

Rezoning Application: PD 24-0242**Zoning Hearing Master Date:** April 15, 2024**BOCC CPA Public Hearing Date:** June 6, 2024**Hillsborough
County Florida****Development Services Department**

Applicant: Blue Sky Communities c/o Shawn Wilson, President

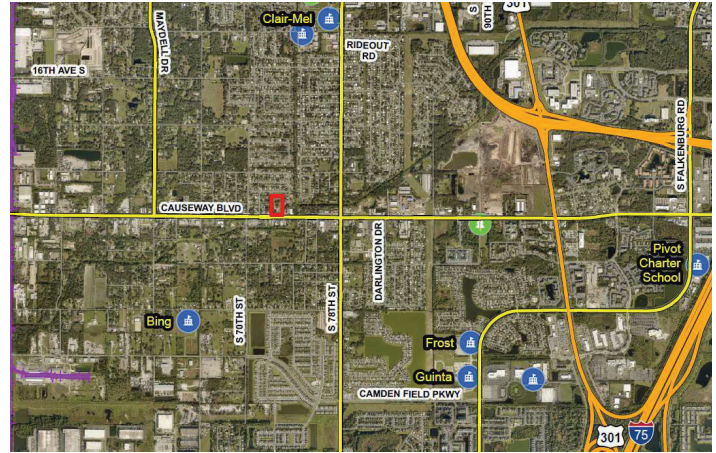
FLU Category: Res-9 (Residential – 9)
CPA 24-02 to Residential – 20 (pending)

Service Area: Urban

Site Acreage: 4.20

Community Plan Area: Greater Palm River

Overlay: None

**Introduction Summary**

The applicant is requesting a zoning change from CG (Commercial General) and RSC-9 (Residential, Single-Family Conventional) to allow for the development of 90 multi-family dwellings in combination with a density bonus to develop the site at 21.43 dwellings per acre. The property covers approximately 4.2 acres and is located along the north boundary of the Causeway Boulevard Right-of-Way, approximately 1.5 miles west of US Highway 301 S. The property is currently developed for vehicle salvage and storage. The accompanying comprehensive plan amendment, HC/CPA 24-02, to change the FLU from Res-9 to Res-20 will be heard concurrently by the BOCC.

Zoning	Existing		Proposed
Districts	RSC-9	CG	PD
Typical General Uses	Single-family, Conventional	Retail and services	Multi-family
Acreage	2	2.2	4.20
Density/Intensity	9 DU per GA/FAR: NA	NA/FAR: 0.27	21.43 DU per GA/FAR: NA
Mathematical Maximum*	18 Dwellings/NA	NA/25,874 SF GFA	90 Dwellings/GFA: 0

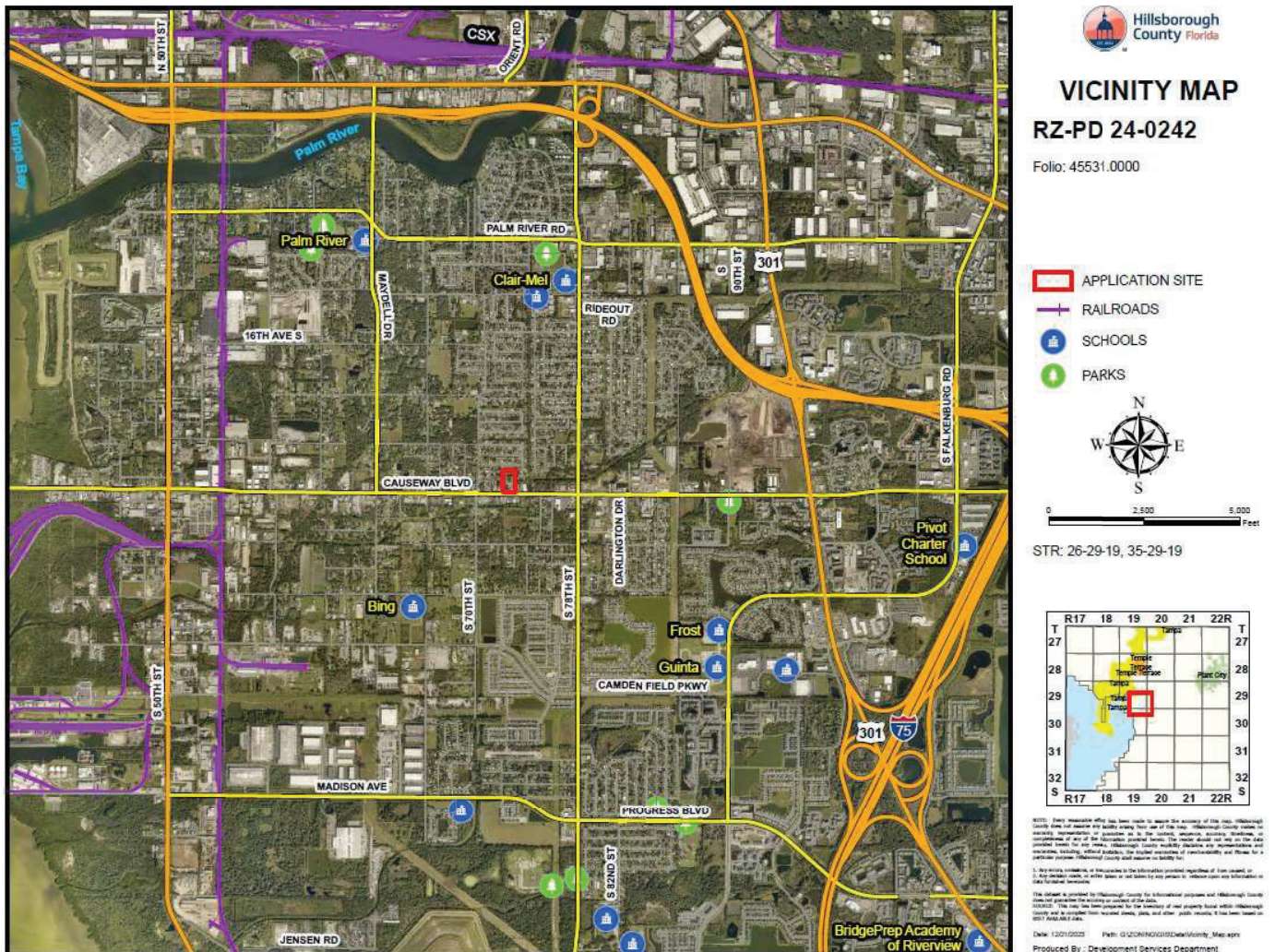
*number represents a pre-development approximation

Development Standards		Existing		Proposed	
District(s)	RSC-9	CG		PD	
Lot Size / Lot Width	5,000SF/50FT	10,000SF/75FT		6,540SF/70FT	
Setbacks/Buffering and Screening	Front: 20FT Sides: 5FT Rear: 20FT	Setback (FT)	Buffer (Vehicle Salvage & Storage - Group 6)	Setback (FT)	Buffer (FT/Type)
		Front (S): 30	Front (S): NA	Front (S): 25	Front (S): 20/B
		Front (W): 30	Front (W – R/W less than 50'): 30'/C	Front (W): 20	Front (W – R/W at 50'): 20/B
		Side (N): NA	Side (N): 30'/C	Side (N): 375	Side (N): 20/B
		Side (E): NA	Side (E adjacent to SFR): 30'/C	Side (E): 20	Side (E): 20/B
Height	35FT	50FT		50FT, 4 Stories	

Additional Information:	
PD Variation(s)	LDC Part 6.05.00 (Parking/Loading) Proposing 126 spaces (1.4 spaces/dwelling) where 172 would be required
Waivers to the Land Development Code	None
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

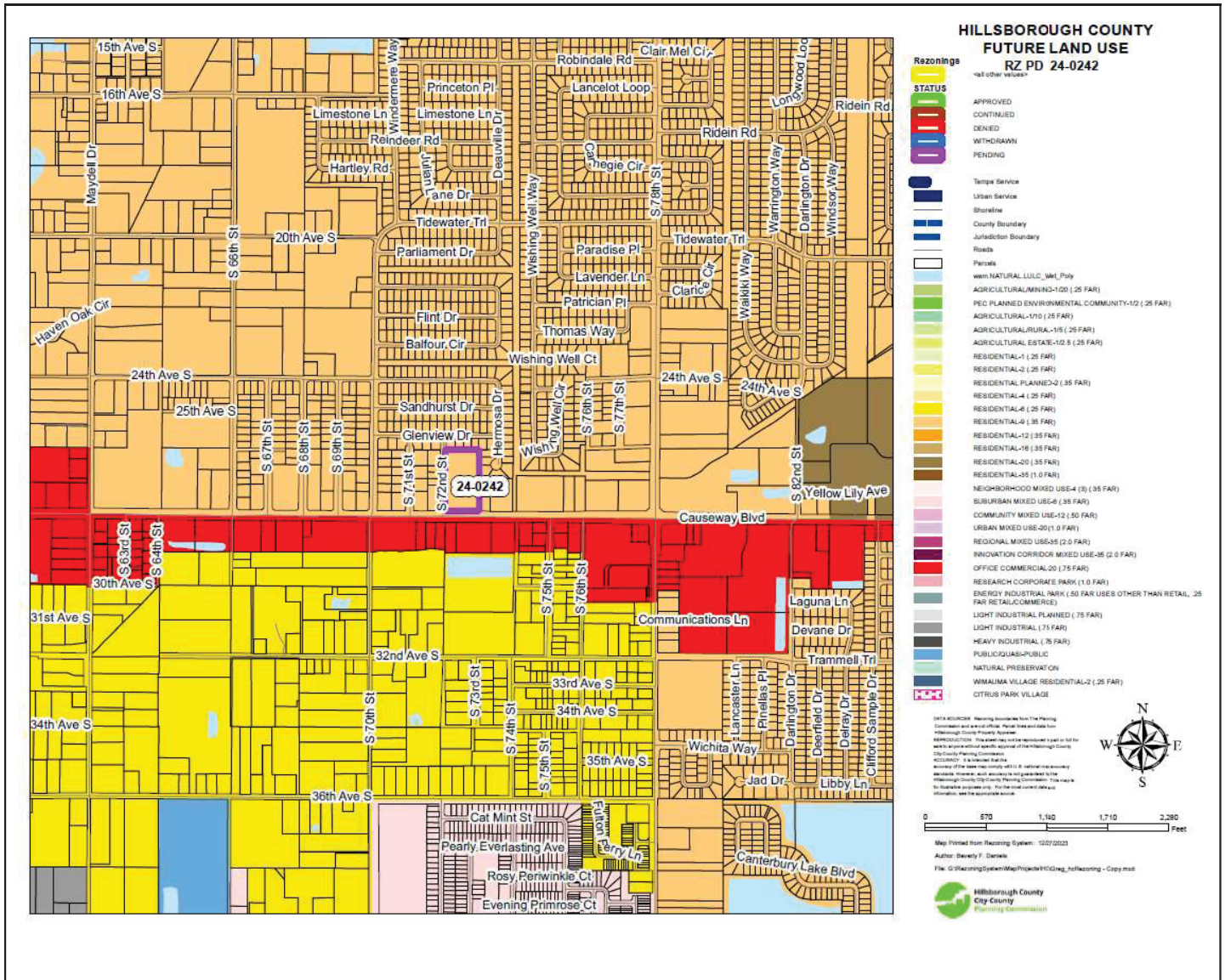


Context of Surrounding Area:

The subject property abuts Causeway Boulevard, a commercial corridor, to the south. The uses along Causeway Boulevard primarily consist of retail, medical office, personal services, vehicle sale and repair, warehouse, outdoor storage, and contractor's offices. The residential properties to the north, east and west are developed as single-family subdivisions.

2.0 LAND USE MAP SET AND SUMMARY DATA

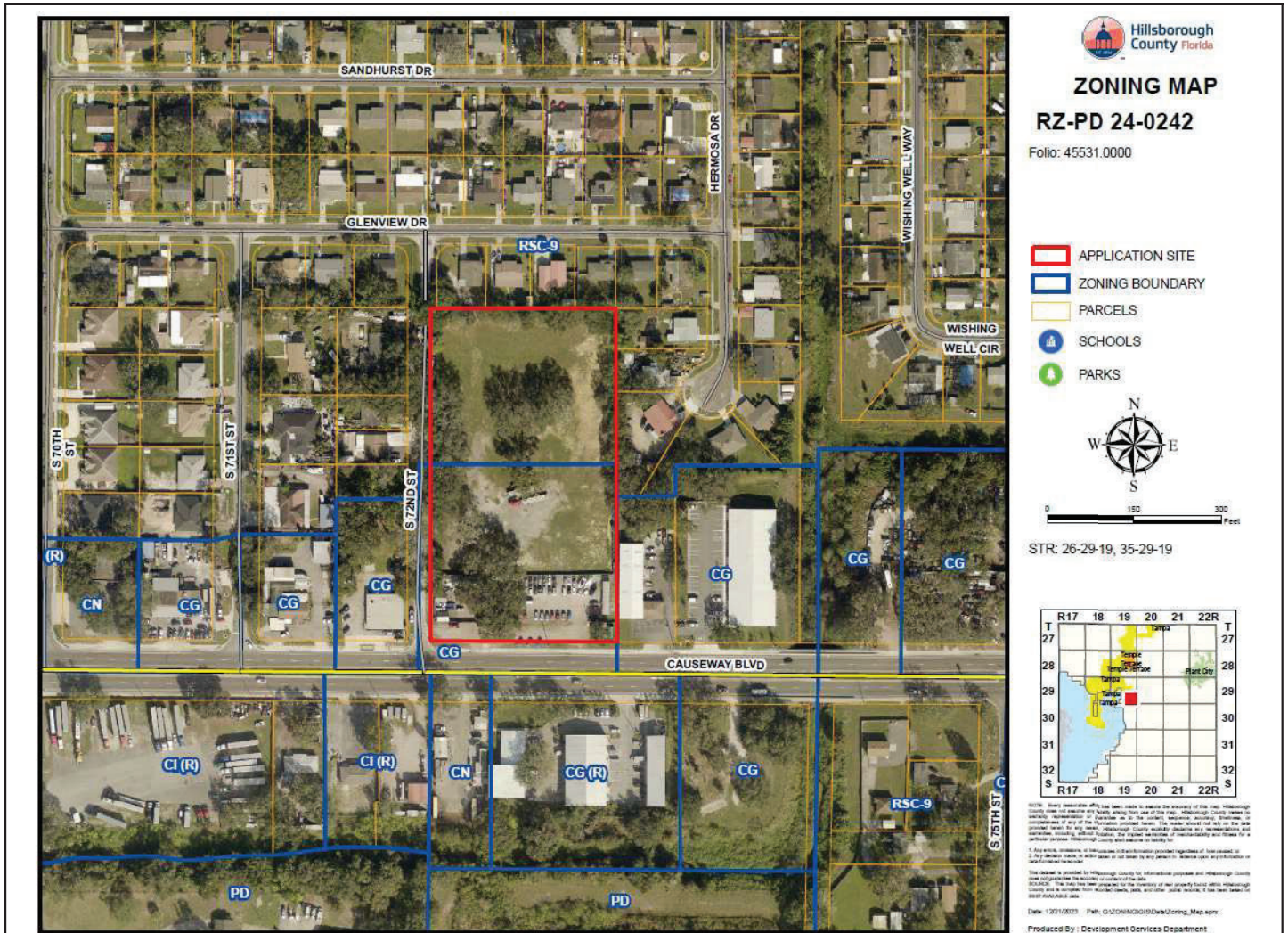
2.2 Future Land Use Map



Subject Site Future Land Use Category	Res-9 (existing) Residential – 20 (Res-20, proposed)
Maximum Density/FAR	Res-9: 9 DU per GA/FAR: 0.5, all non-residential development which exceed 0.35 must be for office or residential support uses, not retail. Res-20 (proposed): 20 DU per GA/ FAR: 0.75 up to 175,000 SF
Typical Uses	Res-9: residential, urban scale neighborhood commercial, office, multi-purpose, and mixed use. Res-20 (proposed): urban scale neighborhood commercial, office, multi-purpose or mixed use.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

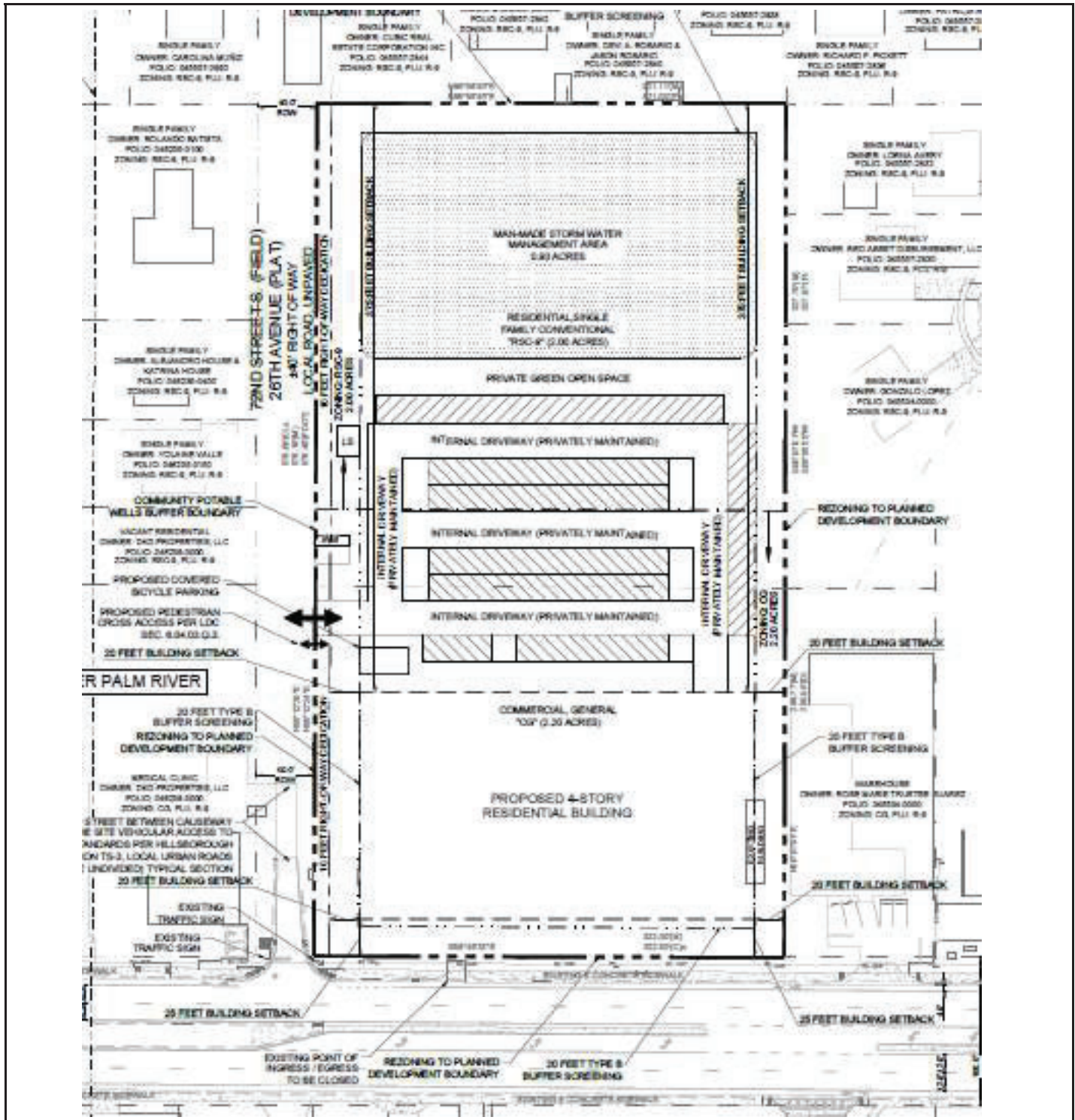


Adjacent Zonings and Uses

Location	Zoning	Maximum Density/FAR Permitted by Zoning District	Allowable Use	Existing Use
North	RSC-9	9 DU per GA/FAR: NA	Residential, Single-Family	Single Family
South	CN	NA/FAR: 0.20	Retail and Service	Auto Sales
	CG(R)	NA/FAR: 0.27	Retail and Service, Restricted	Storage and Warehouse
East	RSC-9	9 DU per GA/FAR: NA	Residential, Single-Family	Single Family
	CG	NA/FAR: 0.27	Retail and Service	Warehouse
West	RSC-9	9 DU per GA/FAR: NA	Residential, Single-Family	Single Family
	CG	NA/FAR: 0.27	Retail and Service	Medical Office

2.0 LAND USE MAP SET AND SUMMARY DATA

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
72 nd Street	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Causeway Blvd	FDOT Principal Arterial - Urban	4 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 ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	4,982	389	477
Proposed	476	36	46
Difference (+/-)	-4,506	+353	+434

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

Connectivity and Cross Access ☐ Not applicable for this request

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

Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input 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	
Environmental Services	<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	
Conservation & Environ. Lands Mgmt.	<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	
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 checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Staff Report
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees: Urban Mobility, Central Park/Fire - 90 multi-family units (Fee estimate is based on a 1,200 square foot, Multi-Family Units 4 story) Mobility: \$4,864 * 90 units = \$437,760 (see note below) Parks: 1,555 * 90 units = \$139,950 School: \$3,891 * 90 units = \$350,190 Fire: \$249 * 90 units = \$ 22,410 Total Multi-Family (4 story) = \$950,310 Mobility Fees may be at a reduced rate from above if income levels are verified through Affordable Housing.				

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

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

As proposed, the impacts of the neighboring single-family properties would be mitigated by the amount of separation of the multi-family structure from the single-family residences and by the location of the stormwater pond that would take up the majority of the property that abuts the neighboring residential properties. The unimproved portion of the 72nd Street S Right-of-way would provide additional separation from the single-family properties to the west. The building is being placed in line with the adjacent commercial on both sides and is located along Causeway Boulevard.

The applicant is requesting a variation from the parking requirements of LDC, Section 6.05.02.E that includes mitigation measures to increase bicycle parking to 40 spaces instead of the six that are required and a commitment to restrict the development to affordable housing for 50 years. County Transportation staff has evaluated the submitted technical justification and supports the variation to reduce the minimum number of parking spaces from 172 to 126 and included a condition of approval to require a parking rate of 1.4 parking spots per dwelling unit.

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

5.2 Recommendation

Based on the above considerations, staff recommends approval of the request subject to conditions.

6.0 PROPOSED CONDITIONS

Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:


1. Remove the "Proposed pedestrian cross access" label and arrow on the west side of the site plan.
2. Add a cross-access arrow to the east side of the site to folio 045534.0000 to be labeled "Pedestrian Only."
3. Remove the "Commercial, General "CG" (2.20 Acres)" label from the site plan to reduce confusion about the proposed use.
4. Add a note on the site plan that reads, "Sidewalks to be provided per Hillsborough County Land Development Code."

Approval- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted March 13, 2024.

1. Development of the project shall be limited to 90 multi-family dwelling units permitted under the Affordable Housing Density Bonus Comprehensive Plan Policy 1.3.1. If not developed in compliance with the Affordable Housing Density Bonus provision of the Hillsborough County Comprehensive Plan, the project shall be limited to a maximum of 20 units per acre.
2. Building setbacks shall be as follows:
Front: 25 feet (south) and 20 feet (west)
Side: 375 feet (north)
Sides: 20 feet (east)
3. The maximum building heights shall be four stories up to 50 feet. The additional setback of 2 feet for every 1 foot over 20 feet in height shall not apply.
4. Buffering and screening requirements shall be as follows.
North: 20 Feet - Type "B"
South: 20 Feet - Type "B"
East: 20 Feet - Type "B"
West: 20 Feet - Type "B"
5. Maximum building coverage may not exceed 40%.
6. Maximum impervious surface area may not exceed 75%.
7. A minimum of 18 units (20% of the total number of units proposed) shall be deemed affordable to households at 100% or less AMI. A minimum of 9 units (50% of required affordable units) shall be set aside for incomes at 60% or below AMI. The proposed development exceeds the minimum number of units deemed affordable, as all units will be affordable to household incomes at 80% or below AMI. The units deemed affordable to households shall remain affordable for a minimum of 30 years. The proposed development exceeds the minimum period of affordability and commit the units to remain affordable for 50 years. The distribution of affordable units shall be:
 - a. 9 units set aside for households earning 60% or less of the area median income ("AMI").
 - b. 9 units set aside up to 80% or less of the AMI.
8. The minimum number of required parking spaces for the affordable housing development is 126 parking spaces.
9. If the project converts to market-rate housing units, the parking shall comply with LDC section 6.05.

10. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
11. The applicant shall dedicate up to 10 feet of right of way to improve 72nd Street to Hillsborough County TTM TS-3 standard from the project access to Causeway Blvd.
12. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.
13. 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.
14. 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.
15. 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.
16. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

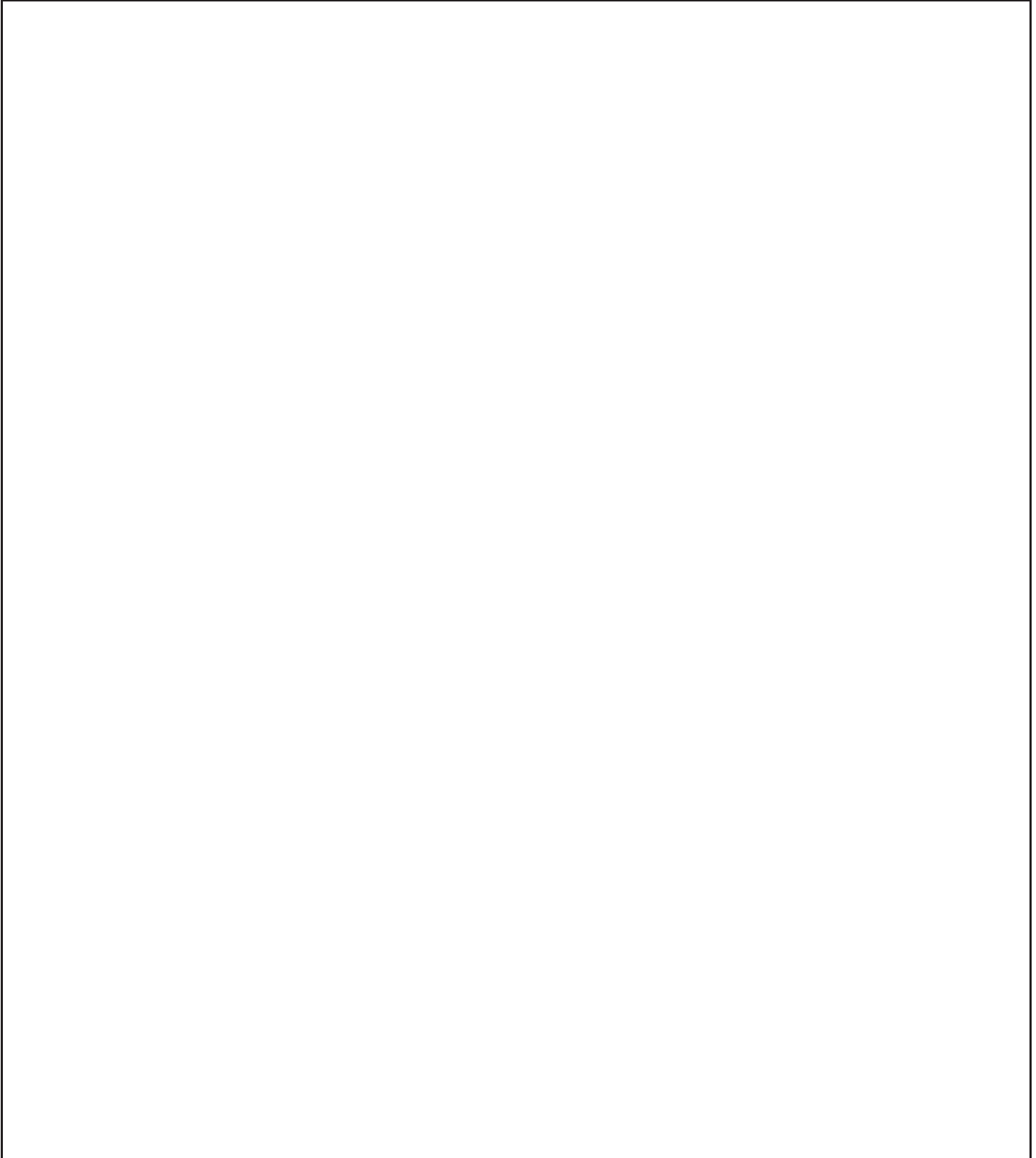

J. Brian Grady
Mon Apr 8 2024 15:29:29

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

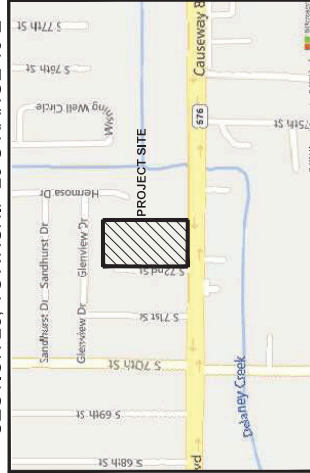
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are 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)



SECTION 26, TOWNSHIP 29 S RANGE 19 E

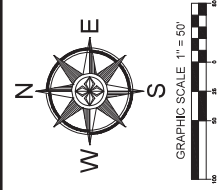


PROJECT LOCATION MAP

PARCEL SITE DATA TABLE		
TITLE		
TOTAL PROJECT SITE AREA	120 ACRES	
PROPERTY FOLD NUMBER(S)	601-4200	
COMMUNITY PLANNING AREA		
OVERLAY DISTRICT(S)	NONE	
SPECIAL ZONE DESIGNATION(S)	NONE	
SCENIC ROADWAY CORRIDOR(S)	CAUSEWAY BOULEVARD	
HYDROIC LANDMARK(S)	NONE	
PLAT(S)	SOUTH TAMPA SUBDIVISION PLAT BOOK # PAGE 3	
ENVIRONMENTAL SENSITIVE AREA(S)	0 ACRES	
OPEN WATER WETLAND AREA(S)	0 ACRES	
NATURAL WATER BODY(IES)	0 ACRES	
ENVIRONMENTAL TIE-IN WETLAND AREA(S)	0 ACRES	
EXISTING ZONING	RESIDENTIAL, SINGLE FAMILY, CONVENTIONAL, "RS-C" (2.00 ACRES)	
EXISTING LAND USE	COMMERCIAL, GENERAL "C2" (2.20 ACRES)	
EXISTING FUTURE LAND USE	COMMERCIAL / OFFICE	
PROPOSED FUTURE LAND USE	RESIDENTIAL - "R" RS-B*	
ORIGINAL PROJECTING NUMBER(S)	RESIDENTIAL - "R" RS-B2* CPA # (CPA 3442)	
PROPOSED ZONING	NONE	
PROPOSED LOT SIZE	PLANNED DEVELOPMENT "PD" (62,240-62)	
PROPOSED LOT AREA	DWELLING MULTIFAMILY	
NON-RESIDENTIAL SITE AREA	0 ACRES	
EXISTING NON-RESIDENTIAL BUILDING AREA	64 SQUARE FEET	
PROPOSED NON-RESIDENTIAL FAR	NOT APPLICABLE	
MAXIMUM NON-RESIDENTIAL BUILDING AREA	NOT APPLICABLE	
MAXIMUM NON-RESIDENTIAL FAR	NOT APPLICABLE	
LOCAL/STATE COMMERCIAL CRITERIA WALKER	0 AFFORDABLE HOUSING UNITS	
PROPOSED NUMBER OF DWELLING UNITS	21,410 DWELLING UNITS ACHE WITH DENSITY BONUS	
DENSITY BONUS REQUEST	APPROXIMATE HOUSING PER LOT: SECTION 11.07	
EXISTING SOUTH FRONT SETBACK	25 FEET	
MINIMUM RESIDENTIAL LOT/NO WEST FRONT SETBACK	25 FEET (MEASURED TO PROPOSED RIGH-OF-WAY (MS)	
MINIMUM RESIDENTIAL BUILDING EAST SIDE SETBACK	20 FEET (WALKER TO THE 2' HEIGHT RESTRICTION)	
	ADDITIONAL SETBACK REQUIRED IS 60 FEET	
	(2 X 30 FEET OF BUILDING HEIGHT OVER 20 FEET)	
	LOC. SECTION 6.01 (0' ENDNOTE 8 SHALL NOT APPLY	
	375 FEET	
MINIMUM RESIDENTIAL BUILDING NORTH SIDE SETBACK	20 FEET, TYPE B	
MINIMUM SOUTH LANDSCAPE BUFFER AND SCREENING	20 FEET, TYPE B	
MINIMUM WEST LANDSCAPE BUFFER AND SCREENING	20 FEET, TYPE B	
MINIMUM NORTH LANDSCAPE BUFFER AND SCREENING	20 FEET, TYPE B	
MINIMUM RESIDENTIAL BUILDING HEIGHT	90 FEET, 4 STORIES	
MAXIMUM RESIDENTIAL BUILDING COVERAGE	64%	
MAXIMUM RESIDENTIAL IMPERVIOUS SURFACE AREA	75%	
MINIMUM LOT WIDTH	70 FEET	
MINIMUM LOT SIZE	6,546 SQUARE FEET	
REQUIRED OFF-STREET PARKING	172 SPACES	
	16,480 UNITS X 1.5 PER DWELLING UNIT = 24 SPACES	
	50,240 UNITS X 0.20 PER DWELLING UNIT = 100 SPACES	
	24,480 UNITS X 0.20 PER DWELLING UNIT = 48 SPACES	
PROPOSED OFF-STREET PARKING	14 SPACES PER DWELLING UNIT	
REQUIRED BICYCLE PARKING	5% OF REQUIRED PARKING X 172 SPACES = 9 SPACES	
PROPOSED BICYCLE PARKING	40 SPACES (COVERED BICYCLE PARKING)	
EXISTING FURNISHMENTS	NONE	
SPECIFIC ARCHITECTURAL DESIGN	0.15 ACRES	
COMMON OPEN SPACE (RECREATIONAL AREAS)	0 ACRES	
PUBLIC SCHOOL SITE(S)	0 ACRES	
PUBLIC PARK SITE(S)	NONE	
WATER TREATMENT PLANT	NONE	
TAMPA PUBLIC WATER & WASTEWATER	NONE	
WELL PROTECTION AREA	NONE	
COMMUNITY POSSIBLE WELLS BUFFER	NONE	
PRIVATE WELLS LOCATED APPROXIMATELY 700 FEET TO THE WEST	NONE	

REQUEST FOR REZONING FROM CG AND RSC-9 TO PD (MULTIFAMILY)

7200 CAUSEWAY BOULEVARD (STATE ROAD 676)
TAMPA, HILLSBOROUGH COUNTY, FLORIDA 33619



LEGAL DESCRIPTION:

THE WEST 1/2 OF TRACT 14, IN THE SOUTHEAST 1/4 OF SECTION 28, TOWNSHIP 29 SOUTH, RANGE 19 EAST, SOUTH TAMPA, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 6, PAGE 3, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, LESS BOARD BUILT ON WAY FOR CAUSEWAY BOULEVARD.

DEVELOPMENT STANDARDS

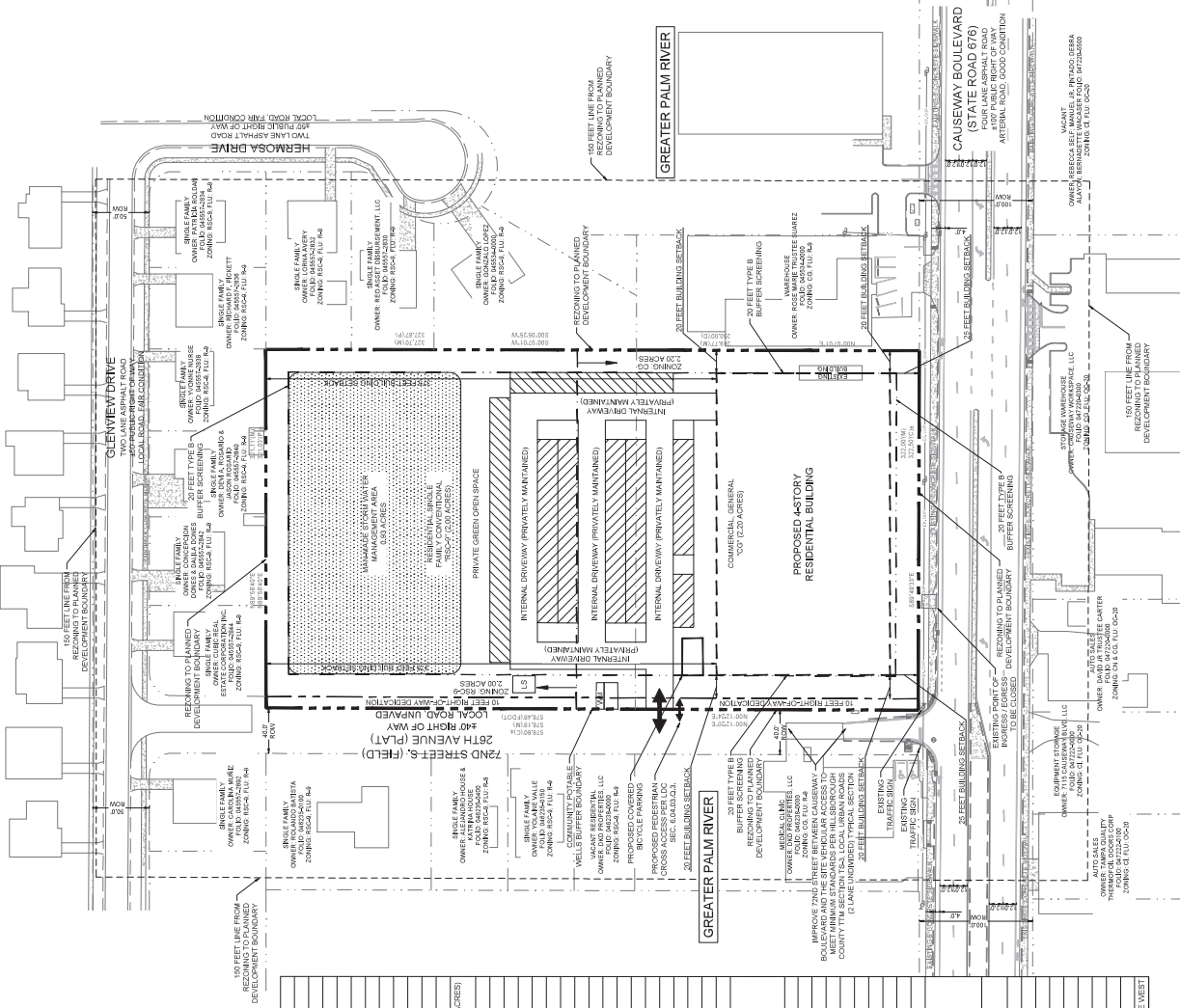
SCREENING SHALL BE PROVIDED PER HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE.

DESIGN SHALL BE CONSISTENT WITH HILLSBOROUGH COUNTY ACCESS MANAGEMENT STANDARDS.

STORMWATER MANAGEMENT DESIGN SHALL BE CONSISTENT WITH HILLSBOROUGH COUNTY STORMWATER MANAGEMENT TECHNICAL MANUAL.

UTILITIES DESIGN SHALL BE CONSISTENT WITH HILLSBOROUGH COUNTY PUBLIC UTILITIES TECHNICAL MANUAL AND WITH UTILITIES TECHNICAL SPECIFICATIONS.

SITE LIGHTING SHALL BE PROVIDED PER HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE.



DEVELOPER:

BLUE SKY COMMUNITIES, LLC.
160 FOUNTAIN PARKWAY NORTH, SUITE 1000
ST. PETERSBURG, FLORIDA 33716
TEL: (813) 514-2100

ENGINEER.

ENGINEER:
HIGH POINT ENGINEERING, INC.
5005 W. LAUREL STREET, SUITE 201
TAMPA, FLORIDA 33607
TEL: (813) 644-3333

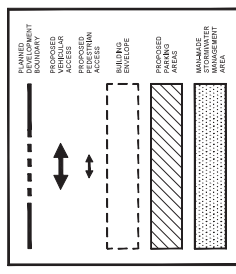
ARCHITECT:
PLACE ARCHITECTURE, LLC.
33 6TH STREET S., SUITE 400
ST. PETERSBURG, FLORIDA 33701
TEL: (727) 359-0980

LAND USE ATTORNEY

STEARNS, WEAVER, MILLER, WEISSLER,
ALHADEFF & SITTERSON, P.A.
401 E. JACKSON STREET, SUITE 2100
TAMPA, FLORIDA, 33602

TEL: (813) 223-4600
ARCHITECT.

PLACE ARCHITECTURE, LLC.
33 6TH STREET S., SUITE 400
ST. PETERSBURG, FLORIDA 33701
TEL: (727) 399-6980



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 4/8/2024

REVIEWER: Alex Steady, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Greater Palm River/ Central

PETITION NO: PD RZ 24-0242

☐

This agency has no comments.

☐

This agency has no objection.

☒

This agency has no objection, subject to the listed or attached conditions.

☐

This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

1. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
2. The minimum number of required parking spaces for the affordable housing development is 126 parking spaces.
3. The applicant shall dedicate up to 10 feet of right of way to improve 72nd Street to Hillsborough County TTM TS-3 standard from the project access to Causeway Blvd.
4. If the project converts to market-rate housing units, the parking shall comply with LDC section 6.05.

Other Conditions

Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:

- Remove the “Proposed pedestrian cross access” label and arrow on the west side of the site plan.
- Add a cross-access arrow to the east side of the site to folio 045534.0000 to be labeled “Pedestrian Only.”
- Remove the “Commercial, General “CG” (2.20 Acres)” label from the site plan to reduce confusion about the proposed use.
- Add a note on the site plan that reads, “Sidewalks to be provided per Hillsborough County Land Development Code.”

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone one parcel, totaling +/- 4.2 ac., from Commercial General (CG) and Residential Single Family Conventional – 9 (RSC-9) to Planned Development (PD). The proposed PD is seeking entitlements to permit up to 99 affordable housing dwelling units. The existing future land use of the properties is Residential-9 (RES-9). There is a pending future land use amendment on the site proposing Residential- 20 (RES-20).

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The

information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Existing Zoning:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
CG, 6,000 sf Fast-Food Restaurant with Drive-Through Window (ITE LUC 934)	2,804	268	198
CG, 5,000 sf Drive-in Bank (ITE LUC 912)	502	50	106
CG, 15,000 sf Pharmacy/Drugstore with Drive-Through Window (ITE LUC 881)	1516	56	154
RSC-9, 17 Single-Family Detached Dwelling Units (ITE LUC 210)	160	15	19
Total	4,982	389	477

Proposed Zoning:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 99 Affordable housing dwelling units (ITE LUC 223)	476	36	46

Trip Generation Difference:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	-4,506	-353	-434

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on 72nd St and Causeway Blvd. 72nd St is a 2-lane, undivided, substandard, Hillsborough County-maintained local roadway. The roadway is characterized by +/- 15-feet of pavement. 72nd St lies within +/- 40ft of right of way in the immediate vicinity of the proposed project. There are no sidewalks on either side of the roadway in the vicinity of the proposed project. Causeway Blvd is a 4-lane, divided, Florida Department of Transportation (FDOT) maintained principal arterial roadway. The roadway is characterized by +/- 10-foot travel lanes. Causeway Blvd lies within +/- 100ft of right of way in the immediate vicinity of the proposed project. There are sidewalks on both sides of the roadway in the vicinity of the proposed project.

72ND ST. SUBSTANDARD ROADWAY

Hillsborough County Land Development Code section 6.04.03.L requires improvements to substandard roadways. 72nd St is a substandard roadway. The applicant has committed to improving 72nd St to Hillsborough County TTM TS-3 standard from the project access to the nearest standard roadway, Causeway Blvd.

SITE ACCESS AND CONNECTIVITY

The applicant is proposing one (1) vehicular and pedestrian access to 72nd Street South. Pedestrian cross access is required to the east to connect with folio 045534.0000 and is required to be added to the site plan as a prior to certification condition.

TRANSIT FACILITIES

Consistent with Sections 6.02.17 and 6.03.09 of the LDC, transit facilities are not required for the subject project.

PARKING PD VARIANCE

Section 6.05.02 of the Land Development Code requires a total of 172 parking spaces. The applicant submitted a PD variation to provide technical justification for a reduction in required parking to 126 parking spaces. The submitted parking variation references the parking rate of 1.4 from the ITE parking generation 6th edition handbook for Affordable Housing (Land Use: 223 Affordable Housing – Income Limits). The variation also indicates the site is in proximity to a bus stop (9-minute walk). The applicant has committed to maintaining affordability requirements for 50 years. Staff has evaluated the submitted technical justification and supports the variation, including a condition of approval that will require a parking rate of 1.4 parking spots per dwelling unit (126 parking spots total).

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

72nd St is not a regulated roadway and, as such, was not included in the Hillsborough County LOS report.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
CAUSEWAY BLVD	50 TH ST	US HWY 301	D	C

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

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
72 nd Street	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Causeway Blvd	FDOT Principal Arterial - Urban	4 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	4,982	389	477
Proposed	476	36	46
Difference (+/-)	-4,506	+353	+434

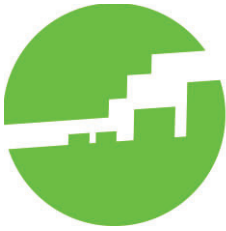
*Trips reported are based on net new external trips unless otherwise noted.

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

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:		

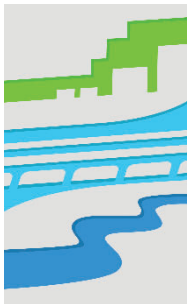
4.0 Additional Site Information & Agency Comments Summary

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



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: April 15, 2024	Petition: PD 24-0242
Report Prepared: April 03, 2024	7200 Causeway Boulevard <i>North of Causeway Boulevard, east of South 72nd Street, west of Hermosa Drive</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Residential-9 (9 du/ga; 0.5 FAR) *Pending HC/CPA 24-02 to Residential-20 (20 du/ga; 0.75 FAR)
Service Area	Urban
Community Plan:	Greater Palm River
Request	Rezoning from Residential Single Family Conventional (RSC-9) and Commercial General (CG) to Planned Development (PD) for 90 affordable multi-family housing units.
Parcel Size	4.2 +/- acres
Street Functional Classification:	Causeway Boulevard – Arterial South 72 nd Street – Local Glen View Drive – Local Hermosa Drive – Local
Locational Criteria	N/A
Evacuation Zone	C



Context

- The approximately 4.2 +/- acre subject property is located north of Causeway Boulevard, east of South 72nd Street, and west of Hermosa Drive.
- The subject property is located in the Urban Service Area (USA). It is within the limits of the Greater Palm River Community Plan.
- The subject site is designated as Residential-9 (RES-9) on the Future Land Use Map. However, there is a pending Comprehensive Plan Amendment (HC/CPA 24-02) that proposes a Future Land Use designation change to Residential-20 (RES-20). The intent of the RES-20 category is to designate areas for high density residential development, as well as urban scale neighborhood commercial, office, multi-purpose projects, and mixed-use developments. Typical allowable uses in the RES-20 Future Land Use category include residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use developments. Non-residential uses are required to meet established locational criteria for specific land use.
- RES-9 surrounds the subject site to the west, north, and east. Office Commercial-20 is located to the south across Causeway Boulevard. Residential-6 is located further south.
- The subject site currently utilizes heavy commercial uses. Single family residential uses extend to the northeast, north, and northwest. Light commercial and vacant uses are located to the west. Light industrial uses along Causeway Boulevard are located to the immediate east. To the south, there is a variety of heavy commercial, light industrial, heavy industrial, vacant, and single-family residential uses. The area north of the subject site is exclusively residential with notable commercial and industrial uses located to the east and west along causeway boulevard.
- The subject property is zoned as Residential Single Family Conventional (RSC-9) and Commercial General (CG). RSC-9 extends to the northwest, north, and northeast. CG extends to the southeast, south, and southwest. The Commercial Intensive (CI), Commercial Neighborhood (CN), and CG zoning districts are located to the south along Causeway Boulevard.
- The applicant is requesting a rezoning from Residential Single Family Conventional (RSC-9) and Commercial General (CG) to Planned Development (PD) for the development of 90 affordable multi-family housing units.

Compliance with Comprehensive Plan:

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

FUTURE LAND USE ELEMENT

Urban Service Area (USA)

Objective 1: *Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.*

Policy 1.2: Minimum Density

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

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

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

Land Use Categories

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

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

Policy 8.2: *Each potential use must be evaluated for compliance with the goals, objectives, and policies of the Future Land Use Element and with applicable development regulations.*

Policy 8.3: Calculating Density

Densities are applied on a gross residential acreage basis which means that each development proposal is considered as a "project". Only those lands specifically within a project's boundaries may be used for calculating any density credits. Acreage dedicated to commercial, office and industrial land uses that fall within a project's boundaries are excluded.

Density may be transferred between non-contiguous parcels in accordance with the County's transferable development rights regulations or when the parcels are physically separated from each other by a roadway, wetlands, stream, river, lake or railway.

The following lands may be included when calculating gross residential density: planned but unconstructed roads and road rights-of-ways, utility rights-of-way, public and private parks and recreation sites, sites for schools and churches, open space sites and land uses, and community facilities sites such as sewage treatment plants, community centers, well fields, utility substations, and drainage facility sites.

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

Community Design Component

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

LIVABLE COMMUNITIES ELEMENT: Greater Palm River Community Plan

Goal 2: *Create and support a community identity that is a safe place for community activities and events, and fosters a high quality of life.*

Strategies

4. *Encourage the availability of affordable/attainable privately owned housing stock that is safe, decent and community compatible.*

Planning and Growth /Economic Development

Goal 5a: *Planning and Growth – to promote and provide for opportunities for compatible well designed public use, residential, and business growth and jobs*

Strategies

1. *The Vision of Greater Palm River Area Concept Map illustrates the unique qualities and land uses related to distinct areas of the community. Future development and redevelopment is required to comply with the adopted Concept Map.*

3. *Encourage and support new, infill and redevelopment compatible with existing community patterns that maintains and enhances the Community's unique character and sense of place.*

8. *Support well designed, compatible densities and intensities at appropriate locations.*

14. *Support:*

H. New residential or residential redevelopment shall have the following characteristics of desirable growth and design approaches:

- a. Create walkable neighborhoods;*
- b. Support housing choice and affordability*
- c. Expand transportation choices*
- d. Support infrastructure expenditure*
- e. Support the economic health of the community*
- f. Improve security*
- g. Protect the environment*

HOUSING SECTION

Policy 1.1.10: *Support rental housing opportunities, encouraging permanently affordable rental units.*

Objective 1.3: *Density bonuses will be utilized as an incentive to encourage the development of more affordable housing.*

Policy 1.3.1: *The maximum level of residential density and/or the maximum retail commercial Floor Area Ratio (FAR) permitted in each land use category may be increased, with project specific approval by the Board of County Commissioners and without requiring a Comprehensive Plan amendment, when the purpose for the increase is to provide moderate, low, very low, or extremely low-income affordable housing. Such an increase in density and/or Floor Area Ratio shall be part of an official request to rezone the subject parcel.*

Policy 1.3.2: *In order to qualify for use of the Affordable Housing Density Bonus, the project shall meet the following criteria:*

- a. The site shall be wholly located within the Urban Service Area.*
- b. The site shall be in one of the residential or commercial Future Land Use categories as indicated in Table 1: Allowable Densities and Intensities for the Provision of Affordable Housing. The density bonus does not change the Future Land Use Map designation.*
- c. The site shall be serviced by public water and sewer and have access to public streets.*
- d. The units shall remain affordable for a minimum of 30 years.*
- e. The bonus shall be memorialized in a Development Order as well as a deed restriction, Land Use Restriction Agreement, or other mechanism as determined by the County Attorney's Office.*
- f. For projects that are proposed to be a mix of market rate and affordable units: The affordable units must be developed within the same project site as any market rate units provided; the affordable units shall not be transferred to a different site.*
- g. Units shall be equitably and evenly distributed by location, type, and construction.*
- h. A minimum 20% of the total number of units proposed shall be deemed affordable to households making 100% or less Area Median Income. The distribution of affordable units shall be as follows for properties greater than one acre:
 - i. A minimum fifty percent (50%) of affordable units shall be set aside for incomes at 60% or below Area Median Income,*
 - ii. The remaining affordable units not to exceed fifty percent (50%) shall be set aside for incomes at 100% or below Area Median Income.**
- i. To encourage residential infill and appropriate scale of transition, properties one acre or less may provide all required affordable units at or below 80% AMI.*

Staff Analysis of Goals, Objectives and Policies:

The approximately 4.20 +/- acre subject property is located north of Causeway Boulevard, east of South 72nd Street, and west of Hermosa Drive. The subject property is located in the Urban Service Area (USA) and is within the limits of the Greater Palm River Community Plan. The applicant is requesting a rezoning from Residential Single Family Conventional (RSC-9) and Commercial General (CG) to Planned Development (PD) for 90 affordable multi-family housing units. The applicant requests to be considered for an affordable housing density bonus.

The proposal meets the intent of Objective 1 and Policy 1.4 of the Future Land Use Element of the Comprehensive Plan (FLUE) by providing residential use within the Urban Service Area where 80 percent of future growth is to be directed. The proposal meets the compatibility requirements of FLUE Policy 1.4, as the character of the area contains similar residential uses along the north side of Causeway Boulevard. Single family residential uses extend to the north. The proposed building placement is located on the southern portion of the subject site, which allows for compatibility between the existing single-family units to the north and the proposed 4-story multi-family residential building.

FLUE Objective 8 and its associated policies establish Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area. The subject site is currently designated as Residential-9 (RES-9) on the Future Land Use Map. However, there is pending Comprehensive Plan Amendment (HC/CPA 24-02) that proposes to change the subject site's designation to Residential-20 (RES-20). Multi-family uses are allowable for consideration under the proposed RES-20 FLU category. The applicant is also requesting to be considered for an affordable housing density bonus, which increases the allowable number of dwelling units per acre from 20 to 35. The proposed total of 90 units is approximately 21.43 units per acre. With approval of the pending CPA and the affordable housing density bonus applied, the proposal is consistent with Objective 8 and its associated policies.

FLUE Objective 16 and its associated neighborhood protection policies seek compatible development within and around established neighborhoods. The proposal is consistent with FLUE Objectives 16.2 and 16.3, as it provides an adequate transition and buffer area on the north side of the subject site. The location of the stormwater pond on the north side allows for an adequate transition between the single family uses north of the site and the proposed 4-story multi-family building on the southern portion of the site. The proposed density increase is compatible with the surrounding area and is therefore consistent with FLUE Policy 16.10 as well.

The Community Design Component within the FLUE establishes guidelines on compatible development. Goal 12 and Objective 12-1 encourage new developments to match the predominant character of their surroundings. The OC-20 designation located to the south currently allows for the consideration of up to 20 dwelling units per acre. Additionally, there are single family residential uses located on the north side of Causeway Boulevard, which is similar to the multi-family residential uses being proposed. The nature and requested density of 21.43 dwelling units per acre is compatible with the surrounding area and is therefore consistent with this policy direction.

The Greater Palm River Community Plan within the Livable Communities Element establishes guidance on community identity and planning growth. Strategy 4 under Goal 2 seeks to encourage the availability of affordable/attainable privately owned housing stock that is safe, decent and community compatible. The proposal for affordable housing on this site is consistent with this goal. Similarly, Goal 5a seeks to provide compatible residential growth. The subject site is located along the Causeway Boulevard corridor, which is an area identified for mixed use and residential development. The proposal also allows for a range of affordable housing options. Overall, the request is consistent with these policy directions established by the Greater Palm River Community Plan and is therefore consistent with the Livable Communities Element.

Overall, the proposed Planned Development is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*, as it is compatible with the surrounding development pattern and meets the affordable housing density bonus requirements.

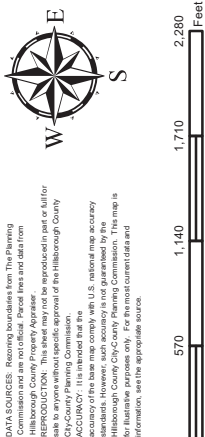
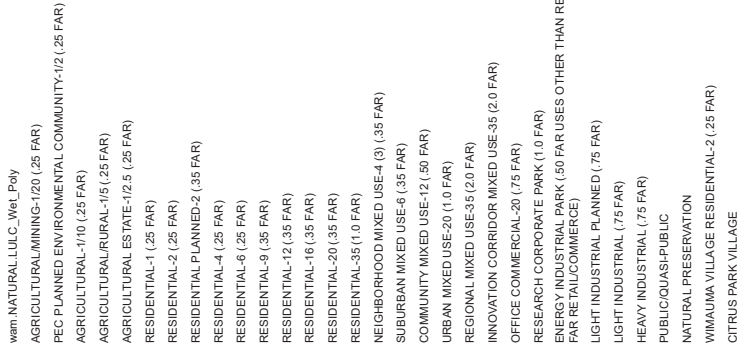
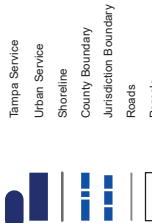
Recommendation

Based upon the above considerations, the Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to conditions proposed by the Development Services Department and Board of County Commissioner approval of HC/CPA 24-02.

HILLSBOROUGH COUNTY FUTURE LAND USE

RZ PD 24-0242

<all other values>



Map Printed from Rezoning System: 12/27/2023
Author: Beverly F. Daniels
File: G:\Rezoning\System\Map\Projects\Hillsborough\hillsborough - Copy.mxd

