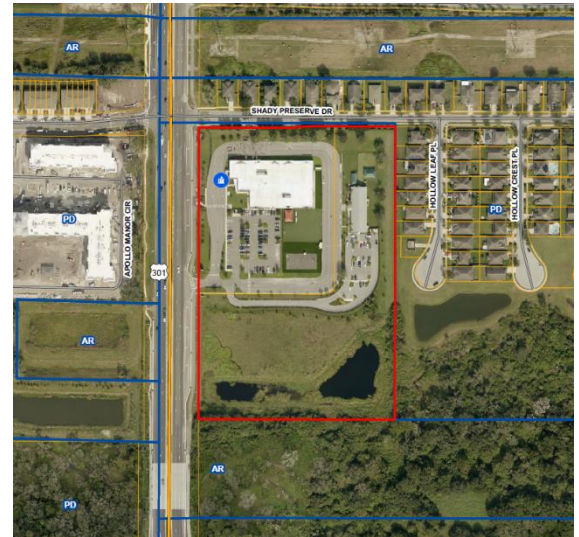


**Rezoning Application:** PD 24-0033  
**Zoning Hearing Master Date:** February 20, 2024  
**BOCC Land Use Meeting Date:** April 9, 2024

**1.0 APPLICATION SUMMARY**

**Applicant:** Ryan Companies US, Inc.  
**FLU Category:** R-4  
**Service Area:** Urban  
**Site Acreage:** 14.73  
**Community Plan Area:** Riverview  
**Overlay:** None



**Introduction Summary:**

This is a request to rezone a parcel to Planned Development (PD) to allow an existing K-8 charter school to expand to serve up to 880 students and allow the expansion of a child day care to serve up to 198 students. A new child day care facility is currently under construction. The current school serves 755 students and the current day care serves 116 students. The charter school was originally approved under SU-GEN 17-1277.

Zoning:	Existing	Proposed
District(s)	AR	PD 24-0033
Typical General Use(s)	Single-Family Residential/Agricultural	Charter School, child day care
Acreage	14.73	14.73
Density/Intensity	5 acres/DU	.09 FAR
Mathematical Maximum*	2 dwelling units	59,160 square feet

\*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	AR	PD 24-0033
Lot Size / Lot Width	5 acre / 150'	NA
Setbacks/Buffering and Screening	50' Front 25' Sides 50' Rear	50' Front 25' Side 50' Rear
Height	50'	50'

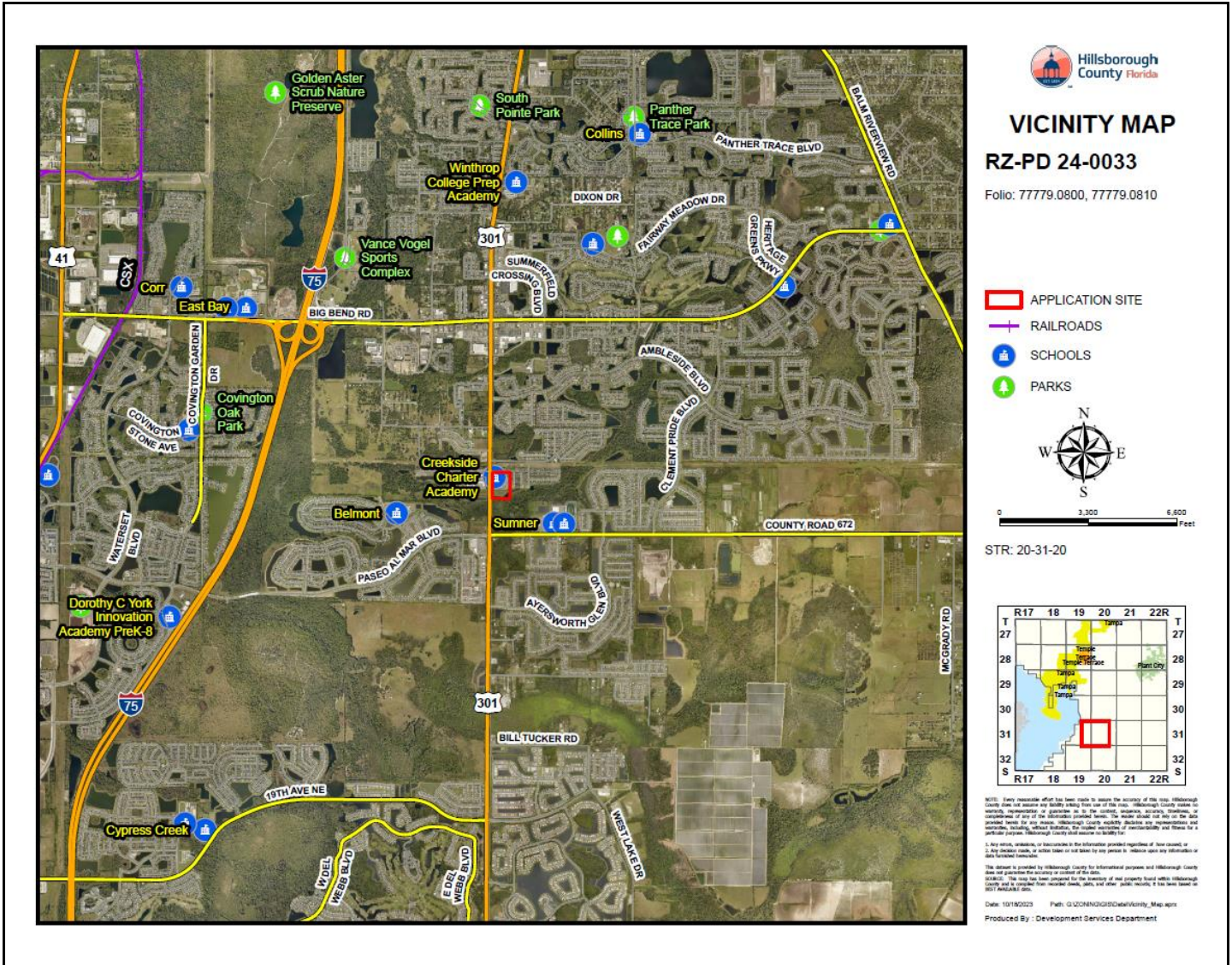
**Additional Information:**

PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code	None requested as part of this application

<b>Planning Commission Recommendation:</b> Consistent	<b>Development Services Recommendation:</b> Approvable, subject to proposed conditions
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## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map

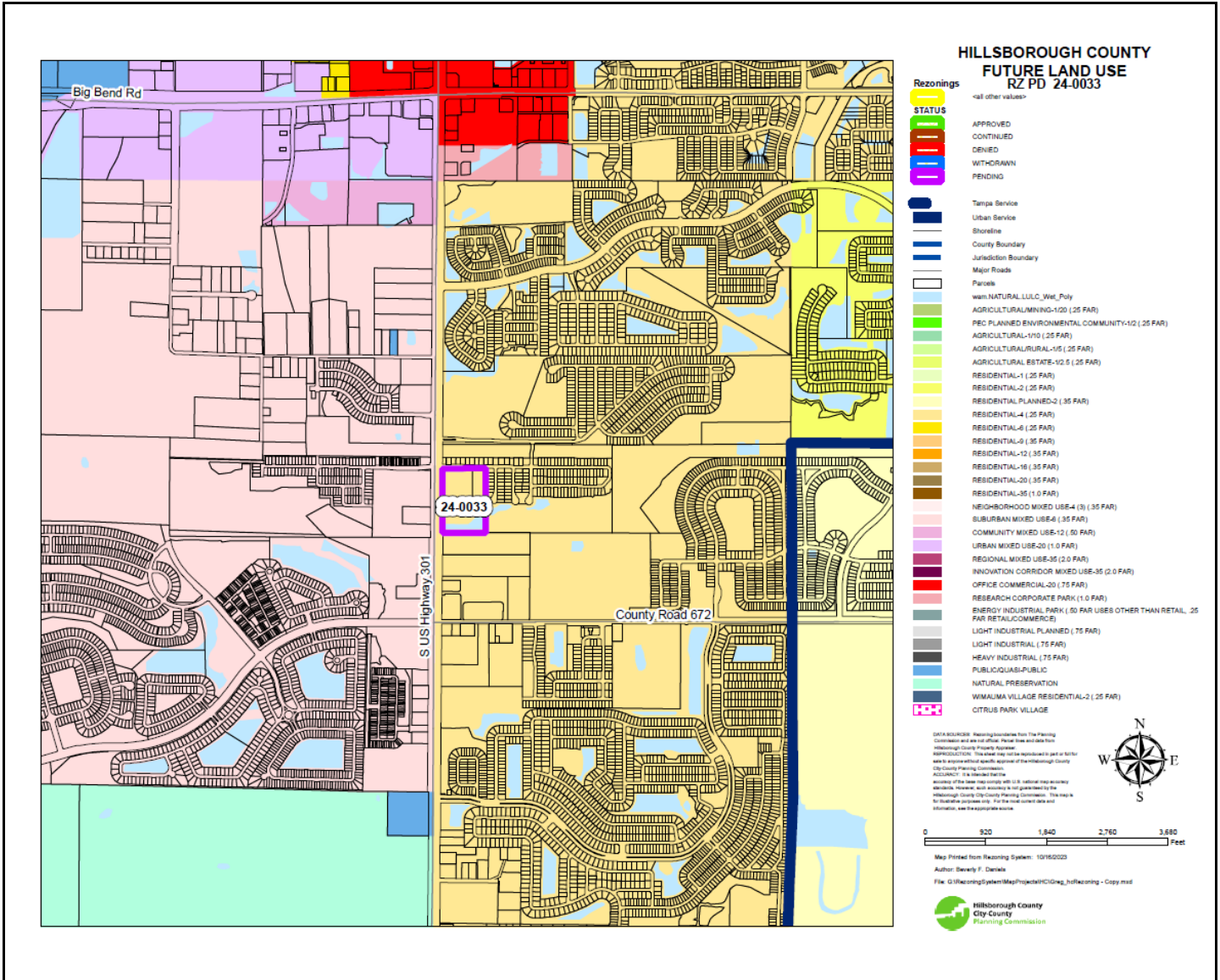


#### Context of Surrounding Area:

The subject site is generally located at 14020 US Highway 301. It is in the Urban Service Area and within the Riverview Community Planning Area. The surrounding area is primarily residential in nature including single-family residential neighborhoods, multi-family apartment complexes and community supporting uses. Uses adjacent to the site include single-family homes and a multi-family apartment complex. To the south runs Little Bullfrog Creek that separates the site from nearby Sumner High School. Commercial activity can be found to the north at the intersection of Highway 301 and Big Bend, and to the south near County Road 672. Commercial uses include supermarkets, convenience stores, restaurants, and hotels. St. Joseph’s Hospital – South is also located near the site on Big Bend Road.

2.0 LAND USE MAP SET AND SUMMARY DATA

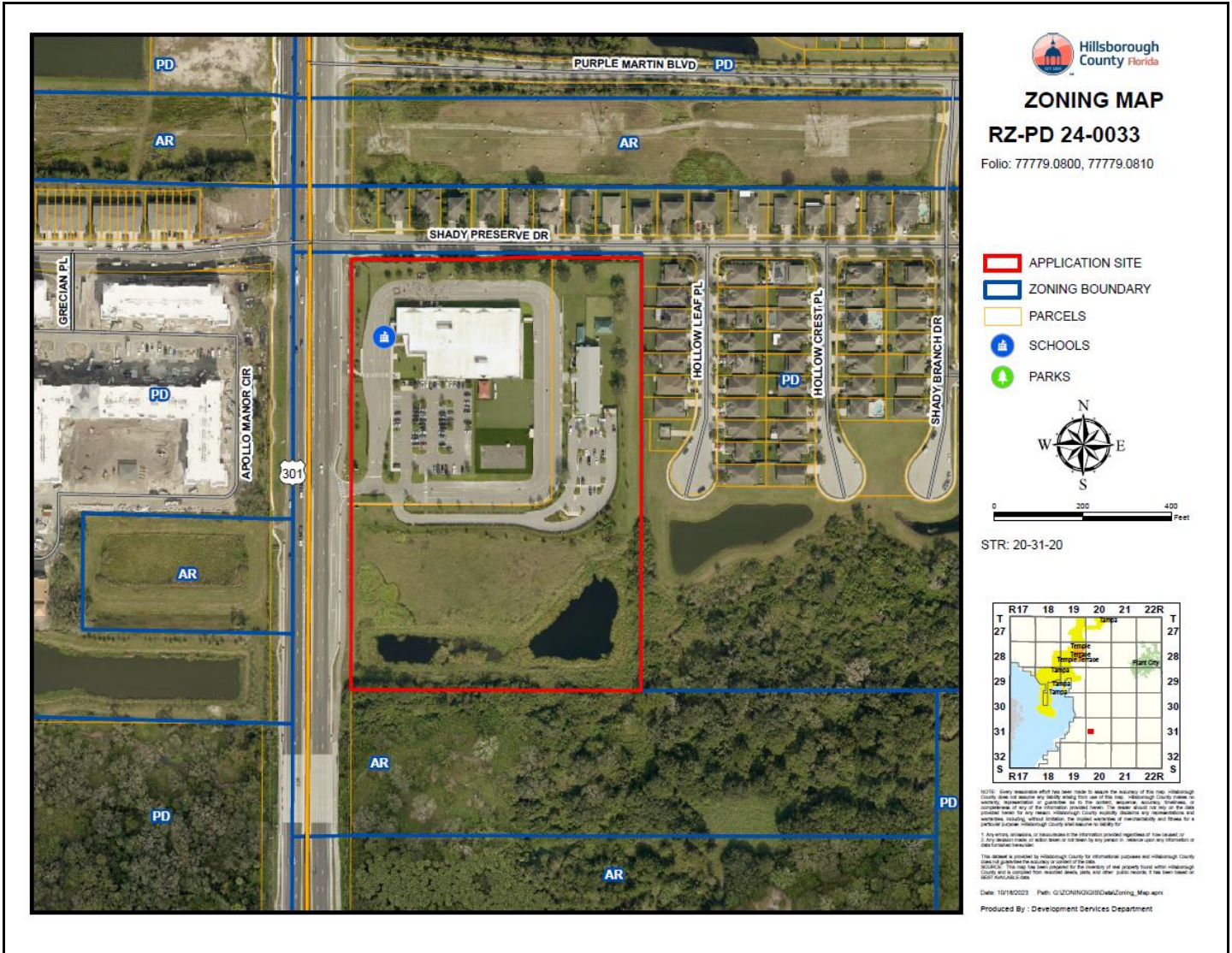
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential – 4 (R-4)
Maximum Density/F.A.R.:	4.0 dwelling units per gross acre
Typical Uses:	<p>Residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects. Non-residential uses shall meet locational criteria for specific land use.</p> <p>Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.</p>

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	PD 04-0283	3.85 units per acre	Single-Family Conventional	Residential Single-Family
South	AR	1 unit per 5 acres	Agriculture/Single-Family Conventional/Mobile Home	Undeveloped
East	PD 04-0283 AR	3.85 units per acre 1 unit per 5 acres	Single-Family Conventional Agriculture/Mobile Home	Residential Single-Family Undeveloped
West	PD 19-0445	6 units per acre and/or .23 FAR	Retail Commercial / Multi-family / Single-Family	Residential Multi-Family



**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
US 301	County Arterial - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	County Arterial - Urban	8 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
	County Local - Rural	3 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
	FDOT Arterial - Rural	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			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,206	947	255
Proposed	2,438	1,081	275
Difference (+/1)	(+) 232	(+) 134	(+) 20

\*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		None	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West	X	Vehicular & Pedestrian	None	Meets LDC
Notes:				

Design Exception/Administrative Variance		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input 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: <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Wetlands/Other Surface Waters</li> <li><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</li> <li><input type="checkbox"/> Wellhead Protection Area</li> <li><input type="checkbox"/> Surface Water Resource Protection Area</li> <li><input type="checkbox"/> Potable Water Wellfield Protection Area</li> <li><input type="checkbox"/> Significant Wildlife Habitat</li> <li><input type="checkbox"/> Coastal High Hazard Area</li> <li><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</li> <li><input type="checkbox"/> Adjacent to ELAPP property</li> <li><input type="checkbox"/> Other _____</li> </ul>				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <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	
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Capacity concerns are planned to be addressed before project is in operation.
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Impact/Mobility Fees</b> <i>Exempt from impact fees</i>				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <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**

This is a request to rezone a 15-acre tract from Agricultural Rural (AR) to a Planned Development. The site currently holds a K-8 charter school and child care center. The charter school was approved in 2017 by Special Use Permit SU-GEN 17-1277. The applicant wishes to rezone to a Planned Development in order to specifically allow the charter school and day care use on the property and allow for their expansions. The expansion would include increasing the number of the students served by the charter school from 755 to 880 students and 198 students served by the child care center.

The subject property is generally located at 14020 US Highway 30 and consists of two folios. It is within the Riverview Community Plan and in the Urban Service Area. The surrounding area is primarily residential in nature including single-family residential and multi-family. A high school and elementary school are in the vicinity and pockets of commercial can be found to the north and south of the site.

The buffer and screening requirements proposed for the development follow the typical code requirements for the proposed uses; however, the applicant has proposed an increased 10' Type B buffer along the northern boundary and an 8' Landscape Buffer along the western boundary, which is stricter than required. To further address compatibility concerns, a 50' building setback is proposed along the eastern boundary and a 25' building setback along the northern boundary. Along the southern boundary, the applicant has applied for a variation to remove the buffer and screening requirements; however, a 20' building setback is provided. The southern property contains wetlands and is undeveloped.

The subject property is designated as Residential- 4 (R-4) on the Future Land Use Plan. The proposed uses are consistent with the Future Land Use Plan and is being supported by Planning Commission. Development Services does not have any compatibility concerns with the proposed Planned Development. The proposed expansion of the charter school and day care center is appropriate to the area and will be supportive to the nearby residential communities. The proposed FAR (0.9) is also far less than what is typically permitted (0.25). Additionally, outdoor recreational areas will not be permitted to be illuminated and loudspeakers are prohibited which will address any light or noise pollution concerns. The buffer yard and screening standards will also adequately protect the adjacent residential uses from any potential negative impacts. We find the request to rezone to a Planned Development to allow the expansion of the charter school and day care center, with the proposed conditions, to be compatible with the surrounding area.

### **5.2 Recommendation**

Based on the above considerations, staff finds the proposed Planned Development district, subject to the conditions, approvable.



## 6.0 PROPOSED CONDITIONS

**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted January 24<sup>th</sup>, 2024.

1. The project shall be limited to a school and childcare center in accordance with Section 6.11.24 of the Land Development Code.
2. The project shall be limited to 47,140 square feet of charter school uses and 12,020 square feet child care center uses. Proposed uses and buildings shall be located where generally depicted on the general site plan. Project entitlements shall be limited as follows:
  - a. School uses with a maximum of 755 students in grade levels K-8, in the area designated on the PD site plan as the Creekside Charter School
  - b. School uses with a maximum of 125 students in grade levels K-8, in the area designated on the PD site plan as the Creekside Charter School Expansion; and,
  - c. Child Care Center uses with a maximum of 198 students, in the area designated on the PD site plan as the Creekside Early Learning Center.
3. The development shall comply with the setbacks shown on the site plan, notwithstanding the site data table. Project development standards for the project shall be as followed:


Gross floor area – 59,160 square feet (0.09 FAR)

Maximum building height – 50'

4. The subject property shall adhere to the following buffer and screening standards:
  - a. A 10' Type B buffer yard shall be required along the northern boundary along Shady Preserve Drive.
  - b. A 10' Type A buffer yard shall be required along the eastern boundary abutting single-family development, as shown on the site plan.
  - c. An 8' wide landscape buffer shall be required along the western boundary.
  - d. No buffer yard or screening requirements shall be required along the southern boundary.
5. Outdoor recreation/play areas shall not be illuminated. Additionally, outdoor loudspeakers shall not be utilized.
6. The Charter School shall utilize split arrival and dismissal schedules. The following conditions shall apply to these schedules:
  - a. Grade levels K-4 shall have a morning bell (start) time of 7:30 a.m. and an afternoon (dismissal) bell time of 2:30 p.m.;
  - b. Grade levels 5-8 shall have a morning bell (start) time of 8:30 a.m. and an afternoon (dismissal) bell time of 3:30 p.m.; and,
  - c. Modifications to the above bell times may be permitted without a zoning modification; however, all such modifications shall be reviewed and approved in writing by the Florida Department of Transportation.
7. Vehicular access shall be restricted to one (1) access connection to US 301. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, pedestrian access may be permitted anywhere along the PD boundaries.
8. Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
9. Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to assess the sufficiency of queuing both on-site and off-

- site at the project access points. Such report shall be submitted to the Florida Department of Transportation, Hillsborough County Development Services Department, and Hillsborough County Public Works Departments. This annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 880 students. In the event that significant off-site queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered arrival/departure times and/or a revised on-site circulation plan to alleviate off-site queuing. With the exception of changes to split arrival or dismissal times, such revised plan shall be subject to review and approval by Hillsborough County Public Works and the Florida Department of Transportation. Changes to split arrival and dismissal times shall be reviewed and approved as specified within Condition 2.c., hereinabove.
10. Access management, vehicle queuing, and staff placement shall occur consistent with the Circulation Plan (Sheet 2 of 3). Modification of this plan shall be permitted outside of the zoning process, provided the reason and method of approval of such changes are consistent with the requirements of Condition 11, hereinabove.
  11. Event Parking shall be provided in accordance with the Event Parking Plan (Sheet 3 of 3). Modification of this plan shall be permitted outside of the zoning process, provided the reason and method of approval of such changes are consistent with the requirements of Condition 11, hereinabove.
  12. The Charter School and Child Care Center Uses shall not permit students to be dropped off outside of the PD, including along the property's US 301 or Shady Preserve Dr. frontages. In such instance, the school shall take any and all actions necessary to ensure such violations of the conditions of approval, Site Plan, and/or Traffic Circulation and Queueing Exhibit are cured.
  13. Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
    - a. Modify the current and proposed use portions of the Site Data Table on Sheet 1 of 3 to reflect the student grade level and school type (i.e. 880 student K-8 Charter School); and,
    - b. Modify the Annual Monitoring Notes section on Sheet 2 of 3 to match the provisions contained within the condition proposed hereinabove.
  14. 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, unless otherwise stated herein.
  15. The development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
  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  
Fri Feb 9 2024 16:36:05

**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.

**APPLICATION NUMBER: PD 24-0033**

ZHM HEARING DATE: February 20, 2024

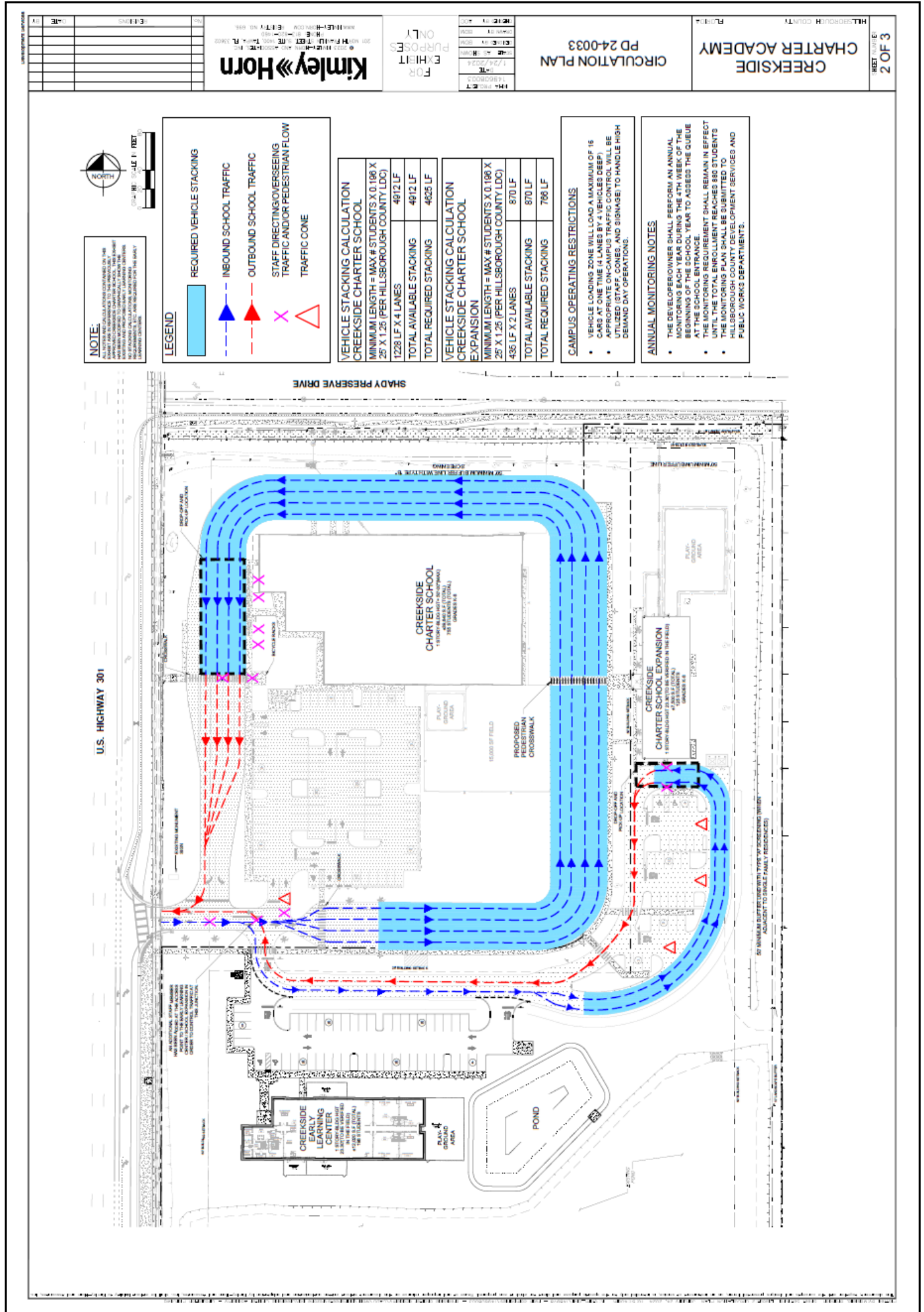
BOCC LUM MEETING DATE: April 9, 2024

Case Reviewer: Jared Follin

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## **7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**







**APPLICATION NUMBER: PD 24-0033**

ZHM HEARING DATE: February 20, 2024

BOCC LUM MEETING DATE: April 9, 2024

Case Reviewer: Jared Follin

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**9.0 FULL TRANSPORTATION REPORT (see following pages)**



**AGENCY REVIEW COMMENT SHEET**

TO: ZONING TECHNICIAN, Development Services Department

DATE: 01/07/2024

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: South/ RV

PETITION NO: PD 24-0033

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects, based on the listed or attached grounds.

**PROPOSED CONDITIONS OF APPROVAL**

1. Project entitlements shall be limited as follows:
  - a. Charter School uses with a maximum of 755 students in grade levels K-8, in the area designated on the PD site plan as the Creekside Charter School;
  - b. Charter School uses with a maximum of 125 students in grade levels K-8, in the area designated on the PD site plan as the Creekside Charter School Expansion; and,
  - c. Child Care Center uses with a maximum of 198 students, in the area designated on the PD site plan as the Creekside Early Learning Center.
2. The Charter School shall utilize split arrival and dismissal schedules. The following conditions shall apply to these schedules:
  - a. Grade levels K-4 shall have a morning bell (start) time of 7:30 a.m. and an afternoon (dismissal) bell time of 2:30 p.m.;
  - b. Grade levels 5-8 shall have a morning bell (start) time of 8:30 a.m. and an afternoon (dismissal) bell time of 3:30 p.m.; and,
  - c. Modifications to the above bell times may be permitted without a zoning modification; however, all such modifications shall be reviewed and approved in writing by the Florida Department of Transportation.
3. Vehicular access shall be restricted to one (1) access connection to US 301. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, pedestrian access may be permitted anywhere along the PD boundaries.
4. Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
5. Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to assess the sufficiency of queuing both on-site and off-site at the project access points. Such report shall be submitted to the Florida Department of Transportation, Hillsborough County Development Services Department, and Hillsborough County Public Works Departments. This annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 880 students. In the event that significant off-site queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which

could include revised staggered arrival/departure times and/or a revised on-site circulation plan to alleviate off-site queuing. With the exception of changes to split arrival or dismissal times, such revised plan shall be subject to review and approval by Hillsborough County Public Works and the Florida Department of Transportation. Changes to split arrival and dismissal times shall be reviewed and approved as specified within **Condition 2.c.**, hereinabove.

6. Access management, vehicle queuing, and staff placement shall occur consistent with the Circulation Plan (Sheet 2 of 3). Modification of this plan shall be permitted outside of the zoning process, provided the reason and method of approval of such changes are consistent with the requirements of **Condition 5**, hereinabove.
7. Event Parking shall be provided in accordance with the Event Parking Plan (Sheet 3 of 3). Modification of this plan shall be permitted outside of the zoning process, provided the reason and method of approval of such changes are consistent with the requirements of **Condition 5**, hereinabove.
8. The Charter School and Child Care Center Uses shall not permit students to be dropped off outside of the PD, including along the property's US 301 or Shady Preserve Dr. frontages. In such instance, the school shall take any and all actions necessary to ensure such violations of the conditions of approval, Site Plan, and/or Traffic Circulation and Queuing Exhibit are cured.

#### Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
  - Modify the current and proposed use portions of the Site Data Table on Sheet 1 of 3 to reflect the student grade level and school type (i.e. 880 student K-8 Charter School); and,
  - Modify the Annual Monitoring Notes section on Sheet 2 of 3 to match the provisions contained within the condition proposed hereinabove.

### **PROJECT OVERVIEW AND TRIP GENERATION**

The applicant is requesting to rezone two parcels, totaling +/- 14.73 ac., from Agricultural Rural (AR) to Planned Development (PD). A portion of the site is also subject to Special Use Approval 17-1277, which authorized a 755 K-8 charter school and retention of the then existing church on the subject site. Subsequent to that approval, the church building was converted into a 116 student Child Care Center. Also, via PI 3949, The new Child Care Center Building on the south end of the property was approved for 198 students (with the existing building student count apparently being relocated to the new building and expanded). This PD seeks to recognize the 198 student Child Care Center, the existing 755 student K-8 Charter School, as well as expand the Charter School to allow for an additional 125 students in the former church/Child Care Center building. The PD will permit a total of 880 K-8 Charter School Students and 198 Child Care Center students within the site.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the subject site. FDOT provided an initial set of comments, as well as coordinated with staff verbally via the Transportation Review Committee meetings. County staff was informed that, due to the split arrival and dismissal periods, FDOT no longer had concerns with the ability of the project entrance to accommodate the combined school and Child Care Center traffic. Staff notes that the project will also contain the typical condition language which requires the applicant to abide by queuing and circulation plans, as well as other conditions which are designed to help ensure that no negative external impacts will result from this expansion.

Transportation Review Section staff has prepared a comparison of trips based on the existing and proposed site uses. Data presented below for Child Care Center uses is based on data from the Institute of Transportation Engineer's Trip Generation Handbook, 11<sup>th</sup> Edition. Data presented below for Charter School uses is based on a combination of ITE data as well as data from a 2017 FDOT Study of K-8 Charter School trip generation estimates.

Existing Uses:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		A.M.	P.M.
SU 17-1277, 755 student K-8 charter school (FDOT 2017 Study and ITE LUC 536)	1,396	808	121
PI 3949, 198 student child care center (ITE LUC 565)	810	139	134
Subtotal:	2,206	947	255

Proposed Uses:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		A.M.	P.M.
PD 24-0033, 880 student K-8 charter school (FDOT 2017 Study and ITE LUC 536)	1,628	942	141
PD 24-0033, 198 student child care center (ITE LUC 565)	810	139	134
Subtotal:	2,438	1,081	275

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(+) 232</b>	<b>(+) 134</b>	<b>(+) 20</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

US 301 is a 6-lane, divided, principal arterial roadway characterized by +/- 12-foot-wide travel lanes in good condition. The roadway is owned, maintained and under the permitting authority of the Florida Department of Transportation. There are +/- 4-foot-wide bicycle lanes on US 301 in the vicinity of the proposed project. There is a +/- 5-foot-wide sidewalk along the west side of US 301 and a +/- 12-foot-wide multi-purpose path along the east side of US 301 in the vicinity of the proposed project.

**COMPATIBILITY OF ACCESS**

Generally

The applicant is requesting to maintain the existing single access connection to US 301 which currently serves the site. No changes are proposed.

Site Access Improvements

No site access improvements were identified by the Florida Department of Transportation staff as being needed to serve the site (staff notes other improvements, including a right turn lane into the site were previously constructed to support an earlier phase). In addition to these PD conditions of approval, the applicant will be required to comply with any FDOT permit condition or requirements, which may include construction of off-site improvements not otherwise specifically identified in this zoning action.

Section 6.11.88 of the LDC

Section 6.11.88 A., regarding schools, requires that “With the exception of elementary schools, the site shall have direct access to a roadway shown on the current MPO Long Range Transportation Cost Affordable Plan...” The 2045 Hillsborough County Long Range Transportation Plan (LRTP) now includes a “Cost Feasible Plan” rather than a “Cost Affordable Plan”; however, the intent is the same. These maps identify projects which have demonstrated need and are able to be funded given anticipated projected revenues. As such, these essentially

reflect a list of roadways (and other projects) which demonstrate existing or future need, but the vast majority of which are not funded within the 5-year Capital Improvement Program budget (and may never be funded depending upon changing needs, prioritizations and political considerations). Given the above, staff has historically interpreted this LDC provision to mean that middle and high schools must be located on a roadway which is functional classified as a collector or arterial roadway (indicating that is designed or anticipated to carry a higher level of traffic than the local roadway system, and/or has greater access management standards applied to the roadway than a local roadway would).

Given its current classification as a principal arterial roadway, staff believes this requirement has been satisfied.

**SITE CIRCULATION/ EVENT PARKING**

The applicant submitted a traffic circulation and queuing plan (Sheet 2 of 3) to illustrate the flow of traffic during drop off and pick up for the 880 students. This plan meets Section 6.03.13.B. requirements for minimum queuing and stacking during the drop off and pickup period. The plan also shows the location of staff monitoring and managing traffic flow and the pick-ups and drop-offs of students. Staff has built flexibility into the condition to the allow this sheet to be modified (subject to review and approval of applicable review agencies as noted) in the event that adjustments to arrival and dismissal times, internal design or other changes are needed to avoid offsite queuing impacts.

As required pursuant to Section 6.03.13.C. of the LDC, the applicant has submitted an Event Parking Plan (Sheet 3 of 3) which demonstrates how extracurricular event parking will be accommodated within the site. Staff has built similar flexibility into this plan (subject to review and approval of applicable review agencies), should modifications be needed to avoid offsite impacts during special events.

*On-Site Queuing and Split Arrivals*

Section 6.03.13.B. of the LDC provides a specific formula for calculating minimum onsite queue required (irrespective of any conditions off-site or the proximity to other schools). Staff notes that for the primary charter school campus, the applicant is providing +/- 4,912 linear feet of onsite queue, while the LDC requires 4,625 feet of queue. Staff notes that for the expansion charter school campus, the applicant is providing +/- 870 linear feet of onsite queue, while the LDC requires 766 feet of queue. Staff locations supervising the queuing and pick-up/drop-off operations have also been indicated on the plan. These staff are positioned to ensure student safety and help ensure the site operates as efficiently as possible.

Staff also notes that the queue is anticipated to provide more than sufficient stacking volume given that it the formula is based upon 100% of enrolled students arriving at the same time, while an indeterminate number of students will be entering/existing the site during each of the two bell periods as required by the Florida Department of Transportation (to help alleviate operational issues at the project access) and specified in the conditions hereinabove. This results in a conservative approach which provides flexibility for any future condition changes, as well as a spare queuing capacity to accommodate unforeseen and/or special events (beyond the additional 25% safety factor already built into the formula).

**ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

LOS information for the nearest impacted roadway segment are included below for reference.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US 301	Balm Rd.	Rhodine Rd.	D	C

*Source: Hillsborough County 2020 Level of Service Report*

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
US 301	FDOT Principal Arterial – Urban and Rural	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,206	947	255
Proposed	2,438	1,081	275
Difference (+/-)	(+) 232	(+) 134	(+) 20

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	None	Meets LDC
West	X	Vehicular & Pedestrian	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

## Transportation Comment Sheet

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



**Hillsborough County  
City-County  
Planning Commission**

<b>Unincorporated Hillsborough County Rezoning</b>	
<b>Hearing Date:</b> February 20, 2024  <b>Report Prepared:</b> February 8, 2024	<b>Petition: PD 24-0033</b>  <b>14020 &amp; 14036 South U.S. Highway 301</b>  <i>West of US Highway 301, and south of Shady Preserve Drive</i>
<b>Summary Data:</b>	
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	<b>Residential-4 (4 du/ga; 0.25 FAR)</b>
<b>Service Area</b>	<b>Urban</b>
<b>Community Plan</b>	<b>Riverview and SouthShore Areawide Systems Plan</b>
<b>Requested Zoning</b>	Agricultural Rural (AR) to a Planned Development (PD) to permit a maximum of 59,160 sq. ft. of childcare and two charter school buildings
<b>Parcel Size (Approx.)</b>	14.73 ± acres (641,638.8 sq. ft.)
<b>Street Functional Classification</b>	Shady Preserve Drive – <b>Local</b> U.S. Highway 301 South – <b>Principal Arterial</b>
<b>Locational Criteria</b>	Not applicable
<b>Evacuation Zone</b>	None



## **Context**

- The 14.73 ± acre subject property is west of South U.S. Highway 301, and south of Shady Preserve Drive.
- The site is in the Urban Service Area and within the limits of the Riverview and SouthShore Areawide Systems Community Plans.
- The subject property is located within the Residential-4 (RES-4) Future Land Use classification which allows consideration of up to 4 dwelling units per gross acre and a maximum Floor Area Ratio (FAR) of 0.25. The RES-4 Future Land Use category is intended for low density residential development. Typical allowable uses in this Future Land Use category include residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects. Non-residential uses shall meet locational criteria for specific land use. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- Residential-4 (RES-4) designated parcels are to the north, east and south of the site. Suburban Mixed Use-6 (SMU-6) designated parcels are to the west of the site.
- The subject property is zoned Agricultural Rural (AR). The properties to the south and west are zoned AR. Planned Development (PD) zoning exists to the north, east and further west of the subject site.
- Surrounding the site are vacant, single family residential, HOA/Common Property and public institutional land uses. Further southeast is Sumner High School and Discovery World Academy.
- The applicant is requesting to rezone from Agricultural Rural (AR) to a Planned Development (PD) to permit a maximum of 59,160 square feet of childcare and two charter school buildings.

## **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 1.4:*** 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.*

### **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.*

### **Environmental Considerations**

**Objective 13:** *New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan.*

#### **Policy 13.3: Environmentally Sensitive Land Credit**

*Density and FAR calculations for properties that include wetlands will comply with the following calculations and requirements for determining density/intensity credits.*

- *Wetlands are considered to be the following:*
  - *Conservation and preservation areas as defined in the Conservation and Aquifer Recharge Element*
  - *Man-made water bodies as defined (including borrow pits).*
- *If wetlands are less than 25% of the acreage of the site, density and intensity is calculated based on:*

- Entire project acreage multiplied by Maximum intensity/density for the Future Land Use Category
- If wetlands are 25% or greater of the acreage of the site, density and intensity is calculated based on:
  - Upland acreage of the site multiplied by 1.25 = Acreage available to calculate density/intensity based on
  - That acreage is then multiplied by the Maximum Intensity/Density of the Future Land Use Category

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

### **Neighborhood/Community Development**

**Objective 16: Neighborhood Protection:** The neighborhood is the 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 16.1:** Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as:

- a) locational criteria for the placement of non-residential uses as identified in this Plan,
- b) limiting commercial development in residential land use categories to neighborhood scale;
- c) requiring buffer areas and screening devices between unlike land uses;

**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 16.5:** Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.

**Objective 17: Neighborhood and Community Serving Uses:** Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible to the surrounding residential development pattern.

**Policy 17.1:** Residential support uses (child care centers, adult care centers, churches, etc.) is an allowable land use in any of the residential, commercial and industrial land use plan categories consistent with the following criteria: The facility shall be of a design, intensity and scale to serve

*the surrounding neighborhood or the non-residential development in which it occurs, and to be compatible with the surrounding land uses and zoning;*

## **5.0 NEIGHBORHOOD LEVEL DESIGN**

### **5.1 COMPATIBILITY**

**Objective 12-1:** *New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.*

**Policy 12-1.4:** *Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.*

### **Environmental and Sustainability Section (E&S)**

**Objective 3.5:** *Apply adopted criteria, standards, methodologies and procedures to manage and maintain wetlands and/or other surface waters for optimum fisheries and other environmental values in consultation with EPC.*

**Policy 3.5.1:** *Collaborate with the EPC to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration. Apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values provided by the functions performed by wetlands and/or other surface waters authorized for projects in Hillsborough County.*

**Policy 3.5.2:** *Collaborate with the EPC through the land planning and development review processes to prohibit unmitigated encroachment into wetlands and/or other surface waters and maintain equivalent functions.*

**Policy 3.5.4:** *Regulate and conserve wetlands and/or other surface waters through the application of local rules and regulations including mitigation during the development review process.*

**Objective 3.8:** *Manage flora, fauna, and uplands to ensure a healthy, functioning environment, economy, and quality of life.*

**Policy 3.8.1:** *Protect and conserve Significant Wildlife Habitat and ensure a no net loss of Essential Wildlife Habitat.*

**Policy 3.8.2:** *Continue to prohibit unmitigated encroachment into the 100-year floodplain to protect and conserve the functions and natural wildlife habitat attributes where they exist within the 100-year floodplains of rivers and streams as provided under local rules and regulations including mitigation as required.*

**Policy 3.8.3:** *Maintain local wildlife and wildlife habitat protection and management programs to protect native plants and wildlife.*

**Policy 3.8.4:** Continue to apply adopted criteria, standards, methodologies, and procedures that require the development and implementation of management plans for Significant or Essential Wildlife Habitat determined to provide particularly valuable and manageable habitat qualities.

**Policy 3.8.5:** Offsite preservation will not be permitted for field verified Significant Wildlife Habitat which is capable of being managed or restored onsite as a high-quality native plant community or communities, except in cases of overriding public interest (Per Governor and Cabinet Final Order AC-93-087).

**Objective 3.9:** Manage natural preserves to ensure a healthy, functioning environment, economy, and quality of life.

**Policy 3.9.9:** Protect natural resources, coastal resources, publicly owned, or managed natural preserves from adverse impacts attributable to adjacent land uses. Continue to require development activities on adjacent properties to comply with adopted criteria, standards, methodologies, and procedures to prevent adverse impacts.

### **LIVABLE COMMUNITIES ELEMENT: Riverview**

#### *Vision Concept*

Physically, Riverview is a diverse community sharing the characteristics of both suburban and rural areas, loosely defined by historical development patterns and predominant land uses. The Advisory Committee and the Planning Team addressed these issues and illustrated their vision graphically by developing the “Riverview District Concept Map”. See attached figure 10.

It identifies distinct visions for the Riverfront, Downtown, Highway 301, Residential, Industrial, Open Space, and Mixed Use districts. These unique districts reflect community assets and guide development.

#### **1. Highway 301 Corridor District Vision**

Visitors and residents know they have arrived in Riverview as they pass through gateway entrances. This is a mixed-use area with high densities and a variety of businesses. The gateways are the beginning of a pleasant drive or walk along well maintained, tree lined streets with center medians, bike lanes, sidewalks, crosswalks, adequate lighting and traffic signals. Strict traffic laws are enforced to protect the pedestrian and bicycle-friendly environment. The retail and commercial businesses have benefited from the redesign of the US 301 corridor. The historical buildings have been marked and maintained to indicate their historical importance.

**Goal 2 Reflect the vision of Riverview using the Riverview District Concept Map. The Riverview District Concept Map will illustrate the unique qualities and land uses related to distinct geographic areas identified as "districts".** (see Figure 10)

The following specific districts are incorporated into the Riverview District Concept Map. Require future development and redevelopment to comply with the adopted Riverview District Concept Map.

- 1. Hwy 301 Corridor** – Provide a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival.

**Goal 4 Provide safe, attractive, efficient multi-modal transportation, including vehicular, bicycle/pedestrian and transit.**

- *Implement access management standards such as frontage roads, joint access points, rear lot access points, and managed turning movements.*
- *Enhance the appearance of US Highway 301 with attractively landscaped medians, tree plantings, sidewalks and the provision of pedestrian-scale lighting.*
- *Establish east/west pedestrian crossings along US Highway 301 to facilitate access to retail opportunities and other destinations (i.e., library, school, neighborhoods). To this end, consider a pedestrian overpass and traffic calming techniques as options.*

**Goal 10 Maintain and support high quality schools also serving as community amenities.**

- *Continue to maximize joint planning and cooperative funding of community facilities to be co-located with school facilities.*
- *Collaborate with school principals and higher education administrators to address the effects of emerging growth pressure issues on the quality of service provided by the school system.*
- *Expand after-school programs for youths.*
- *Work with local schools to co-develop roadway and pedestrian facilities.*
- *Promote educational diversity to serve individuals of all ages and interests.*
- *Support local efforts to attract and develop a community college/vocational center.*
- *Work with education officials to locate satellite and specialty schools in Riverview.*

**Goal 11 Interconnect districts and public places with concepts for walkability, particularly schools and parks.**

- *Develop a pedestrian, bicycle and equestrian trail pathways plan that connects key destinations such as the Civic Center, Camp Christina' schools, neighborhoods and parks and links environmental greenways through various districts. Use techniques such as cooperative agreements, easement based public lands, and public rights-of way.*
- *Collaborate with private sector developers, government agencies and non-profit organizations to provide safe roadway, sidewalk and pathway connections, biking and equestrian linkages and other pedestrian amenities.*
- *Encourage "walk to school" programs, e.g. "walking school buses," to increase safety and to reduce school-related automobile trips.*
- *Provide sidewalks, pathways and/or trails wide enough (wider than 5 feet) for people to easily pass each other or travel side-by-side.*

**LIVABLE COMMUNITIES ELEMENT: SOUTHSHORE AREAWIDE SYSTEMS PLAN**

**The community desires to:**

1. *Coordination - Coordinate transportation planning and greenway trails planning, right-of-way and corridor protection whenever possible and/or feasible to accommodate future development. In order to protect the rights-of-way needed to implement the Countywide Corridor plan map and to avoid encroachment into such rights-of-way by buildings, parking areas and other types of developments, acquiring the needed rights-of-way in advance of development is necessary.*
  - a. *Support the provision of adequate space for alternative modes of transportation such as bikeways, and sidewalks along appropriate transportation corridors.*

- b. *Support the review of new development to determine if the development is within or adjacent to rights-of-way identified on the map to ensure adequate space is available for alternative modes.*
- 5. *Pedestrian Pathways - Link and expand the network of greenway trails, sidewalks, bikeways, golf cart paths where permissible, and other pedestrian pathways creating a walkable environment by:*
  - a. *Implementing "Hillsborough County MPO Pedestrian System Needs Assessment", adopted November, 1998.*
  - b. *Participating in and monitoring updates to the Hillsborough County Master Sidewalk Plan.*
  - c. *Implementing of the Hillsborough County Greenways Master Plan.*
  - d. *Implementation of the adopted Scenic Corridor Map and associated regulations.*

**Economic Development Objective**

*The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.*

**The community desires to pursue economic development activities in the following areas:**

**1. Land Use/ Transportation**

- a. *Analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)*
- b. *Recognize preferred development patterns as described in individual community plans, and implement the communities' desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.*
- c. *Utilize the Hillsborough County Competitive Sites Program to identify potential competitive sites (e.g. SouthShore Park DRI).*
- d. *Analyze potential new economic sites,(e.g. Port Redwing) based on development*
- e. *Support the potential Ferry Study and auxiliary services around Port Redwing*
- f. *Utilize Hillsborough County Post Disaster Redevelopment Plan*

**Staff Analysis of Goals, Objectives, and Policies:**

**The 14.73 ± acre subject property is west of South U.S. Highway 301, and south of Shady Preserve Drive. The site is within the Urban Service Area and limits of the Riverview and SouthShore Areawide Systems Community Plans. The applicant is requesting to rezone from Agricultural Rural (AR) to a Planned Development (PD) to permit a maximum of 59,160 square feet of childcare and two charter school buildings. The childcare building, listed on the site plan as Creekside Early Learning Center, is proposed as a new building on the south end of the site. The main Creekside Charter school building exists and is proposed to expand to the building under, listed on the site plan as Creekside Charter School Expansion on the east side of the site. This expansion would allow for an increase in students from 755 to 880. The existing main Creekside Charter School building and recreation fields have no proposed changes. There is also a current special use permit (SU-GEN 17-1277) for the charter school.**

The request complies with Objective 1 which requires 80% of total development to be directed into the Urban Service Area. Objective 8 indicates the maximum density and intensity for the Residential-4 (RES-4) Future Land Use (FLU) category. Based on the site plan in Optix, there are approximately 3.18 acres of wetlands present on the property which is under the 25% threshold outlined in Policy 13.3. Based on Policy 13.3, there is no intensity credit allocated. The allowable intensity has been calculated as follows: 14.73 acres x 0.25 du/ac = 160,409 square feet. The proposed development is to expand an existing K-8 charter school. Per the applicant's site plan, a 12,020 square feet daycare is under active construction already on the south end of the site. The remainder of the property is proposed to have two buildings for the charter school, totaling 47,140 square feet. The total proposed 59,160 square feet does not exceed the maximum FAR per the RES-4 Future Land Use and is consistent with Objective 8 and Policy 13.3.

The proposed rezoning meets the intent of FLUE Policy 1.4 with respect to compatibility with the surrounding area. According to 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."

The proposal does meet the intent of the Neighborhood Protection Policies (FLUE Objective 16 and FLUE Policies 16.1, 16.2, and 16.3). According to the adopted policy direction, established neighborhoods should be protected by restricting incompatible land uses through locational criteria for the placement of non-residential uses and limiting commercial development in residential land use categories to neighborhood scale (FLUE Policy 16.1). Objective 12-1 of the Community Design Component (CDC) requires new development to complement the surrounding land uses and be designed in a way that is compatible. Per FLU Policy 17.1, residential support uses are allowed in any of the residential, commercial and industrial land use plan categories as long as the density, intensity and scale are compatible with surrounding land uses and zoning. The proposed school is an existing use and is compatible with the surrounding vacant, single family residential, HOA/Common Property and public institutional land uses. Additionally, other schools, Sumner High School and Discovery World Academy, are located within the surrounding area. The existing recreational fields will remain and are buffered from the residential uses to the northeast by the existing charter school expansion building to the east. The applicant is proposing an 8 foot buffer on the west, 10 foot buffer type B on the north and a 10 foot Type A buffer and existing privacy fence on the east. A variance request has been submitted to remove the buffer requirement on the south side of the site due to the southern boundary limit adjacent to Little Bullfrog Creek. Additionally, the properties south of the site are vacant and the wetlands, manmade stormwater pond and proposed new childcare center provide a buffer on the southern end of the site. The proposed also meets 16.5 as a non-residential use adjacent to residential is restricted to fronting a collector or arterial roadway. The site is located off a principal arterial, U.S. Highway 301. The applicant has proposed to keep multiple existing pedestrian facilities on site including but not limited to the pedestrian crosswalks on Shady Preserve Drive and South U.S. Highway 301, pedestrian access on the west side of the site to U.S. Highway 301 and the 13 foot shared use path on U.S. Highway 301. The applicant proposes a new pedestrian crosswalk on site between the Creekside Charter school and the Creekside Charter school

expansion building. Sidewalk facilities connecting to all buildings are shown internally on the site plan. The proposal is consistent with Objective 12-1 and Objective 16 and Policies 16.1, 16.2, 16.3, 16.5 and 17.1.

Per FLUE Policy 9.2, developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County. The submitted site plan includes a traffic analysis, queue plan and an event parking space plan. At the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

There are wetlands on site and the site plan dated January 26<sup>th</sup>, 2024, shows a portion of the daycare (Creekside Early Learning Center) building envelope on the southwest side of the site within a man-made floodplain compensation area. The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed rezoning and concluded that no wetlands or other surface waters exist within the project limits. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. Given that there is a separate approval process for wetland impacts with the Environmental Protection Commission and they currently do not object, Planning Commission staff finds this request consistent with Objective 13 and associated policies in the FLUE and per Objectives 3.5, 3.8 and 3.9 and Policies 3.5.1, 3.5.2, 3.5.4, 3.8.1, 3.8.2, 3.8.3, 3.8.4, 3.8.5 and 3.9.9 of the Environmental and Sustainability Section.

The subject site is located within the limits of the Riverview Community Plan and SouthShore Areawide Systems Plan. The site is located in the U.S. Highway 301 corridor district of the Riverview Community Plan, which is a mixed-use area with high densities, containing a variety of businesses. The plan encourages a safe, attractive, and efficient corridor system. The existing school and childcare uses would maintain residential support uses along the U.S. Highway 301 corridor. Goals 10 and 11 of the Riverview Community Plan contain strategies on maintaining and supporting high quality schools and providing walkability to schools. Goal 4 of the Riverview Community Plan for the transportation system and the SouthShore Areawide Systems Plan have specific language on pedestrian connectivity, pedestrian pathways and coordinating alternative modes of transportation. Per the site plan on January 26<sup>th</sup>, 2024, existing pedestrian crosswalks and a 13-foot multi-use path exist along U.S. Highway 301 and there is an existing sidewalk on Shady Preserve Drive. Although the Riverview Community Plan goal 11 states wide sidewalks (wider than 5 feet), this is an existing charter school with existing sidewalks already built on Shady Preserve Drive. With both of these elements, the project would suffice for pedestrian connectivity which meets the intent of multiple goals and strategies for both the Riverview and SouthShore Areawide Systems Plan. The SouthShore Areawide Systems Plan does have language per the Economic Development section on recognizing preferred development patterns and implementing the communities' desires to the greatest extent possible (activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity). As stated above, the proposed intensity and scale of the development would be compatible with the existing adjacent development pattern.

Overall, the proposed rezoning would allow for development that is compatible with the existing development pattern found in the surrounding area. Therefore, it is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.



**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.

# HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 24-0033

<all other values>

**Rezoning**

**STATUS**

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

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

- varm NATURAL LULC\_Web\_Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-170 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

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

Map Printed from Rezoning System: 10/16/2023  
 Author: Beverly F. Daniels  
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