

PD Modification Application PRS 22-1006

Zoning Hearing Master Date: NA

BOCC Land Use Meeting Date: February 7, 2023



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Zimple Development LLC

FLU Category: RMU-35

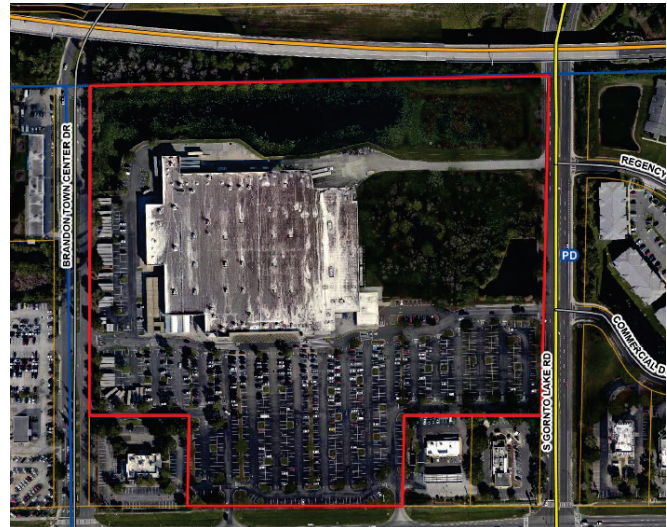
Service Area: Urban

Site Acreage 29.25 AC +/-

Community Plan Area: None

Overlay: None

Request Minor Modification to PD 82-0275



Existing Approvals:

The current PD 82-0275 (MM 13-0420) allows for commercial general uses.

Proposed Modifications:

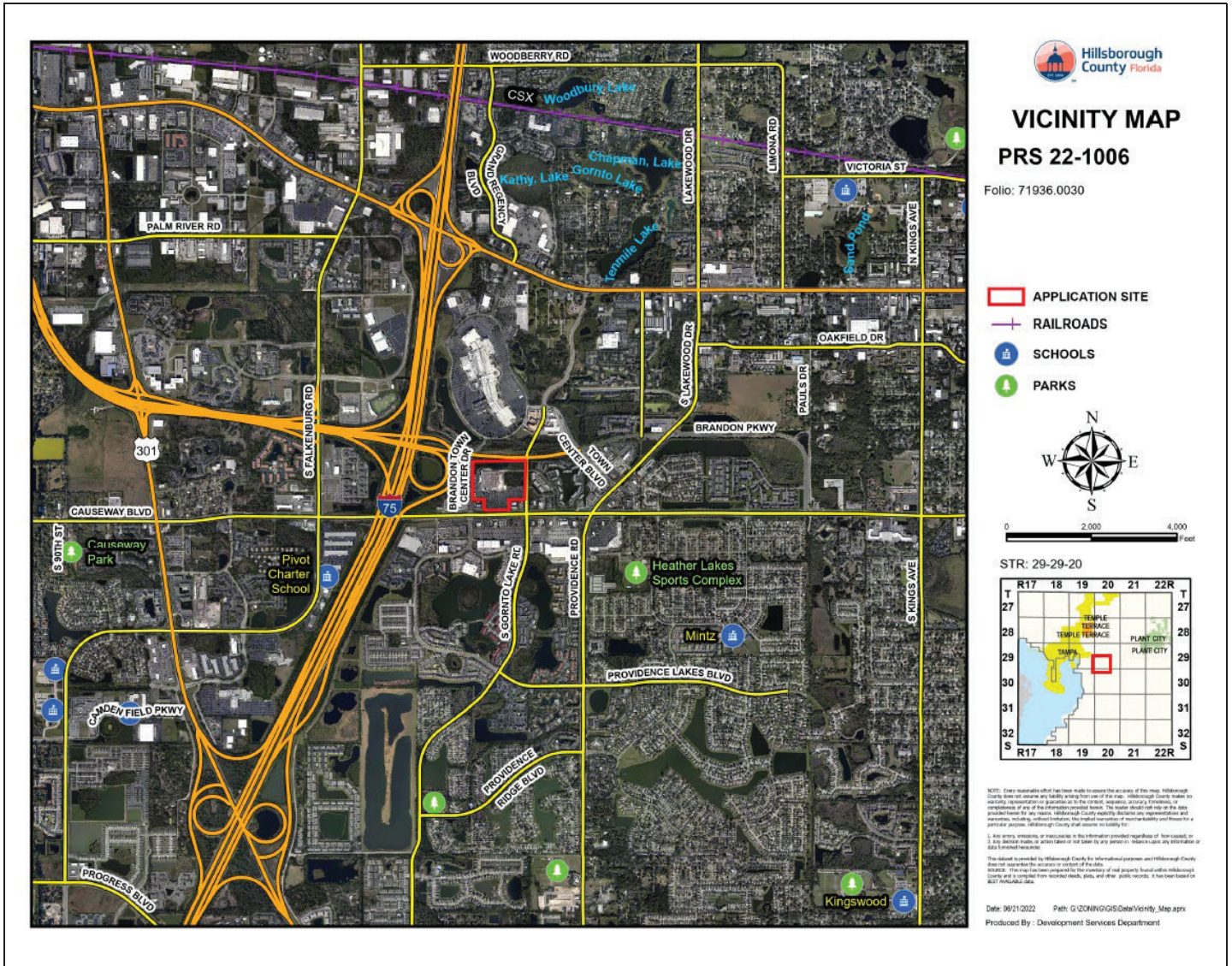
The applicant is requesting a Minor Modification to PD 82-0275 to allow an additional outparcel for the development of an approximately 2500 sq.ft. Eating Establishment with drive trough. No other changes are being proposed.

Additional Information:

| | |
|--|------------------|
| PD Variations | None requested |
| Waivers | None requested |
| Planning Commission Recommendation | NA |
| Development Services Department Recommendation | Not supportable. |

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



Future Land Use Category Description:

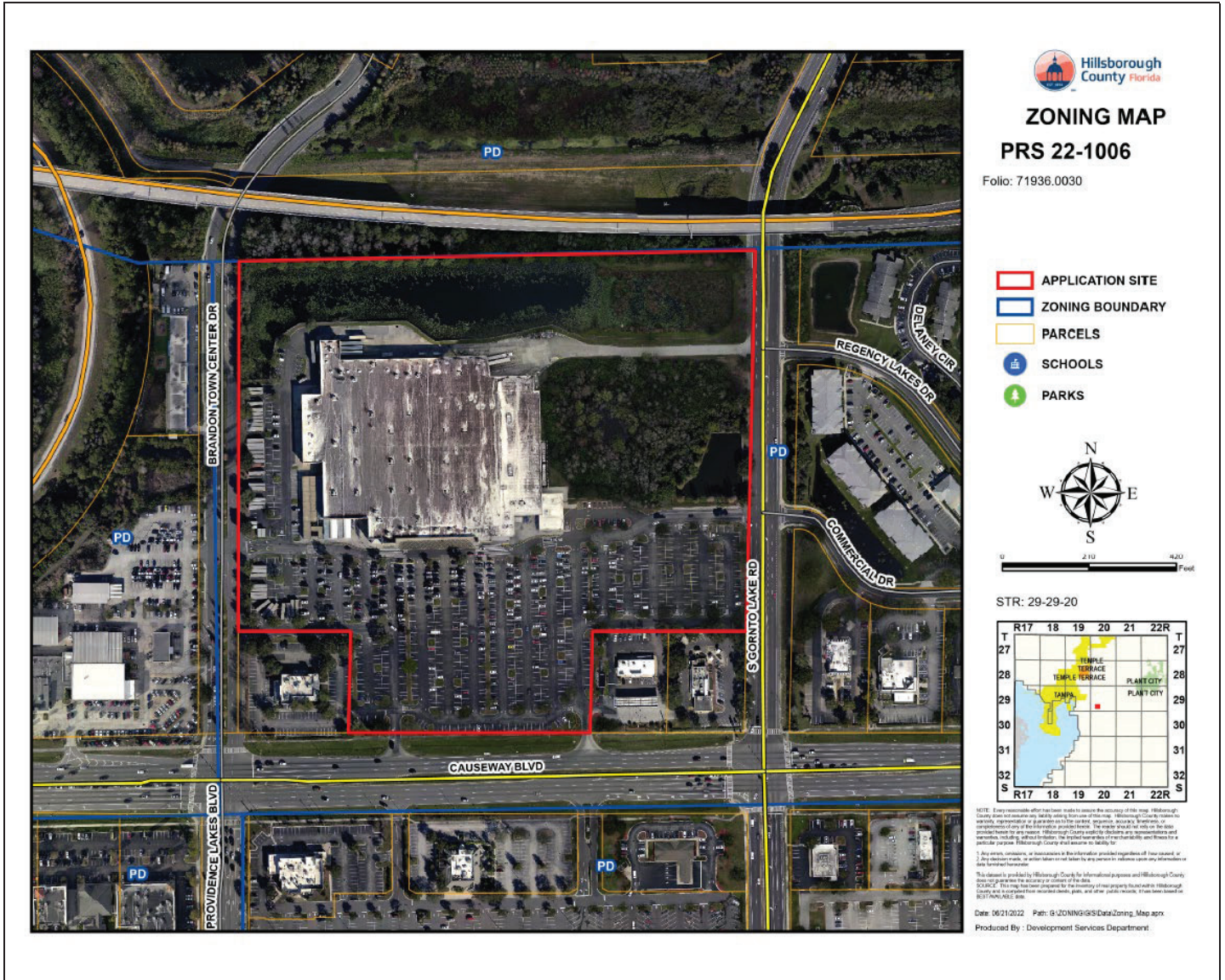
Residential Mixed Use - 35
 Maximum 2.0 FAR
 Maximum Density 35 DU/AC

Context of Surrounding Area:

The subject site is located on the west side of Gornto Lake Rd. S, approximately 350 feet west of the intersection with Causeway Blvd. The subject property is an existing shopping plaza with retail and commercial general development in the surrounding area to the east, south, and west.

2.0 LAND USE MAP SET AND SUMMARY DATA

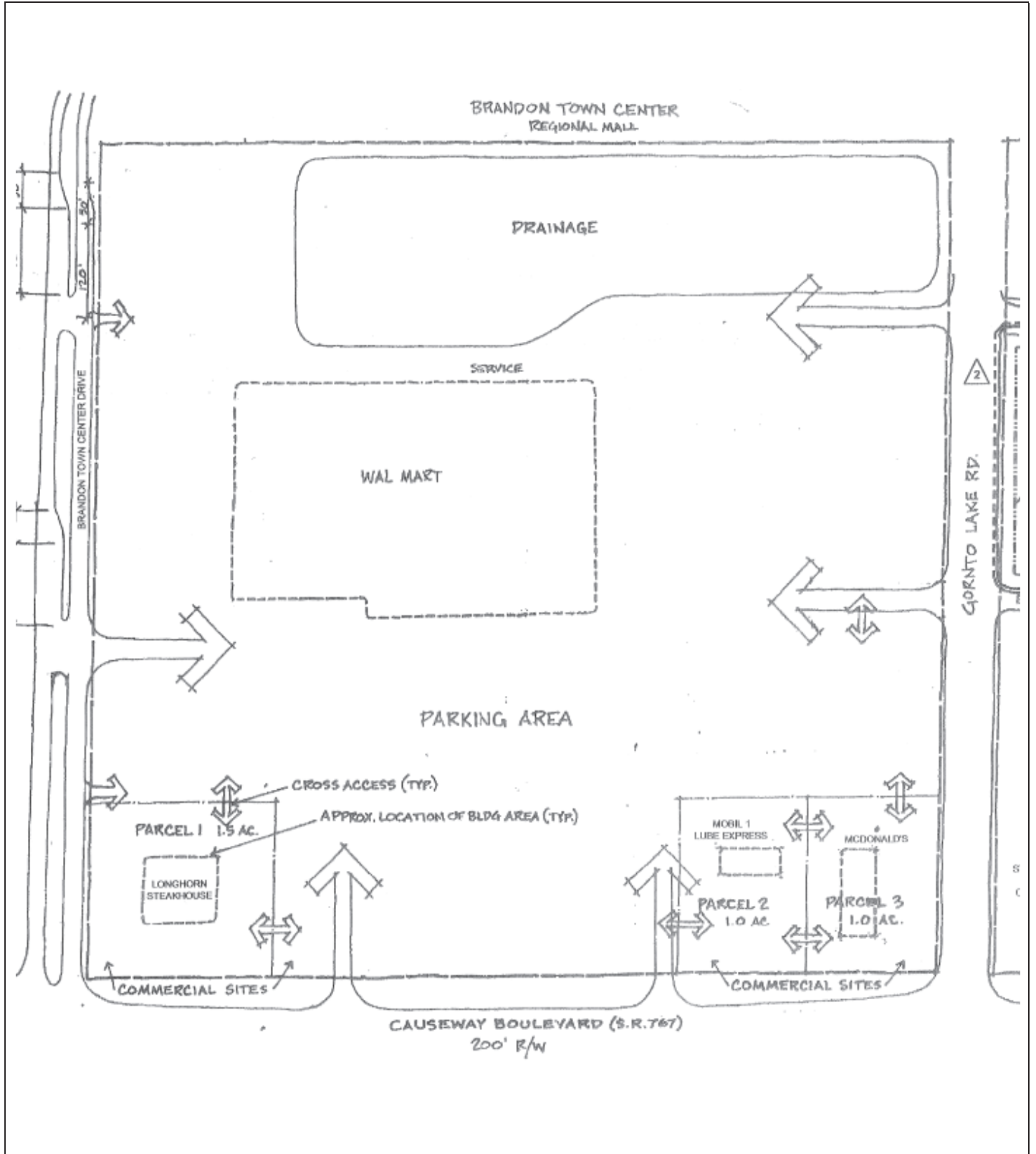
2.3 Immediate Area Map



| Adjacent Zonings and Uses | | | | | |
|---------------------------|------------|------------------|----------------|--------------------------|--|
| Location: | Zoning: | Future Land Use: | Density/F.A.R. | Permitted Use: | Existing Use: |
| North | PD 82-0421 | RMU-35 | 0.35 FAR | Commercial General | Storm Water infrastructure |
| South | PD 82-0275 | RMU-35 | 0.35 FAR | Commercial General | Eating Establishment, Retail, commercial |
| West | PD 82-0275 | RMU-35 | 0.35 | Commercial General | Commercial, Offices |
| East | PD 82-0275 | UMU-20 | 1.0 FAR | Residential, Multifamily | Multifamily |

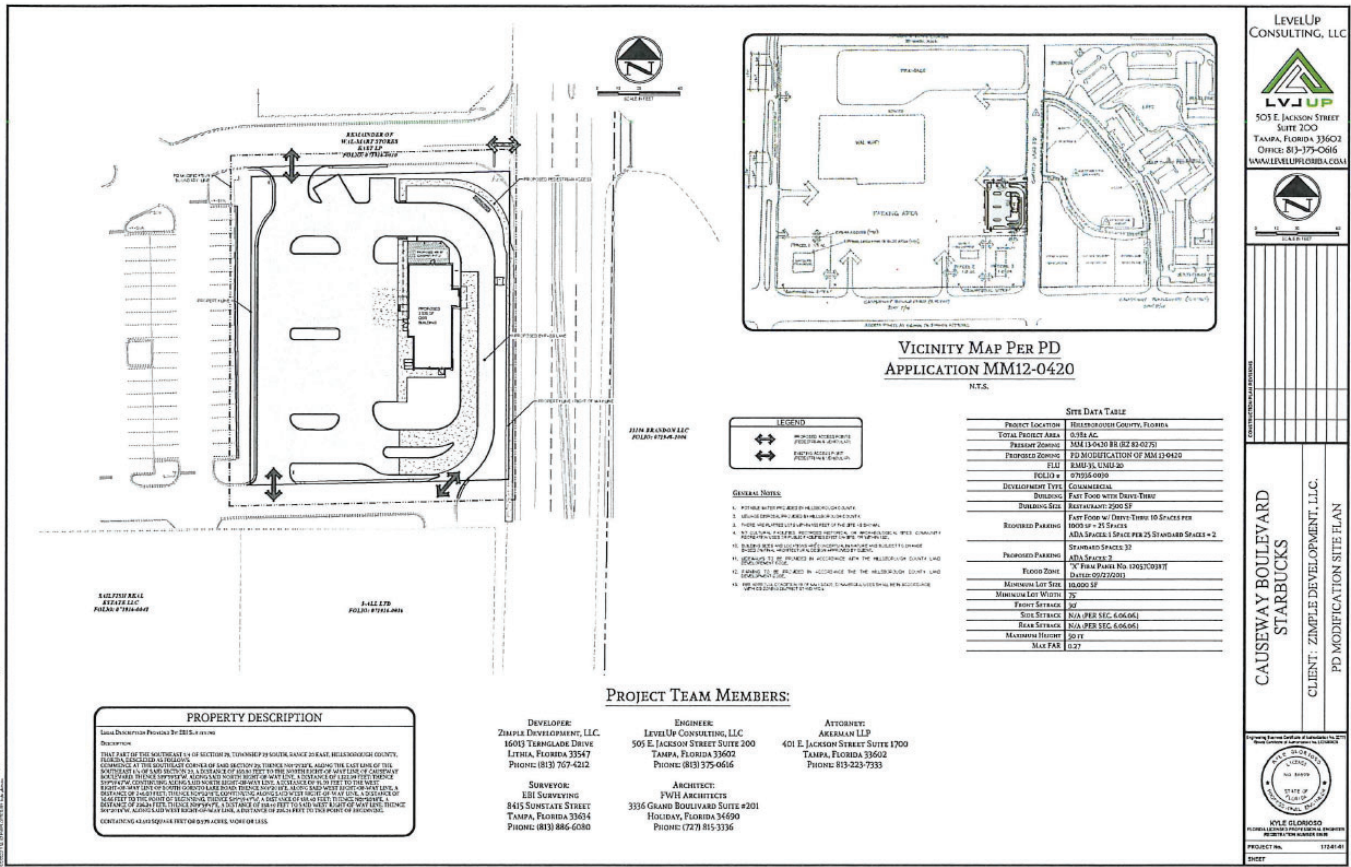
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Existing Site Plan



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan



LEVELUP CONSULTING, LLC
LVJUP
 505 E JACKSON STREET SUITE 200
 TAMPA, FLORIDA 33602
 OFFICE: 813-375-6666
 WWW.LEVELUPCONSULTING.COM

CAUSEWAY BOULEVARD
 STARBUCKS
 CLIENT: ZIMPLE DEVELOPMENT, LLC.
 PD MODIFICATION 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 |
| Gornto Lake Rd. | County Collector - Urban | 4 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 type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other |
| Causeway Blvd. | County Arterial - Rural | 6 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 checked="" type="checkbox"/> Other |
| Brandon Town Center Dr. | Private | 4 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 type="checkbox"/> Substandard Road Improvements <input checked="" 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 | 23,316 | 808 | 744 |
| Proposed | Unknown | Unknown | Unknown |
| Difference (+/-) | Unknown | Unknown | Unknown |

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

| Connectivity and Cross Access <input checked="" type="checkbox"/> Not applicable for this request | | | | |
|---|----------------|--------------------------------|-----------------|-----------------|
| Project Boundary | Primary Access | Additional Connectivity/Access | Cross Access | Finding |
| North | | Choose an item. | Choose an item. | Choose an item. |
| South | | Choose an item. | Choose an item. | Choose an item. |
| East | | Choose an item. | Choose an item. | Choose an item. |
| West | | Choose an item. | Choose an item. | Choose an item. |
| Notes: | | | | |

| Design Exception/Administrative Variance <input 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: Design Exceptions and Sec. 6.04.02.B. Administrative Variances may be required, but were not submitted with the application. | | |

5.0 IMPLEMENTATION RECOMMENDATION

5.1 Compatibility

The proposed modification to the building area will not intrude into the required setbacks, buffering, and does not entail a reduction of the required screening.

However, the applicant did not submit any additional transportation related information as required. As such, transportation staff cannot conduct its review and recommends denial of this request.

Given the above, staff finds the request not supportable.

5.2 Recommendation

Based on the above considerations, staff finds the request **not supportable**.


6.0 PROPOSED CONDITIONS

N/A

1.1 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:



IntegrSign
Desktop
J. Brian Grady
Wed Jan 25 2023 10:21:53

APPLICATION NUMBER: PRS 22-1006

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: February 7, 2023

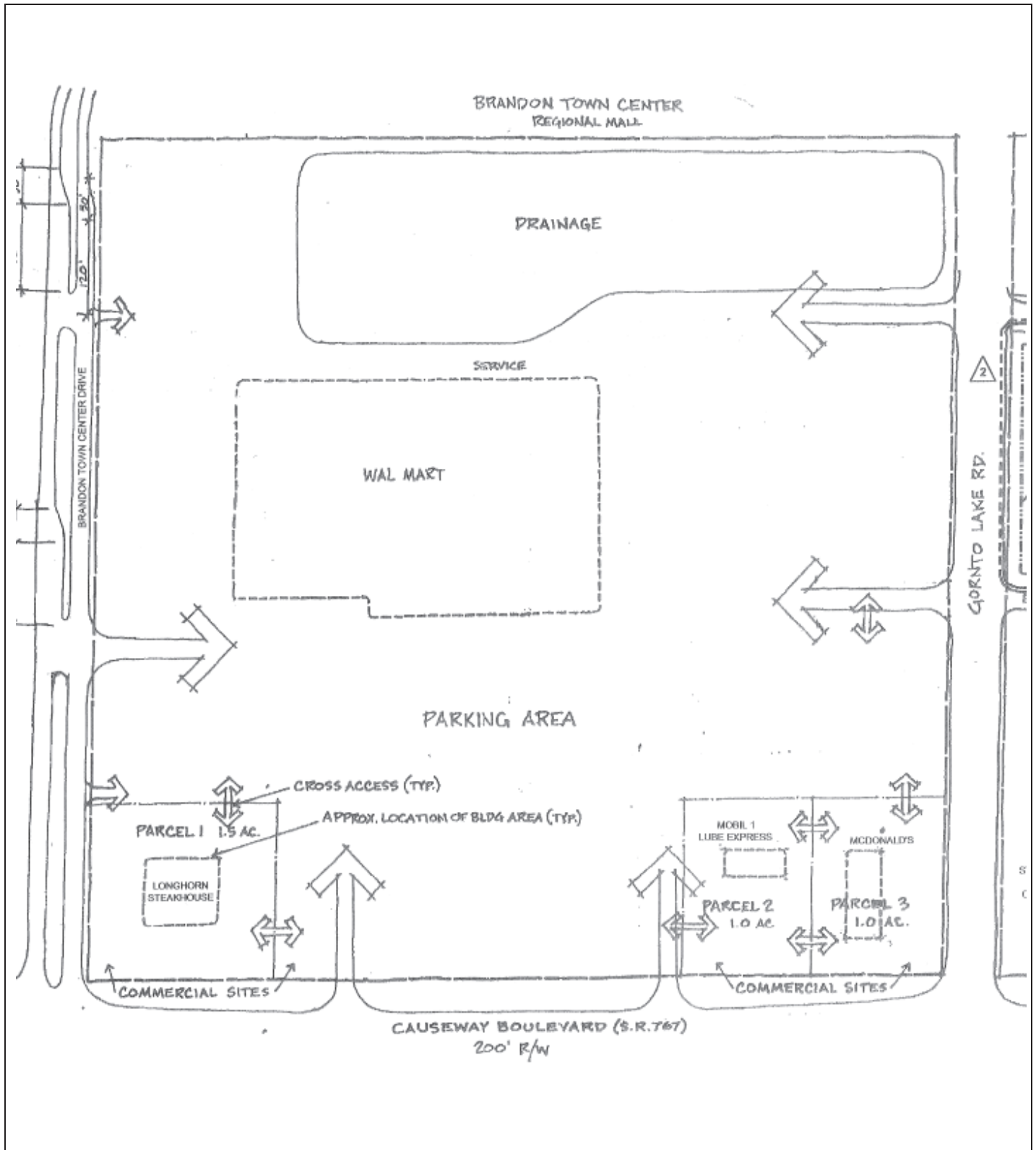
Case Reviewer: Tania C. Chapela

7.0 ADDITIONAL INFORMATION

None

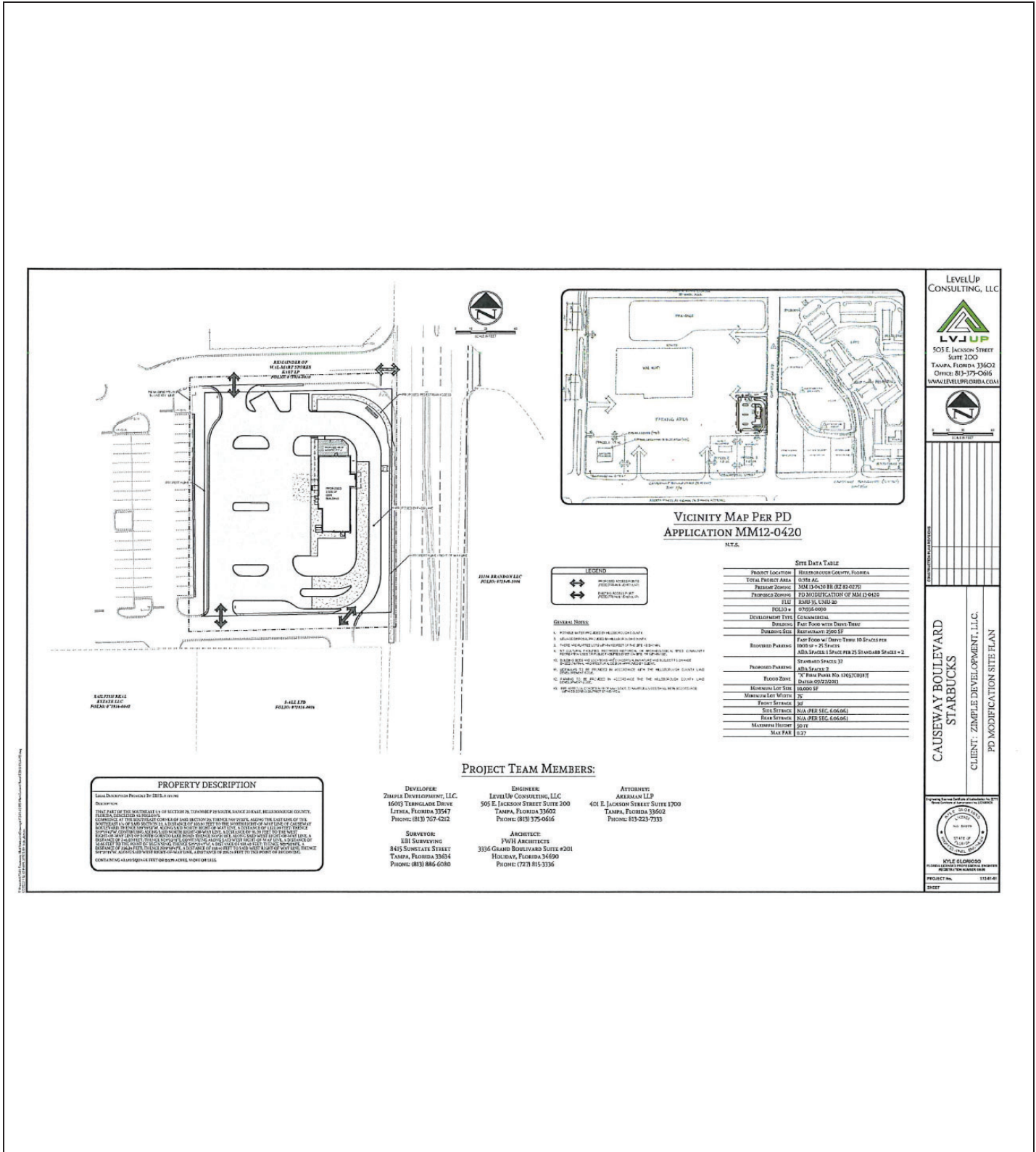
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



APPLICATION NUMBER: PRS 22-1006

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: February 7, 2023

Case Reviewer: Tania C. Chapela

8.0 FULL TRANSPORTATION REPORT

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 8/07/2022

Revised: 10/17/2022

Revised: 11/16/2022

Revised: 12/15/2022

Revised 1/18/2023

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: BR/ Central

PETITION NO: RZ 22-1006

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

RATIONALE FOR OBJECTION

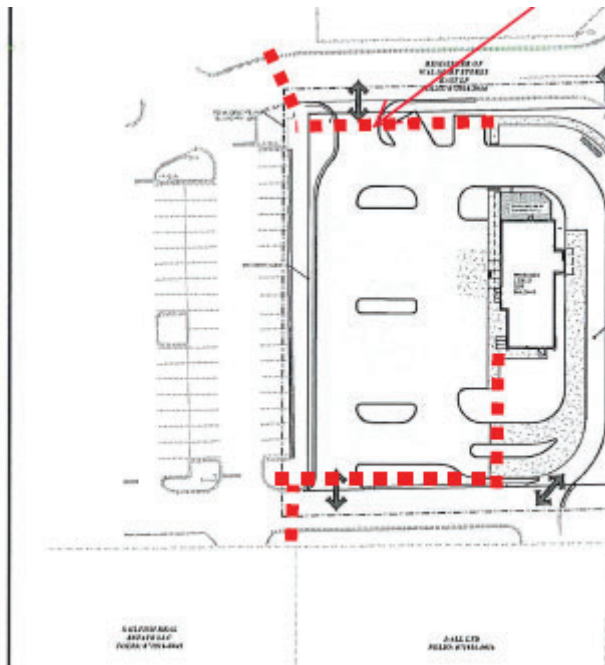
Transpiration Review Section staff emailed the applicant on 7/29/2022 a series of questions and comments regarding the project, as reflected below. No formal responses, revised narratives, nor any Section 6.04.02.B. Administrative Variance and/or Design Exceptions requests have been received. A revised site plans was submitted 8/30/2022; however, it does not appear to have addressed any of staff's concerns, although is somewhat more legible than the last version. The applicant's team met with staff on 9/14/2022 to review and discuss transportation comments, and the applicant appeared to leave the meeting with an understanding of what changes and additional information would be required. Staff sent an email on 12/9/2022 asking for a status update on the project; however, as of the date of this writing the applicant did not respond to the email, submit any revised or additional information and failed to request a continuance to a future hearing date prior to the date staff had to submit this report. As such, staff cannot conduct its review and recommends denial of this request in the event the case does not continue to a later hearing date.

- a. The PD site plan in Optix is blurry and notes cannot be clearly read. Please ensure a legible copy is in Optix so staff can conduct a thorough review.
- b. There is insufficient information in the record to established that the proposed use is permitted by the existing approved PD. The applicant has not submitted a breakdown of existing constructed uses within the pre-approved use buckets allowed per the MM 13-0420. Instead, the applicant submitted a site plan (which doesn't show the entire site context) and lists the use as "Commercial" and "Fast Food with Drive-Thru". The use appears to be within an area of the site plan designated for the "Shopping Center" bucket of uses, but again this is unclear. Uses on the proposed modification area site plan must match the phraseology of the existing PD, or the uses for the entire PD must be adjusted.
- c. While a traffic study may generally not be required when a proposal is to modify a site plan only (i.e. entitlements are not adjusted), in this case an examination of site access points are needed to determine if auxiliary turn lanes are needed pursuant to Sec. 6.04.04.D of the LDC, and if so, whether additional right-of-way must be dedicated to allow those to be constructed (which could affect PD boundary, site layout, setbacks etc.)

- d. The applicant must provide a traffic analysis that analyzes each shopping center access driveway to determine whether turn lanes are warranted considering existing plus proposed project traffic. Where turn lanes already exist, the study must determine whether turn lanes are of sufficient length. For example, staff notes that the existing northbound to westbound left turn lane into the site on Gornto, which could reasonable be anticipated to be the project access with the largest impacts due to its proximity to the proposed site, does not meet minimum standards per the TTM, let alone meet the standard necessary to accommodate project traffic. If turn lanes of the required length cannot be provided, then a Design Exception (DE) would be needed. Any waivers to required turn lanes would be requested through the Section 6.04.02.B. Administrative Variance (AV) process. Turn lanes which the applicant is proposing to construct or extend and that meet length requirements should be shown and noted on the site plan.
- e. Gornto Lake Rd., Brandon Town Center Dr., and Causeway Blvd. are substandard roadways. As such, the applicant is required to improve the roadway network (between each project driveway and the nearest roadway meeting standards) to the applicant Typical Section standard. Alternatively, if the applicant believes the roadway(s) is/are safe in its/their existing configuration, the applicant may seek roadway Section 6.04.02.B. Administrative Variance(s) from the Section 6.04.03.L. requirement. When an applicant is proposing some improvement to the road(s) but to something less than the full applicable Typical Section (TS), then the applicant may pursue a Design Exception in accordance with Section 1.7.2. and other applicable sections of the TTM.
- f. Current procedures require most transportation related AVs and DEs be adjudicated concurrently with a PD zoning or PD modification. Applicants must submit AV and DE requests related to PD zonings or PD modification to zoning intake, with a copy to Sheida Tirado. DEs and AVs can take up to 30 days to process. It is the applicant's responsibility to ensure that the County Engineer's findings have been issued and submitted to the record, by the applicant, no later than the Revised Plan Deadline for the hearing date being targeted.
- g. The proposed sidewalk along Gornto Lake Rd. is not placed in a location consistent with the TTM requirements. As such, the site must be redesigned to meet standards, or a DE to the applicable TTM Typical Section is required. Also, sidewalk appears to encroach on the subject property, therefore an easement will be required pursuant to Sec. 6.03.02.D.
- h. The PD site plan does not meet DRPM minimum requirements. Please ensure all minimum requirements have been met. Staff can provide additional guidance if necessary.
- i. Sidewalks are needed as shown by the red dashed line in the image below in order to facilitate compliance with Sec. 6.03.02.A. and 6.03.02.B.2. The goal is to provide an immediate connection to the sidewalk on Gornto Lake and a portion of the future sidewalk network needed to connect each site arrival point as well as to the other uses within the PD as required by the LDC. Please redesign accordingly.
- j. The applicant's proposed connection to the internal drive aisle along the northern boundary does not meet minimum throat depth standards. Pursuant to Sec. 6.04.04.A.2., the minimum throat depth must be 250 feet. Please redesign accordingly. Staff believes an Administrative Variance to permit a lower standard might be supportable given site layout and constraints; however, the applicant is requested to schedule a coordination meeting with Transportation Review Section staff to discuss before submitting a formal AV request.
- k. In order to utilize existing parking areas, applicant must demonstrate that these are not spaces designated for an existing use within the PD, and that the proposed use is being provided with sufficient parking. Please provide a parking analysis for the portion of the project west of Gornto Lake Rd., demonstrating same. Outparcels must be calculated separately based on

their individual rates (i.e. shopping center rate cannot be used for existing outparcels or proposed use).

1. There is an existing zoning condition (number 24) which requires construction of a bus bay and shelter; however, no such facilities appear to have been constructed. In addition to the zoning condition, transit facilities are required pursuant to Sec. 6.03.09.C.2. Please advise as to the status of the required facilities. If not yet constructed, staff believes it is appropriate that their location be determined concurrent with this modification (and in concert with HART), so that a determination as to how much additional right-of-way is needed (and where), so that the site plan and conditions can be adjusted if needed.



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 |
| Gornto Lake Rd. | County Collector - Urban | 4 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 type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD |
| Causeway Blvd. | County Arterial - Rural | 6 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 checked="" type="checkbox"/> Other - TBD |
| Brandon Town Center Dr. | Private Collector - Urban | 4 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 type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD |
| | Choose an item. | Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |

| Project Trip Generation <input type="checkbox"/> Not applicable for this request | | | |
|---|-----------------------------------|-----------------------------|-----------------------------|
| | Average Annual Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
| Existing | 23,316 | 808 | 744 |
| Proposed | Unknown | Unknown | Unknown |
| Difference (+/-) | Unknown | Unknown | Unknown |

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

| Connectivity and Cross Access <input checked="" type="checkbox"/> Not applicable for this request | | | | |
|--|-----------------------|---------------------------------------|---------------------|-----------------|
| Project Boundary | Primary Access | Additional Connectivity/Access | Cross Access | Finding |
| North | | Choose an item. | Choose an item. | Choose an item. |
| South | | Choose an item. | Choose an item. | Choose an item. |
| East | | Choose an item. | Choose an item. | Choose an item. |
| West | | Choose an item. | Choose an item. | Choose an item. |
| Notes: | | | | |

| Design Exception/Administrative Variance <input 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: Design Exceptions and Sec. 6.04.02.B. Administrative Variances may be required, but were not submitted with the application. | | |

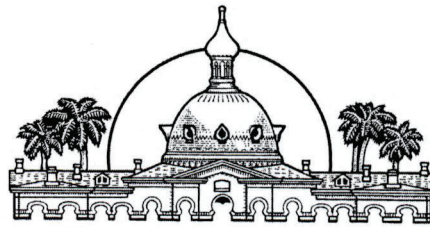
Transportation Comment Sheet

| 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | Conditions will be provided when a minimally compliance site plan and all other information necessary for staff to conduct a review have been provided, provided staff finds the submitted information supportable. |

**CURRENTLY
APPROVED**

BOARD OF COUNTY COMMISSIONERS

Kevin Beckner
Victor D. Crist
Ken Hagan
Al Higginbotham
Lesley "Les" Miller, Jr.
Sandra L. Murman
Mark Sharpe



Hillsborough County
Florida

Office of the County Administrator
Michael S. Merrill

CHIEF ADMINISTRATIVE OFFICER
Helene Marks

CHIEF FINANCIAL ADMINISTRATOR
Bonnie M. Wise

DEPUTY COUNTY ADMINISTRATORS
Lucia E. Garsys
Sharon D. Subadan

September 10, 2013

Reference: MM 13-0420 BR

Jim Stutzman
P O Box 320323
Tampa, FL 33679

Dear Applicant:

At the regularly scheduled public meeting on September 10, 2013, the Board of County Commissioners granted your request for a Major Modification to PD 82-0275, with the attached amended final conditions.

Please keep this letter for your records. If we may be of service to you in the future, feel free to contact our office at 272-5600.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joe Moreda", is written over a large, stylized blue circular mark. Below the signature is a comma.

Joseph Moreda, AICP,
Zoning Administrator

ps

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: MM 13-0420 BR (82-0275)
MEETING DATE: September 10, 2013
DATE TYPED: September 10, 2013

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted May 20, 2013.

1. The developer shall pay a pro-rata contribution of One Hundred Eighty Thousand Six Hundred Dollars (\$180,600.00) towards meeting the cost of construction of improvements to Lumsden Avenue. The contribution is based on the fact that the described project will generate twelve thousand nine hundred (12,900) external trips. Of the twelve thousand nine hundred (12,900) trips referenced above, the developer will be allowed to develop so much of his project as will generate three thousand six hundred (3,600) external trips without being required to contribute all or a portion of the described contribution. At such time as the developer receives detailed site plan approval for portions of the project that will generate in excess of the three thousand six hundred external trip amount, then said developer shall be required to pay a contribution in accordance with the following formula:

$$\frac{\begin{array}{l} \text{(total external trips} \\ \text{generated by request;} \\ \text{recognizing the 3,600 x \$180,600 =} \\ \text{trip threshold described} \\ \text{above)} \end{array}}{9,300} = \begin{array}{l} \text{Payment Required At} \\ \text{Time of Detailed Site} \\ \text{Plan Approval.} \end{array}$$

2. The Developer shall be responsible for the construction of all access points to Lumsden Avenue from the project. The Developer shall also be responsible for providing traffic control devices as warranted and in accordance with appropriate regulations. The County shall furnish power to said traffic control devices and shall maintain same upon acceptance.
3. The monies contributed pursuant to this provision shall be used solely for the purpose of meeting the cost of construction described above. Such sums shall be paid in cash or by an irrevocable letter of credit, in a form acceptable to the County. The Clerk of the Board of County Commissioners shall indicate that said sums are earmarked for the specific purpose described herein. If paid in cash, said sum shall be placed in an interest bearing account. If the money is not used by the County within six (6) months of deposit for the purpose described herein, the Developer shall be entitled to the interest thereon accrued thereafter, payable annually. (See Exhibit "A").
4. The three access points from the Commercial Pod onto Brandon Town Center Drive (formerly Carey Cattle Road) shall be restricted to two full accesses and one right-in/right-out only.
 - 4.1 Subject to cross access agreements with the owner(s) of Brandon Town Center Drive (formerly Carey Cattle Road), the southern most access shall be constructed with a raised median to restrict traffic to right-in/right-out only and shall be a minimum distance of approximately 230 feet from the edge of pavement of the intersection of Brandon Town Center Drive (formerly Carey Cattle Road) and Causeway/Lumsden Boulevard. Other improvements at this access shall include an accel lane and a decel lane.

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: MM 13-0420 BR (82-0275)
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- 4.2 Subject to cross access agreements with the owner(s) of Brandon Town Center Drive (formerly Carey Cattle Road), the northern access, shall be a minimum distance of approximately 230 feet south from the northern property boundary. Full access onto Brandon Town Center Drive (formerly Carey Cattle Road) may be allowed. Other improvements at this access shall include an accel lane, a decel lane and a southbound left turn lane into the site.
- 4.3 Subject to cross access agreements with the owner(s) of Brandon Town Center Drive (formerly Carey Cattle Road), the center access point shall be located as generally shown on the submitted site plan. Full access onto Brandon Town Center Drive (formerly Carey Cattle Road) may be allowed. Other improvements at this access shall include an accel lane, a decel lane and a southbound left turn lane into the site. Outbound geometry should provide for two (2) outbound lanes; one (1) for a left (west-to-southbound) and any through (westbound) traffic, and one (1) for west-to-northbound traffic.
5. With the approval of PRS 96-0109, no further building permits for the Wal-Mart Parcel, Parcel 1 or Parcel 6 within the Commercial Pod located between Brandon Town Center Drive (formerly Carey Cattle Road) and Gornto Lake Road shall be issued until such time that a minimum of two of the three access points onto Brandon Town Center Drive (formerly Carey Cattle Road) are constructed as outlined in Condition #4.
6. The applicant shall provide internal access to any existing or future outparcels on the site.
7. If the property which is subject to this condition and/or owners thereof shall be subject to any County-wide fee or user charge that may be imposed to fund, in whole or in part, the costs of related roadway maintenance or construction, sums contributed pursuant to this condition for construction of the described improvements shall be considered a credit towards the payment of any such County-wide impact fee or user charge. Nothing contained herein shall be construed to limit or modify any legal remedies Developer may have to contest the validity of such County-wide impact fee or user charge as set forth in this paragraph or any other legal remedy Developer may have.
8. Those areas shown as "business sites" on the revised site plan shall be designated "commercial" and same shall be restricted to C-1 uses as defined in the zoning code.
9. The eastern boundary of the project shall be buffered, from the nearby zoning and land use, with a six-foot wall finished on both sides.
10. Except as provided by Condition 20 below, all on-site structures shall be restricted to a height no more than two stories or 30 feet, whichever shall be more restrictive, with the exception of the office buildings which are permitted to be built to three stories.
11. The easternmost access point on Causeway Boulevard shall be deleted.
12. Structures shall be architecturally finished on all sides.

FINAL CONDITIONS
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DATE TYPED: September 10, 2013

13. Signs at each entrance shall be no more than 100 square feet per face and no taller than 20 feet.
14. Recreation areas shall be maintained by the area homeowners association, since the designated site does not meet the minimum size requirement of the Hillsborough County Department of Parks and Recreation.
15. Sidewalks shall be constructed for school children.
16. The developer shall comply with those conditions submitted by the Sheriffs Office as follows:
 - 16.1 Street lighting should be installed.
 - 16.2 The number of entrances should be reduced to a maximum of two in the residential area.
 - 16.3 The perimeter should be fenced in such a way as to prevent intrusion from adjacent roads.
 - 16.4 Parking spaces should be assigned to specific units and should be within site of the assigned unit. There should be adequate parking for visitors which does not interfere with the residents' parking.
17. A maximum of 28,400 sq. ft. of retail uses or a maximum of 60,000 sq. ft. of office uses, or some combination thereof, shall be permitted within the office/retail area between Gornto Lake Road and Regency Lake Drive subject to the adopted Equivalency Trip Table shown on the approved site plan.
18. As an alternative to the above maximum, the retail square footage may be increased to 40,100 sq. ft. of retail development or office development, provided the developer implements the urban design elements stated below.
 - 18.1 On-street Parallel Parking: The developer shall install additional pavement on the west side of Regency Lakes Drive (formerly Delaney Road) of sufficient width to permit parallel parking without hindering traffic on the roadway.
 - 18.2 Sidewalk: The developer shall install a minimum 10 foot wide sidewalk the length of the parallel parking bordering Regency Lakes Drive (formerly Delaney Road). Outside seating for adjacent retail (i.e.: restaurants) shall be permitted within this sidewalk area.
 - 18.3 Street Trees: The developer shall install street trees not less than 10 feet in height, spaced 20 feet apart, the length of the parallel parking area.
 - 18.4 Street Furniture: The developer shall install street furniture (benches, wastebaskets, pedestrian lights. etc) within the sidewalk area. The spacing and design shall be that of the IPD-3 zoning district.
 - 18.5 Building setbacks: The developer shall construct buildings oriented towards Regency Lakes Drive (formerly Delaney Road). Such buildings shall be placed no further than 10 feet from the minimum 10 foot wide sidewalk.

- 18.6 Awnings and Canopies: Each building oriented towards Regency Lakes Drive (formerly Delaney Road) shall have an awning, canopy, or sufficient tree coverage to provide shade for pedestrians.
19. Office uses in the area between Regency Lakes Drive and Gornto Lake Road shall be that of the PD-0 zoning district. Retail uses shall be the "Retail Goods" section of the C-G zoning district.
20. A maximum of 79 dwelling units shall be permitted in the multi-family area between Regency Lakes Drive and Gornto Lake Road that was the subject of MM 13-0420. Additionally, the area may include a 0.31 acre (mol) parking lot to serve office/retail uses to the south across Commercial Drive, subject to the design and proximity requirements of Section 6.05.02.D.2 of the Land Development Code.
- 20.1 The multi-family project shall conform to the RMC-20 development standards found in Section 6.01.01 of the Land Development Code, except that a minimum front yard setback of 20 feet shall be allowed. Additionally, structures greater than 20 feet in height shall not be subject to the increased side/rear yard setback requirement imposed by Endnote 8 of the Schedule of Area, Height, Bulk and Placement Regulations where adjacent to the office/retail parking lot. Also, a 5-foot-wide buffer area with Type A screening shall be allowed between the multi-family area and the office/retail parking lot.
- 20.2 The multi-family project shall include pedestrian paths connecting with the sidewalk on Gornto Lake Road to encourage pedestrian/ADA access to transit services consistent with Federal ADA Standards for Accessible Design.
21. The developer of multi-family area between Regency Lakes Drive and Gornto Lake Road shall be required to construct at least one of the permitted vehicular and pedestrian access points to the east aligning the project with one of the existing access points of the adjacent multi-family development.
22. No buildings or parking structures shall be permitted in the proposed right-of-way for the Crosstown Expressway (Oakfield Drive) Extension. The proposed right-of-way is an approximately 8,000 square-foot triangular shaped land area in the northwest corner of Parcel 6 in the Commercial Pod. The dimensions of the area are as follows: 1) the western boundary of the triangle is the western property boundary to a point 80 feet south of the northwest corner of the property; 2) the northern boundary of the triangle is the northern property boundary to a point 200 feet east of the northwest corner of the property; and, 3) the third portion of the triangle is formed by a diagonal line which connects the end points of the western and northern sides of the triangle. Said area shall be depicted as proposed right-of-way on the General Site Development Plan. Parking other than structured parking shall be permitted in this area, provided that the developer agrees not to claim damages for the lost parking if parking is taken when the right-of-way is acquired. If necessary, the required parking may be reduced in order to accommodate the proposed right-of-way. The developer shall be solely responsible for all costs associated with the removal of all improvements (i.e. parking lot asphalt/concrete, retention, etc.) constructed by the developer within the proposed right-of-way area if required in connection with the construction of the

Oakfield extension. This condition will no longer be required if the Oakfield extension is taken off of the Long Range Transportation Plan.

23. Office/retail development oriented towards Regency Lakes Drive (formerly Delaney Road) shall be encouraged as per the above urban design elements in Condition 18 above. However, if buildings are not oriented towards said roadway, the developer of the office/retail pod shall plant along the eastern boundary, trees not less than 10 feet in height at time of planting, a minimum of 2 inches in caliper, and spaced not less than 20 feet apart between the property line and any wall or fence installed by the developer.
24. A bus bay and shelter shall be constructed at the northwest corner of Causeway Boulevard and Regency Lakes Drive (formerly Delaney Road). Bus bays and/or shelters, including benches, lighting, and trash receptacles of a design and location acceptable to HARTline shall be required and shall be the responsibility of the developer.
25. Development of the project shall proceed in strict accordance with the terms and conditions of the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
26. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities in place at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 8/07/2022

Revised: 10/17/2022

Revised: 11/16/2022

Revised: 12/15/2022

Revised 1/18/2023

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: BR/ Central

PETITION NO: RZ 22-1006

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

RATIONALE FOR OBJECTION

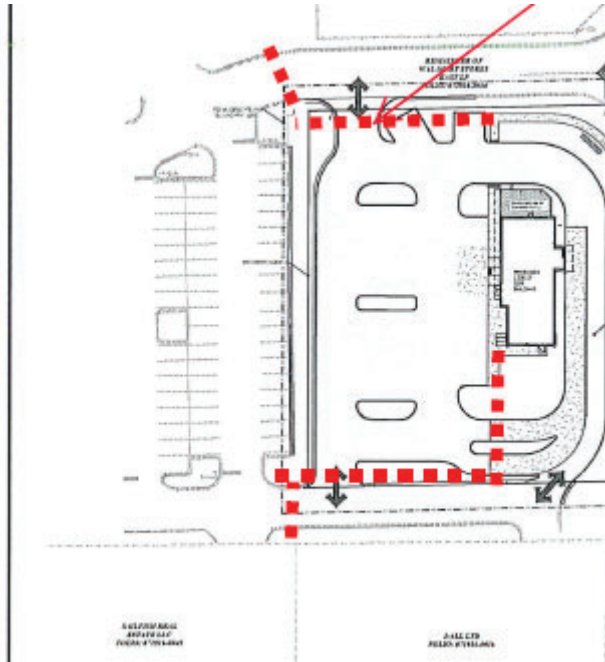
Transpiration Review Section staff emailed the applicant on 7/29/2022 a series of questions and comments regarding the project, as reflected below. No formal responses, revised narratives, nor any Section 6.04.02.B. Administrative Variance and/or Design Exceptions requests have been received. A revised site plans was submitted 8/30/2022; however, it does not appear to have addressed any of staff's concerns, although is somewhat more legible than the last version. The applicant's team met with staff on 9/14/2022 to review and discuss transportation comments, and the applicant appeared to leave the meeting with an understanding of what changes and additional information would be required. Staff sent an email on 12/9/2022 asking for a status update on the project; however, as of the date of this writing the applicant did not respond to the email, submit any revised or additional information and failed to request a continuance to a future hearing date prior to the date staff had to submit this report. As such, staff cannot conduct its review and recommends denial of this request in the event the case does not continue to a later hearing date.

- a. The PD site plan in Optix is blurry and notes cannot be clearly read. Please ensure a legible copy is in Optix so staff can conduct a thorough review.
- b. There is insufficient information in the record to established that the proposed use is permitted by the existing approved PD. The applicant has not submitted a breakdown of existing constructed uses within the pre-approved use buckets allowed per the MM 13-0420. Instead, the applicant submitted a site plan (which doesn't show the entire site context) and lists the use as "Commercial" and "Fast Food with Drive-Thru". The use appears to be within an area of the site plan designated for the "Shopping Center" bucket of uses, but again this is unclear. Uses on the proposed modification area site plan must match the phraseology of the existing PD, or the uses for the entire PD must be adjusted.
- c. While a traffic study may generally not be required when a proposal is to modify a site plan only (i.e. entitlements are not adjusted), in this case an examination of site access points are needed to determine if auxiliary turn lanes are needed pursuant to Sec. 6.04.04.D of the LDC, and if so, whether additional right-of-way must be dedicated to allow those to be constructed (which could affect PD boundary, site layout, setbacks etc.)

- d. The applicant must provide a traffic analysis that analyzes each shopping center access driveway to determine whether turn lanes are warranted considering existing plus proposed project traffic. Where turn lanes already exist, the study must determine whether turn lanes are of sufficient length. For example, staff notes that the existing northbound to westbound left turn lane into the site on Gornto, which could reasonable be anticipated to be the project access with the largest impacts due to its proximity to the proposed site, does not meet minimum standards per the TTM, let alone meet the standard necessary to accommodate project traffic. If turn lanes of the required length cannot be provided, then a Design Exception (DE) would be needed. Any waivers to required turn lanes would be requested through the Section 6.04.02.B. Administrative Variance (AV) process. Turn lanes which the applicant is proposing to construct or extend and that meet length requirements should be shown and noted on the site plan.
- e. Gornto Lake Rd., Brandon Town Center Dr., and Causeway Blvd. are substandard roadways. As such, the applicant is required to improve the roadway network (between each project driveway and the nearest roadway meeting standards) to the applicant Typical Section standard. Alternatively, if the applicant believes the roadway(s) is/are safe in its/their existing configuration, the applicant may seek roadway Section 6.04.02.B. Administrative Variance(s) from the Section 6.04.03.L. requirement. When an applicant is proposing some improvement to the road(s) but to something less than the full applicable Typical Section (TS), then the applicant may pursue a Design Exception in accordance with Section 1.7.2. and other applicable sections of the TTM.
- f. Current procedures require most transportation related AVs and DEs be adjudicated concurrently with a PD zoning or PD modification. Applicants must submit AV and DE requests related to PD zonings or PD modification to zoning intake, with a copy to Sheida Tirado. DEs and AVs can take up to 30 days to process. It is the applicant's responsibility to ensure that the County Engineer's findings have been issued and submitted to the record, by the applicant, no later than the Revised Plan Deadline for the hearing date being targeted.
- g. The proposed sidewalk along Gornto Lake Rd. is not placed in a location consistent with the TTM requirements. As such, the site must be redesigned to meet standards, or a DE to the applicable TTM Typical Section is required. Also, sidewalk appears to encroach on the subject property, therefore an easement will be required pursuant to Sec. 6.03.02.D.
- h. The PD site plan does not meet DRPM minimum requirements. Please ensure all minimum requirements have been met. Staff can provide additional guidance if necessary.
- i. Sidewalks are needed as shown by the red dashed line in the image below in order to facilitate compliance with Sec. 6.03.02.A. and 6.03.02.B.2. The goal is to provide an immediate connection to the sidewalk on Gornto Lake and a portion of the future sidewalk network needed to connect each site arrival point as well as to the other uses within the PD as required by the LDC. Please redesign accordingly.
- j. The applicant's proposed connection to the internal drive aisle along the northern boundary does not meet minimum throat depth standards. Pursuant to Sec. 6.04.04.A.2., the minimum throat depth must be 250 feet. Please redesign accordingly. Staff believes an Administrative Variance to permit a lower standard might be supportable given site layout and constraints; however, the applicant is requested to schedule a coordination meeting with Transportation Review Section staff to discuss before submitting a formal AV request.
- k. In order to utilize existing parking areas, applicant must demonstrate that these are not spaces designated for an existing use within the PD, and that the proposed use is being provided with sufficient parking. Please provide a parking analysis for the portion of the project west of Gornto Lake Rd., demonstrating same. Outparcels must be calculated separately based on

their individual rates (i.e. shopping center rate cannot be used for existing outparcels or proposed use).

1. There is an existing zoning condition (number 24) which requires construction of a bus bay and shelter; however, no such facilities appear to have been constructed. In addition to the zoning condition, transit facilities are required pursuant to Sec. 6.03.09.C.2. Please advise as to the status of the required facilities. If not yet constructed, staff believes it is appropriate that their location be determined concurrent with this modification (and in concert with HART), so that a determination as to how much additional right-of-way is needed (and where), so that the site plan and conditions can be adjusted if needed.



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 |
| Gornto Lake Rd. | County Collector - Urban | 4 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 type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD |
| Causeway Blvd. | County Arterial - Rural | 6 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 checked="" type="checkbox"/> Other - TBD |
| Brandon Town Center Dr. | Private Collector - Urban | 4 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 type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD |
| | Choose an item. | Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |

| Project Trip Generation <input type="checkbox"/> Not applicable for this request | | | |
|---|-----------------------------------|-----------------------------|-----------------------------|
| | Average Annual Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
| Existing | 23,316 | 808 | 744 |
| Proposed | Unknown | Unknown | Unknown |
| Difference (+/-) | Unknown | Unknown | Unknown |

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

| Connectivity and Cross Access <input checked="" type="checkbox"/> Not applicable for this request | | | | |
|--|-----------------------|---------------------------------------|---------------------|-----------------|
| Project Boundary | Primary Access | Additional Connectivity/Access | Cross Access | Finding |
| North | | Choose an item. | Choose an item. | Choose an item. |
| South | | Choose an item. | Choose an item. | Choose an item. |
| East | | Choose an item. | Choose an item. | Choose an item. |
| West | | Choose an item. | Choose an item. | Choose an item. |
| Notes: | | | | |

| Design Exception/Administrative Variance <input 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: Design Exceptions and Sec. 6.04.02.B. Administrative Variances may be required, but were not submitted with the application. | | |

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | Conditions will be provided when a minimally compliance site plan and all other information necessary for staff to conduct a review have been provided, provided staff finds the submitted information supportable. |

COMMISSION

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AGENCY COMMENT SHEET

| REZONING | |
|--|---|
| <p>HEARING DATE: 8/25/22</p> <p>PETITION NO.: 22-1006</p> <p>EPC REVIEWER: Melissa Yanez</p> <p>CONTACT INFORMATION: (813) 627-2600 X1360</p> <p>EMAIL: yanezm@epchc.org</p> | <p>COMMENT DATE: 7/22/22</p> <p>PROPERTY ADDRESS: 11110 Causeway Blvd, Brandon, FL 33511</p> <p>FOLIO #: 719360030</p> <p>STR: 29-29S-20E</p> |
| <p>REQUESTED ZONING: Minor Modification to PD</p> | |
| FINDINGS | |
| WETLANDS PRESENT | YES |
| SITE INSPECTION DATE | NA |
| WETLAND LINE VALIDITY | NA |
| WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES) | Wetland located on NE portion of the parcel |
| <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. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"> 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. 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. 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/ | |

Environmental Excellence in a Changing World

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).

- 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.

INFORMATIONAL COMMENTS:

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.

- The subject property contains wetland/OSW areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- Chapter 1-11, prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

My/mst

**WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

PETITION NO.: PRS22-1006 REVIEWED BY: Randy Rochelle DATE: 7/1/2022

FOLIO NO.: 71936.0030

WATER

- The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A 8 inch water main exists (adjacent to the site), (approximately _____ feet from the site) and is located within the north Right-of-Way of Causeway Boulevard. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- A 8 inch wastewater gravity main exists (adjacent to the site), (approximately _____ feet from the site) and is located within the boundary of the subject property. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water systems.