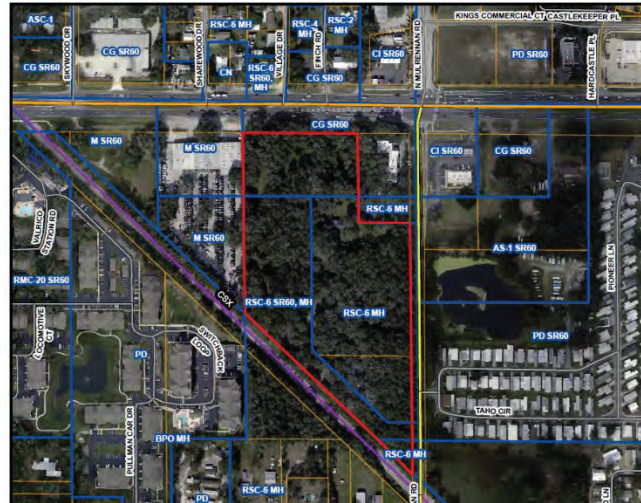


Applicant: Ebla Capital, LLC
FLU Category: R-4 and R-9
Service Area: Urban
Site Acreage: 13.41
Community Plan Area: Valrico
Overlay: SR 60 Overlay



Introduction Summary:

The applicant seeks to rezone four parcels zoned Commercial General (CG) and Residential Single-Family Conventional (Mobile Home) [RSC-6(MH)] to a Planned Development (PD) to allow for the development of 340 multi-family dwellings. The developer is in the process of concurrently changing the future land use designation through Comprehensive Plan Amendment CPA 21-19. The developer intends to amend the comprehensive plan future land use designations from Residential-4 (RES-4) and Residential-9 (RES-9) to Residential-20 (RES-20), and utilize a residential density bonus for infill development in order to achieve the 25.36 dwelling units per acre allowable density.

Zoning:	Existing		Proposed
District(s)	CG	RSC-6(MH)	PD
Typical General Use(s)	General Commercial, Office and Personal Services	Single-Family Residential (Conventional/Mobile Home)	Multi-Family Residential
Acreage	2.36	11.05	13.41
Density/Intensity	0 Units /0.27 FAR	6.22 units per acre/0.0 FAR	25.36 units per acre
Mathematical Maximum*	27,802 sf	66 dwelling units	340 dwelling units

*number represents a pre-development approximation

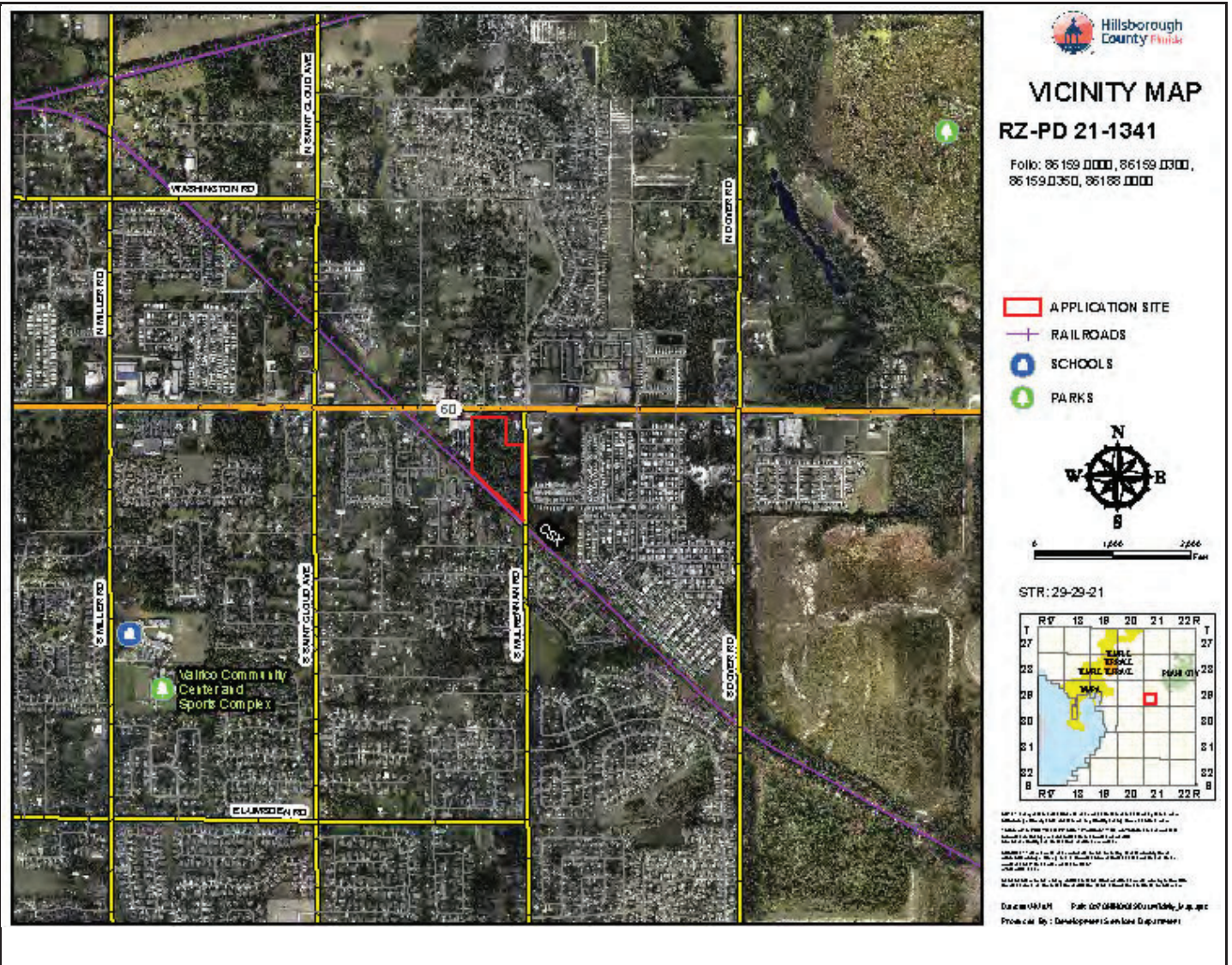
Development Standards:	Existing		Proposed
District(s)	CG	RSC-6(MH)	PD
Lot Size / Lot Width	10,000 sf / 75'	7,000 sf / 70'	13.41 Ac. / NA
Setbacks/Buffering and Screening	50' Front 50' Rear 15' Sides	25' Front 25' Rear 7.5' Side	20' Front 10' Rear 5' Sides
Height	50'	35'	60'*

Additional Information:

PD Variation(s)	LDC Part 3.14.06 (Landscaping/Buffering) Reduce the required street frontage buffer from 30 feet to 10 feet.
Waiver(s) to the Land Development Code	
Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



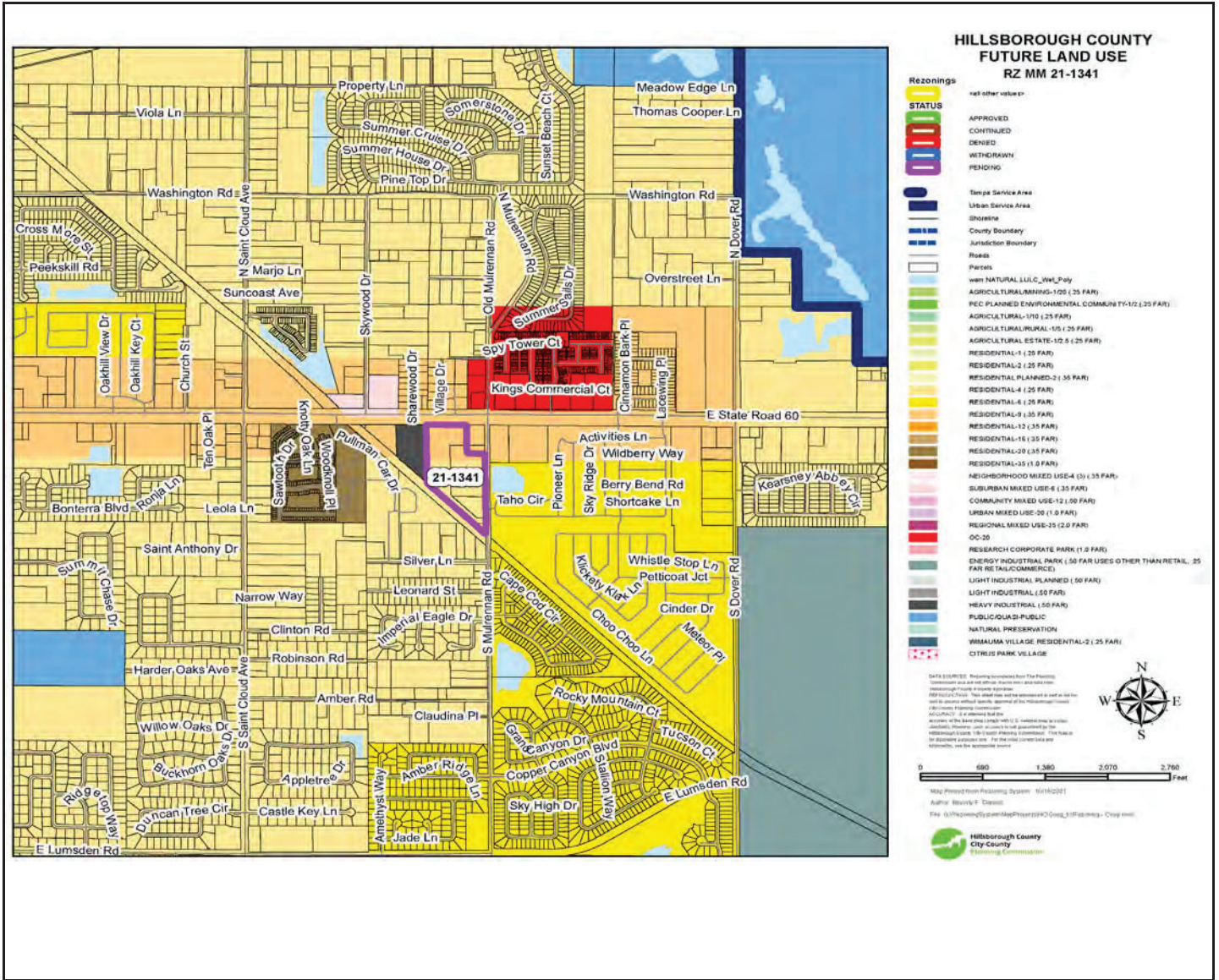
Context of Surrounding Area:

The site wraps around a multi-tenant office building located at the southwest corner of the State Road 60 and S. Mulrennan Road intersection. The adjacent properties are an auto salvage and repair business to the west, multi-family and single-family across the railroad right-of-way to the south, a 132-acre mobile home park, and a gas station with convenience store across S. Mulrennan Road to the east, and the properties to the north of State Road 60 consists of a mix of residential and commercial uses. The State Road 60 right-of-way is approximately 182 feet wide, the right-of-way for S. Mulrennan Road varies from 52 to 55 feet wide, and the abutting railroad right-of-way to the south is 100 feet wide.

The surrounding area is experiencing a significant level of redevelopment. Recent development activity within ½ of a mile of the site includes a gas station with convenience store to the east in 2015, a 200-unit apartment project to the west constructed in 2017, a townhome community with 206 dwellings to the west completed in 2015, the Tahoe Woods Single-Family development in 2018, and three other residential subdivisions since 2002. The undeveloped properties to the northwest are part of a PD that allows for major motor vehicle repair and Commercial, Neighborhood (CN) uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

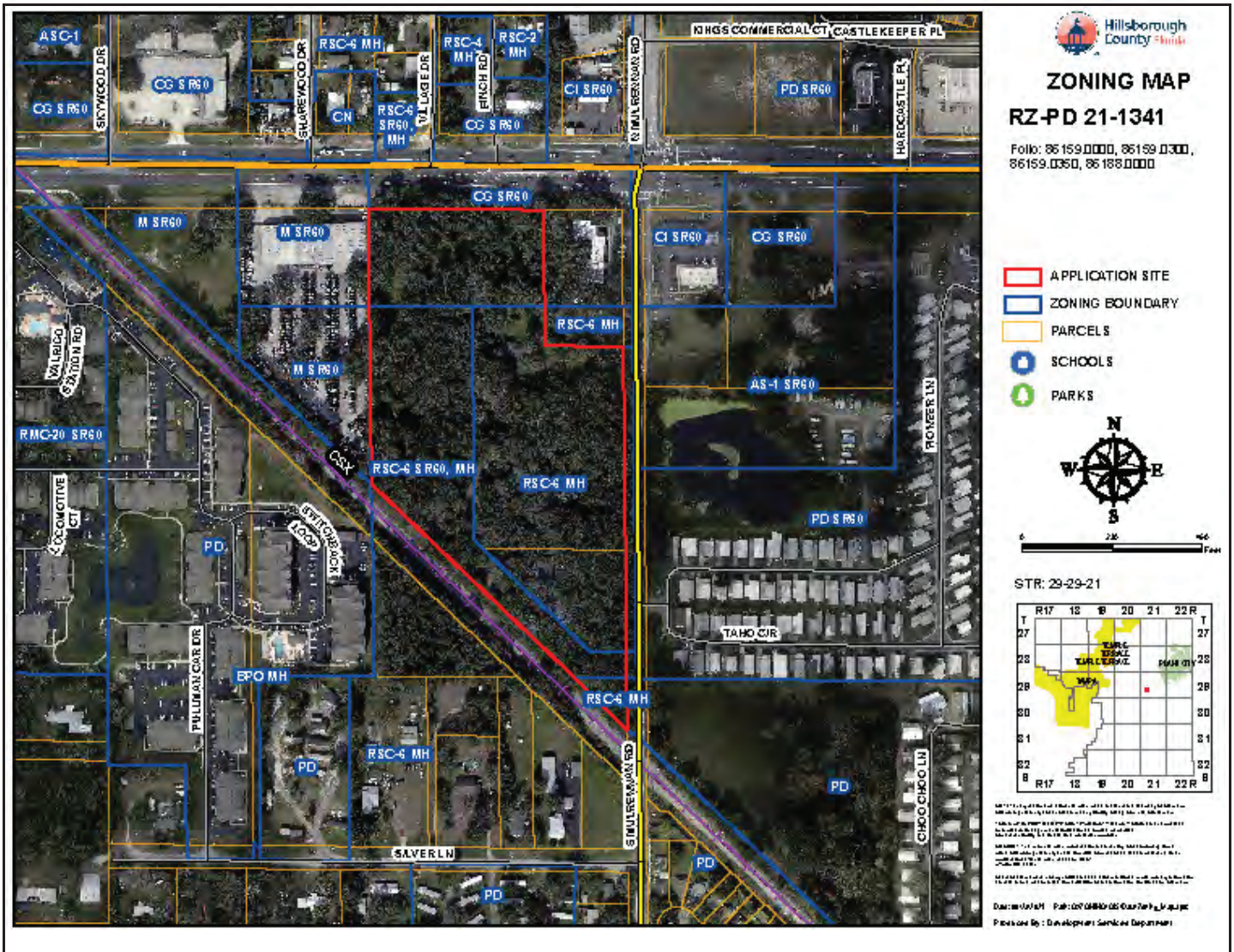
2.2 Future Land Use Map



Subject Site Future Land Use Category:	The applicant is seeking a Comprehensive Plan amendment to change the future land use designations from Res-4 and Res-9 to Res-20.
Maximum Density/F.A.R.:	The maximum density is 20 dwelling unit per acre. The density bonus for infill development would allow up to 35 dwelling units per acre.
Typical Uses:	Residential, neighborhood commercial, office uses, multi-purpose projects and mixed use developments. Non-residential uses shall meet established locational criteria for specific land use.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

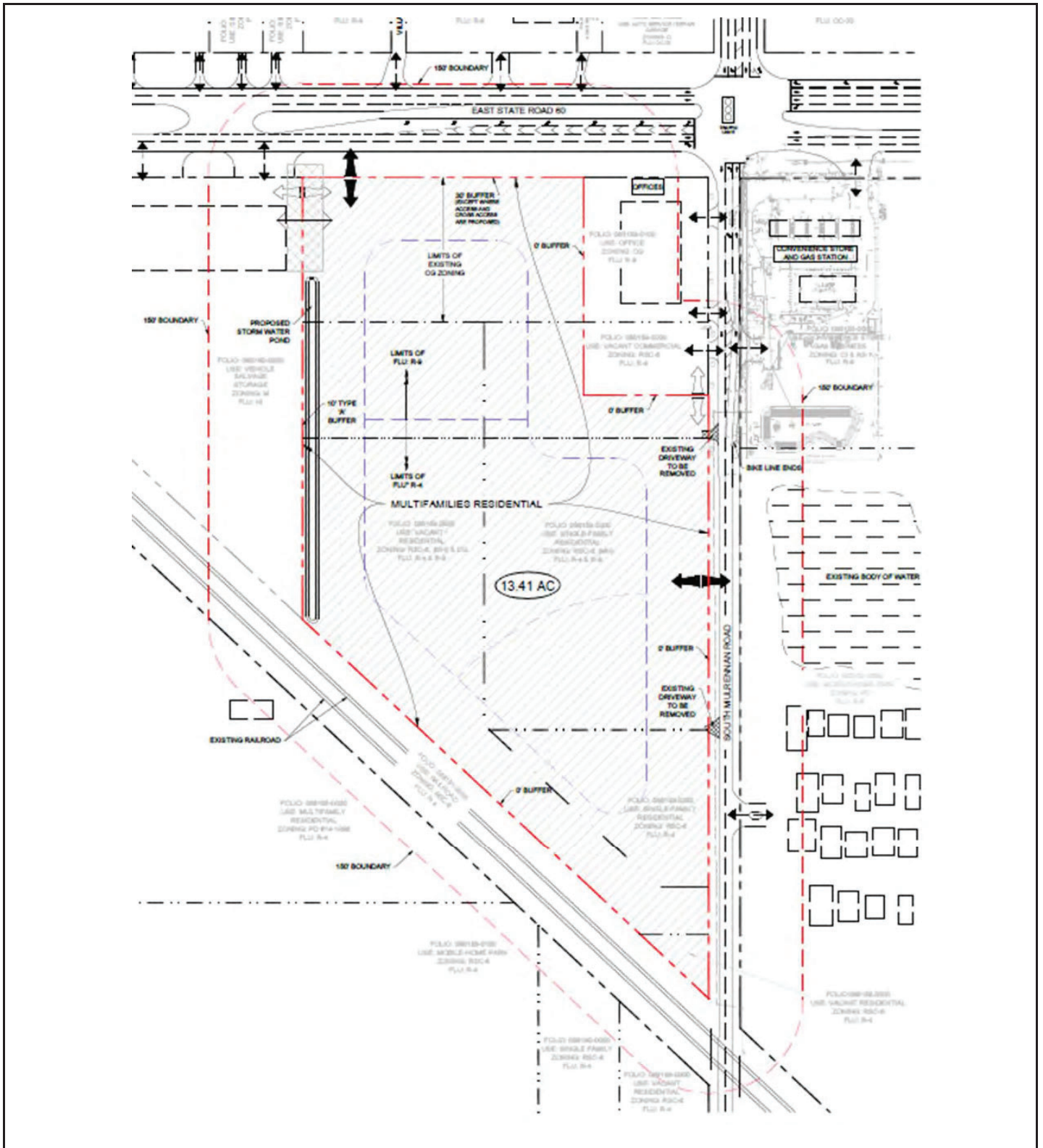
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-6 (MH)	6 DU/Ac.	Single-family, conventional	Residential, single family
	CG	0.27 F.A.R.	Retail, office and professional services	Contractor office
	CI	0.30 F.A.R.	Intensive commercial activities and services	Motor vehicle repair
Northeast (abutting NE corner)	CG	0.27 F.A.R.	Retail, office and professional services	Multi-tenant office
	RSC-6(MH)	6 DU/Ac.	Single-family, conventional	Vacant

Adjacent Zoning and Uses (Continued)

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
South	RSC-6(MH)	6 DU/Ac.	Single-family, conventional	Residential, single-family
	PD	15 DU/Ac.	Multi-family, conventional	Residential, multi-family
East	CI	0.30 F.A.R.	Intensive commercial activities and services	Convenience store with gas
	AS-1	1 DU/ Ac/	Agricultural, single-family and mobile home	Vacant
	PD-MU	902 Single family mobile homes or RV spaces	Mobile home and recreational vehicle park	Mobile home and RV park
West	M	0.75 F.A.R.	Manufacturing, processing, assembling, intensive commercial, and other industrial	Motor vehicle repair and salvage

2.0 LAND USE MAP SET AND SUMMARY DATA

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
SR 60	FDOT Principal Arterial - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
S. Mulrennan Rd.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	5,105	195	147
Proposed	1,850	122	150
Difference (+/1)	-3,255	-73	+3

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

Connectivity and Cross Access

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

Notes: Shared access required to the west.

Design Exception/Administrative Variance

Road Name/Nature of Request	Type	Finding
S. Mulrennan Rd./Substandard Roadway	Design Exception Requested	Approvable

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Conditions of approval
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <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 checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	Connection to County's potable water and wastewater systems is required.
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees: Urban Mobility, Central Park/Fire - 340 Multi-Family Units (Fee estimate is based on a 1,200 square foot, 2 bedroom, Multi-Family Units 1-2 story) Mobility: \$5,329 * 340 units = \$1,811,860 Parks: \$1,316 * 340 units = \$ 447,440 School: \$3,891 * 340 units = \$1,322,940 Fire: \$249 * 340 units = \$ 84,660 Total Multi-Family (1-2 story) = \$3,666,900				
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 type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed multi-family development would be developed at a density of approximately 25.35 dwellings per acre in an area that generally area of single-family, multi-family, mobile homes and commercial uses. The property fronts State Road 60 to the north and S. Mulrennan Road to the east with proposed access to and from each roadway as well as cross access to the property to the west. The entire western property line abuts a 4.14 acre, Manufacturing (M) zoned property used as an auto repair and salvage yard. To the south, a 100-foot railroad right-of-way separates the property from multi-family and single-family uses. The property adjoining the northeast property lines of the site is zoned RSC-6 and CG and is developed as a one-story multi-tenant office building. Across S. Mulrennan Road to the East, the property is a mobile home park that is allowed to have up to 902 single-family mobile home or RV spaces. The southeast corner of the S. Mulrennan Road and State Road 60 intersection is a convenience store and gas station. To the north of State Road 60, the properties are a mix of commercial and residential.

Staff finds the request will have minimal impact and finds the request compatible with the surrounding development.

5.2 Recommendation

Approvable, Subject to Conditions.

6.0 PROPOSED CONDITIONS


Prior to PD Site Plan Certification, that applicant shall revise the PD General Site Plan to amend side setback requirements to state that the western property line minimum side setback is 20 feet, and all other minimum side setbacks shall be 5 feet.

Approval- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted November 29, 2021.

1. Development of the project shall proceed in strict accordance with the terms and conditions contained on the General Site Plan and in the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
2. Development of the project shall be limited to 340 multi-family dwelling units.
3. Building setbacks shall be as follows:
 - Front: 20 feet
 - Rear: 10 feet
 - Sides: the western side setback shall be 20 feet, and all other side setbacks shall be 5 feet.
4. The maximum building heights shall be 60 feet. The additional setback of 2 feet for every 1 foot over 20 feet in height shall not apply.
5. Buffering and screening requirements shall be as follows.
 - North property line buffer (abutting State Road 60): 30 feet in accordance with LDC Section 3.14.06
 - North property line buffer (non-abutting State Road 60): 0 buffer
 - West property line buffer: 10-foot Type "A"
 - South property line buffer: 0 buffer
 - East property line buffer (abutting S. Mulrennan Road): 0 buffer
 - East property line buffer (non-abutting S. Mulrennan Road): 0 buffer
 - Off-street vehicular use areas shall be buffered in accordance with Section 6.06.04 of the LDC.
6. The maximum building coverage of the project shall be 70%. The maximum impervious coverage of the project shall be 80%.
7. If PD 21-1341 is approved, the County Engineer will approve a Design Exception (dated October 25, 2021) which was found approvable by the County Engineer (on December 2, 2021). Approval of this Design Exception will allow construction of a multi-use trail within and adjacent to Mulrennan Rd. right-of-way in lieu of the standard TS-4 and TS-7 typical sections, respectively, of the Hillsborough County Transportation County Technical Manual required by Section 6.02.07. of the LDC. The specific improvements shall include:
 - Multi-Use Trail Segment A: The developer will construct within the right-of-way on the west side of Mulrennan Road, from SR 60 to approximately 500 feet south, an F type curb with an 11-foot multi-use path to the back of curb in lieu of the buffered bike lane, sod strip and 5-foot sidewalk required by the standard TS-4 typical section.
 - Multi-Use Trail Segment B: The developer will construct adjacent to the west side of Mulrennan Road, from the terminus of Trail Segment A south to CSX right-of-way (+/- 800 feet), an 11-foot multi-use path in lieu of a 5-foot sidewalk and paved shoulder required by the standard TS-7 typical section. At time of construction permitting, an easement agreement or right of way dedication, whichever is acceptable to the County, will be made to convey public rights to the multi-use path.
8. The project shall have one (1) restricted right-in/right-out access connection on SR 60 subject to approval by FDOT.
9. The developer shall construct an eastbound right turn lane to serve the access connection on SR 60 subject to approval by FDOT.

- 10. The project shall have one (1) full access connection on S. Mulrennan Rd.
- 11. The developer shall provide pedestrian access to folio# 85159.0200.
- 12. The developer shall construct, with the initial increment of development, a pedestrian and vehicular shared access facility to serve the adjacent property to the west, folios#86160.0000, anywhere within the bounding boxes depicted in the site plan consistent with the LDC. The developer shall record in the Official Records of Hillsborough County a construction easement and any other easement necessary to permit the developer of adjacent property (within which the access is being shared) to construct and utilize the required the Shared Access Facility upon (re)development of the adjacent properties without further consultation. The design and location of all connections shall be subject to the review and approval of Hillsborough County.
- 13. The project’s internal access driveways shall include ADA sidewalks connecting all residential units, the non-residential parcel, amenity areas and all project access connections.
- 14. Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.
- 15. This site contains trees that may qualify as Grand Oaks as defined by the Land Development Code (LDC). All trees confirmed as a Grand Oak must be accurately located and labeled as such on the submitted preliminary plan through the Site Development Review process. Design efforts are to be displayed on the submitted preliminary plan to avoid adverse impacts to these trees.
- 16. The planting of required trees shall be sensitive to overhead electric utility lines. Trees that exceed a mature overall height shall not be planted within 30 feet of an existing or proposed overhead electric utility line.
- 17. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
- 18. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 19. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

Zoning Administrator Sign Off:



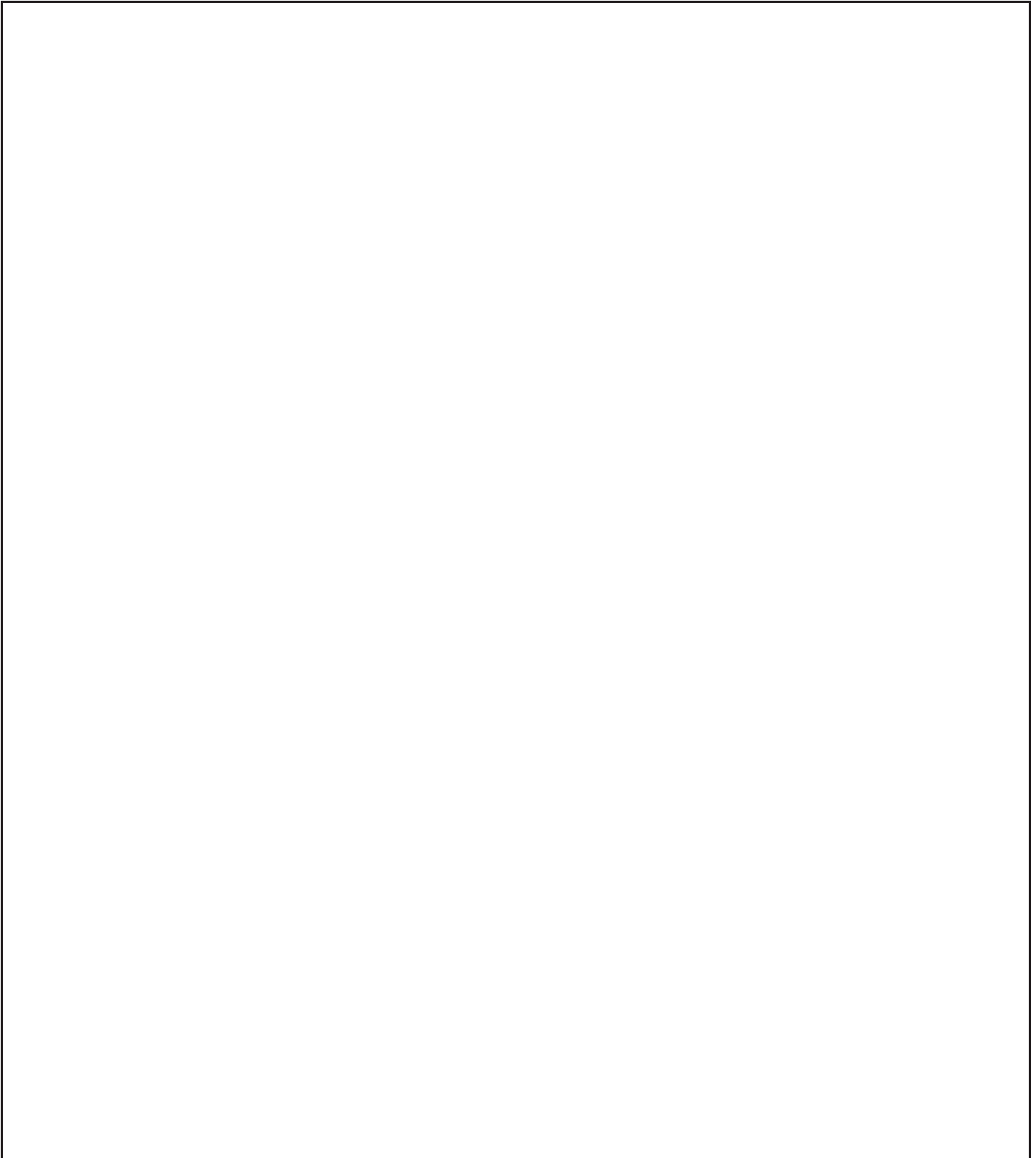
J. Brian Grady
Fri Dec 3 2021 14:00:13

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP
PLANNING AREA: VR/CENTRAL

DATE: 12/02/2021
AGENCY/DEPT: Transportation
PETITION NO: RZ- 21-1341

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

CONDITIONS OF ZONING APPROVAL

- If PD 21-1341 is approved, the County Engineer will approve a Design Exception (dated October 25, 2021) which was found approvable by the County Engineer (on December 2, 2021). Approval of this Design Exception will allow construction of a multi-use trail within and adjacent to Mulrennan Rd. right-of-way in lieu of the standard TS-4 and TS-7 typical sections, respectively, of the Hillsborough County Transportation County Technical Manual required by Section 6.02.07. of the LDC. The specific improvements shall include:
 - Multi-Use Trail Segment A: The developer will construct within the right-of-way on the west side of Mulrennan Road, from SR 60 to approximately 500 feet south, an F type curb with an 11-foot multi-use path to the back of curb in lieu of the buffered bike lane, sod strip and 5- foot sidewalk required by the standard TS-4 typical section.
 - Multi-Use Trail Segment B: The developer will construct adjacent to the west side of Mulrennan Road, from the terminus of Trail Segment A south to CSX right-of-way (+/- 800 feet), an 11-foot multi-use path in lieu of a 5-foot sidewalk and paved shoulder required by the standard TS-7 typical section. At time of construction permitting, an easement agreement or right of way dedication, whichever is acceptable to the County, will be made to convey public rights to the multi-use path.
- The project shall have one (1) restricted right-in/right-out access connection on SR 60 subject to approval by FDOT.
- The developer shall construct an eastbound right turn lane to serve the access connection on SR 60 subject to approval by FDOT.
- The project shall have one (1) full access connection on S. Mulrennan Rd.
- The developer shall provide pedestrian access to folio# 85159.0200.

- The developer shall construct, with the initial increment of development, a pedestrian and vehicular shared access facility to serve the adjacent property to the west, folios#86160.0000, anywhere within the bounding boxes depicted in the site plan consistent with the LDC. The developer shall record in the Official Records of Hillsborough County a construction easement and any other easement necessary to permit the developer of adjacent property (within which the access is being shared) to construct and utilize the required the Shared Access Facility upon (re)development of the adjacent properties without further consultation. The design and location of all connections shall be subject to the review and approval of Hillsborough County.
- The project’s internal access driveways shall include ADA sidewalks connecting all residential units, the non-residential parcel, amenity areas and all project access connections.
- Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone 4 parcels totaling +/- 13.41 acres from CG and RSC-6 (MH) to a Planned Development (PD) for a 340-unit multifamily development. The site is located on SR 60, +/- 210 feet west of the intersection with S. Mulrennan Rd. The Future Land Use designation of the site is R-4 and R-9. A concurrent Comprehensive Plan Future Land Use Map amendment is proposed concurrently with the zoning application to achieve the proposed densities required through a density bonus allowed within the Comprehensive Plan,

Trip Generation Analysis

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition.

Approved Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
CG: 23,802 sf, Pharmacy w/ Drive Thru (ITE 881)	2,598	91	245
CG: 4,000 sf, Fast Food Restaurant Drive Thru (ITE 934)	1,884	161	131
RSC-6: 66 Units, Single Family Detached (ITE 210)	623	49	65
Internal Capture Trips	N/A	36	174
Passer-by Trips	N/A	70	120
Total Trips	5,105	195*	147*

**Net trip accounting for Internal Capture and Passer-by Trips.*

Proposed Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 340 Units Multifamily – Mid-Rise (ITE 221)	1,850	122	150

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	-3,255	-73	+3

The proposed rezoning would generally result in a decrease of trips potentially generated by development of the subject site by -3,255 average daily trips and -73 trips in the a.m. peak hour; however, the p.m. peak hour trips will increase by +3 trips.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on SR 60 and S. Mulrennan Rd.

SR 60 is an FDOT, 4-lane major arterial, characterized by +/-12 feet travel lanes, with pavement in average condition. The existing right-of-way on SR 60 is +/-182 feet. There are paved shoulders on SR 60 but there are no sidewalks within the vicinity of the project.

The Hillsborough County MPO 2035 Long Range Needs Plan and the Hillsborough County Corridor Preservation Plan identify SR 60 as a future six-lane roadway. This future six-laning can be accommodated within the existing right-of-way according the FDOT PDE study (Project No. 430055-1) typical section from Valrico Rd. to Dover Rd.

S. Mulrennan Rd. is a County maintained, substandard, undivided, 2-lane collector roadway. It is characterized by +/-11-foot lanes with curbing, a +/- 5-foot bikelane, and +/- 5-foot sidewalk on the east side of the roadway within right-of-way ranging from +/-52 to +/-55 feet.

According to the Hillsborough County Transportation Technical Manual a TS-4 urban collector roadway typical section should have 7-foot buffered bikelanes and curb and gutter on both sides within a minimum of 64 feet of right-of-way. The applicant is requesting a design exception to the typical section to provide an 11-foot multi-use path on the west side of S. Mulrennan Rd., discussed in greater detail below.

SITE ACCESS

The project proposes two (2) pedestrian and vehicular access connections. One restricted right-in/right-out connection is planned on SR 60 frontage. The second connection is planned on S. Mulrennan Rd.

The access connection on SR 60 is considered nonconforming by FDOT as it does not meet their driveway spacing requirements of 2,640 ft from the S. Mulrennan Rd intersection and 660 feet from the closest driveway to the west. Access will be restricted to right-in/right-out only and meets warrants for a 405-foot eastbound right turn lane.

The access connection on S. Mulrennan Rd. will be full access. The applicant's site access analysis demonstrates that this access point does not meet warrants for turn lane requirements.

Pedestrian cross access is provided to the adjacent vacant commercial parcel bounding the east side of the project (folio#8519.0200) consistent with LDC, Section 6.04.03. Q.

Vehicular and pedestrian shared access is required to the non-residential parcel to the west (folio# 86160.0000) per FDOT's recommendation. FDOT determined that the SR 60 access connection to be nonconforming with their separation standards from the adjacent property's driveway. To mitigate the nonconforming status, the shared access facility will allow the opportunity to eliminate the adjacent driveway in the future. The shared access facility will be designed for both vehicular and pedestrian access stubouts and include an easement that will ensure that the adjacent properties may build an access connection to and utilize the shared access.

REQUESTED DESIGN EXCEPTION – S. MULRENNAN RD.

As S. Mulrennan Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated October 25, 2021) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on December 2, 2021). To mitigate the deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-4 Typical Section (for 2-Lane, Undivided, Urban Collector Roadways) the developer has proposed the following:

1. Multi-Use Trail Segment A: The developer will construct within the right-of-way on the west side of Mulrennan Road, from SR 60 to approximately 450 feet south, an F type curb with an 11-foot multi-use path to the back of curb in lieu of the buffered bike lane, sod strip and 5- foot sidewalk.
2. Multi-Use Trail Segment B: The developer will construct adjacent to the west side of Mulrennan Road along the project's eastern boundary, from the terminus of Trail Segment A south to CSX right-of-way (+/- 800 feet), an 11-foot multi-use path in lieu of a 5- foot sidewalk and on-street bike lane.

Segment B is not within the existing right-of-way, therefore staff is recommending that at time of construction permitting, an easement agreement or right of way dedication will be made to convey public rights to the multi-use path.

If this zoning is approved, the County Engineer will approve the Design Exception request.

LEVEL OF SERVICE (LOS)

Level of Service (LOS) information is reported below.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
SR 60	VALRICO RD	DOVER RD	D	C
MULRENNAN RD	BLOOMINGDALE AVE	SR 60	D	C

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

Perez, Richard

From: Williams, Michael
Sent: Thursday, December 2, 2021 2:59 PM
To: Michael Yates; vcastro@palmtraffic.com
Cc: Ball, Fred (Sam); Perez, Richard; Tirado, Sheida; J.D. Alsabbagh, P.E.
Subject: FW: RZ PD 21-1341 - Design Exception
Attachments: 21-1341 DEAddInf 10-27-21.pdf

Importance: High

Michael/Vicki,
I have found the attached Design Exception (DE) for PD 21-1341 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Ingrid Padron (padroni@hillsboroughcounty.org or 813-307-1709) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

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

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Wednesday, December 1, 2021 4:17 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: RZ PD 21-1341 - Design Exception
Importance: High

Hello Mike,

The attached DE is approvable to me, please email the following people in your email:

myates@palmtraffic.com
jalsabbagh@sycamoreeng.com
BallF@hillsboroughcounty.org
PerezRL@hillsboroughcounty.org

Best Regards,

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

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

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Zoning Intake-DSD <ZoningIntake-DSD@hillsboroughcounty.org>
Sent: Friday, November 12, 2021 4:02 PM
To: Ball, Fred (Sam) <BallF@hillsboroughcounty.org>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>; Padron, Ingrid <PadronI@hillsboroughcounty.org>; Timoteo, Rosalina <TimoteoR@HillsboroughCounty.ORG>
Subject: FW: RZ PD 21-1341 - Resubmittal Design Exception

Clare Odell
Planning & Zoning Technician
Development Services Department (DSD)

P: (813) 276-8680 | VoIP: 39680

M: (813) 272-5600

E: odellcl@hillsboroughcounty.org

W: HillsboroughCounty.Org

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: J.D. Alsabbagh, P.E. <jalsabbagh@sycamoreeng.com>

Sent: Friday, November 12, 2021 3:42 PM

To: Zoning Intake-DSD <ZoningIntake-DSD@hillsboroughcounty.org>

Cc: Salma Ahmad <ahmads@plancom.org>; Ball, Fred (Sam) <BallF@hillsboroughcounty.org>; Perez, Richard <PerezRL@hillsboroughcounty.org>; 'Michael Yates' <myates@palmtraffic.com>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>

Subject: RZ PD 21-1341 - Resubmittal Design Exception

External email: Use caution when clicking on links and attachments from outside sources.

Good afternoon

Attached please find our resubmittal on the above PD application for the following:

- **Updated Design Exception request based on earlier discussion with Sheida Tirado & Michael Williams.**
- **Actional Info Transmittal cover**

Thanks

J.D. Alsabbagh, P.E.

Sycamore Engineering, Inc.

8370 W. Hillsborough Avenue, Suite 205

Tampa, Florida 33615

Direct: [\(813\) 889-0700](tel:(813)889-0700)

Fax: [\(813\) 889-0788](tel:(813)889-0788)

Cell: [\(813\) 924-1704](tel:(813)924-1704)

E-mail: jalsabbagh@sycamoreeng.com

[Civil Engineering](#) • [Surveying & Mapping](#) • [Land Planning](#) • [Construction Management](#)

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Additional / Revised Information Sheet

Date Stamp Here

Application Number: PD 21-1341 Applicant's Name: SR 60 & Mulrennan Development

Reviewing Planner's Name: Sam Ball, Senior Planner Date: 10/26/2021

Application Type:

- Planned Development (PD) Minor Modification/Personal Appearance (PRS) Standard Rezoning (RZ)
- Variance (VAR) Development of Regional Impact (DRI) Major Modification (MM)
- Special Use (SU) Conditional Use (CU) Other _____

Current Hearing Date (if applicable): 12/13/2021

The following must be attached to this Sheet.

Cover Letter with summary of the changes and/or additional information provided. If a revised Site Plan is being submitted, all changes on the site plan must be listed in detail in the Cover Letter.

(1) Design Exception Request – Mulrennan Road

An updated Project Narrative consistent with the changes or additional information provided, if applicable.

Submittal Via:

Email (Preferred). Note that no follow up paper file is necessary. Pdf format only. Maximum attachment(s) size is 15 MB.

Email this sheet along all the additional/revised submittal items in pdf to: ZoningIntake-DSD@hcflgov.net

Mail or delivery. Number of Plans Submitted: Large _____ Small _____

For PD, MM, PRS and SU: 7 large copies 24"X36", one small 8.5X11".
For RZ-Standard: if plot plan is larger than 8.5"X11", 7 large copies should be submitted.
For Minor Change: 6 large copies.
For Variances or Conditional Use permits: one 8.5"X11" or larger)

Mail to:
Development Services Department
Community Development Division
P.O. Box 1110
Tampa, FL 33601-1110

Hand Deliver to:
County Center
Development Services Department
19th Floor
601 E. Kennedy Blvd., Tampa

I certify that changes described above are the only changes that have been made to the submission. Any further changes will require an additional submission and certification.

J.D. Alsabbagh

Digitally signed by J.D. Alsabbagh
DN: cn=J.D. Alsabbagh, o=Sycamore Engineering Inc., ou, email=jalsabbagh@sycamoreeng.com, c=US
Date: 2021.10.27 15:59:04 -0400

Signature

10/25/2021

Date

FOR OFFICE USE ONLY

- Notification E-Mail Sent
- Scanned into OPTIX
- Transmittal Completed

In-Take Completed by: _____



October 25, 2021

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

RE: SR 60 and Mulrennan Road - SWC (21-1341)
Design Exception – Mulrennan Road
Palm Traffic Project No. T21086

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed development of up to 340 multi-family dwelling units located south of SR 60 and west of Mulrennan Road, as shown in Figure 1. This request is made based on our virtual meeting on October 11, 2021 with Hillsborough County staff.

The project proposes to have one (1) full access to Mulrennan Road and one (1) right-in/right-out access to SR 60. Mulrennan Road is identified in the Hillsborough County Comprehensive Plan as a collector roadway. Mulrennan Road was identified during our meeting as a substandard road. Mulrennan Road has a posted speed limit of 40 mph with approximately 890 PM peak hour trip ends (approximately 7,700 daily trip ends). The segment is broken into two parts, from the intersection of SR 60 south approximately 500 feet (Segment A) and from segment A south to the proposed project driveway (Segment B). Segment A currently has 11-foot travel lanes, a 10-foot northbound left turn lane, 5-foot sidewalk on the east side and a 5-foot bike lane on the east side with F type curb on the east side in approximately 55 feet of right of way. Segment B currently has 10-foot travel lanes in approximately 52 feet of right of way.

This request is a design exception to the Hillsborough County Transportation Technical Manual for Mulrennan Road from SR 60 south to the proposed property boundary. For Segment A, the requested exceptions to the TS-4 typical section and the justification are as follows:

1. The existing ROW along Mulrennan Road is approximately 55 feet. The typical TS-4 section for an urban, two-lane undivided roadway requires a minimum of 74 feet (additional 10 feet for the left turn lane) of ROW with 11-foot lanes, 7-foot buffered bike lane, 5-foot sidewalk, 5-foot grass strip and F type curb.
2. The request is to maintain the 11-foot travel lanes, 10-foot left turn lane, 5-foot bike lane on the east side and a 5-foot sidewalk on the east side. However, on the west side of Mulrennan Road, the F type curb will be added and an 11-foot multi-use path will be added to the back of curb in lieu of the buffered bike lane, sod strip and 5-foot sidewalk. This will potentially require removal of several existing oak trees within the right of way.

Mr. Michael Williams, P.E.
October 25, 2021
Page 2

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

For Segment B, the requested exceptions to the TS-7 typical section and the justification are as follows:

1. The existing ROW along Mulrennan Road is approximately 52 feet. The typical TS-7 section for a collector, two-lane undivided roadway requires a minimum of 96 feet of ROW with 12-foot lanes, 8-foot shoulders (5-foot paved), open ditch drainage and a 5-foot sidewalk. This approximately 800-foot section of Mulrennan Road has 10-foot travel lanes and no bike lanes or sidewalk.
2. The request is to provide 10-foot lanes instead of 12-foot. Based on Table 3-20 of the Florida Green Book, the 10-foot travel lanes and turn lanes are identified as acceptable. In addition, on the west side, an 11-foot multi-use path is proposed to be provided in lieu of the bike lane and sidewalk. Due to ROW constraints and the existing tree canopy along the west side, the multi-use path will be placed outside of the current right of way. No modifications to the east side of Mulrennan Road will be made due to the limited right of way.

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

Sincerely,

Vicki L
Castro

Digitally signed
by Vicki L Castro
Date: 2021.10.25
15:12:37 -04'00'



Vicki L Castro, P.E.
Principal

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

_____ Disapproved _____ Approved with Conditions _____ Approved

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

FIGURE 1. LOCATION MAP

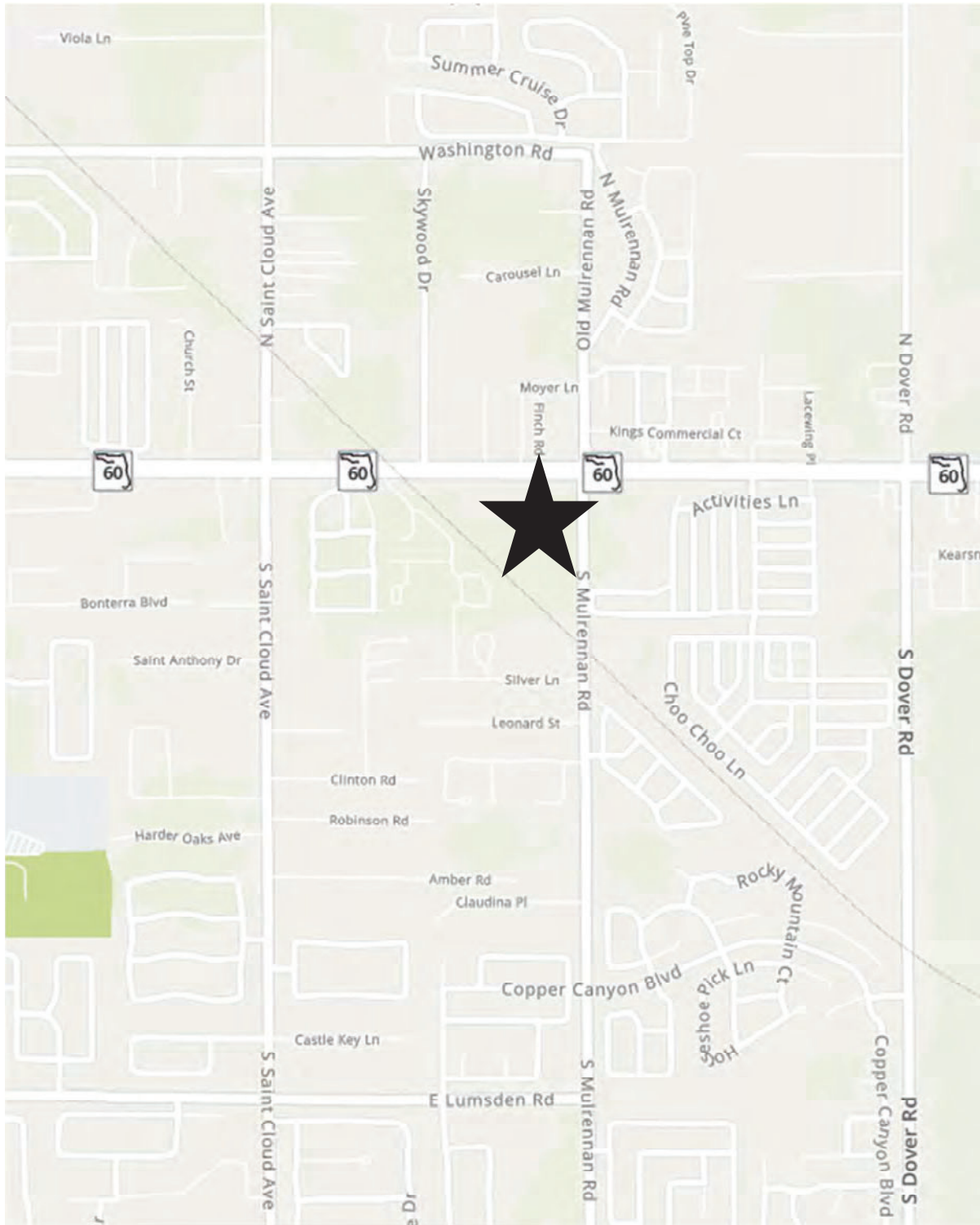
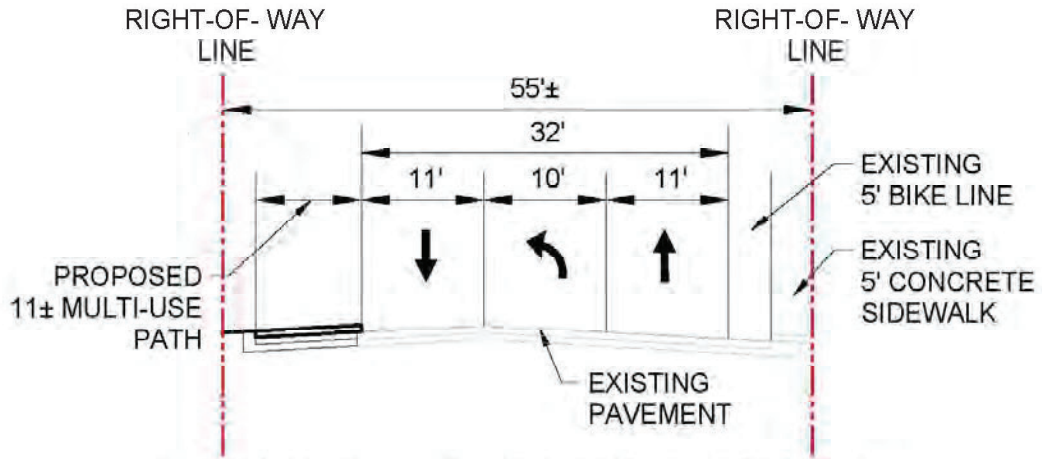
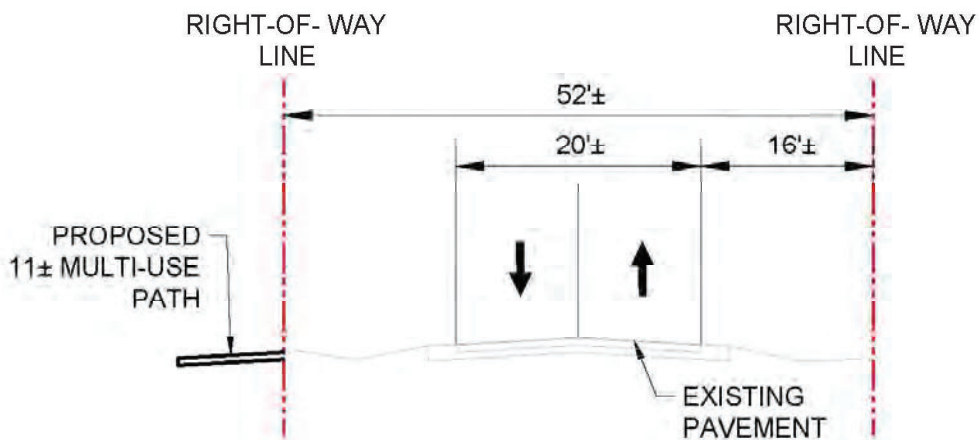


FIGURE 2. PROPOSED TYPICAL SECTIONS



MULRENNAN ROAD CROSS SECTION - AA

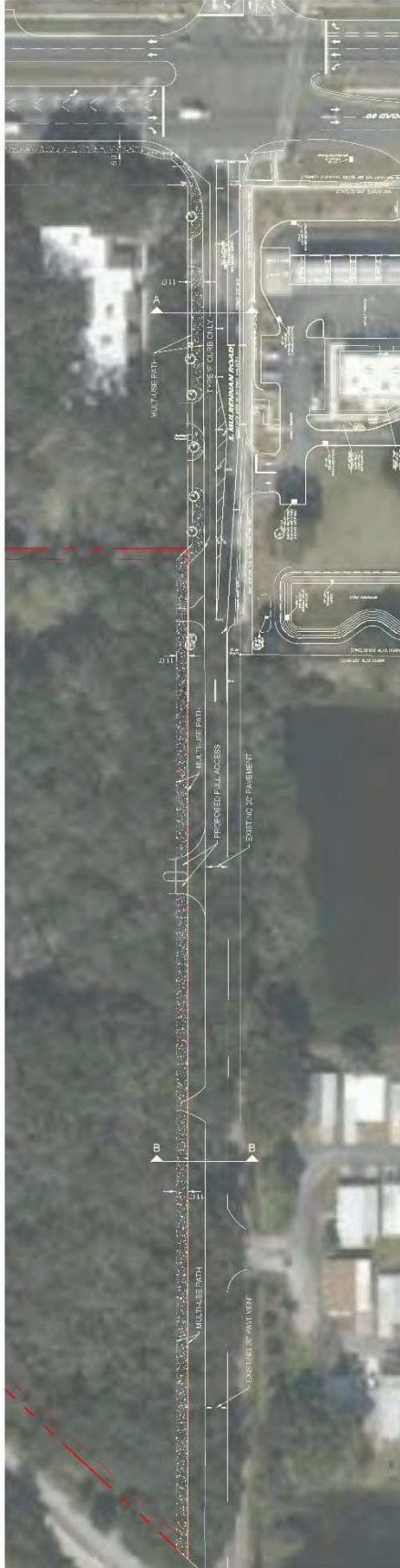
N.T.S.

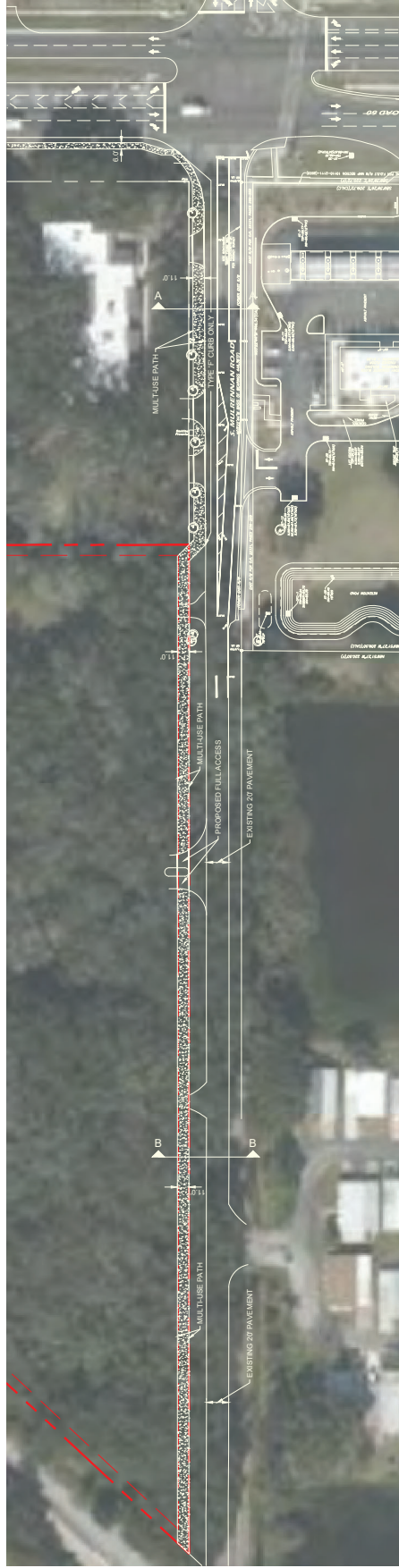


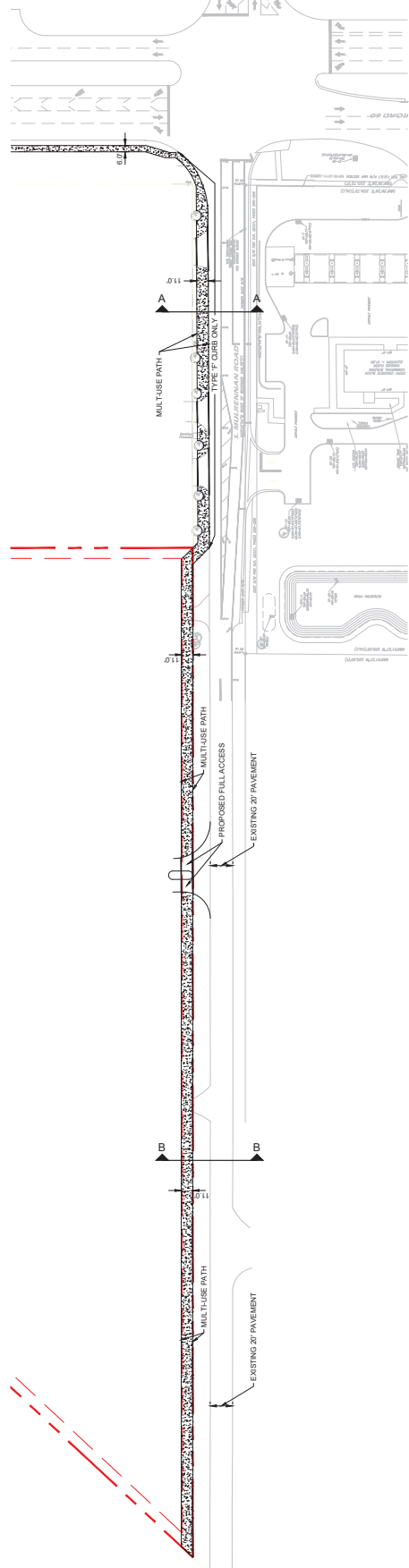
MULRENNAN ROAD CROSS SECTION - BB

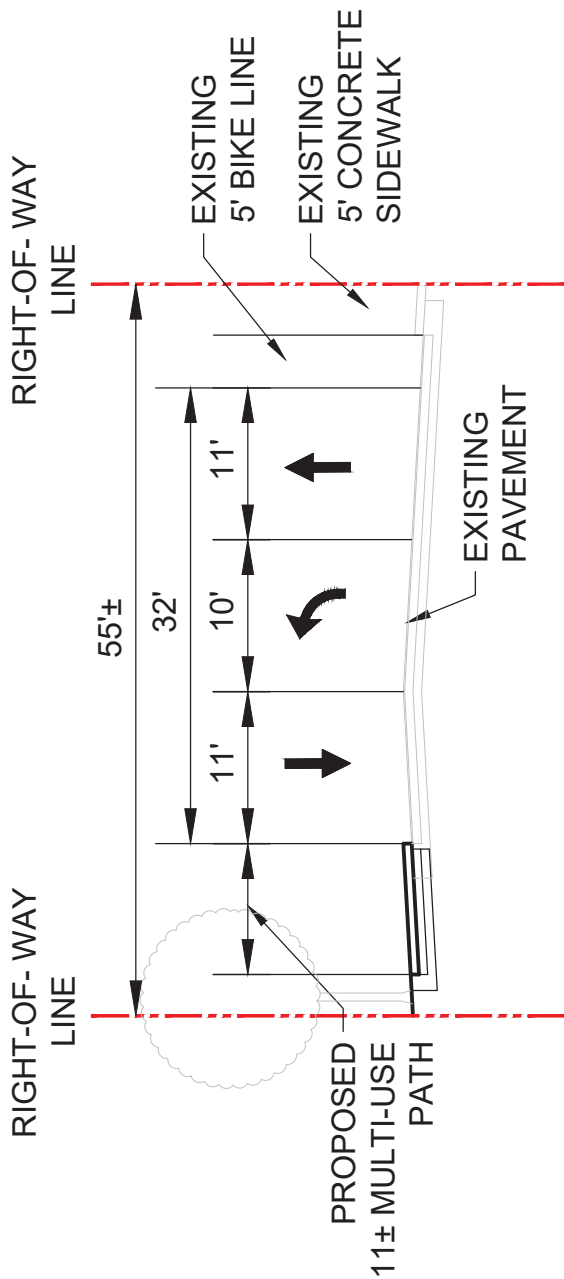
N.T.S.

FIGURE 3. PROPOSED ROADWAY MODIFICATIONS



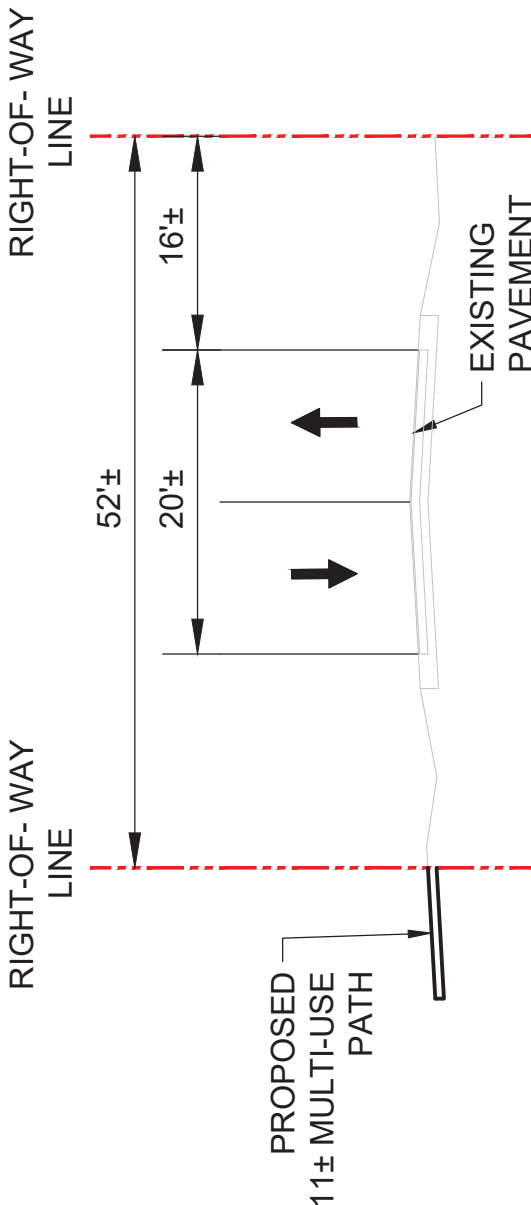






MULRENNAN ROAD CROSS SECTION - AA

N.T.S.



MULRENNAN ROAD CROSS SECTION - BB

N.T.S.

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
SR 60	FDOT Principal Arterial - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
S. Mulrennan Rd	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	5,105	195	147
Proposed	1,850	122	150
Difference (+/-)	-3,255	-73	+3

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

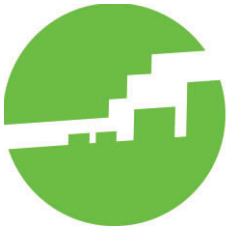
Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	None	None	Meets LDC
South		None	None	Meets LDC
East	X	None	Pedestrian	Meets LDC
West		Vehicular & Pedestrian	None	Meets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

Notes: Shared access required to the west.

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
S. Mulrennan Rd./ Substandard Roadway	Design Exception Requested	Approvable

Notes: Proposing multi-use trail on west side of Mulrennan Rd.

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



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: December 13, 2021 Report Prepared: December 3, 2021	Petition: PD 21-1341 Southwest quadrant of State Road 60 and Mulrennan Road
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Residential-4 (0.25 FAR), Residential-9 (0.50 FAR). There is a concurrent Comprehensive Plan Amendment (CPA 21-19) to change the Future Land Use to Residential-20 (0.75 FAR).
Service Area	Urban
Community Plan:	N/A
Requested Zoning:	Residential Single-Family Conventional-6 (RSC-6) and Commercial General (CG) to a Planned Development (PD) to permit 340 multi-family units utilizing the Policy 23.5 Residential Infill Density Bonus.
Parcel Size (Approx.):	13.41 +/- acres (185 565.6 sq. ft.)
Street Functional Classification:	South Mulrennan Road – Collector State Road 60 - Arterial
Locational Criteria	N/A
Evacuation Zone	The subject property is not located in an Evacuation Zone



Plan Hillsborough
planhillsborough.org
planner@plancom.org
 813 – 272 – 5940
 601 E Kennedy Blvd
 18th floor
 Tampa, FL, 33602

Context

- The 13.41 +/- acre subject site is located on the south side of State Road 60, west of South Mulrennan Road. It is located in the Urban Service Area.
- The subject site's Future Land Use designation is Residential-4 and Residential-9. There is a concurrent Comprehensive Plan Amendment (CPA 21-19) to change the Future Land Use to Residential-20. CPA 21-19 was determined by the Planning Commission to be consistent with the Comprehensive Plan and recommended for approval at the October 4th, 2021 meeting. The final adoption of CPA 21-19 by the Board of County Commissioners is scheduled for February 17th, 2022.
- Typical uses of the Residential-20 Future Land Use Category are residential, neighborhood commercial, office uses, multi-purpose projects and mixed use developments. Residential-9 is located to the north of the subject site. Residential-4 is located to the south of the subject site. Residential-6 is located east of the subject site. Heavy Industrial (HI) is directly adjacent to the site on the western side. Residential-20 is also located to the west, along State Road 60. Office Commercial-20 (OC-20) is located northwest of the site, across State Road 60. A small pocket of Suburban Mixed-Use-6 (SMU-6) is located northwest across State Road 60.
- The subject property is currently zoned Commercial General (CG) and Residential Single-Family Conventional-.6 (RSC-6) with a Mobile Home overlay (MH). CG zoning is located along State Road 60, along with Commercial Intensive (CI) zoning districts. Manufacturing is located directly to the west of the site. Planned Developments (PD's) are located to the east and west of the subject site. RSC-6 is located to the south as well as a smaller parcel to the north across State Road 60.
- There are two residential dwellings on site, and part of the subject site is vacant. The site is directly east of the existing railroad track. A mobile home park is located to the east of the subject site. A gas station with convenience is also located to the east, across South Mulrennan Road. An auto salvage yard and an automotive business is located directly to the west. Multi-family residential developments are also located to the west. Single-family residential uses are located further west and south of the site. To the north, across State Road 60 are a number of commercial uses such as restaurant with drive through, childcare services and general retail uses.
- The applicant is requesting to rezone the subject site from Commercial Neighborhood (CG) and Residential Single Family Conventional-6 (RSC-6) to a Planned Development (PD) to permit 340 multi-family units utilizing the FLUE Policy 23.5 Residential Density Bonus for Infill Development.

Compliance with Comprehensive Plan:

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

Future Land Use Element

Urban Service Area

Objective 1: Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the

planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

Policy 1.4:

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

Relationship to Land Development Regulations

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

Policy 9.1:

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

Policy 9.2:

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

Neighborhood/Community Development

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

Policy 16.2:

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

Policy 16.3:

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

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

Policy 16.8:

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

Policy 16.10:

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

Policy 16.13:

Medium and high density residential and mixed use development is encouraged to be located along transit emphasis corridors, potential transit corridors on the MPO 2050 Transit Concept Map and collector and arterial roadways within the Urban Service Area.

Discouraging Strip Commercial Development

Objective 23:

To maintain the vehicular capacity of public roads, the County discourages linear (“strip”) non-residential development patterns and the multiple access points which accompany such linear neighborhood serving commercial development.

Policy 23.5

Higher density residential development is encouraged along major corridors as an alternative to continued office or commercial development when developed in accordance with applicable development regulations; the following bonus is provided as an incentive for residential development as an alternative to commercial development.

Residential Density Bonus for Infill Development

To provide an incentive for residential development as an alternative to strip commercial or office development, the county may consider a density bonus for properties meeting certain provisions outlined below. The increase in residential density may be considered without a Plan Amendment, by the Board of County Commissioners, after receiving a recommendation from the staff of the Planning Commission.

Density cannot be increased higher than the land use category with the next higher density limits. (i.e. Res-4 can be increased to Res-6 and no higher). Categories which permit up to 35 du/ga may increase to 50 du/ga using this bonus.

To qualify for the density bonus:

• Property must be:

- Within the Urban Service Area*
- Located along a collector or arterial street or a roadway designated as a transit emphasis corridor in the Transportation Element.*
- In an area where, one of the following is present:*
 - strip non-residential development presently exists; or*
 - there is a trend toward strip non-residential development; or*

- existing zoning lots, although vacant, constitute a potential for the establishment or expansion of strip commercial development; or
- an increase in density would result in a development pattern that is compatible to existing zoning or development patterns in the immediately surrounding area.
- The site of the requested bonus must be within a 660 foot distance perpendicular from the arterial or collector road.
- The density bonus must be applied for through a rezoning application.
- It must be demonstrated that the use of the bonus will promote residential infill on vacant or redeveloping sites within existing, developed, urbanized areas which are residential in character or to provide a residential development alternative to strip commercialization;

Community Design Component

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

Staff Analysis of Goals, Objectives and Policies:

The applicant is requesting to rezone the subject site from Commercial General (CG) and Residential Single-Family Conventional-6 (RSC-6) to a Planned Development (PD) to permit 340 multi-family residential units utilizing the Future Land Use Element Policy 23.5 Residential Density Bonus for Infill Development. The subject site is also the subject of a Comprehensive Plan Amendment CPA 21-19 to request a Future Land Use Change from Residential-4 (RES-4) and Residential-9 (RES-9) to Residential-20 (RES-20) which is to be heard concurrently with this rezoning application. The Comprehensive Plan Amendment CPA 21-19 was heard by the Planning Commission at their October 4th, 2021 meeting and found consistent with the Comprehensive Plan and has a recommendation for approval. CPA 21-19 is currently awaiting concurrent adoption by the Board of County Commissioners with this rezoning.

Objective 1 of the FLUE states that 80 percent of the growth of the county is to be within the Urban Service Area. The applicant is proposing a multi-family development of 340 dwelling units within the Urban Service Area. Policy 1.4 states that “Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” In this case, the subject site is located along a major corridor State Road 60 and has a variety of residential housing types within the greater vicinity such as mobile homes, town homes, single-family residential. A variety of commercial uses ranging from auto parts and salvage, general retail, childcare services and restaurant with drive through are located along State Road 60. The proposed development would further provide a mix of housing types in an area already well served by existing and newly developed commercial uses.

Objective 9 and Policy 9.2 require that all development in the county meet local, state and federal land development standards. The subject site’s current Future Land Uses are RES-

4 and RES-9. CPA 21-19 which is requesting a Future Land Use change to Residential-20 (RES-20) is awaiting adoption. The applicant has agreed to provide access along State Road 60 and on South Mulrennan Road. The applicant is also requesting a waiver to the setback along Mulrennan Road which is supported by Development Services.

The proposed development meets the intent of the Neighborhood Protection Policies of Objective 16. Policies 16.2 and 16.3 require the use of site planning techniques and the gradual transition of uses and intensities. The proposed high density residential development provides an appropriate transition from the commercial uses located east of the site and the medium density residential development to the west of the site. The proposed development also meets the intent of Policy 16.8 and 16.10 as comparable densities and various housing types already exist in the surrounding area. The proposed development also has the potential to be well served by the existing commercial uses in the area. The proposed rezoning also meets the intent of Policy 16.13 that encourages medium and high density residential development to locate along collector and arterial roads, as is true in this case with both State Road 60 and South Mulrennan Road.

The applicant requests to utilize the Policy 23.5 Density Bonus for Infill Development to utilize the next higher plan category density which would be Residential-35, (assuming that the CPA 21-19 is approved by the BOCC). Planning Commission Staff have reviewed the request and concur that it meets the criteria for the Policy 23.5 bonus and advise the Board to grant the applicant the residential infill bonus. The subject site is within the Urban Service Area and is located along State Road 60 which is an arterial road and Mulrennan Road which is a collector road. There is a trend towards strip commercialization in the area as numerous heavy and light commercial uses, as well as heavy industrial uses are located alongside residential uses along State Road 60. The northern portion of the subject site has an existing zoning district of Commercial General and would equally be a valuable site for commercial uses as a gas station with convenience is located to the east. The western side of the site is adjacent to the railroad track and creates an isolated parcel along the southern boundary that is generally unsuitable for commercial uses. The subject site is also within the 660 foot distance perpendicular to the arterial and collector roads. While 35 dwelling units per acre is the most intense density in the FLUE, at 340 dwelling units, the applicant is proposing a total density of 25.4 dwelling units per acre which is compatible with the surrounding area as there is already a RES-20 site located to the west of the subject site. The density calculations are as follows: The maximum eligible area for incentive bonus is 660'X660' which for this site is 650'X660'. This leaves a net of 8.26 acres to calculate a bonus at 35 dwelling units per acre which allows 289 dwelling units. The remainder 5.15 acres are calculated at the 20 dwelling units per acre (assuming that CPA 21-19 is adopted) at 103 dwelling units. The maximum density would therefore be 392 dwelling units, however the applicant is requesting 340 dwelling units.

The Community Design Component (CDC) in the FLUE provides policy direction about designing neighborhoods that are related to the predominant character of the area. Goal 12 and Objective 12-1 require new development to be designed in a compatible way to the surrounding area. As the site is an example of the introduction of multi-family units that would be served by the existing commercial uses in the area and contributes to the necessary mix of commercial and residential uses to complement the development pattern along the State Road corridor

Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the *Future of Hillsborough Comprehensive Plan for*

Unincorporated Hillsborough County, and that is compatible with the existing and planned development pattern found in the surrounding area.

Recommendation

Based upon the above considerations, the Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County* subject to the conditions of the Development Services Department, and subject to the adoption of CPA 21-19 by the Board of County Commissioners.

HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 21-1341

©all other values

Rezoning

Color	STATUS
Yellow	APPROVED
Green	CONTINUED
Red	DENIED
Blue	WITHDRAWN
Purple	PENDING

Map Features

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

- WATER NATURAL LULC, Wet Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- OC-20
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.50 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- HEAVY INDUSTRIAL (.50 FAR)
- PUBLIC/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

Map Information

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The information on this map is for informational purposes only. For the most current data and information, visit the appropriate agency.

ACCURACY: It is intended that the information on this map is for informational purposes only. The information on this map is not guaranteed by the Hillsborough County City/County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate agency.



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