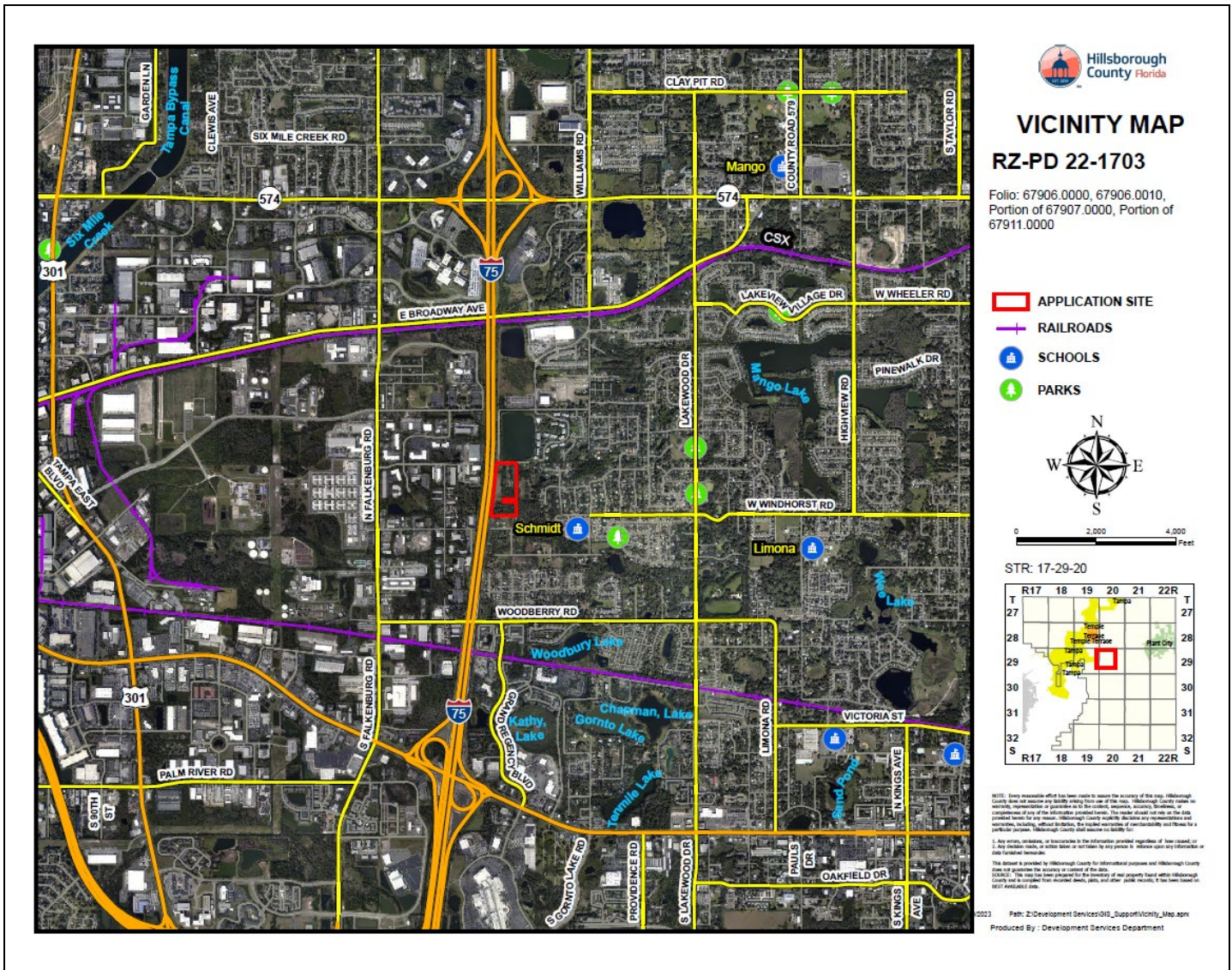
Additional Information:

PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
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

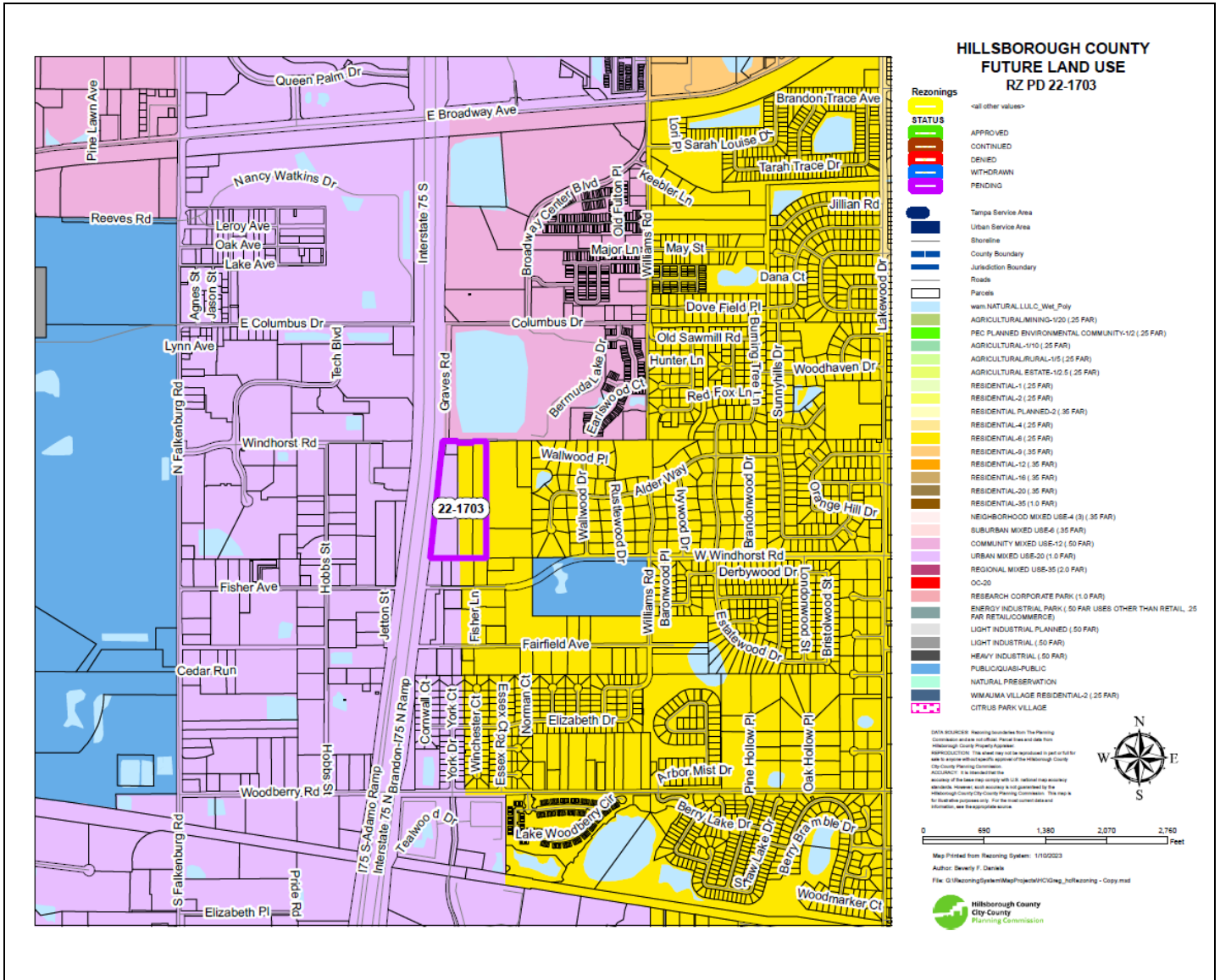


Context of Surrounding Area:

The site is located within the Brandon community, east of I-75 and west of Williams Rd. The general area consists of single-family and multi-family residential uses to the east of I-75 and commercial and industrial uses to the west of I-75. Residential uses are developed at levels ranging from urban (multi-family development) to low densities (ASC-1); however, the predominate density is suburban (RSC-6).

2.0 LAND USE MAP SET AND SUMMARY DATA

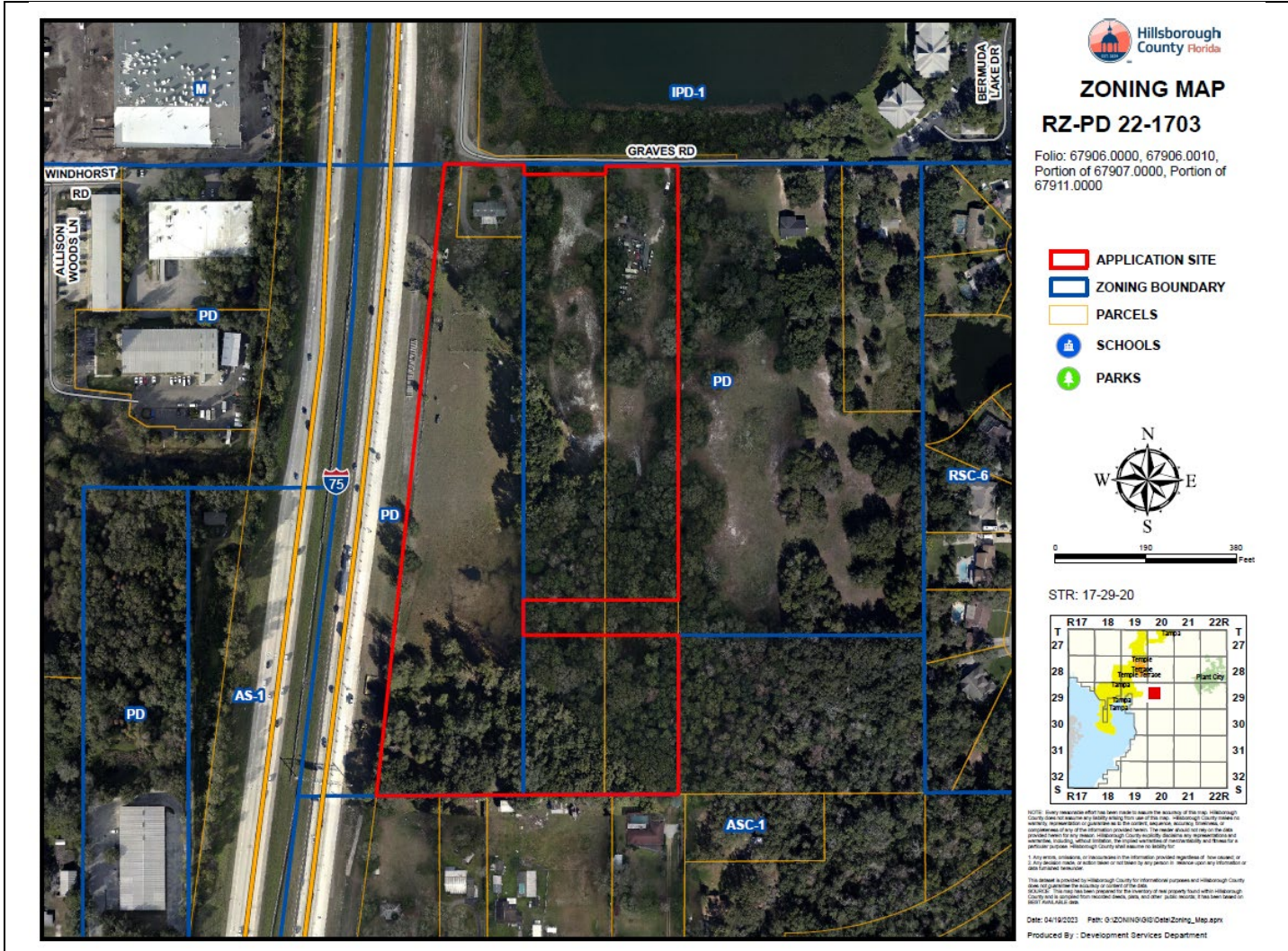
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-6 & UMU-20
Maximum Density/F.A.R.:	RES-6: 6 units per acre UMU-20: 20 units per acre
Typical Uses:	RES-6: Residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development. UMU-20: Residential, regional scale commercial uses such as a mall, office and business park uses, research corporate park uses, light industrial, multi-purpose and clustered residential and/or mixed use projects at appropriate locations.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

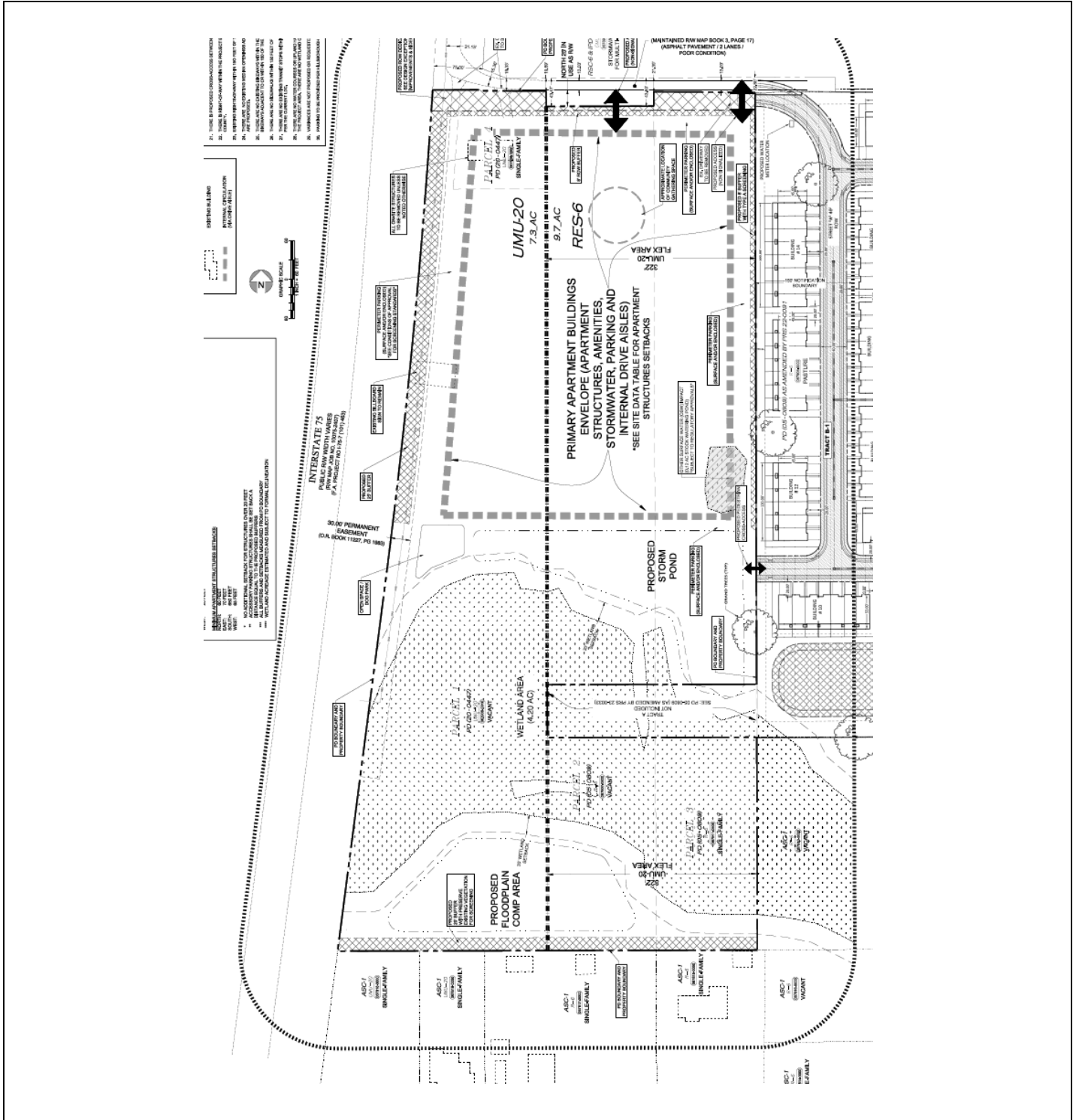


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	IPD-1 89-0127	3-9 units per acre	Multi-family/Single-Family Attached/Single-Family Detached	Multi-Family
South	ASC-1	1 unit per acre	Single-Family Residential	Single-Family Residential
East	PD 05-0809	9 units per acre	Single-Family Attached	Undeveloped
West	n/a	n/a	n/a	Interstate

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
Graves Road	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	750	48	62
Proposed	1,870	110	141
Difference (+/-)	+1,120	+62	+79

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

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

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Graves Road/ Substandard Road	Design Exception Requested	Approvable
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 type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input 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 (Fee estimate is based on a 1,200 square foot, Multi-Family Units 1-2 story) Mobility: \$6,661 * 280 units = \$1,865,080 Parks: \$1,555 * 280 units = \$ 435,400 School: \$3,891 * 280 units = \$1,089,480 Fire: \$249 * 280 units = \$ 69,720 Total Multi-Family (1-2 story) = \$3,459,680 Urban Mobility, Central Park/Fire - 280 multi-family units				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The applicant proposes a multi-family project which will include a flex of the UMU-20 Future Land Use (FLU) category. The resulting density will be approximately 17 units per acre. Due to the parcel's size, compatibility measures can be accommodated. Property to the immediate north is developed with the adjacent multi-family project's stormwater pond, with no buildings directly across from the site. Additionally, Type A screening is proposed along the subject project's frontage. Interstate 75 is located to the west of the site with no intervening uses or roads. An existing tree line is present, and the applicants propose a 25 foot wide buffer along the west. Single-family residential to the south will be separated from the project area by approximately 650 feet with an intervening 4.7 acre wetland area. Property to the east is proposed for single-family attached development with two story units. The applicant is providing a 70 foot setback along the east in order to provide a 2:1 setback (2 feet for every 1 foot over 20 feet in height). Additionally, type A screening along the south is proposed.

Given the above factors, staff finds the project to be compatible with the surrounding area.

5.2 Recommendation

Approvable, subject to proposed conditions of approval.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

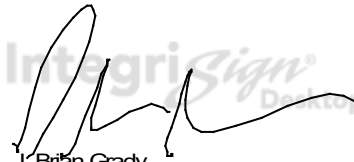
1. Site Data Table to correct the flex area from RES-6 to UMU-20.
2. Accessory structure southern setback to be revised – distance from PD boundary needed.
3. Site Plan to remove delineation and notation of existing billboard.
4. Correct RES-6 acreage on site plan from 9.7 acres to 9.1 acres.
5. Add a Note to the site plan that reads “Sidewalks to be provided per the Hillsborough County Land Development Code.”

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted April 18, 2023.

1. Development shall be limited to a maximum of 280 multi-family units. Uses shall be developed where generally shown on the general site plan.
 - 1.1 The project may be development together with the adjacent land identified on the site plan as “Tract A,” which land is located within Folio Nos. 067907-0000 and 067911-0000 and part of PD 05-0809 (PRS 23-0033), if approved, and if the Developer proposes to develop the overall land as a single unified development, provided that uses on Tract A shall be limited to stormwater ponds and improvements, floodplain compensation areas, passive recreation, and, subject to all environmental permitting, improvements necessary to access the southern portion of the project.
2. Multi-family buildings shall be located a minimum of 60 feet from the northern PD boundary, a minimum of 70 feet from the eastern PD boundary, a minimum of 650 feet from the southern PD boundary and a minimum of 65 feet from the western PD boundary. The northern setback shall be taken from the Graves Road right-of-way preservation/dedication line. Maximum building height for multi-family buildings shall be 50 feet. No additional 2:1 building setback for buildings over 20 feet in height shall be required.
3. Accessory parking structures shall be located a minimum of 25 feet from the northern PD boundary, a minimum of 10 feet from the eastern PD boundary, a minimum of 600 feet from the southern PD boundary and a minimum of 25 feet from the western PD boundary. The northern setback shall be taken from the Graves Road right-of-way preservation/dedication line. Maximum building height for accessory parking structures shall be 20 feet.
4. A 25 foot wide buffer shall be provided along the western PD boundary, where depicted on the general site plan. Screening placed along the most interior buffer boundary shall be permitted. Screening required per LDC Section 6.06.06.C.6 shall be provided using a 6-foot high masonry wall or solid wooden or PVC fence. Accessory garage structures, with or in lieu of the wall or fence, may be used to meet the screening requirement.
5. An 8 foot wide buffer shall be provided along the eastern PD boundary, where depicted on the general site plan. Type A screening shall be provided within the buffer.
6. A 20 foot wide buffer shall be provided along the southern PD boundary, where depicted on the general site plan. Existing vegetation shall be preserved (unless required to be removed by Natural Resources staff) within this buffer.
7. Passive recreational uses shall be permitted throughout the PD. A dog park shall be permitted where depicted on the general site plan.

8. 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.
9. As notated on the revised site plan and additional information sheet dated January 26, 2023, proposed impacts to the central OSW shall be "subject to regulatory approvals". 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.
10. 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).
11. 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.
12. RZ 22-1703 is approved, the County Engineer will approve a Design Exception (dated March 28, 2023) which was found approvable by the County Engineer (on April 4, 2023) for the Graves Road. substandard road improvements. As Graves Road is a substandard local roadway, the developer shall make certain improvements to Graves Road consistent with the Design Exception.
13. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
14. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.
15. 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:



J. Brian Grady
Fri May 5 2023 08:05:52

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

The subject application seeks to rezone a portion of land within PD 05-0809 into the proposed PD. Staff has evaluated the request and finds that no impacts to PD 05-0809 will occur. PD 05-0809 consists of four parcels and was approved with a flex of the UMU-20 FLU category found to the west and a flex of the CMU-12 FLU category found to the north. The resulting density of 9 units per acre (195 single-family attached units) was due to a blending of the RES-6, UMU-20 and CMU-12 FLU categories over 21.6 acres.

Figure 1 shows the FLU categories within the existing PD. The entire PD is located within the RES-6 FLU category. The red area depicts the UMU-20 flex that occurred from property to the immediate west of PD 05-0809 (13.9 acres). The green area depicts the CMU-12 flex that occurred from the north of PD 05-0809 (3.8 acres). The blue area depicts the area that remained in the RES-6 FLU category (3.9 acres).

Figure 2 shows how PD 05-0809 will be modified due to the proposed rezoning. The area to be removed under this PD request is shown in yellow. The CMU-12 flex (shown in green) remains and is not impacted by the removal. In order to maintain the UMU-20 flex and the units it provides, a strip of land (shown in red) will remain connecting the UMU-20 FLU parcel to PD 05-0809. The remainder of PD 05-0809 will be within the RES-6 FLU category. The calculations are as follows: CMU-12 (3.8 acres) = 45 units, UMU-20 (0.95 acres) = 18 units, RES-6 (7.41 acres) = 44 units, totaling 107 units over the development area of 11.55 acres (9 units per acre). Additionally, the remaining area under PD 05-0809 has full access to Graves Road and is not dependent on the removed acreage for access.

Figure 1: Existing PD 05-0809

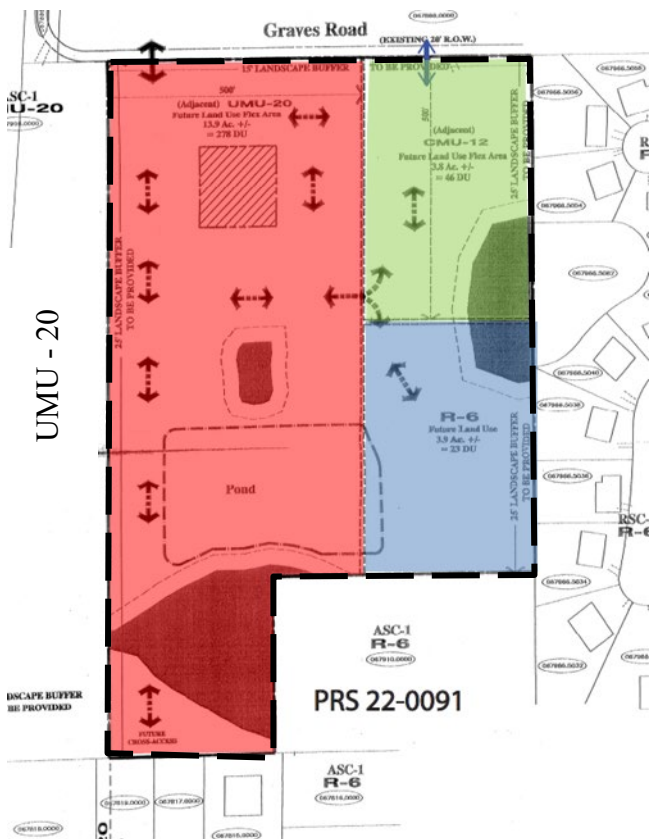
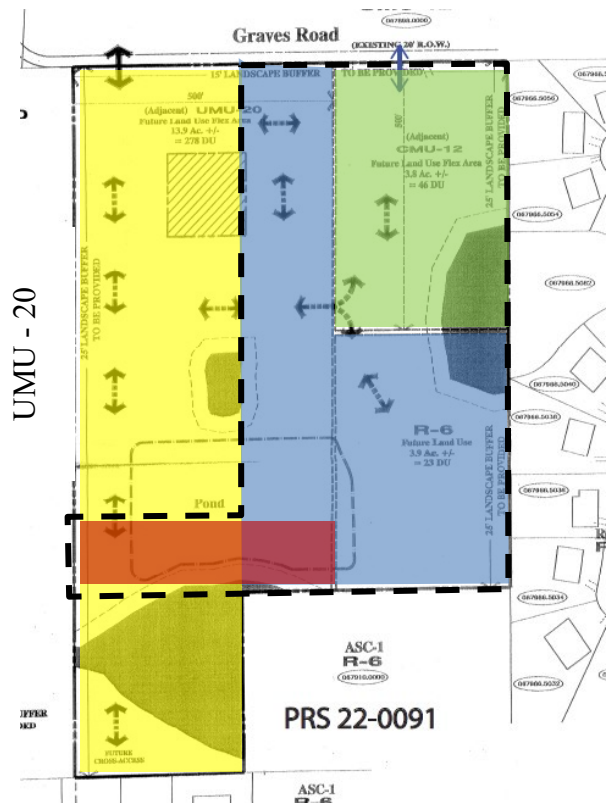


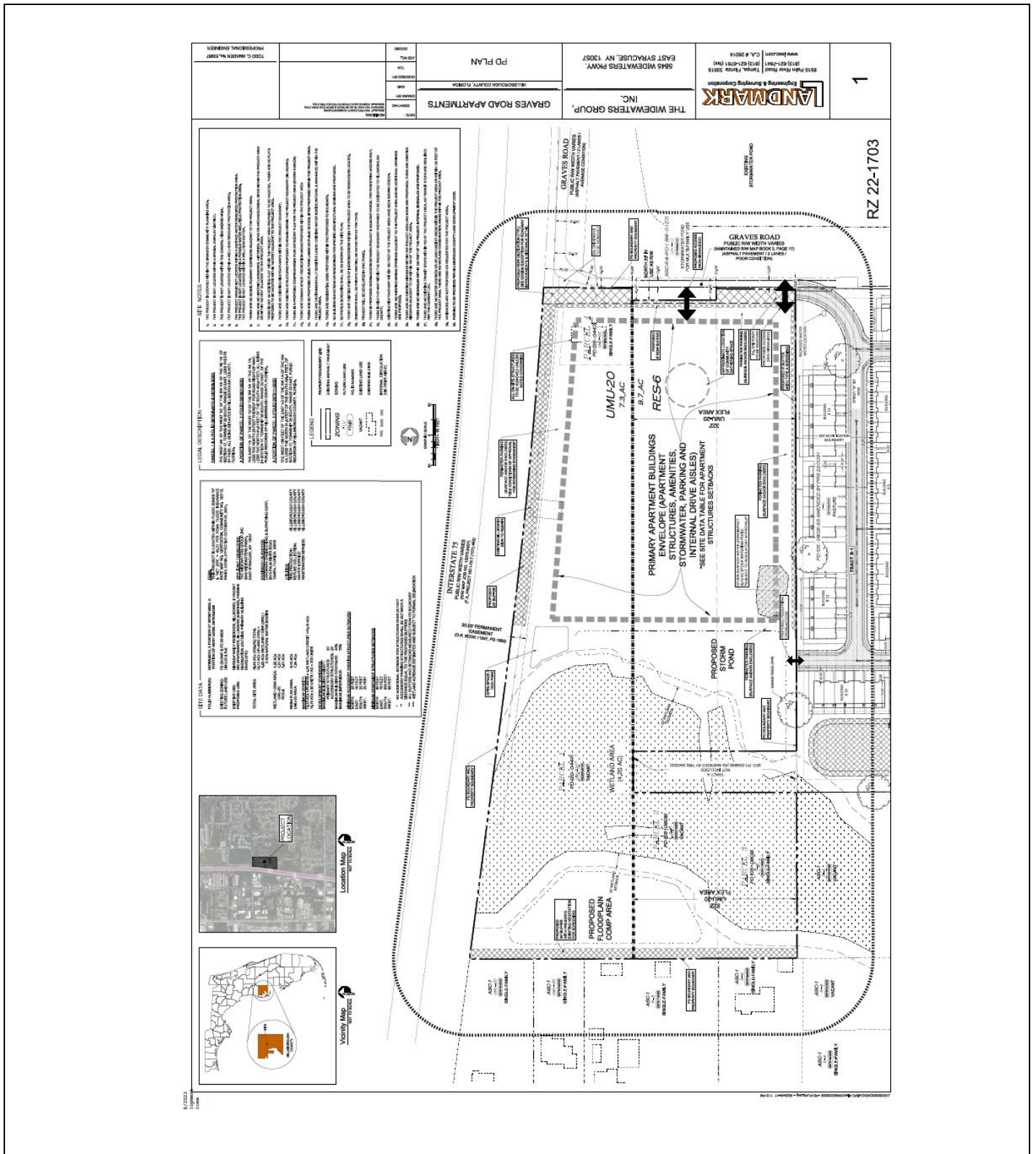
Figure 2: Modified PD 05-0809



PD Variation Request:

The applicant requests a PD Variation to LDC Section 6.06.06.C.6., which requires Type B landscaping (trees) or a berm/planting combination at 8 feet in height providing an opacity of 75%. The applicant is proposing screening to instead be provided by a 6-foot high masonry wall or solid wooden or PVC fence. Alternatively, the accessory garage structures may also be used to meet some or all of this screening requirement. There is an existing underground pipeline located within the western PD boundary; therefore, the screening is proposed to occur within 30 feet of the PD boundary, which may be in or outside of the 25 foot buffer. Staff has no objections to this request.

8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

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

DATE: 05/04/2023
AGENCY/DEPT: Transportation
PETITION NO: PD 22-1703

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

CONDITIONS OF APPROVAL

- If RZ 22-1703 is approved, the County Engineer will approve a Design Exception (dated March 28, 2023) which was found approvable by the County Engineer (on April 4, 2023) for the Graves Road. substandard road improvements. As Graves Road is a substandard local roadway, the developer shall make certain improvements to Graves Road consistent with the Design Exception.
- Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

Other Conditions

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

- Add a Note to the site plan that reads “Sidewalks to be provided per the Hillsborough County Land Development Code.”

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone four parcels totaling +/- 17.02 acres from Planned Development (PD 20-0447 and part of PD 05-0809) to form a new Planned Development (PD 22-1703). The proposed new Planned Development is seeking entitlements of 280 multi family dwelling units. The site is generally located on the south side of Graves Road. The Future Land Use designation of the site is Urban Mixed Use - 20 (UMU-20) and Residential – 6 (R-6).

Trip Generation Analysis

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

Approved Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 20-0447, 1 Single Family Dwelling Unit (ITE Code 210)	14	1	1
PD 20-0447, 80,000 sf of Mini Warehousing (ITE Code 151)	116	7	12
PD 05-0809, 88 multi family dwelling units (ITE Code 215)	620	40	49
Total	750	48	62

Proposed Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 280 Multi Family Dwelling Units (ITE code 220)	1,870	110	141

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+1,120	+62	+79

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject property has frontage on Graves Road. Graves Road is 2-lane, substandard, Hillsborough County maintained, local roadway, characterized by +/-10 ft. of pavement. The existing right-of-way on Graves Road varies from +/- 20 feet to +/- 40 feet. There are no sidewalks or bicycle facilities on either side of the roadway within the vicinity of the subject property.

DESIGN EXCEPTION, SUBSTANDARD ROAD – GRAVES ROAD

Given that Graves Rd. is a substandard local roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception (DE) request (on March 28, 2023) for Graves Road. to determine the specific improvements that would be required by the County Engineer. Based on factors presented within the Design Exception request, the County Engineer found the DE approvable (on April 4, 2023). The deviations from the TS-7 Typical Section (2-Lane Undivided, Local and Collector Rural Roadways), include:

Segment A

(This segment of Graves Road from Broadway Center Road to the northern north/south portion of Graves Road and is Hillsborough County maintained)

- The developer shall be permitted to utilize the 10-foot travel lanes in lieu of the 12-foot-wide travel lanes typically required by the Hillsborough County Transportation Technical Manual (TTM) TS-7;
- The developer shall be permitted to utilize 6-foot unpaved shoulders on each side of the roadway in lieu of the 8-foot shoulder with 5 feet paved typically required by the Hillsborough County Transportation Technical Manual (TTM) TS-7;

- The developer shall construct 5-foot sidewalk on the north side of Graves Road in lieu of the 5 foot wide sidewalk on both sides of the roadway typically required by the Hillsborough County Transportation Technical Manual (TTM) TS-7;

Segment B

(This segment is the north/south portion of Graves Road, parallel to I-75 and is FDOT maintained)

- The developer shall be permitted to utilize the existing 10 to 11-foot travel lanes in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual (TTM) TS-7. FDOT has required this segment to be milled and resurfaced.
- The developer shall be permitted to utilize 6-foot unpaved shoulders on each side of the roadway in lieu of the 8-foot shoulder with 5 feet paved typically required by the Hillsborough County Transportation Technical Manual (TTM) TS-7;
- The developer shall construct 10-foot multi-use path along the west side of Graves Road in lieu of the 5-foot-wide sidewalk on both sides of the roadway typically required by the Hillsborough County Transportation Technical Manual (TTM) TS-7;

Segment C

(Portion of Graves Road that borders the project and is Hillsborough County maintained)

- The developer shall be permitted to utilize the 10-foot travel lanes in lieu of the 12-foot-wide travel lanes typically required by the Hillsborough County Transportation Technical Manual (TTM) TS-7;
- The developer shall be permitted to utilize 6-foot unpaved shoulders on each side of the roadway in lieu of the 8-foot shoulder with 5 feet paved typically required by the Hillsborough County Transportation Technical Manual (TTM) TS-7;
- The developer shall construct 10-foot multi-use path along the south side of Graves Road in lieu of the 5-foot-wide sidewalk on both sides of the roadway typically required by the Hillsborough County Transportation Technical Manual (TTM) TS-7;

SITE ACCESS

The project proposes two full access connections to Graves Road. A pedestrian connection to east is proposed to line up with a development that is currently under review and is required to stub out to the subject rezoning.

ROADWAY LEVEL OF SERVICE (LOS)

Graves Road is not a Hillsborough County regulated roadway and as such was not included in the Level of Service Report.

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Graves Road	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	750	48	62
Proposed	1,870	110	141
Difference (+/-)	+1,120	+62	+79

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

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

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Graves Road/ Substandard Road	Design Exception Requested	Approvable
Notes:		

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

From: Williams, Michael
Sent: Monday, April 3, 2023 7:03 PM
To: Vicki Castro
Cc: Tirado, Sheida; Micahel Yates (myates@palmtraffic.com); Heinrich, Michelle; Michael Brooks; Steady, Alex; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ PD 22-1703 Design Exception Review
Attachments: 22-1703 DEREQ 03-28-23.pdf

Importance: High

Vicki,

I have found the attached Design Exception (DE) for PD 22-1703 APPROVABLE. It should be noted that improvements associated with PI 6103 listed in the DE will become the responsibility of this project should the other project not move forward.

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: Tuesday, March 28, 2023 9:51 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: Steady, Alex <SteadyA@hillsboroughcounty.org>
Subject: RZ PD 22-1703 Design Exception Review
Importance: High

Hello Mike,

The attached Design Exception is approvable to me, please include the following people in your response:

vcastro@palmtraffic.com
mdr@raysor-transportation.com
mbrooks@bsrfirm.com
heinrichm@hillsboroughcounty.org
steadya@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

Hillsborough County

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Revised March 28, 2023
March 06, 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: Graves Road Apartments (PD 22-1703)
Folio: 067906-0010, 067907-0000, 067911-0000, 06906-0000
Design Exception – Graves Road
Palm Traffic Project No. T22091

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 development of up to 280 multi-family dwelling units on the 17.22 acre site located south of Graves Road and east of I-75, as shown in Figure 1. This request is made based on our virtual meeting on February 10, 2023 with Hillsborough County staff.

The project proposes to have two (2) full accesses to Graves Road. Graves Road is identified in the Hillsborough County Comprehensive Plan as a local roadway and was identified during our meeting as a substandard road. Graves Road has an assumed posted speed limit of 30 mph with 5 AM and 4 PM peak hour trip ends (approximately 50 daily trip ends). Graves Road existing pavement width varies between 10 feet and 12 feet between Broadway Center Road and the subject site.

Graves Road is broken into three segments for the design exception request:

- Segment A – This segment is from Broadway Center Road to the northern north/south portion of Graves Road
- Segment B – This segment is the north/south portion of Graves Road, parallel to I-75
- Segment C – This segment is from the north/south portion to the eastern project access.

These segments are shown in Figure 2.

This request is a design exception to the Hillsborough County Transportation Technical Manual for Graves Road from Broadway Center Road to the eastern access of the subject site. The requested exceptions to the TS-7 typical for each section and the justification are as follows:

Segment A

1. Lane Width – TS-7 has 12-foot travel lanes. The existing lanes are approximately 9 feet. The proposed section has 10-foot travel lanes. This modification is currently under plan review PI 6103.
2. Shoulder – TS-7 has 8-foot shoulders with 5-foot paved on both sides of the roadway. The existing roadway has limited to no shoulders. Due to limited right of way, the full shoulder cannot be provided, however, a 6-foot unpaved shoulder is proposed to be provided on both sides of the roadway. This modification is currently under plan review, PI 6103.
3. Sidewalk – TS-7 has a 5-foot sidewalk on both sides of the roadway. Due to limited right of way, a 5-foot sidewalk is proposed on the north side of Graves Road. This will connect to the existing sidewalk along Broadway Center Boulevard.

Segment B

1. Lane Width – TS-7 has 12-foot travel lanes. The existing lanes are approximately 10 feet to 11 feet. This section proposes to maintain the existing lane widths. However, at the request of FDOT, this segment of roadway will be milled and resurfaced.
2. Shoulder – TS-7 has 8-foot shoulders with 5-foot paved on both sides of the roadway. The existing roadway has at least 6-foot unpaved shoulders. This section proposes to maintain the existing unpaved shoulders.
3. Sidewalk – TS-7 has a 5-foot sidewalk on both sides of the roadway. Due to limited right of way, a 10-foot multi-use path is proposed on the west side of Graves Road.

Segment C

1. Right of Way – TS-7 has 96 feet of right of way. The proposed right of way is 50 feet which will accommodate the proposed typical section.
2. Lane Width – TS-7 has 12-foot travel lanes. The existing roadway is approximately 10 feet. The proposed section has 10-foot travel lanes. This modification is currently under plan review PI 6103.
3. Shoulder – TS-7 has 8-foot shoulders with 5-foot paved on both sides of the roadway. The existing roadway has limited to no shoulders. Due to limited right of way, the full shoulder cannot be provided, however, a 6-foot unpaved should is proposed to be provided on both sides of the roadway. This modification is currently under plan review, PI 6103.
4. Sidewalk – TS-7 has a 5-foot sidewalk on both sides of the roadway. Due to limited right of way, a 10-foot multi-use path is proposed on the south side of Graves Road.

The proposed typical sections are shown in Figure 3.

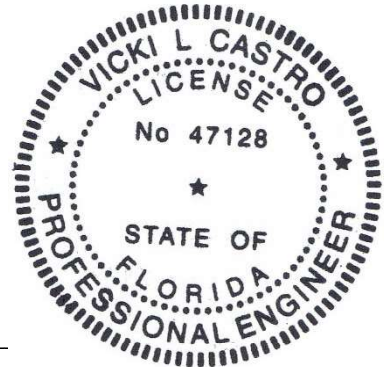
Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

Vicki L
Castro

Vicki L Castro, P.E.
Principal

Digitally signed by Vicki L Castro
 Date: 2023.03.28 11:29:09 -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

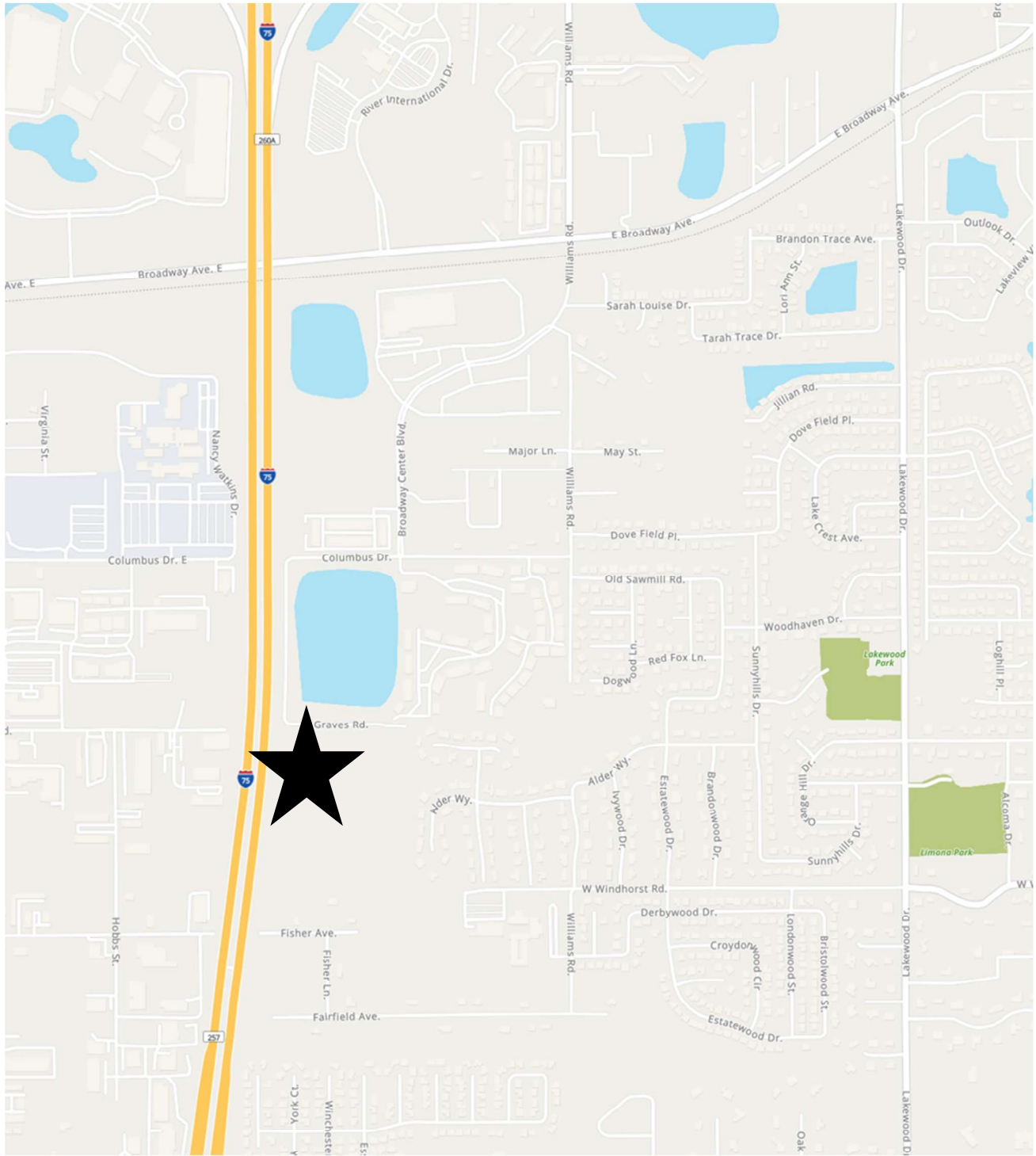
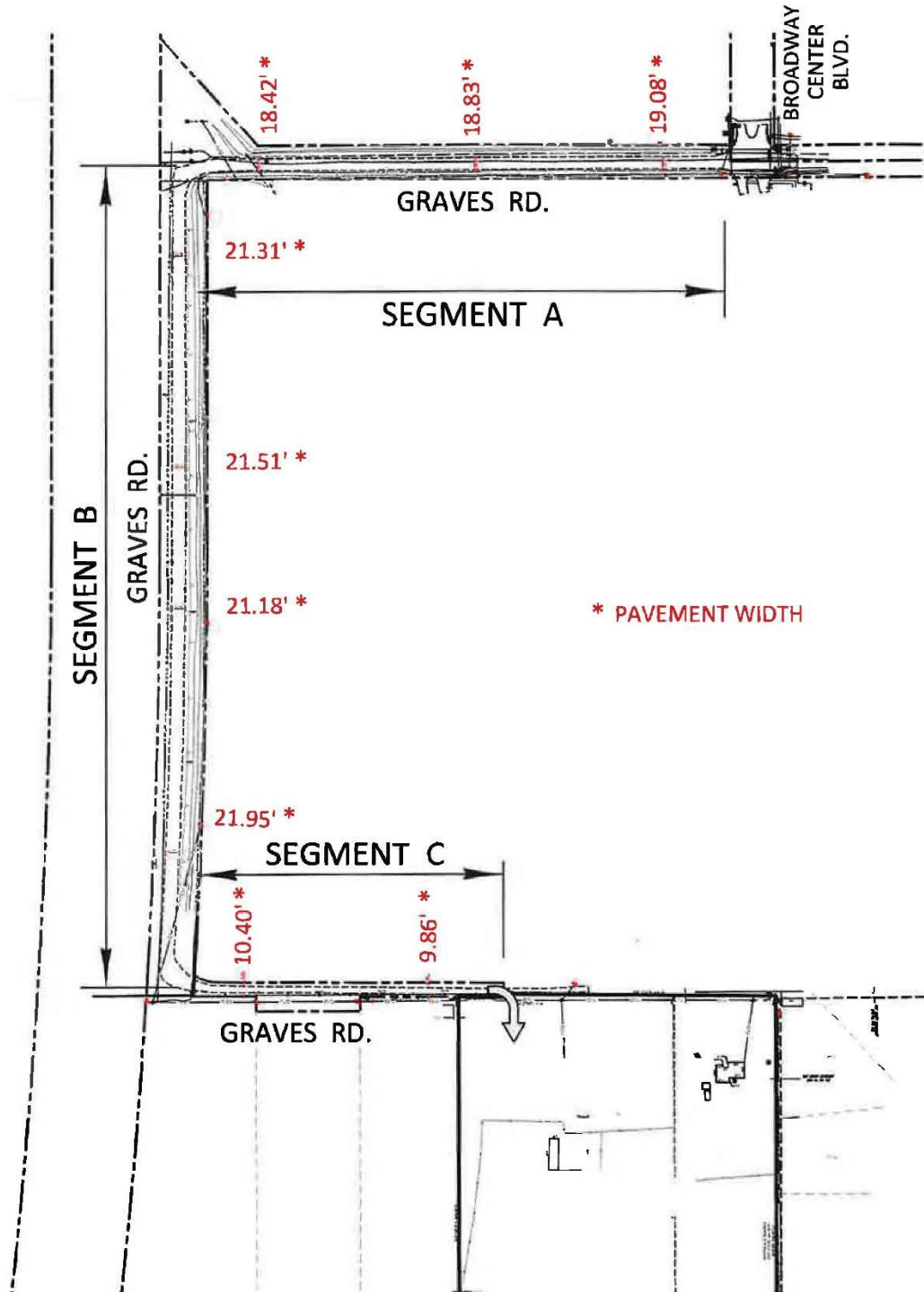
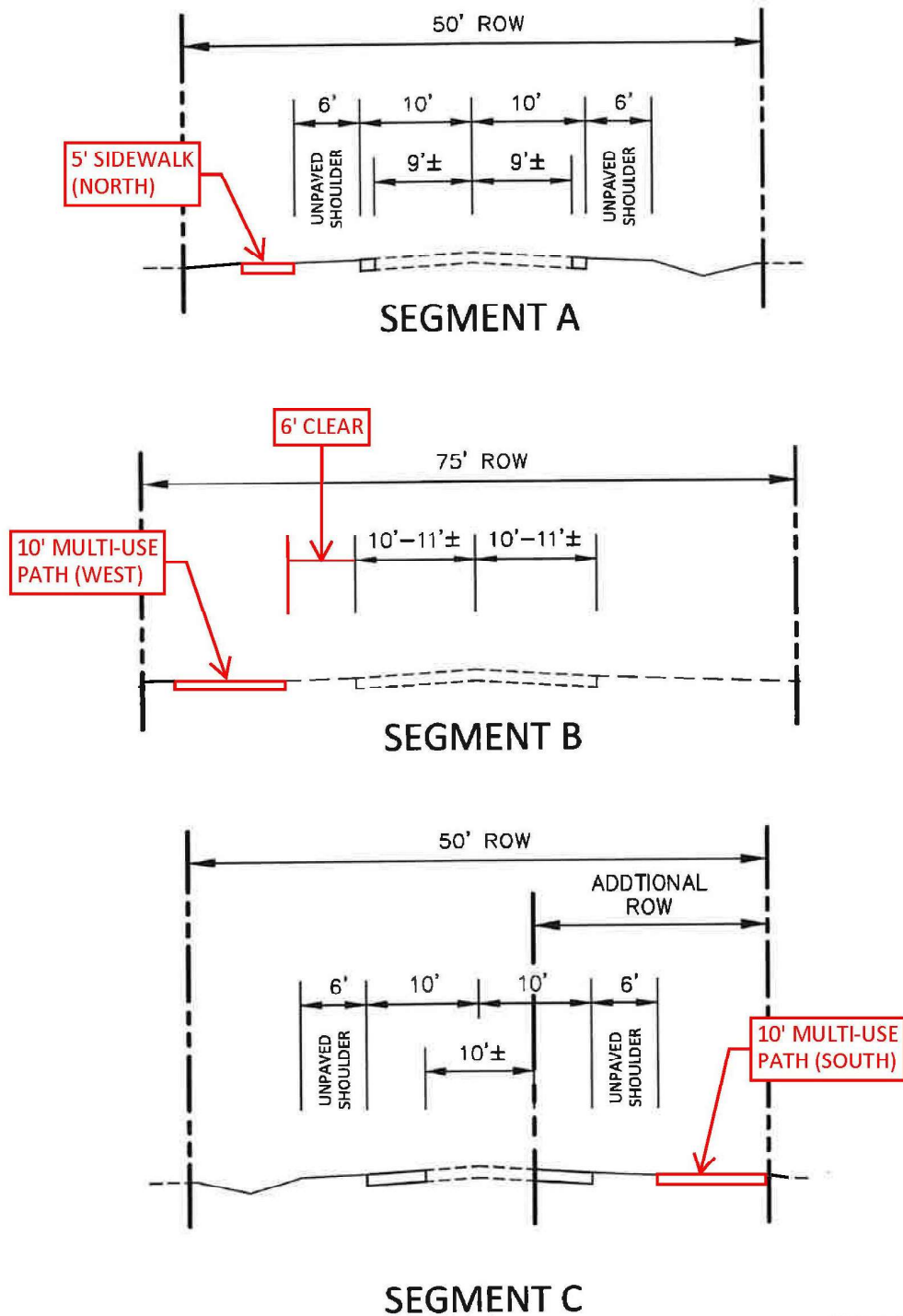
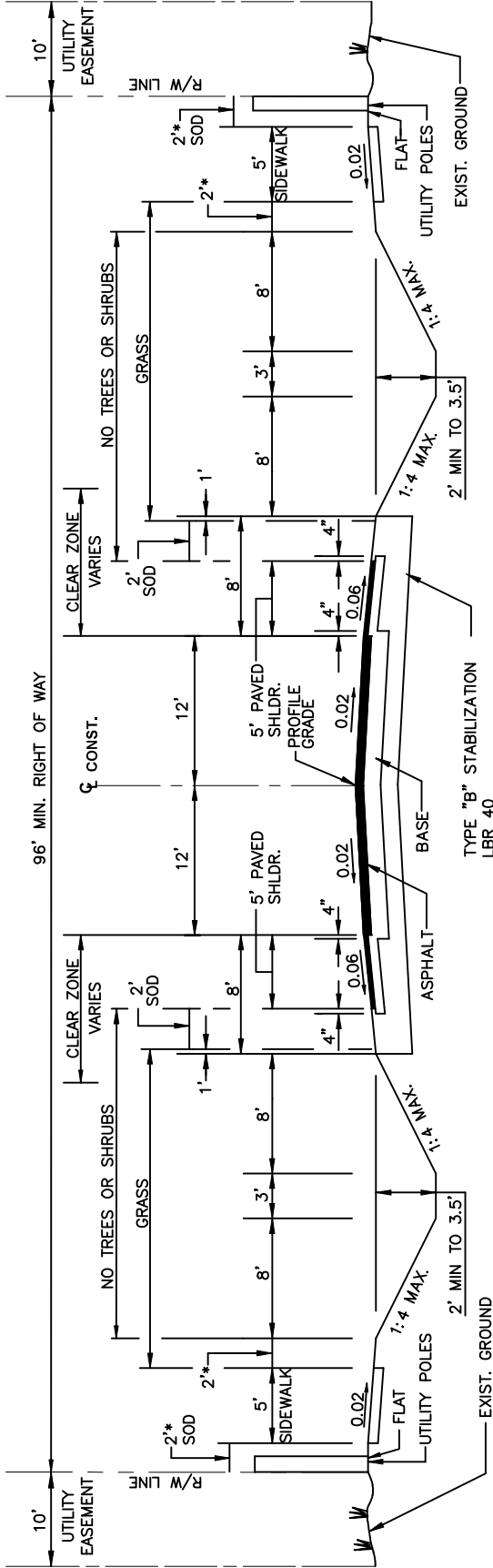


FIGURE 2. ROADWAY SEGMENTS



**FIGURE 3. PROPOSED TYPICAL SECTIONS
GRAVES ROAD**





TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE:
10/17

**TRANSPORTATION
TECHNICAL
MANUAL**



**Hillsborough
County Florida**

**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. **TS-7**

SHEET NO. 1 OF 1

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**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: May 15, 2023 Report Prepared: May 3, 2023	Petition: PD 22-1703 2408 & 2306 Graves Road <i>South of Graves Road and east of Interstate-75</i>
Summary Data:	
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Urban Mixed Use-20 (20 du/ga; 1.00 FAR) & Residential-6 (6 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan	Brandon
Request	Rezoning from Planned Development (PD 20-0447 & 05-0809) to a new Planned Development (PD) for a maximum of 280 multi-family residential units
Parcel Size	16.44 ± acres
Street Functional Classification	Graves Road - Local Road Interstate-75 - Principal Arterial
Locational Criteria	N/A
Evacuation Zone	None



Context

- The 16.44 acre subject site is located south of Graves Road and east of Interstate-75.
- The site is located within the Urban Service Area and is located within the limits of the Brandon Community Plan.
- The subject property contains two Future Land Use categories. The western portion is located within the Urban Mixed Use-20 (UMU-20) Future Land Use category, which can be considered for a maximum density of 20 dwelling units per gross acre and a maximum intensity of 1.0 FAR. The UMU-20 Future Land Use category is intended for areas urban in intensity and density of uses, with development occurring as the provision and timing of transportation and public facility services necessary to support these intensities and densities are made available. Typical uses include but not limited to residential, regional scale commercial uses such as a mall, office and business park uses, research corporate park uses, light industrial, multi-purpose and clustered residential and/or mixed use projects. The eastern portion of the subject property is located within the Residential-6 (RES-6) Future Land Use category, which can be considered for a maximum density of 6 dwelling units per gross acre and a maximum intensity of 0.25 FAR. The RES-6 Future Land Use category is intended for areas that are suitable for low density residential development. Suburban scale neighborhood commercial, office and mixed use projects serving the area may be permitted subject to the Goals, Objectives and Policies of the Land Use Element. Typical uses include but not limited to residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development.
- To the south and west is the UMU-20 Future Land Use category. To the east is Residential-6 (RES-6). To the north is the Community Mixed Use-12 (CMU-12). Further southeast and west is the Public/Quasi-Public (P/QP) category.
- To the north of the property is multi-family residential. To the south and east is single family residential and vacant properties. In addition to the east is agricultural land. Southeast of the property is Schmidt Elementary School. To the west, across Interstate-75, are light industrial, light commercial, single family residential, vacant land, public utilities and heavy industrial properties.
- The subject site and the properties immediately to the east and west are Planned Development (PD). To the north of the site is Interstate Planned Development (IPD-1). South of the site is Agricultural - Single-Family Conventional (ASC-1). Further south and east is Residential - Single-Family Conventional (RSC-6). Further south is Residential - Single-Family Conventional (RSC-9). To the west is Agricultural - Single-Family (AS-1), PD, Manufacturing (M), ASC-1, RSC-6 and Interstate Planned Development (IPD-2).
- The applicant is requesting a rezoning from Planned Development (PD 20-0447 & 05-0809) to a new Planned Development (PD) for a maximum of 280 multi-family residential units.

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. Within the USA and in categories allowing 4 units per acre or greater, new development or redevelopment shall occur at a density of at least 75% of the allowable density of the land use category, unless the development meets the criteria of Policy 1.3.

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

Relationship to the Future Land Use Map

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

Policy 7.3: The land use category boundaries may be considered for interpretation as flexible boundaries in accordance with the Flex Provision as follows:

Through application of the flex provision, the land use category boundaries shall be deemed to extend beyond the precise line to include property adjoining or separated by a man made or natural feature from the existing boundary line.

The line may be relocated a maximum of 500 feet from the existing land use boundary of the adopted Land Use Plan Map. Right-of-Way is not included in the measurement of the 500 foot flex.

No new flexes can be extended from an existing flexed area.

All flexes must be parallel to the land use category line.

Flexes are not permitted in the Rural Area or in areas specified in Community Plans. Flexes are also not permitted from the Urban Service Area into the Rural Area. All flexes in the Rural Area approved prior to July 2007 are recognized and are not to be considered non-conforming.

Flexes to increase residential density are not permitted in the Coastal High Hazard Area. Flexes are not permitted from a municipality into the unincorporated county.

A flex must be requested as part of planned development or site plan oriented rezoning application. Major Modification to approved zoning that changes the intensity, density or the range of uses will require that the previous flex request be re-evaluated for consistency and a new flex request may be required.

Applicants requesting a flex must provide written justification that they meet the criteria for a flex as outlined below.

The Board of County Commissioners may flex the plan category boundary to recognize or grant a zoning district which is not permitted in the land use category but lies within the distance of a conforming land use category, as described above. Prior to the determination by the Board of County Commissioner, the staff of the Planning Commission shall make a recommendation on the consistency of the request with the Comprehensive Plan.

Policy 7.4: *The criteria for consideration of a flex request are as follows:*

The availability and adequacy of public facilities to serve the proposed development accommodated by the flex;

The compatibility with surrounding land uses and their density and intensity;

The utilization of the flex furthers other goals, objectives and policies of the Future Land Use Element.

Land Use Categories

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

Relationship To Land Development Regulations

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

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

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.

Policy 13.6: *The County shall protect significant wildlife habitat, and shall prevent any further net loss of essential wildlife habitat in Hillsborough County, consistent with the policies in the Conservation and Aquifer Recharge Element and Land Development Code.*

Neighborhood/Community Development

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

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

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

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

Policy 16.8: *The overall density and lot sizes of new residential projects shall reflect the character of the surrounding area, recognizing the choice of lifestyles described in this Plan.*

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

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

Community Design Component

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

GOAL 12: *Design neighborhoods which are related to the predominant character of the surroundings.*

OBJECTIVE 12-1: *New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE policy 1.4) with the established character of the surrounding neighborhood.*

ENVIRONMENTAL AND SUSTAINABILITY SECTION

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: Brandon Community Plan

Goal 2: *Protect and enhance Brandon’s natural environments and rural character including existing natural resources and environmentally sensitive areas.*

- 1. Encourage the preservation of existing natural resources and rural character through increased open space requirements, natural plant community protections and the implementation of certain density credit methods such as clustering development and/or the transfer of development rights to protect rural or environmentally sensitive areas.*
- 2. Identify and establish a centrally located (near Brandon Main Street) open space park to be utilized for cultural and community events.*
- 3. Identify and prioritize in order of ecological significance the existing lakes and ponds - both naturally occurring and storm water systems - to develop restoration plans to increase wildlife*

utilization and community passive recreation such as nature study, bird watching, fishing, hiking trails that would interconnect systems where practical.

4. Identify and prioritize in order of ecological significance the creeks and streams (i.e. Delaney Creek, Buckhorn Springs Creek, & 10 Mile Lake) in the Brandon area in order to develop restoration programs to increase wildlife utilization, for both terrestrial and aquatic species, with the help and guidance of local, state, and federal wetland programs. 5. Identify and encourage the acquisition of properties to establish an interconnected corridor to existing parks and preserves (“Emerald Necklace”) within neighboring communities such as Seffner, Thonotosassa, Lithia, Limona, Valrico, and Dover for the development of a trail system and to facilitate, where possible, wildlife movement.

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

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

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

d. Suburban - Primarily residential area of single-family detached homes with side and perimeter yards on one-quarter acre or less. Mixed-use is usually confined to certain intersection locations. This district has a wide range of residential building types: single-family detached, single-family attached and townhouses. Setbacks and street canopy vary. Streets typically define medium-sized blocks. New development/redevelopment would be required to build internal sidewalks and connect to existing external sidewalks or trails.

Staff Analysis of Goals, Objectives and Policies:

The 16.44 acre subject property is located south of Graves Road and east of Interstate-75. The site is located within the Urban Service Area and within the limits of the Brandon Community Plan. The applicant is requesting a rezoning from Planned Development (PD 20-0447 & 05-0809) to a new Planned Development (PD) for a maximum of 280 multi-family residential units.

The proposal meets the intent of Objective 1 and Policy 1.4 of the Future Land Use Element of the Comprehensive Plan (FLUE) by providing a residential use within the Urban Service Area where 80 percent of future growth is to be directed. The proposal meets the compatibility requirements of FLUE Policy 1.4 as the predominant character of the area is residential development. The subject site is surrounded by single-family, multi-family and agricultural land in the immediate vicinity. West of the site, across interstate-75, is single family residential and light industrial land.

The applicant proposes to utilize the Flex Provision, as outlined in FLUE Policy 7.3, to flex 322 feet of the Urban Mixed Use-20 (UMU-20) located to the west over a portion of the subject site designated as RES-6. The applicant has stated a similar flex request has been approved as part of three prior zoning applications (RZ PD 05-0809, MM 09-1044, and PRS-22-0091). The proposed use does meet the intent of FLUE Objective 7 and Policy 7.3 and 7.4 regarding flexes. The flex is in the Urban Service Area, not in the Coastal High Hazard Area, extends parallel, is less than 500 linear feet and is not an extension of an existing flex. A flex must demonstrate how it furthers other Goals, Objectives and Policies of the Comprehensive Plan. The applicant states that a flex will meet Objective 34, Policy 34.1 and Policy 35.7 as a multi-family project will provide a transition of land uses from Interstate-75 to the west and future townhome/single-family development to the east.

There is an adjacent PRS (23-0033) for this PD 22-1703, as shown below in Figure 1. The PRS is requesting to remove two parcels from Planned Development 05-0809. The parcels being removed are the western portion of PD 05-0809 (Folios 067911-0000 and 067907-0000). Those parcels will be added to the proposed PD 22-1703. With the removal of those folios, the remainder of PD 05-0809 is proposing to reduce the original approved UMU-20 request to 0.94 acres, part of which is labeled as Tract A on the 22-1703 site plan. The reduction in the flex request is to ensure the 107 unit entitlements for PD 05-0809. The 0.94 acres in UMU-20 allows 18 units, the 7.41 acres in RES-6 allows 44 units and the 3.8 acres in CMU-12 allows 45 units. Approval of this PD 22-1703, is dependent on the approval of PRS 23-0033.

Since this is a reduction of an already approved flex and the applicant is not proposing any intensity, density or use changes to the original flex, a new flex request for the adjacent PRS 23-0033 and PD 05-0809 is not required. Per Policy 7.3, no new flexes can be extended from an existing flexed area. The applicant has stated that this is not an extension of an existing flex. In addition, the site has another approved flexed area of CMU-12 which is not being requested to extend to cover the existing Residential-6 (RES-6) portion of Folio 067908-0000. Based on this, the applicant's proposed development (PD 22-1703) and the adjacent PRS (23-0033) are consistent with the flex policies 7.3 and 7.4.

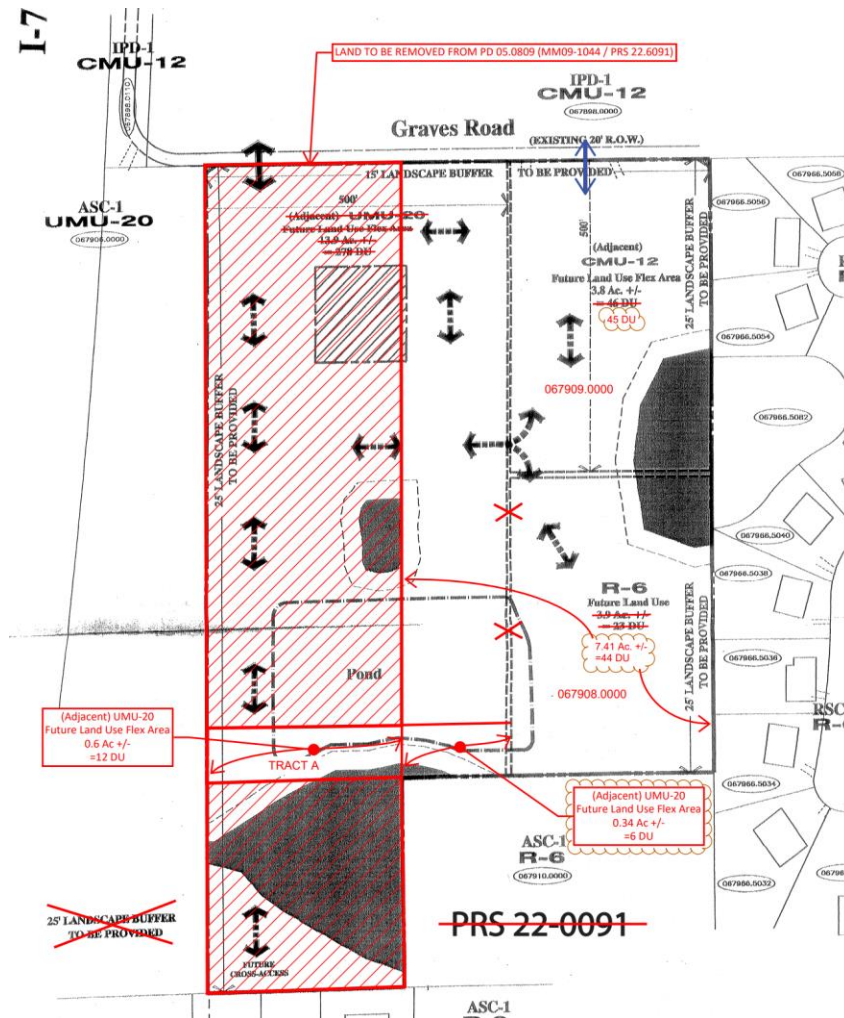


Figure 1

Per FLUE Objective 8, the Future Land Use categories outline the maximum level of intensity or density and range of permitted land uses allowed in each category. The request flex for UMU-20 would allow up to 20 dwelling units per acre on site. The site plan lists that 4.32 acres of the total 16.44 acre property is wetlands, and the proposal is subject to the Environmentally Sensitive Land Credit under Objective 13 and Policy 13.3. Per the land credit the maximum permitted density is 303 units. The requested density of 280 units is under the maximum 303 units allowed on site. The 280 units also meets the 75% minimum density requirement per Policy 1.2.

FLUE Objective 9 and Policy 9.2 require that all developments be consistent with the Plan and meet all Land Development Regulations in Hillsborough County. The applicant has submitted waivers to Section 6.11.88.A and B of the Land Development Code. In addition, at the time of filing this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

FLUE Objective 13, Policy 13.6 and Objective 3.5, as well as Environmental and Sustainability Section (E&S) Policies 3.5.1, 3.5.2 and 3.5.4, indicate that new development shall not adversely impact environmentally sensitive areas and other significant natural

systems. The Environmental Protection Agency indicated that unless the site plan had changed, no resubmittal is necessary. The proposed request is consistent with the environmental policies listed above.

The proposal meets the intent of FLUE Objective 16 and its accompanying policies 16.1,16.2, 16.3 and 16.10 that require new development, infill and redevelopment to be compatible to the surrounding area in character, lot size and density. Goal 12 and Objective 12-1 of the Community Design Component (CDC) in the FLUE requires new developments to recognize the existing community, be designed to relate to and be compatible with the predominant character of the surrounding area. Policy 35.7 states the protection of existing residential development through land use transition. There is existing multi-family adjacent to the north and single family residential to the south and east and the site proposes multi-family residential development in a complementary manner to the residential development pattern on Graves Road and along Interstate-75. It also provides a transition moving from the commercial and industrial properties west of Interstate-75 to the single family properties east of the site.

The subject site is in the Suburban Character District of the Brandon Community Plan. The proposed use meets the intent of the Community Plan in which it proposes a residential use in an area designated primarily for residential use. In addition, new development is required to build internal sidewalks and connect to existing external sidewalks. The site will also meet the intent of Goal 1 on establishing a balanced transportation system which provides safe infrastructure for all modes of transportation and designs intersections for pedestrian safety. The site plan states internal sidewalks are proposed. The applicant's design exemption has stated either a 5-foot sidewalk or a 10-foot multi-use path will be proposed externally along Graves Road, depending on right-of-way limitations. The development proposes an internal pedestrian cross-access point to the development to the east.

Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives, and Policies of the Unincorporated Hillsborough County Comprehensive Plan. The rezoning request is compatible with the existing development pattern in the area and the flex policies.

Recommendation

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

HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 22-1703

!!all other values!!

- Rezonings STATUS**
- APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING

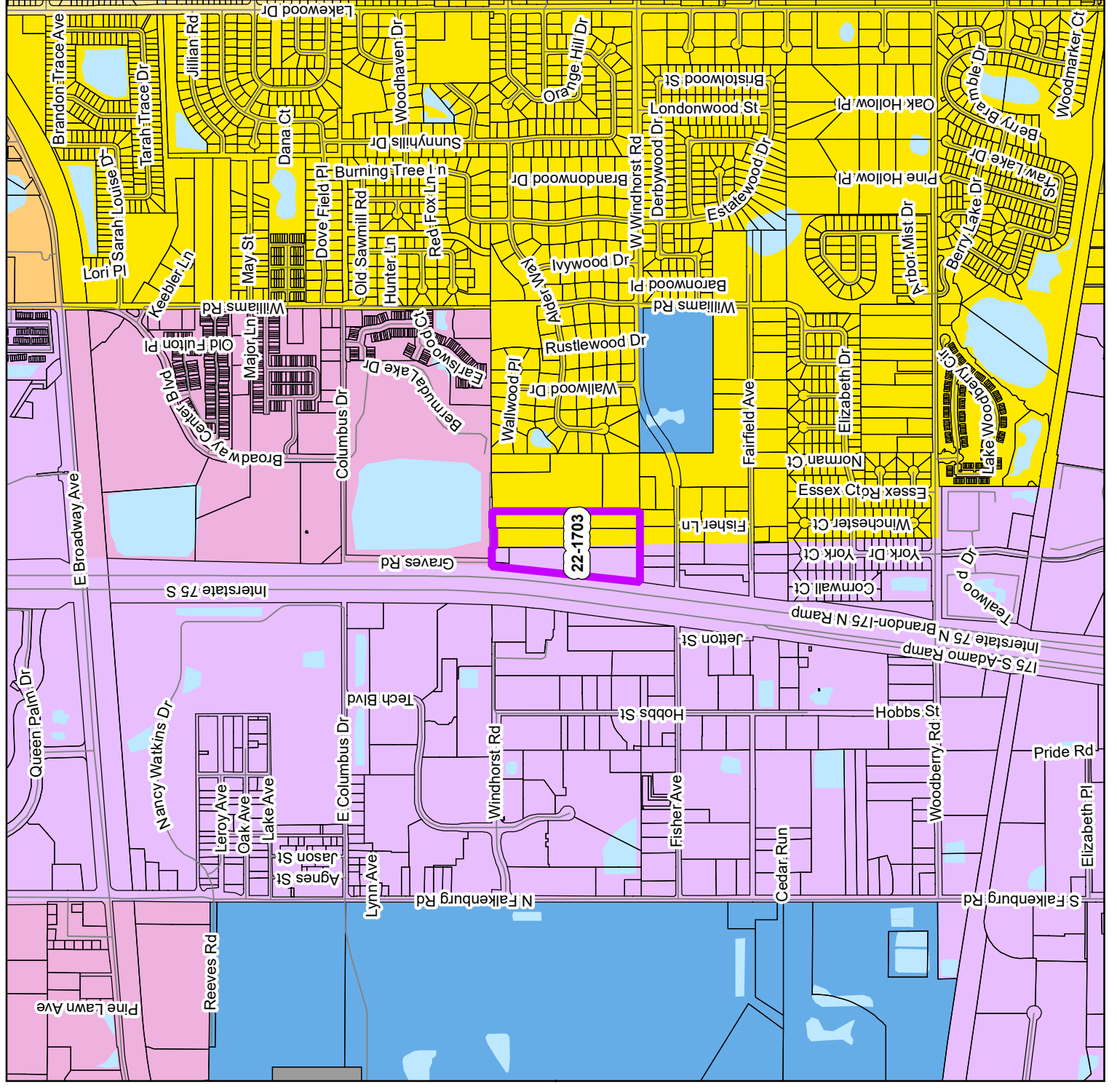
- Tampa Service Area
- Urban Service Area
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels

- WATER NATURAL LULUC, Wet Poly
- AGRICULTURAL/MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- OC-20
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.50 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- HEAVY INDUSTRIAL (.50 FAR)
- PUBLIC/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE



DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended for informational purposes only and is not intended for use as a legal document. It is intended to be used for informational purposes only. For the most current data and information, use the appropriate source.

Map Printed from Rezoning System: 1/10/2023
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProject\HillCoReg_InfRezoning_Copy.mxd



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