

PD Modification Application: PRS 24-0102

BOCC Land Use Meeting Date: March 19, 2024



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Valerie Ann-McCoy Scharff

FLU Category: Residential-4

Service Area: Urban

Site Acreage: Approximately 0.19 acres
(folio 74748.6014)

Community Plan Area: Brandon

Overlay: None

Request: Minor Modification to PD 92-0382



Existing Approvals:

PD 92-0382 was approved for an approximate 2,422-acre mixed-use development including neighborhood commercial uses, detached and single-family residential. Additional areas are designated for public area, conservation areas, and community parks.

Most Recent Amendment

PRS 19-1447 was approved to allow one accessory dwelling up to 750 square feet on the parcel folio #74748.6376.

Current Proposal:

The subject minor modification (PRS 24-0102) is located in an area of single-family homes. The applicant requests to allow the construction of one detached accessory dwelling unit on a single-family lot located at 1221 Callista Avenue near the intersection of Bell Grande Drive. The proposed accessory dwelling shall not exceed 195-square feet.

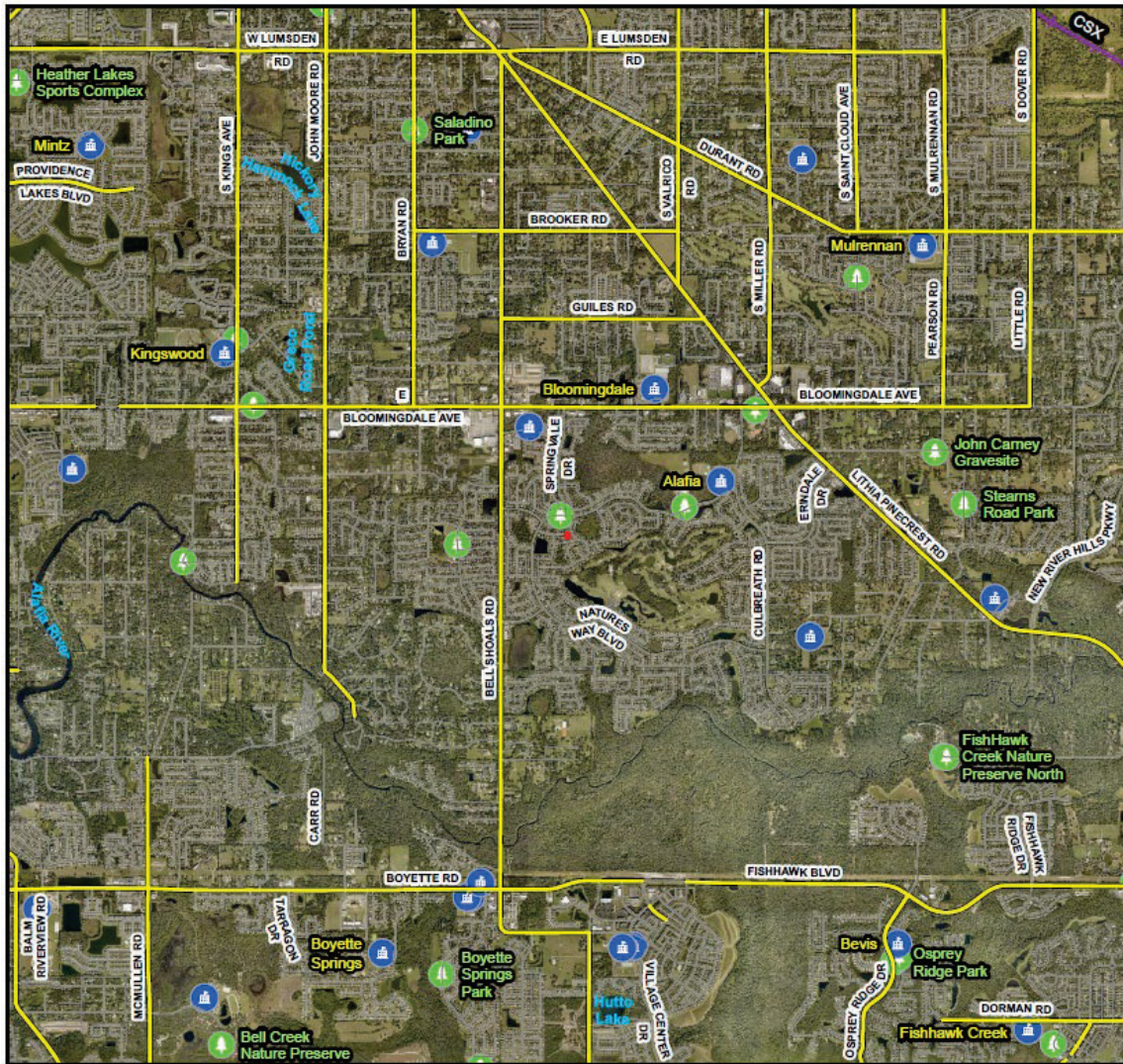
Existing Approval(s):	Proposed Modification(s):
The approved site plan allows: (1) Single family home	The requested change is to allow: (1) Single-family home with a 195-sf accessory dwelling

Additional Information:	
PD Variation(s):	None Requested
Waiver(s) to the Land Development Code:	Section 6.11.02 Accessory Dwelling Standards to allow the 195-sf dwelling to not meet the 20-ft. rear setback.

Planning Commission Recommendation: N/A	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 0.19 ± acre subject site is located on the south side of Callista Drive and approximately 100 feet from intersection of Callista Drive and Bell Grande Drive. Approximately, 2,500 feet west-northwest of the subject site is Bell Shoals Road and Greenhollow Lane. Surrounding the site in all directions are single-family homes also located within the Bloomingdale DRI. Further northwest approximately 4,500 feet from the subject site is Bloomingdale Square with commercial uses, and a Circle K convenience store with gas pumps along Bell Shoals Road. Approximately a mile north of the subject site, east and west along Bloomingdale Avenue are commercial uses with offices further east.

2.0 LAND USE MAP SET AND SUMMARY DATA

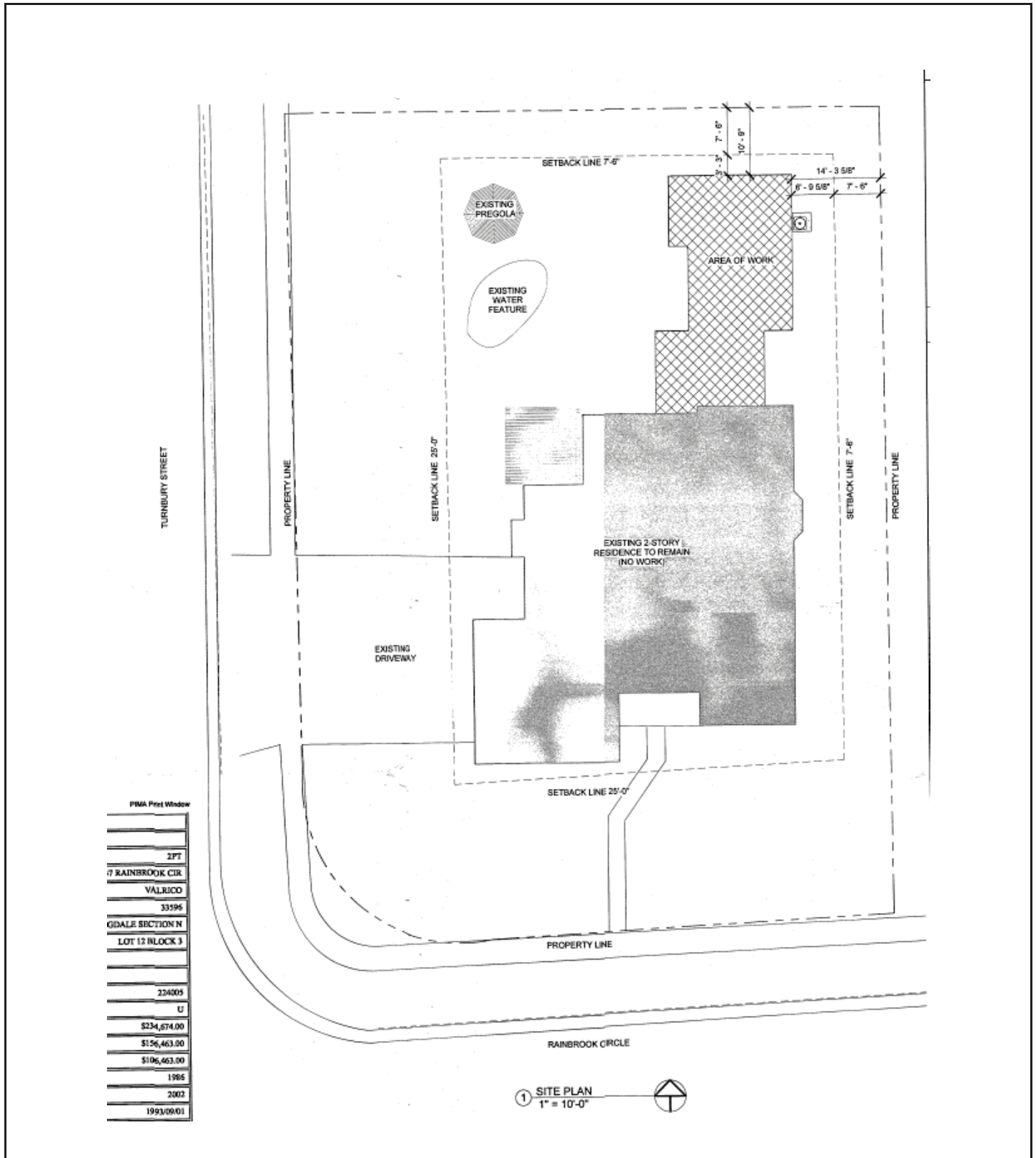
2.2 Immediate Area Map



Adjacent Zonings and Uses					
Location:	Zoning:	Future Land Use:	Density/F.A.R.	Permitted Use:	Existing Use:
North	PD 92-0382	R-4	Min. Lot Area: 7,000 sf 0.25 FAR	Single-family homes	Single family
South	PD 92-0382	R-4	Min. Lot Area: 7,000 sf 0.25 FAR	Single-family homes	Single family
East	PD 92-0382	R-4	Min. Lot Area: 7,000 sf 0.25 FAR	Single-family homes	Single family
West	PD 92-0382	R-4	Min. Lot Area: 7,000 sf 0.25 FAR	Single-family homes	Single family

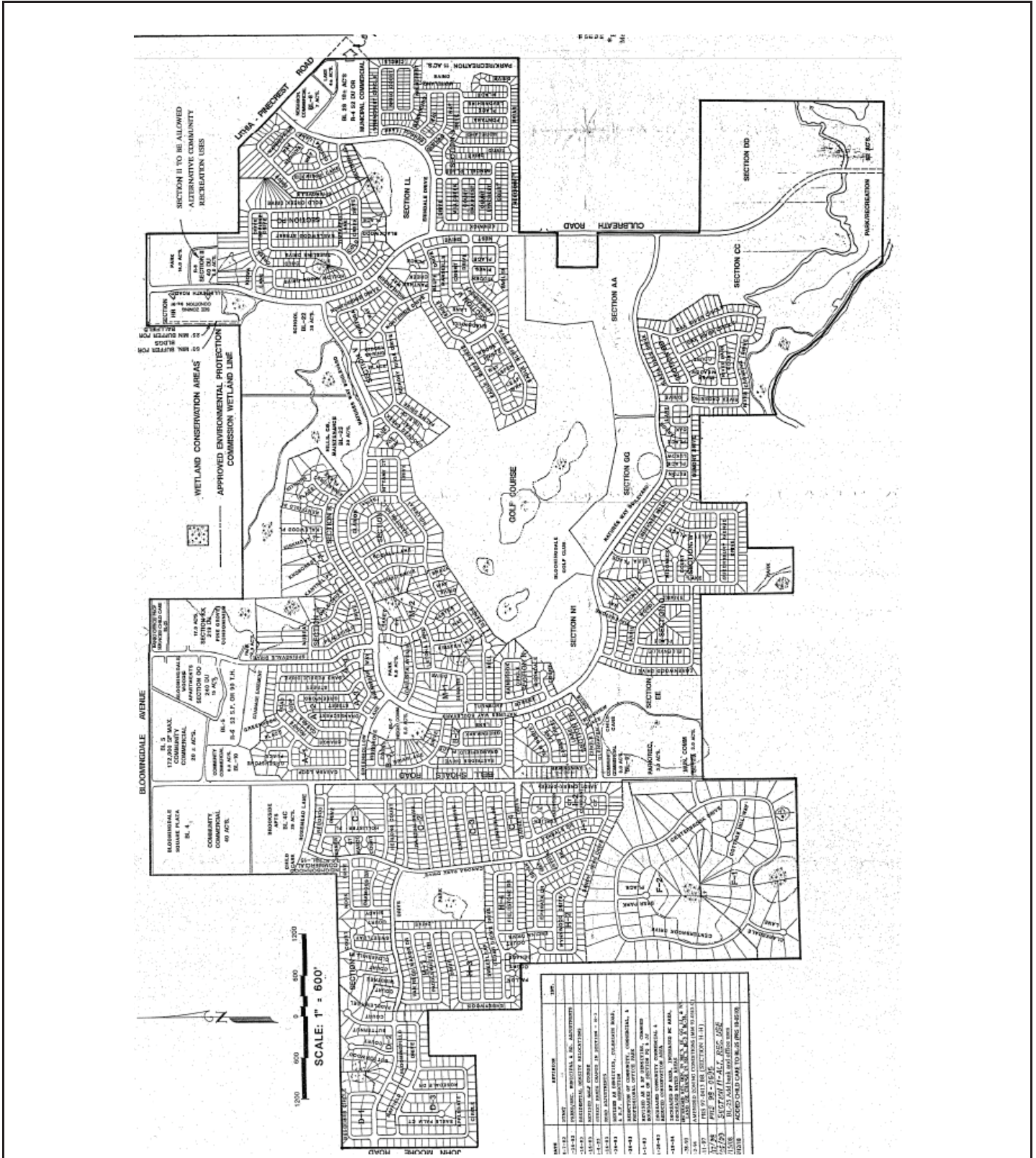
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Existing Site Plan (Partial) (Page 1 of 2)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Existing Site Plan (Partial) (Page 2 of 2)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan –Partial (Page 1 of 2)

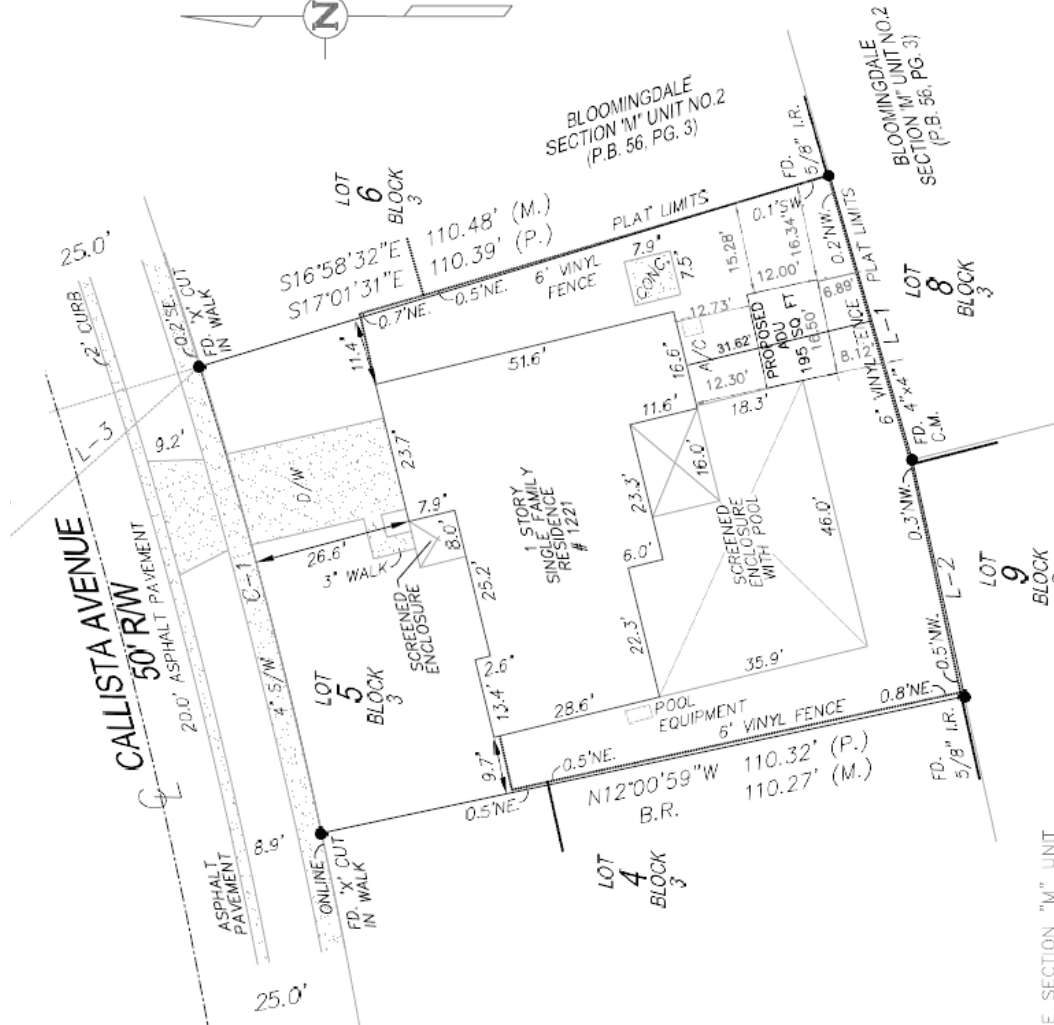
Existing: 3851sf
Proposed: 3851sf + 195sf = 4046sf

Building / Lot Coverage:
Existing: +/- 2279sf
Proposed: +195sf
(2,474 sf Total)

Primary Structure:
Front Setback: 26.6 ft
Side Setback: 9.7 ft
Rear Setback: 31.62 ft

Accessory Structure:
Rear Setback: 6.89 ft
Side Setback: 15.28 ft

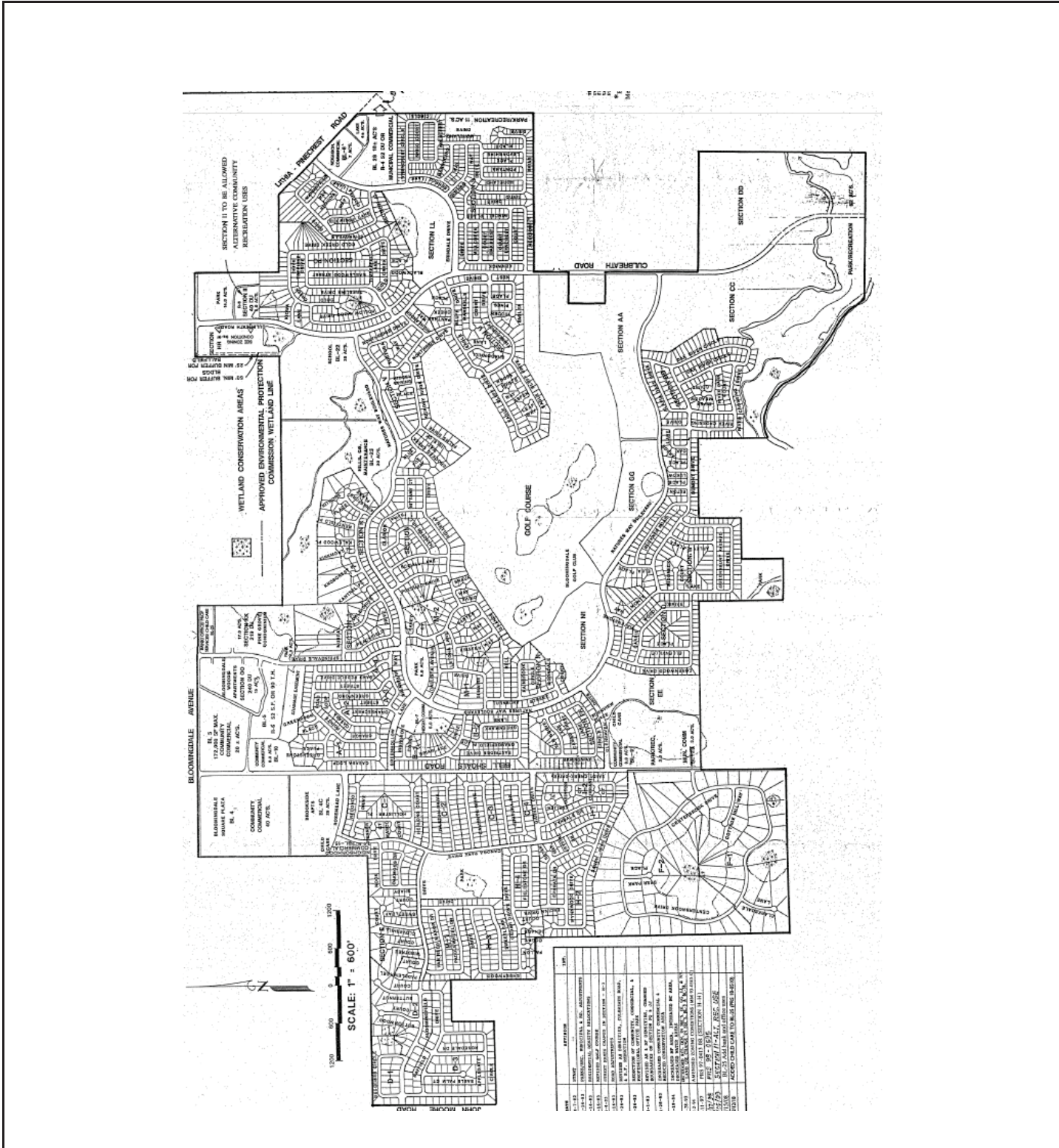
Site Area: +/- 9240 sf



E SECTION "M" UNIT

2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan –Partial (Page 2 of 2) NO CHANGE



MAP	DEFINITION
11-1-2	GENERAL COMMERCIAL (C-1)
11-1-3	OFFICE COMMERCIAL (C-2)
11-1-4	RETAIL COMMERCIAL (C-3)
11-1-5	RESTAURANT COMMERCIAL (C-4)
11-1-6	AMUSEMENT COMMERCIAL (C-5)
11-1-7	INDUSTRIAL COMMERCIAL (C-6)
11-1-8	MANUFACTURING COMMERCIAL (C-7)
11-1-9	WAREHOUSE COMMERCIAL (C-8)
11-1-10	RECREATION COMMERCIAL (C-9)
11-1-11	COMMUNITY COMMERCIAL (C-10)
11-1-12	RESIDENTIAL COMMERCIAL (C-11)
11-1-13	RESIDENTIAL COMMERCIAL (C-12)
11-1-14	RESIDENTIAL COMMERCIAL (C-13)
11-1-15	RESIDENTIAL COMMERCIAL (C-14)
11-1-16	RESIDENTIAL COMMERCIAL (C-15)
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11-1-98	RESIDENTIAL COMMERCIAL (C-97)
11-1-99	RESIDENTIAL COMMERCIAL (C-98)
11-1-100	RESIDENTIAL COMMERCIAL (C-99)
11-1-101	RESIDENTIAL COMMERCIAL (C-100)

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
Callista Ave.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	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 (Modification Parcel Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	9	1	1
Proposed	9	1	1
Difference (+/-)	No Change	No Change	No Change

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

Connectivity and Cross Access (Modification Parcel Only) <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West		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
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Transportation Staff Report.
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Not required.				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATION

5.1 Compatibility

The applicant seeks a minor modification of PD 92-0382 to allow an accessory dwelling unit up to 195-square-foot on a single-family lot with an existing single-family home.

Per 6.11.02.B. of the LDC, the residential lot shall be occupied by a principal detached single-family dwelling that is owner occupied. The applicant resides in the existing single-family dwelling and owns the subject property, therefore, meeting this requirement. Per Section 6.11.02.C. of the LDC, the living space in the accessory dwelling shall be limited to a maximum of 900 square feet. The applicant is proposing an accessory dwelling with a maximum square footage of 195 square feet, which is significantly less than what is permissible by the LDC.

The proposed accessory dwelling will meet all requirements of Section 6.11.02. - Accessory Dwelling Standards, of the Land Development Code (LDC) except for the requirement that an accessory dwelling meet the primary dwelling's required 20-foot rear setback. The applicant proposes a rear setback of 6.89 feet from the rear property line due to the existing structure and site constraints. An accessory dwelling shall be located on a conforming residential lot, and unless otherwise expressly permitted in a Planned Development, a minimum lot area of 7,000 square feet shall be required. The subject property is a platted lot of record, known as lot 5, block 3, in Bloomingdale Section "M," with a square footage of approximately 8,276 square feet, which exceeds the minimum square footage requirement required for consideration of an accessory dwelling.

Condition 29 has been updated to reflect the applicant's request to allow one accessory dwelling up to 195 square feet in size on parcel folio #74748.6014. Due to the relatively small size of the proposed accessory dwelling, along with the existing 6-foot high opaque fence along the rear property boundary and conditioned to remain, staff finds no compatibility issues, as the immediate surrounding area is comprised of single-family dwellings.

The applicant requests no new PD variations from the routine site development requirements found in LDC Part 6.07.00, Fences and Walls Requirements, LDC Part 6.05.00, Parking and Loading, or LDC Part 6.06.00, Landscaping, Irrigation and Buffering. No other changes are being sought as a result of the proposed modification. The proposed changes do not impact the transportation network and as such, Transportation staff has no objection to the proposed minor modification.

5.2 Recommendation

Based upon the above considerations, staff finds the request is **APPROVABLE, subject to conditions.**

Prior to site plan certification:

- Revise “PRS 24-0104” to “PRS 24-0102” on page 2 of the site plan.
- Revise “9240 sf” to “+/-8276 sf” on page 1 of the site plan.

6.0 PROPOSED CONDITIONS

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted March 1, 2024.

1. The Development shall proceed in strict accordance with the terms and conditions contained in the Development Order as amended, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
2. A maximum of 31,500 sq. ft. of retail development or 60,000 sq. ft. of mini-warehouse uses shall be permitted within Parcel II in Tract BL-4. A maximum of 35,500 sq. ft. of retail commercial uses or 100,000 sq. ft. of mini-warehouse uses shall be permitted within Parcel I in Tract BL-10. For purposes of monitoring the retail sq. ft. permitted for the project, if the mini-warehouse option is selected, the actual sq. ft. allotment deducted shall be its equivalent in retail sq. ft.
3. A maximum of 172,000 square feet of General Commercial PD-C development may occur within the 20 acre parcel (BL-5) fronting Bloomingdale Avenue and Bell Shoals Road. A maximum of 70 single family detached or 108 single family town homes may be developed on the southern portion of Parcel BL-5 as shown on the General Site Plan. A maximum of 201 dwelling units may be developed within Section KK.
4. A maximum of 52 single family detached dwellings may be developed in BL-28 or Municipal Commercial uses such as a park or neighborhood library. Prior to development of BL-28, the developer shall notify the County of his intent. Upon receipt of such notification, the County shall have 45 days to solicit comments from appropriate public agencies and determine whether all or part of the BL-28 pod is needed for Municipal Commercial uses. If all or part of the property is required for Municipal Commercial uses, the County shall take all steps necessary to acquire the property and close on the property within 90 days, or if terms cannot be agreed upon between the County and the owner of pod BL-28 within 90 days the County shall initiate eminent domain proceedings by the end of the 90 day period. However, if the acquisition cannot be funded in the fiscal year in which the developer gives the County the notice of intent to commence, the County shall have until 90 days after the start of the next fiscal year to close on the property. The developer shall be free to develop the whole site for residential lots if the acquisition is not completed within the time constraints stated above. Further, the County must acquire the entire BL-28 acreage if the property is needed for any use other than a park and/or library or if the amount/configuration of the required land for a park and/or library leaves insufficient land for the reasonable development of the remainder of BL-28 for 45 single family residential lots meeting at a minimum RSC-9 lot, bulk and height criteria.
5. Project access for Parcel II within Tract BL-4 shall be limited to existing commercial access points within Tract BL-4. Access to Parcel I within Tract BL-10 shall be limited to the existing commercial access.
6. For the commercial portion of BL-5, the following conditions shall apply:
 - 6.1 No outside storage of other than a retail garden center may be permitted on site.
 - 6.2 The maximum height of all structures shall not exceed 35 feet above finished grade.

- 6.3 A maximum of four out parcels shall be permitted with cross access provided between the out parcels and the main shopping center.
- 6.4 Within 150 feet of the eastern boundary, the following uses which typically operate outside normal retail hours or are likely because of odor or noise to impact the adjacent apartments, shall be prohibited: sit down restaurants, 4COP's, drive thru restaurants, and convenience/gas stations.
- 6.5 Any outdoor loudspeakers associated with a drive thru restaurant, shall be located a minimum of 150 feet from the eastern parcel boundary line. No outdoor public announcement system shall be permitted within 150' feet of the eastern parcel boundary line.
- 6.6 All minor motorized vehicle repair shall be conducted entirely within an enclosed structure. Major motor vehicle repair shall be prohibited on site.
- 6.7 Free standing tenant identification signage for the entire 20 acre retail tract shall be consolidated through the use of a maximum of three free standing sign structures. In addition, individual free standing ground signage for individual outparcel tenants shall be permitted. Further, a subdivision ground sign, generally located at the intersection of Bloomingdale Avenue and Bell Shoals Road and to be maintained by the Bloomingdale Homeowners Association shall be permitted and constructed by the property owner at the time of center construction. The location, design and size of the sign shall be at the property owners, discretion and maintained by a homeowner's association. If the sign should fall into disrepair, it may be removed by the owner upon 30 days notice to the Association and failure to bring the sign into good condition. All signs shall comply with the Hillsborough County Sign Ordinance.
- 6.8 Buildings shall be architecturally finished on all sides. At a minimum, concrete exteriors shall be finished to include the painting of all textured surfaces (i.e. stucco or precast concrete).
- 6.9 Dumpsters at a minimum shall be located 100 feet from the eastern boundary line and located at fixed locations.
- 6.10 Minimum building setback from exterior property lines on Bell Shoals Road and Bloomingdale Avenue shall be 30 feet. Minimum building setbacks for the eastern property line adjacent to the existing multi-family tract shall be 60 feet.
- 6.11 Buffering and screening shall be provided in accordance with Section 2.5.14 of the Land Development Code. Additional buffering shall be provided on the eastern parcel line where the developer shall preserve a 50 foot natural buffer (as it exists at the time of this approval) as measured from BL-5's eastern property line from Bloomingdale Avenue South to a point approximately corresponding to the front wall of the main center building. From the above referenced point the buffer shall be 30 feet along the remainder of the eastern boundary. Construction shall be allowed within the buffer only as necessary for grade finishing and wall installation. The buffer shall be the entire length of the commercial tract's eastern boundary. An eight (8) foot solid wall shall be constructed within 5 feet of the western edge of the buffer area along the eastern boundary of BL-5.

Further, in order to provide additional screening of the retail center from the adjacent apartment complex to the east for the approximately 260 linear feet of buffer parallel to the retail building side wall, additional trees shall be installed to augment the existing vegetative screen. Trees must be installed no later than the completion date of the first building shell. Trees may include, but are not limited to, Wax Myrtles or Oak trees relocated with a minimum 84" tree spade. If the developer chooses to construct single family units to the south of the commercial portion of Tract BL-5, then a 20 foot natural buffer shall be required between the commercial BL-5 tract and the single family development on tract

BL-5. If an east/west connector road is provided between tract BL-5 and single family development the 20 foot buffer shall not be required.

This landscaping treatment shall be continued within the 20 foot buffer separating mini-warehouse uses from adjacent residential and apartment uses in Tract(s) BL-10 and BL-4.

The eastern most project access drive on Bloomingdale Avenue shall not be any closer than 150 feet from the eastern property boundary.

- 6.12 If a solid contiguous wall between the single family/town home and commercial is constructed, there shall be a minimum of three pedestrian access openings in the wall for pedestrian/bicycle cross access between the parcels.
 - 6.13 The commercial center (main buildings and any out parcels) shall be designed such that the signage, pedestrian/vehicular access/circulation and planting plans provides for a unified theme to the appearance of the entire commercial development.
7. As provided in the Land Development Code, the commercial parcel BL-5 shall be phased and constructed in such a manner that the LOS, for any approach, at the intersection of Bloomingdale Avenue and Bell Shoals Road does not go below LOS "D".

Prior to the issuance of building permits for any phase of construction on the site, the developer/owners shall submit a transportation analysis showing that all approaches at the intersection will operate better than LOS "E" with project traffic for the proposed phase.

If, as a result of this development's traffic, any approach of this intersection exceeds LOS "D", the developer may submit an analysis showing the type of improvements needed to restore the intersection to an acceptable LOS.

Prior to issuance of Certificates of Occupancy for this portion of the development, the developer shall be required to construct the necessary improvements called upon in the analysis. The developer may be eligible for credit for that portion of the improvement cost which exceeds their pro-rata share of the costs of said improvements subject to the Hillsborough County Impact Fee Ordinance.

Any of said improvements, and the construction of these improvements, are to be reviewed and approved by Hillsborough County Public Works Department. In addition, prior to development of the BL-5 site, the developer shall coordinate with the Hillsborough County Public Works Department the timing for off-site road improvements in order to have the road improvements constructed at relatively the same time as the County CIP improvements to Bloomingdale Avenue project CIP #61121 scheduled for completion in the summer of 1995. The development will receive Certificates of Occupancy on or after June 30, 1995. Earlier Certificate of Occupancy receipt is permitted if the portion of the project providing for the construction of intersection lane improvements is complete. Completion in this case is defined as lanes that are designed in place for use by traffic and does not include final finishing steps such as top coat of asphalt and signal burn-in.

8. For the residential portion of BL-5, development shall at a minimum, comply with the area, lot, bulk, and placement requirements of the RMC-9 district for town homes and RSC-9 district for single family detached. Within town home developments, the front yard setback may be reduced to 20 feet when fronting on interior roads.
9. For the tract BL-7, the following conditions shall apply.

- 9.1 A maximum of 22 dwelling units (in either 11 two-family dwelling structures or 22 single family detached units or a combination thereof) shall be permitted. Minimum lot size for each dwelling unit shall be 4000 square feet.
 - 9.2 For the 4000 square foot lots in BL-7, on-site development shall comply with the following minimum requirements: 25 foot front yard setback, 20 foot rear setback, 40 foot width, 35% maximum lot coverage and 35 feet in height or two stories, whichever is more restrictive.
 - 9.3 On-site development for the 4000 square foot lots may have the following side yard setbacks: side-yard setbacks may be a minimum of 0 feet on one side and 10 feet on the other, or 5 feet on each side. These requirements shall not preclude Z-lots, i.e., the zero lot line may be partially on one and partially on the other side of a lot. It shall also not preclude combinations such as 3 feet on one side and 7 on the other. In no case, however, shall a combination of setbacks (i.e. zero feet + ten feet and five feet + five feet) be allowed which would create a separation of less than 10 feet between non-attached dwelling units.
 - 9.4 Driveways to individual dwelling units for the 4000 square foot lots shall be wide enough to accommodate two domestic motor cars side by side.
 - 9.5 The developer shall provide on-site, one (1) guest parking space for every 5 lots containing lot frontage less than 50 feet in width. In the event fewer than five lots contain less than a fifty foot lot width, the developer shall not be required to provide any required guest parking. The parking area(s) may be located in the right-of-way and may be grouped in any combination(s).
 - 9.6 The internal loop roadway shall be designed and constructed according to County Standards as identified in the Bridge and Highway Technical Manual.
10. The following conditions shall apply to the car wash in the area designated as BL-8.
- 10.1 Car wash shall be developed in accordance with C-N district standards unless otherwise stated herein. Structures and dumpster location shall not be permitted within 75 feet of Erindale Drive. All building structures shall be one story and no more than 25 feet in height.
 - 10.2 The structure shall be architecturally finish to exhibit residential character, using natural materials such as stucco, brick, stone glass, and wood, and have peaked roofs, or a combination of peaked and flat roofs and no structures.
 - 10.3 The project is limited to two shared access points as generally shown on the site plan submitted February 28, 2000.
 - 10.4 There shall be no parking spaces along Erindale Drive.
 - 10.5 The development shall not encroach into the landscape easement further described on O.R. 5099 PG.1122 located along the northern portion of the project.
 - 10.6 No outdoor public announcement system shall be permitted for the car wash.
 - 10.7 Hours of operation shall be 7:00 a.m. to 7:00 p.m., Monday - Saturday. There shall be no business on Sunday.

- 10.8 All machinery, except orbital polishers and waxing, but including blowers, shall be enclosed within the principal structure.
- 10.9 Lighting for the project shall be low projection, non-glare lighting with no lighting reflected off-site.
11. Single family development in BL-28 shall at a minimum, comply with area, lot, bulk and placement requirements of the RSC-9 zoning district (5,000 sq. ft. lot minimum). Tract C in BL 28, deeded to the Homeowners Association common interest as a buffer area, shall be BL 28, deeded to the Homeowners Association common interest as a buffer area, shall be platted and said area shall be incorporated into the adjacent single-family lots on Wrencrest Circle and/or Centennial Falcon Drive through the Parcel Certification subdivision process. The property owners of the applicable single-family lots shall assume ownership and maintenance of said parcel. The existing platted drainage easements shall remain after conveyance, however, said area shall no longer be considered a buffer area as defined within LDC. The Development standards for said area shall be the development standards of the adjacent lots that assume ownership of said area.
12. The following pertain to the area designated as Section HH (folio # 87396.0085):
 - 12.1 Neighborhood Recreational Services, as defined, shall be permitted.
 - 12.2 The project is limited to two access points on Culbreath Drive. No direct vehicle access shall be permitted on Bloomingdale Ave.
 - 12.3 Every effort shall be made to preserve the existing trees within the required buffer on the western property boundary. The buffer width from a building shall be a minimum of 50 feet. The buffer width from ballfields shall be a minimum of 25 feet.
 - 12.4 Shared parking between this site and users of the adjacent park ballfields to the east shall be permitted.
 - 12.5 Outdoor lighting of any accessory ballfields shall be permitted. Hours of operation of the outdoor lighting of the ballfields are: 7:00 AM to 10:00 PM. The source of the lights, such as the bulb or filament, of any outdoor ball field lighting fixtures shall not be directly visible from any off site property to the west and the maximum illumination permitted off site at the western property boundary shall not exceed 0.20 foot candles.
 - 12.6 Prior to any ballfields being constructed, the County shall conduct a public facility siting meeting to determine the design requirements for a fence to screen the ballfields from adjacent residences.
13. The lighting of parking areas and internal roadways shall be designed and constructed to soften glare and impact and direct the source to the areas illuminated only. Standard light poles shall not exceed 40 feet in the main parking area and not exceed 30 feet within 100 feet of the eastern boundary of the retail portion of BL-5.
14. For tract BL-28, access shall be offset from Springdale Drive a minimum of 150 feet to the south.
15. The general location design and final number of access points for parcels BL-5 and BL-28 shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code. The number of access points for parcel BL-5 shall not exceed 3 access points on Bloomingdale Avenue and 3 access points on Bell Shoals Road. The final number and type of access points shall be determined at the time of detailed site planning and access permitting. The final number, type and location of access points on each roadway shall be determined prior to Site Development Plan approval , and shall be based upon: 1) demonstrating that the access

points will function properly with the ultimate four-laning of Bloomingdale Avenue and Bell Shoals Road and, 2) review of BL-5 (22.25 acres) as one parcel (regardless of separate ownership or parcelization). Since the widening of Bloomingdale Avenue includes a northbound dual left turn lane on Bell Shoals Road, the dual left turn lanes will limit the available area for the construction of a southbound left turn lane at the second project driveway.

16. The applicant shall dedicate to Hillsborough County, prior to Construction Site Plan approval, or within 90 days from the request of the County to coincide with roadway improvements, whichever comes first, right-of-way sufficient to provide up to 44 feet of right-of-way from the existing center line of right-of-way on Bloomingdale Avenue, to accommodate for the right-of-way as needed for a four lane divided collector. This typical section would coincide with that portion of Bloomingdale Avenue plans for the section between John Moore Road and Bell Shoals Road. Where the existing right-of-way or reservation exceeds 44 feet from center line, the existing right-of-way will be maintained until such time as final design plan have been completed for this section of road at that time excess reserved right-of-way may be released to the owner by the county.
17. The applicant shall dedicate to Hillsborough County, prior to Construction Site Plan approval, or within 90 days from the request of the County to coincide with roadway improvements, whichever comes first, right-of-way sufficient to provide up to 44 feet of right-of-way from the existing center line of right-of-way on Bell Shoals Road, to accommodate for the right-of-way as needed for a four lane divided collector of typical design for this area of the County. This requirement shall result in the dedication of no more than 14 feet of right-of-way from the existing right-of-way line.
18. The developer shall contact Hillsborough County's Public Works Department to coordinate the improvements of any acceleration, deceleration and left turn storage lanes required by this project. These improvements shall, to the greatest extent possible, be constructed concurrently with the Bloomingdale Avenue project, from John Moore to Bell Shoals (CIP # 61121). The developer will bear the costs of site improvements. The applicant may be eligible for applicable transportation impact fee credits, pursuant to the Hillsborough County Transportation Impact Fee Ordinance.
19. The applicant shall dedicate to Hillsborough County, prior to Construction Site Plan approval, or within 90 days from the request of the County to coincide with roadway improvements, whichever comes first, right-of-way sufficient to provide up to 44 feet of right-of-way from the existing center line of right-of-way on Bloomingdale Avenue, to accommodate for the right-of-way as needed for a four lane divided collector. This typical section would coincide with that portion of Bloomingdale Avenue plans for the section between John Moore Road and Bell Shoals Road. Where the existing right-of-way or reservation exceeds 44 feet from center line, the existing right-of-way will be maintained until such time as final design plan have been completed for this section of road at that time excess reserved right-of-way may be released to the owner by the county.
20. The applicant shall dedicate to Hillsborough County, prior to Construction Site Plan approval, or within 90 days from the request of the County to coincide with roadway improvements, whichever comes first, right-of-way sufficient to provide up to 44 feet of right-of-way from the existing center line of right-of-way on Bell Shoals Road, to accommodate for the right-of-way as needed for a four lane divided collector of typical design for this area of the County. This requirement shall result in the dedication of no more than 14 feet of right-of-way from the existing right-of-way line.
21. The applicant shall dedicate to Hillsborough County, prior to Construction Site Plan approval, or within 90 days from the request of the County to coincide with roadway improvements, whichever comes first, right-of-way sufficient to provide up to 44 feet of right-of-way from the existing center line of the right-of-way on Lithia-Pinecrest Road, to accommodate for the right-of-way as needed for a four lane divided collector of typical design for this area of the County. This shall not result in the dedication of more than 4 feet of right-of-way from the existing right-of-way line.

22. All internal access to the main center entrance driveways must be a minimum of 100 feet from the edge of pavement of the public roadway. The applicant may submit an analysis showing that for his particular site, a throat of less than 100 feet is appropriate and will result in no adverse impact to the public roadway system.
23. The developer shall coordinate with Hartline the location and final layout of a bus shelter and bus bay on the southside of Bloomingdale Avenue commencing at the edge of pavement of the four lane section. The shelter shall meet Hartline specifications and be placed on an eight foot by 30 foot concrete foundation. The bus bay at a minimum shall have a 40 foot deceleration lane, a 50 foot bay (a minimum of 12 foot wide) and a 60 foot acceleration lane all meeting Hartline specifications. The acceleration lane may be joined with the deceleration lane of the planned right-in right-out drive of the development to provide a joint use lane. The installation of the bus bay and bus shelter shall occur no later than when Bloomingdale Avenue from Bell Shoals to Lithia-Pinecrest is widened. The developer shall receive impact fee credit as permitted by the Impact Fee Ordinance for all costs associated with providing the bus day, shelter and related improvements. A five foot sidewalk shall be located between the shelter pad and bus bay. Additionally, a curb cut to allow wheelchair access from the development to the bus stop shall be provided.
24. A maximum of 23,000 sq. ft. of bank, medical or professional offices, professional services, and/or child care shall be permitted on Parcel BL-25 and shall be developed in accordance with CN standards. The Child Care use shall comply with the requirements of 6.11.24 of the LDC, unless otherwise restricted herein. Landscaping and buffering for this tract shall comply with all Land Development Code requirements, unless otherwise restricted herein.
- 24.1 The Child Care and outdoor play area shall be limited to the western 380 feet so as to be screened and buffered using the increased 25-foot buffer with Type "B" screening.
- 24.2 A 25-foot-wide/Type B landscape buffer, including a 6' solid masonry wall, shall be provided along the western 380 feet of the southern parcel boundary, between the child care use and the abutting residential use. The landscape buffer and masonry wall, along the western 380 feet of the southern parcel boundary, shall be constructed in conjunction with the development of the child care use. The location of the masonry wall within the required buffer may be adjusted to avoid conflict with existing easements.
- 24.3 A 20-foot wide/Type B landscape buffer, including a 6' solid masonry wall, shall be provided along the remaining eastern portion of the southern parcel boundary and shall be constructed in conjunction with the development of the medical/professional office use proposed on the eastern portion of the property, if not constructed concurrent with the development of the child care use. The location of the masonry wall within the required buffer may be adjusted to avoid conflict with existing easements.
- 24.4 The solid waste dumpster(s) shall be located a minimum of twenty-five feet (25') from the southern property boundary.
- 24.5 The proposed stormwater management retention pond shall be constructed in conjunction with the development of the child care use.
- 24.6 The use of the outdoor play area associated with the child care shall be limited to the hours between 8:00 am and 6:00 pm.
- 24.7 Any development of parcel BL-25 which includes daycare uses shall be restricted to the following development scenario:

- a. A maximum of 11,000 s.f. of medical and professional office uses; and,
 - b. The daycare facility shall be limited to a maximum enrollment of 205 children.
- 24.8 The project shall be restricted to one (1) right-in/right-out driveway on to Springvale Dr. and one (1) right-in/right-out driveway onto Bloomingdale Ave.
- 24.9 Access onto Bloomingdale Ave. shall be located and designed to minimize the likelihood of vehicles exiting the site utilizing the restricted turn lane and median opening that serves the Hillsborough County Fire Station. Location and design of the access shall be subject to review and approval by Hillsborough County Public Works.
25. Traffic mitigation for the transportation impacts of the 23,000 sq. ft. project in Parcel BL-25 is to construct six public transit shelters and amenities at current stops at various pre-determined locations on Bloomingdale Avenue. The six transit stop locations, listed by HART identification numbers, are as follows:
- 1) 7247- Target Super Center - 10150 Bloomingdale Ave.
 - 2) 7435-Home Depot -10151 Bloomingdale Ave.
 - 3) 7436-Bloomingdale Towne Center NE corner of Bloomingdale & Gornto Lake Rd aka Duncan Rd.
 - 4) 7234 -Race Trac- SE corner of Bloomingdale & Duncan Rd.
 - 5) 7236-Subway outparcel of Albertsons shopping center- SW corner of Bloomingdale & Providence Rd.
 - 6) 7235-Bloomingdale Hills – SW Corner of Bloomingdale & Crickethollow Lane

After approval of construction plans for the first increment of development on Parcel BL-25 but prior to applying for the first building permit for development on Parcel BL-25, three transit stops shall be designed, permitted and constructed. Prior to applying for building permits for development on Parcel BL-25 in excess of 11,500 sq. ft. or for development which would generate more than 74 peak hour trips, the final three transit stops shall be designed, permitted and constructed. The transit stops shall meet minimum requirements of a standard HART transit stop including pad, shelter, trash container and bench. The County shall assist in the review and permitting of said stops. If during the review and permitting of said transit stops, it is found that a stop cannot be fully approved and permitted due to no fault of the developer, an alternative location that is acceptable to HART for said transit stop(s) shall be located with the cooperation of the County.

26. Prior to site development submittal for child care in Tract BL-25, the applicant shall submit a site access analysis to determine if site access improvements are required.
27. Per PRS 19-1447, one accessory dwelling up to 750 square feet in size shall be permissible on parcel folio 74748.6376. This accessory dwelling must comply with all requirements of Section 6.11.02. - Accessory Dwelling Standards, of the Land Development Code (LDC) and RSC-6 zoning district requirements.
28. Within 90 days of approval of PRS 19-1447 by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.
29. Per PRS 24-0102, one accessory dwelling up to 195 square feet in size shall be permissible on parcel folio #74748.6014. This accessory dwelling must comply with all requirements of Section 6.11.02. - Accessory Dwelling


Standards, of the Land Development Code (LDC) and RSC-6 zoning district requirements with the following exception:

- The accessory structure rear setback shall be a minimum of 6.89 feet from the adjacent property.
- The rear property boundary shall have a 6-ft. high opaque fence.

SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDNACE WITH HILLSBOROGUH 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.

Zoning Administrator Sign Off:


J. Brian Grady
Mon Mar 4 2024 15:51:54

7.0 ADDITIONAL INFORMATION

8.0 FULL TRANSPORTATION REPORT

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: James Ratliff, AICP, PTP, Principal Planner
PLANNING AREA/SECTOR: Brandon/Central

DATE: 02/28/2024
AGENCY/DEPT: Transportation
PETITION NO.: RZ 24-0102

- This agency has no comments.
- This agency has no objection.
- This agency objects for the reasons set forth below.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to a minor modification, also known as a Personal Appearance (PRS) to Planned Development (PD) 92-0382, to modify a a +/- 0.19 ac. parcel within the PD. The applicant is seeking to permit an Accessory Dwelling Unit (ADU) on the parcel, which contains one (1) single-family dwelling unit.

Consistent with the Development Review Procedures Manual (DRPM), Transportation Review Section staff has waived the requirement for a transportation analysis for projects which generate over 50 peak hour trips in total. In this case, the addition of an ADU will result in minimal to no additional trip generation impacts to the proposed project. While ITE does not contain trip generation data for ADUs, it is presumed that Land Use Code (LUC) 210, for single-family detached dwelling units contains a certain number of units which have ADUs, and is therefore captured in the average rates presented for that land use. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations for the modification parcel, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved Zoning (Modification Area Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1 single-family detached dwelling unit (ITE LUC 210)	9	1	1

Proposed Zoning (Modification Area Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1 single-family detached dwelling unit (ITE LUC 210)	9	1	1

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	No Change	No Change	No Change

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Callista Ave. is a 2-lane, undivided, Hillsborough County maintained, local roadway with +/- 10-foot travel lanes in average condition. Callista Ave. lies within +/- 50-foot-wide right-of-way in the vicinity of the project. There are no bicycle lanes present on the facility. There are +/- 5-foot-wide sidewalks along both sides of the roadway in the vicinity of the proposed project.

SITE ACCESS

Access to the site will be to/from Callista Ave.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for the nearest adjacent roadway segments to the PD is reported below.

Roadway	From	To	LOS Standard	Peak Hr Directional LOS
Bell Shoals Rd.	Boyette Rd.	Bloomington Ave.	D	F

Source: [2020 Hillsborough County Level of Service \(LOS\) Report](#)

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Callista Ave.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	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 (Modification Parcel Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	9	1	1
Proposed	9	1	1
Difference (+/-)	No Change	No Change	No Change

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

Connectivity and Cross Access (Modification Parcel Only) <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West		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
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

Transportation Comment Sheet

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



**CURRENTLY
APPROVED**



Hillsborough County Florida

DEVELOPMENT SERVICES

PO Box 1110 Tampa, FL 33601-1110

December 12, 2019

**Reference: PRS 19-1447 BR
Brad Morrow
Rainbrook Cir. & Turnbury St./74748.6376**

Brad Morrow
1237 Rainbrook Cir.
Valrico, FL 33596

Dear Applicant:

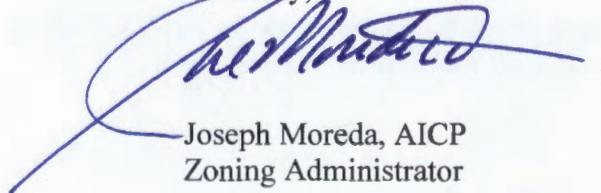
At the regularly scheduled public meeting on December 10, 2019, the Board of County Commissioners approved your request for a minor modification to PD 92-0382, with the attached amended final conditions.

A condition of approval is that the applicant submit a revised General Site Plan reflecting all changes, within 90 days of approval. Failure to submit the site plans within the time period will place your property in violation.

To comply with this condition, please complete and submit to the Development Services Department, 20th floor of the County Center, 601 E. Kennedy Boulevard, the enclosed application for General Site Plan Review/Certification. For information concerning the certification process, please contact our office at 272-5600. Please keep this letter for your records.

If you have any questions regarding this, please feel free to contact Brian Grady at 813-276-8343 or by email at GradyB@HCFLGov.net.

Sincerely,



Joseph Moreda, AICP
Zoning Administrator

JM/mn
Attachments

BOARD OF COUNTY COMMISSIONERS

Ken Hagan
Pat Kemp

Lesley "Les" Miller, Jr.
Sandra L. Murman
Kimberly Overman
Mariella Smith
Stacy R. White

COUNTY ADMINISTRATOR

Michael S. Merrill

COUNTY ATTORNEY

Christine M. Beck

INTERNAL AUDITOR

Peggy Caskey

CHIEF DEVELOPMENT & INFRASTRUCTURE SERVICES

ADMINISTRATOR

Lucia E. Garsys

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted September 16, 2019.

1. The Development shall proceed in strict accordance with the terms and conditions contained in the Development Order as amended, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
2. A maximum of 31,500 sq. ft. of retail development or 60,000 sq. ft. of mini-warehouse uses shall be permitted within Parcel II in Tract BL-4. A maximum of 35,500 sq. ft. of retail commercial uses or 100,000 sq. ft. of mini-warehouse uses shall be permitted within Parcel I in Tract BL-10. For purposes of monitoring the retail sq. ft. permitted for the project, if the mini-warehouse option is selected, the actual sq. ft. allotment deducted shall be its equivalent in retail sq. ft.
3. A maximum of 172,000 square feet of General Commercial PD-C development may occur within the 20 acre parcel (BL-5) fronting Bloomingdale Avenue and Bell Shoals Road. A maximum of 70 single family detached or 108 single family town homes may be developed on the southern portion of Parcel BL-5 as shown on the General Site Plan. A maximum of 201 dwelling units may be developed within Section KK.
4. A maximum of 52 single family detached dwellings may be developed in BL-28 or Municipal Commercial uses such as a park or neighborhood library. Prior to development of BL-28, the developer shall notify the County of his intent. Upon receipt of such notification, the County shall have 45 days to solicit comments from appropriate public agencies and determine whether all or part of the BL-28 pod is needed for Municipal Commercial uses. If all or part of the property is required for Municipal Commercial uses, the County shall take all steps necessary to acquire the property and close on the property within 90 days, or if terms cannot be agreed upon between the County and the owner of pod BL-28 within 90 days the County shall initiate eminent domain proceedings by the end of the 90 day period. However, if the acquisition cannot be funded in the fiscal year in which the developer gives the County the notice of intent to commence, the County shall have until 90 days after the start of the next fiscal year to close on the property. The developer shall be free to develop the whole site for residential lots if the acquisition is not completed within the time constraints stated above. Further, the County must acquire the entire BL-28 acreage if the property is needed for any use other than a park and/or library or if the amount/configuration of the required land for a park and/or library leaves insufficient land for the reasonable development of the remainder of BL-28 for 45 single family residential lots meeting at a minimum RSC-9 lot, bulk and height criteria.
5. Project access for Parcel II within Tract BL-4 shall be limited to existing commercial access points within Tract BL-4. Access to Parcel I within Tract BL-10 shall be limited to the existing commercial access.
6. For the commercial portion of BL-5, the following conditions shall apply:
 - 6.1 No outside storage of other than a retail garden center may be permitted on site.
 - 6.2 The maximum height of all structures shall not exceed 35 feet above finished grade.
 - 6.3 A maximum of four out parcels shall be permitted with cross access provided between the out parcels and the main shopping center.

-
- 6.4 Within 150 feet of the eastern boundary, the following uses which typically operate outside normal retail hours or are likely because of odor or noise to impact the adjacent apartments, shall be prohibited: sit down restaurants, 4COP's, drive thru restaurants, and convenience/gas stations.
- 6.5 Any outdoor loudspeakers associated with a drive thru restaurant, shall be located a minimum of 150 feet from the eastern parcel boundary line. No outdoor public announcement system shall be permitted within 150' feet of the eastern parcel boundary line.
- 6.6 All minor motorized vehicle repair shall be conducted entirely within an enclosed structure. Major motor vehicle repair shall be prohibited on site.
- 6.7 Free standing tenant identification signage for the entire 20 acre retail tract shall be consolidated through the use of a maximum of three free standing sign structures. In addition, individual free standing ground signage for individual outparcel tenants shall be permitted. Further, a subdivision ground sign, generally located at the intersection of Bloomingdale Avenue and Bell Shoals Road and to be maintained by the Bloomingdale Homeowners Association shall be permitted and constructed by the property owner at the time of center construction. The location, design and size of the sign shall be at the property owners, discretion and maintained by a homeowner's association. If the sign should fall into disrepair, it may be removed by the owner upon 30 days notice to the Association and failure to bring the sign into good condition. All signs shall comply with the Hillsborough County Sign Ordinance.
- 6.8 Buildings shall be architecturally finished on all sides. At a minimum, concrete exteriors shall be finished to include the painting of all textured surfaces (i.e. stucco or precast concrete).
- 6.9 Dumpsters at a minimum shall be located 100 feet from the eastern boundary line and located at fixed locations.
- 6.10 Minimum building setback from exterior property lines on Bell Shoals Road and Bloomingdale Avenue shall be 30 feet. Minimum building setbacks for the eastern property line adjacent to the existing multi-family tract shall be 60 feet.
- 6.11 Buffering and screening shall be provided in accordance with Section 2.5.14 of the Land Development Code. Additional buffering shall be provided on the eastern parcel line where the developer shall preserve a 50 foot natural buffer (as it exists at the time of this approval) as measured from BL-5's eastern property line from Bloomingdale Avenue South to a point approximately corresponding to the front wall of the main center building. From the above referenced point the buffer shall be 30 feet along the remainder of the eastern boundary. Construction shall be allowed within the buffer only as necessary for grade finishing and wall installation. The buffer shall be the entire length of the commercial tract's eastern boundary. An eight (8) foot solid wall shall be constructed within 5 feet of the western edge of the buffer area along the eastern boundary of BL-5.

Further, in order to provide additional screening of the retail center from the adjacent apartment complex to the east for the approximately 260 linear feet of buffer parallel to the retail building side wall, additional trees shall be installed to augment the existing vegetative screen. Trees must be installed no later than the completion date of the first building shell. Trees may include, but are not limited to, Wax Myrtles or Oak trees relocated with a minimum 84" tree spade. If the developer

chooses to construct single family units to the south of the commercial portion of Tract BL-5, then a 20 foot natural buffer shall be required between the commercial BL-5 tract and the single family development on tract BL-5. If an east/west connector road is provided between tract BL-5 and single family development the 20 foot buffer shall not be required.

This landscaping treatment shall be continued within the 20 foot buffer separating mini-warehouse uses from adjacent residential and apartment uses in Tract(s) BL-10 and BL-4.

The eastern most project access drive on Bloomingdale Avenue shall not be any closer than 150 feet from the eastern property boundary.

6.12 If a solid contiguous wall between the single family/town home and commercial is constructed, there shall be a minimum of three pedestrian access openings in the wall for pedestrian/bicycle cross access between the parcels.

6.13 The commercial center (main buildings and any out parcels) shall be designed such that the signage, pedestrian/vehicular access/circulation and planting plans provides for a unified theme to the appearance of the entire commercial development.

7. As provided in the Land Development Code, the commercial parcel BL-5 shall be phased and constructed in such a manner that the LOS, for any approach, at the intersection of Bloomingdale Avenue and Bell Shoals Road does not go below LOS "D".

Prior to the issuance of building permits for any phase of construction on the site, the developer/owners shall submit a transportation analysis showing that all approaches at the intersection will operate better than LOS "E" with project traffic for the proposed phase.

If, as a result of this development's traffic, any approach of this intersection exceeds LOS "D", the developer may submit an analysis showing the type of improvements needed to restore the intersection to an acceptable LOS.

Prior to issuance of Certificates of Occupancy for this portion of the development, the developer shall be required to construct the necessary improvements called upon in the analysis. The developer may be eligible for credit for that portion of the improvement cost which exceeds their pro-rata share of the costs of said improvements subject to the Hillsborough County Impact Fee Ordinance.

Any of said improvements, and the construction of these improvements, are to be reviewed and approved by Hillsborough County Public Works Department. In addition, prior to development of the BL-5 site, the developer shall coordinate with the Hillsborough County Public Works Department the timing for off-site road improvements in order to have the road improvements constructed at relatively the same time as the County CIP improvements to Bloomingdale Avenue project CIP #61121 scheduled for completion in the summer of 1995. The development will receive Certificates of Occupancy on or after June 30, 1995. Earlier Certificate of Occupancy receipt is permitted if the portion of the project providing for the construction of intersection lane improvements is complete. Completion in this case is defined as lanes that are designed in place for use by traffic and does not include final finishing steps such as top coat of asphalt and signal burn-in.

8. For the residential portion of BL-5, development shall at a minimum, comply with the area, lot, bulk, and placement requirements of the RMC-9 district for town homes and RSC-9 district for single family detached. Within town home developments, the front yard setback may be reduced to 20 feet when fronting on interior roads.
9. For the tract BL-7, the following conditions shall apply.
 - 9.1 A maximum of 22 dwelling units (in either 11 two-family dwelling structures or 22 single family detached units or a combination thereof) shall be permitted. Minimum lot size for each dwelling unit shall be 4000 square feet.
 - 9.2 For the 4000 square foot lots in BL-7, on-site development shall comply with the following minimum requirements: 25 foot front yard setback, 20 foot rear setback, 40 foot width, 35% maximum lot coverage and 35 feet in height or two stories, whichever is more restrictive.
 - 9.3 On-site development for the 4000 square foot lots may have the following side yard setbacks: side-yard setbacks may be a minimum of 0 feet on one side and 10 feet on the other, or 5 feet on each side. These requirements shall not preclude Z-lots, i.e., the zero lot line may be partially on one and partially on the other side of a lot. It shall also not preclude combinations such as 3 feet on one side and 7 on the other. In no case, however, shall a combination of setbacks (i.e. zero feet + ten feet and five feet + five feet) be allowed which would create a separation of less than 10 feet between non-attached dwelling units.
 - 9.4 Driveways to individual dwelling units for the 4000 square foot lots shall be wide enough to accommodate two domestic motor cars side by side.
 - 9.5 The developer shall provide on-site, one (1) guest parking space for every 5 lots containing lot frontage less than 50 feet in width. In the event fewer than five lots contain less than a fifty foot lot width, the developer shall not be required to provide any required guest parking. The parking area(s) may be located in the right-of-way and may be grouped in any combination(s).
 - 9.6 The internal loop roadway shall be designed and constructed according to County Standards as identified in the Bridge and Highway Technical Manual.
10. The following conditions shall apply to the car wash in the area designated as BL-8.
 - 10.1 Car wash shall be developed in accordance with C-N district standards unless otherwise stated herein. Structures and dumpster location shall not be permitted within 75 feet of Erindale Drive. All building structures shall be one story and no more than 25 feet in height.
 - 10.2 The structure shall be architecturally finish to exhibit residential character, using natural materials such as stucco, brick, stone glass, and wood, and have peaked roofs, or a combination of peaked and flat roofs and no structures.
 - 10.3 The project is limited to two shared access points as generally shown on the site plan submitted February 28, 2000.

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- 10.4 There shall be no parking spaces along Erindale Drive.
- 10.5 The development shall not encroach into the landscape easement further described on O.R. 5099 PG.1122 located along the northern portion of the project.
- 10.6 No outdoor public announcement system shall be permitted for the car wash.
- 10.7 Hours of operation shall be 7:00 a.m. to 7:00 p.m., Monday - Saturday. There shall be no business on Sunday.
- 10.8 All machinery, except orbital polishers and waxing, but including blowers, shall be enclosed within the principal structure.
- 10.9 Lighting for the project shall be low projection, non-glare lighting with no lighting reflected off-site.
11. Single family development in BL-28 shall at a minimum, comply with area, lot, bulk and placement requirements of the RSC-9 zoning district (5,000 sq. ft. lot minimum). Tract C in BL 28, deeded to the Homeowners Association common interest as a buffer area, shall be BL 28, deeded to the Homeowners Association common interest as a buffer area, shall be platted and said area shall be incorporated into the adjacent single-family lots on Wrencrest Circle and/or Centennial Falcon Drive through the Parcel Certification subdivision process. The property owners of the applicable single-family lots shall assume ownership and maintenance of said parcel. The existing platted drainage easements shall remain after conveyance, however, said area shall no longer be considered a buffer area as defined within LDC. The Development standards for said area shall be the development standards of the adjacent lots that assume ownership of said area.
12. The following pertain to the area designated as Section HH (folio # 87396.0085):
- 12.1 Neighborhood Recreational Services, as defined, shall be permitted.
- 12.2 The project is limited to two access points on Culbreath Drive. No direct vehicle access shall be permitted on Bloomingdale Ave.
- 12.3 Every effort shall be made to preserve the existing trees within the required buffer on the western property boundary. The buffer width from a building shall be a minimum of 50 feet. The buffer width from ballfields shall be a minimum of 25 feet.
- 12.4 Shared parking between this site and users of the adjacent park ballfields to the east shall be permitted.
- 12.5 Outdoor lighting of any accessory ballfields shall be permitted. Hours of operation of the outdoor lighting of the ballfields are: 7:00 AM to 10:00 PM. The source of the lights, such as the bulb or filament, of any outdoor ball field lighting fixtures shall not be directly visible from any off site property to the west and the maximum illumination permitted off site at the western property boundary shall not exceed 0.20 foot candles.

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- 12.6 Prior to any ballfields being constructed, the County shall conduct a public facility siting meeting to determine the design requirements for a fence to screen the ballfields from adjacent residences.
13. The lighting of parking areas and internal roadways shall be designed and constructed to soften glare and impact and direct the source to the areas illuminated only. Standard light poles shall not exceed 40 feet in the main parking area and not exceed 30 feet within 100 feet of the eastern boundary of the retail portion of BL-5.
14. For tract BL-28, access shall be offset from Springdale Drive a minimum of 150 feet to the south.
15. The general location design and final number of access points for parcels BL-5 and BL-28 shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code. The number of access points for parcel BL-5 shall not exceed 3 access points on Bloomingdale Avenue and 3 access points on Bell Shoals Road. The final number and type of access points shall be determined at the time of detailed site planning and access permitting. The final number, type and location of access points on each roadway shall be determined prior to Site Development Plan approval, and shall be based upon: 1) demonstrating that the access points will function properly with the ultimate four-laning of Bloomingdale Avenue and Bell Shoals Road and, 2) review of BL-5 (22.25 acres) as one parcel (regardless of separate ownership or parcelization). Since the widening of Bloomingdale Avenue includes a northbound dual left turn lane on Bell Shoals Road, the dual left turn lanes will limit the available area for the construction of a southbound left turn lane at the second project driveway.
16. The applicant shall dedicate to Hillsborough County, prior to Construction Site Plan approval, or within 90 days from the request of the County to coincide with roadway improvements, whichever comes first, right-of-way sufficient to provide up to 44 feet of right-of-way from the existing center line of right-of-way on Bloomingdale Avenue, to accommodate for the right-of-way as needed for a four lane divided collector. This typical section would coincide with that portion of Bloomingdale Avenue plans for the section between John Moore Road and Bell Shoals Road. Where the existing right-of-way or reservation exceeds 44 feet from center line, the existing right-of-way will be maintained until such time as final design plan have been completed for this section of road at that time excess reserved right-of-way may be released to the owner by the county.
17. The applicant shall dedicate to Hillsborough County, prior to Construction Site Plan approval, or within 90 days from the request of the County to coincide with roadway improvements, whichever comes first, right-of-way sufficient to provide up to 44 feet of right-of-way from the existing center line of right-of-way on Bell Shoals Road, to accommodate for the right-of-way as needed for a four lane divided collector of typical design for this area of the County. This requirement shall result in the dedication of no more than 14 feet of right-of-way from the existing right-of-way line.
18. The developer shall contact Hillsborough County's Public Works Department to coordinate the improvements of any acceleration, deceleration and left turn storage lanes required by this project. These improvements shall, to the greatest extent possible, be constructed concurrently with the Bloomingdale Avenue project, from John Moore to Bell Shoals (CIP # 61121). The developer will bear the costs of site improvements. The applicant may be eligible for applicable transportation impact fee credits, pursuant to the Hillsborough County Transportation Impact Fee Ordinance.

FINAL CONDITIONS
OF APPROVAL

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MEETING DATE: December 10, 2019
DATE TYPED: December 11, 2019

19. The applicant shall dedicate to Hillsborough County, prior to Construction Site Plan approval, or within 90 days from the request of the County to coincide with roadway improvements, whichever comes first, right-of-way sufficient to provide up to 44 feet of right-of-way from the existing center line of right-of-way on Bloomingdale Avenue, to accommodate for the right-of-way as needed for a four lane divided collector. This typical section would coincide with that portion of Bloomingdale Avenue plans for the section between John Moore Road and Bell Shoals Road. Where the existing right-of-way or reservation exceeds 44 feet from center line, the existing right-of-way will be maintained until such time as final design plan have been completed for this section of road at that time excess reserved right-of-way may be released to the owner by the county.
20. The applicant shall dedicate to Hillsborough County, prior to Construction Site Plan approval, or within 90 days from the request of the County to coincide with roadway improvements, whichever comes first, right-of-way sufficient to provide up to 44 feet of right-of-way from the existing center line of right-of-way on Bell Shoals Road, to accommodate for the right-of-way as needed for a four lane divided collector of typical design for this area of the County. This requirement shall result in the dedication of no more than 14 feet of right-of-way from the existing right-of-way line.
21. The applicant shall dedicate to Hillsborough County, prior to Construction Site Plan approval, or within 90 days from the request of the County to coincide with roadway improvements, whichever comes first, right-of-way sufficient to provide up to 44 feet of right-of-way from the existing center line of the right-of-way on Lithia-Pinecrest Road, to accommodate for the right-of-way as needed for a four lane divided collector of typical design for this area of the County. This shall not result in the dedication of more than 4 feet of right-of-way from the existing right-of-way line.
22. All internal access to the main center entrance driveways must be a minimum of 100 feet from the edge of pavement of the public roadway. The applicant may submit an analysis showing that for his particular site, a throat of less than 100 feet is appropriate and will result in no adverse impact to the public roadway system.
23. The developer shall coordinate with Hartline the location and final layout of a bus shelter and bus bay on the southside of Bloomingdale Avenue commencing at the edge of pavement of the four lane section. The shelter shall meet Hartline specifications and be placed on an eight foot by 30 foot concrete foundation. The bus bay at a minimum shall have a 40 foot deceleration lane, a 50 foot bay (a minimum of 12 foot wide) and a 60 foot acceleration lane all meeting Hartline specifications. The acceleration lane may be joined with the deceleration lane of the planned right-in right-out drive of the development to provide a joint use lane. The installation of the bus bay and bus shelter shall occur no later than when Bloomingdale Avenue from Bell Shoals to Lithia-Pinecrest is widened. The developer shall receive impact fee credit as permitted by the Impact Fee Ordinance for all costs associated with providing the bus day, shelter and related improvements. A five foot sidewalk shall be located between the shelter pad and bus bay. Additionally, a curb cut to allow wheelchair access from the development to the bus stop shall be provided.
24. A maximum of 23,000 sq. ft. of bank, medical or professional offices, professional services, and/or child care shall be permitted on Parcel BL-25 and shall be developed in accordance with CN standards. The Child Care use shall comply with the requirements of 6.11.24 of the LDC, unless otherwise restricted herein. Landscaping and buffering for this tract shall comply with all Land Development Code requirements, unless otherwise restricted herein.

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- 24.1 The Child Care and outdoor play area shall be limited to the western 380 feet so as to be screened and buffered using the increased 25-foot buffer with Type "B" screening.
- 24.2 A 25-foot-wide/Type B landscape buffer, including a 6' solid masonry wall, shall be provided along the western 380 feet of the southern parcel boundary, between the child care use and the abutting residential use. The landscape buffer and masonry wall, along the western 380 feet of the southern parcel boundary, shall be constructed in conjunction with the development of the child care use. The location of the masonry wall within the required buffer may be adjusted to avoid conflict with existing easements.
- 24.3 A 20-foot wide/Type B landscape buffer, including a 6' solid masonry wall, shall be provided along the remaining eastern portion of the southern parcel boundary and shall be constructed in conjunction with the development of the medical/professional office use proposed on the eastern portion of the property, if not constructed concurrent with the development of the child care use. The location of the masonry wall within the required buffer may be adjusted to avoid conflict with existing easements.
- 24.4 The solid waste dumpster(s) shall be located a minimum of twenty-five feet (25') from the southern property boundary.
- 24.5 The proposed stormwater management retention pond shall be constructed in conjunction with the development of the child care use.
- 24.6 The use of the outdoor play area associated with the child care shall be limited to the hours between 8:00 am and 6:00 pm.
- 24.7 Any development of parcel BL-25 which includes daycare uses shall be restricted to the following development scenario:
- a. A maximum of 11,000 s.f. of medical and professional office uses; and,
 - b. The daycare facility shall be limited to a maximum enrollment of 205 children.
- 24.8 The project shall be restricted to one (1) right-in/right-out driveway on to Springvale Dr. and one (1) right-in/right-out driveway onto Bloomingdale Ave.
- 24.9 Access onto Bloomingdale Ave. shall be located and designed to minimize the likelihood of vehicles exiting the site utilizing the restricted turn lane and median opening that serves the Hillsborough County Fire Station. Location and design of the access shall be subject to review and approval by Hillsborough County Public Works.
25. Traffic mitigation for the transportation impacts of the 23,000 sq. ft. project in Parcel BL-25 is to construct six public transit shelters and amenities at current stops at various pre-determined locations on Bloomingdale Avenue. The six transit stop locations, listed by HART identification numbers, are as follows:

FINAL CONDITIONS
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- 1) 7247- Target Super Center - 10150 Bloomingdale Ave.
 - 2) 7435-Home Depot -10151 Bloomingdale Ave.
 - 3) 7436-Bloomingdale Towne Center NE corner of Bloomingdale & Gornto Lake Rd aka Duncan Rd.
 - 4) 7234 -Race Trac- SE corner of Bloomingdale & Duncan Rd.
 - 5) 7236-Subway outparcel of Albertsons shopping center- SW corner of Bloomingdale & Providence Rd.
 - 6) 7235-Bloomingdale Hills – SW Corner of Bloomingdale & Crickethollow Lane

After approval of construction plans for the first increment of development on Parcel BL-25 but prior to applying for the first building permit for development on Parcel BL-25, three transit stops shall be designed, permitted and constructed. Prior to applying for building permits for development on Parcel BL-25 in excess of 11,500 sq. ft. or for development which would generate more than 74 peak hour trips, the final three transit stops shall be designed, permitted and constructed. The transit stops shall meet minimum requirements of a standard HART transit stop including pad, shelter, trash container and bench. The County shall assist in the review and permitting of said stops. If during the review and permitting of said transit stops, it is found that a stop cannot be fully approved and permitted due to no fault of the developer, an alternative location that is acceptable to HART for said transit stop(s) shall be located with the cooperation of the County.

26. Prior to site development submittal for child care in Tract BL-25, the applicant shall submit a site access analysis to determine if site access improvements are required.
27. Per PRS 19-1447, one accessory dwelling up to 750 square feet in size shall be permissible on parcel folio 74748.6376. This accessory dwelling must comply with all requirements of Section 6.11.02. - Accessory Dwelling Standards, of the Land Development Code (LDC) and RSC-6 zoning district requirements.
28. Within 90 days of approval of PRS 19-1447 by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: James Ratliff, AICP, PTP, Principal Planner
PLANNING AREA/SECTOR: Brandon/Central

DATE: 02/28/2024
AGENCY/DEPT: Transportation
PETITION NO.: RZ 24-0102

- This agency has no comments.
- This agency has no objection.
- This agency objects for the reasons set forth below.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to a minor modification, also known as a Personal Appearance (PRS) to Planned Development (PD) 92-0382, to modify a a +/- 0.19 ac. parcel within the PD. The applicant is seeking to permit an Accessory Dwelling Unit (ADU) on the parcel, which contains one (1) single-family dwelling unit.

Consistent with the Development Review Procedures Manual (DRPM), Transportation Review Section staff has waived the requirement for a transportation analysis for projects which generate over 50 peak hour trips in total. In this case, the addition of an ADU will result in minimal to no additional trip generation impacts to the proposed project. While ITE does not contain trip generation data for ADUs, it is presumed that Land Use Code (LUC) 210, for single-family detached dwelling units contains a certain number of units which have ADUs, and is therefore captured in the average rates presented for that land use. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations for the modification parcel, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved Zoning (Modification Area Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1 single-family detached dwelling unit (ITE LUC 210)	9	1	1

Proposed Zoning (Modification Area Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1 single-family detached dwelling unit (ITE LUC 210)	9	1	1

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	No Change	No Change	No Change

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Callista Ave. is a 2-lane, undivided, Hillsborough County maintained, local roadway with +/- 10-foot travel lanes in average condition. Callista Ave. lies within +/- 50-foot-wide right-of-way in the vicinity of the project. There are no bicycle lanes present on the facility. There are +/- 5-foot-wide sidewalks along both sides of the roadway in the vicinity of the proposed project.

SITE ACCESS

Access to the site will be to/from Callista Ave.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for the nearest adjacent roadway segments to the PD is reported below.

Roadway	From	To	LOS Standard	Peak Hr Directional LOS
Bell Shoals Rd.	Boyette Rd.	Bloomington Ave.	D	F

Source: [2020 Hillsborough County Level of Service \(LOS\) Report](#)

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Callista Ave.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	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 (Modification Parcel Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	9	1	1
Proposed	9	1	1
Difference (+/-)	No Change	No Change	No Change

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

Connectivity and Cross Access (Modification Parcel Only) <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West		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
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

Transportation Comment Sheet

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

COMMISSION

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AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: 1/9/2024</p> <p>PETITION NO.: 24-0102</p> <p>EPC REVIEWER: Melissa Yanez</p> <p>CONTACT INFORMATION: (813) 627-2600 X 1360</p> <p>EMAIL: yanezm@epchc.org</p>	<p>COMMENT DATE: 12/7/2023</p> <p>PROPERTY ADDRESS: 1221 Callista Ave, Valrico, FL 33596</p> <p>FOLIO #: 0747486014</p> <p>STR: 12-30S-20E</p>
<p>REQUESTED ZONING: Minor Mod to PD</p>	
FINDINGS	
<p>WETLANDS PRESENT</p>	<p>NO</p>
<p>SITE INSPECTION DATE</p>	<p>NA</p>
<p>WETLAND LINE VALIDITY</p>	<p>NA</p>
<p>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</p>	<p>Desktop Review, soil survey and EPC file search.</p>
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan’s current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.</p> <p>INFORMATIONAL COMMENTS:</p> <p>The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.</p> <ul style="list-style-type: none"> • Wetlands Division staff of the Environmental Protection Commission of Hillsborough County (EPC) reviewed aeriels, soil surveys, and historical records, to determine the limits of wetlands and other surface waters regulated by Chapter 1-11, Wetlands, Rules of the EPC. The review revealed that no wetlands or other surface waters exist within the above referenced parcel. • Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a “WDR30 - Delineation Request Application”. Once approved, the formal wetland delineation would be binding for five years. 	

Environmental Excellence in a Changing World

Environmental Protection Commission - Roger P. Stewart Center
 3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org

REZ 24-0102
December 7, 2023
Page 2 of 2

my / cb

ec: Valerie Ann McCoy Scharff - Valerie.a.scharff@gmail.com

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3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org



Agency Review Comment Sheet

NOTE: Wellhead Resource Protection Areas (WRPA), Potable Water Wellfield Protection Areas (PWWPA), and Surface Water Resource Protection Areas (SWRPA) reviews are based on the most current available data on the Hillsborough County maps, as set forth in Part 3.05.00 of the Land Development Code.

TO: Zoning Review, Development Services **REQUEST DATE:** 11/8/2023

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 11/17/2023

APPLICANT: Valerie Ann-McCoy Scharff **PID:** 24-0102

LOCATION: 1221 Callista Ave Valrico, FL 33596

FOLIO NO.: 74748.6014

AGENCY REVIEW COMMENTS:

Based on the most current data, the proposed project is not located within a Wellhead Resource Protection Area (WRPA), Potable Water Wellfield Protection Area (PWWPA) and/or a Surface Water Resource Protection Area (SWRPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

Hillsborough County Environmental Services Division (EVSD) has no objection.