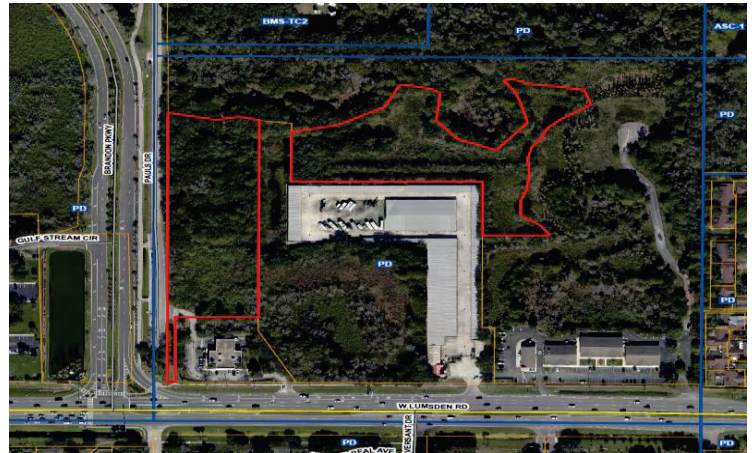


PD Modification Application: MM 23-0407
Zoning Hearing Master Date: October 16, 2023
BOCC Land Use Meeting Date: December 12, 2023

1.0 APPLICATION SUMMARY

Applicant: Brian Funk
FLU Category: Residential-12 (RES-12)
Service Area: Urban
Site Acreage: 7.67 MOL
Community Plan Area: Brandon
Overlay: None



Introduction Summary:

PD 87-0180 was modified in 2004 to allow for commercial, office professional, mini-warehouse, restaurant with drive through and single-family dwellings. The applicant requests a modification to allow for 40 multi-family residential dwelling units.

Existing Approval(s):	Proposed Modification(s):
Commercial, Office Professional, Mini-Warehouse, Restaurant with Drive through and Single-Family Residential	Allow for 40 multi-family residential dwelling units

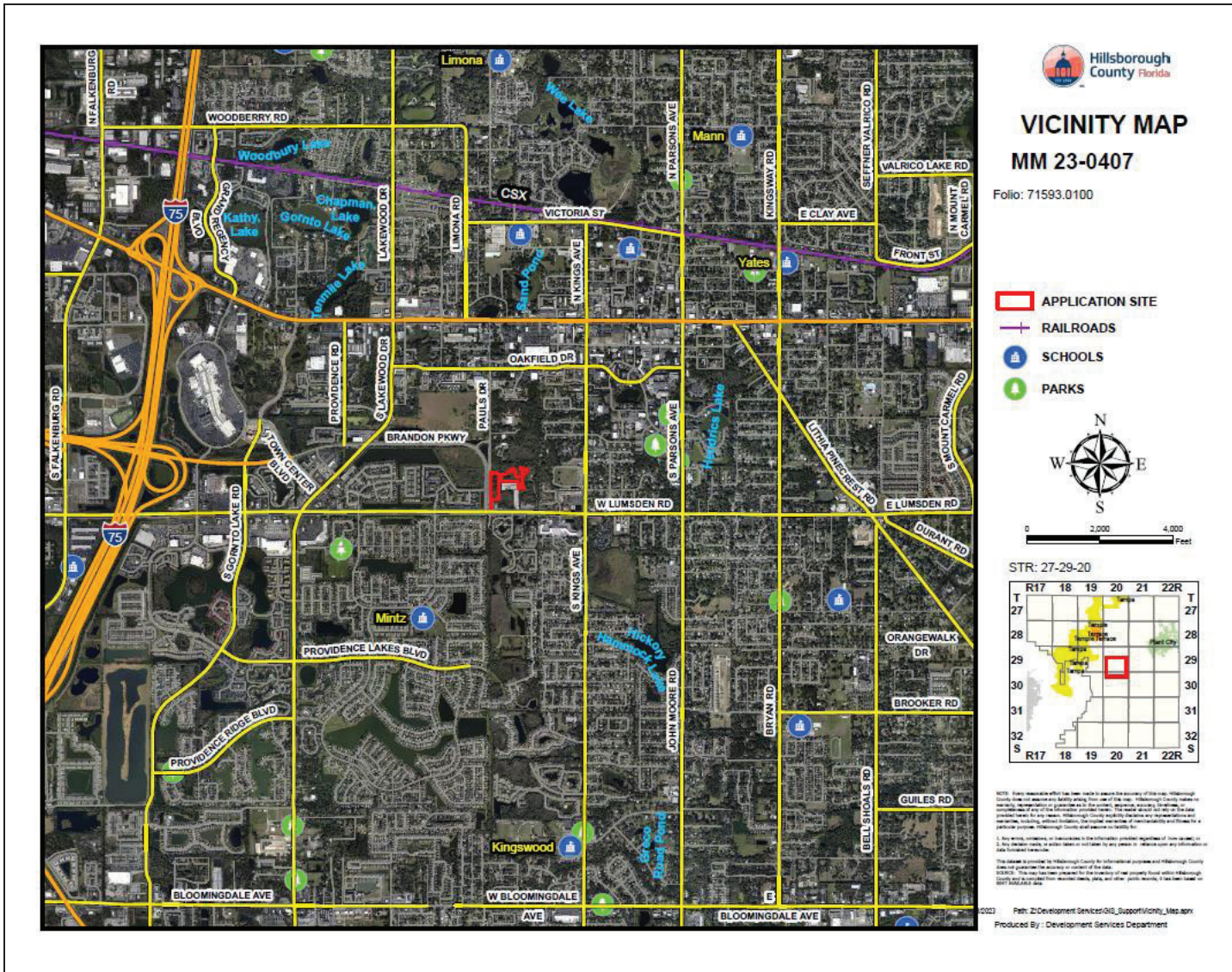
Additional Information:

PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	None Requested as part of this application

Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
--	---

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

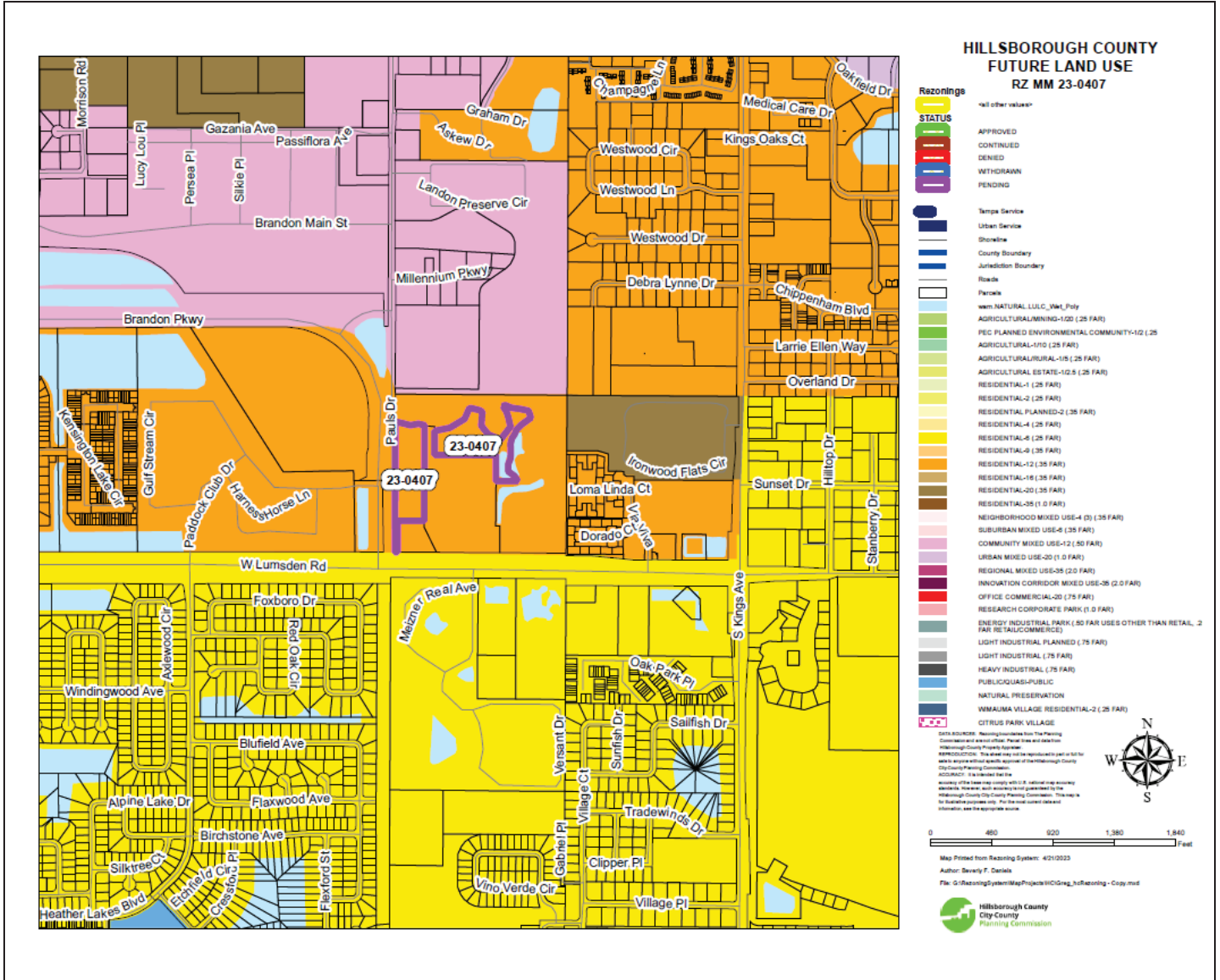


Context of Surrounding Area:

The site has two portions of land, one section is located in the general location of 180 feet east of the intersection of Brandon Parkway and Gulf Stream Circle. The second section is located in the general location of 600 feet northeast of the intersection of Brandon Parkway and Gulf Stream Circle. The area consists of residential, institutional, and commercial uses. To the north, the subject parcel is adjacent to a conservation area and vacant land zoned PD 87-0180. To the south, the subject parcel is adjacent to a bank, mini-storage, and vacant land zoned PD 87-0180. To the south across West Lumsden Road is a multi-family development zoned PD 80-0261. To the east, the subject parcel is adjacent to mini-storage and vacant land zoned PD 87-0180. To the west, across Brandon Parkway is a conservation area and a right of way zoned PD 84-0140. Further west of the right of way is a multi-family development. Also, further west of Lumsden Road is a single-family development.

2.0 LAND USE MAP SET AND SUMMARY DATA

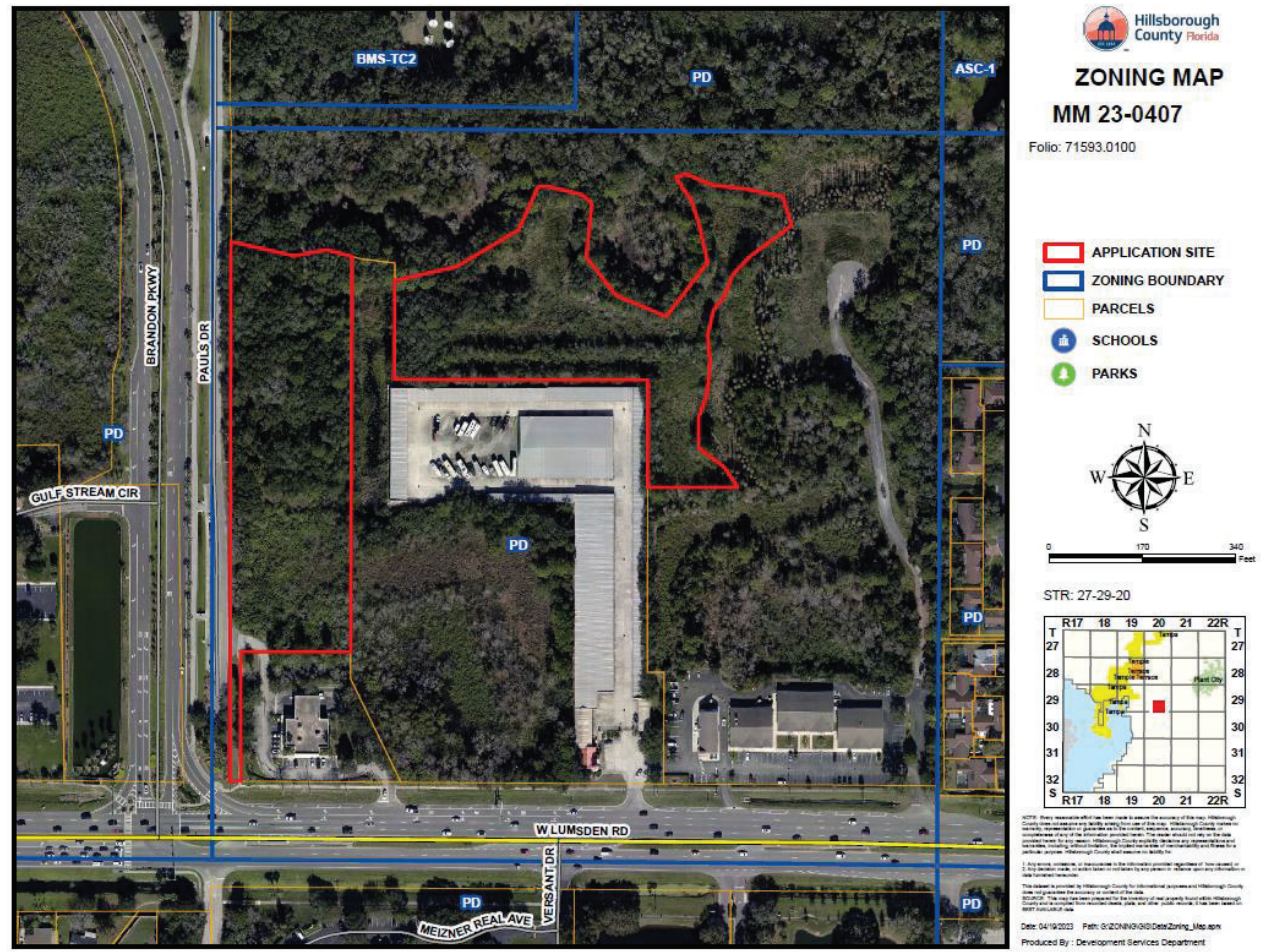
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential-12 (RES-12)
Maximum Density/F.A.R.:	12.0 dwelling units/0.50 F.A.R.
Typical Uses:	Residential, urban scale neighborhood commercial, office uses, multi-purpose projects and mixed-use development. Non-residential uses shall meet established locational criteria for specific land use.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

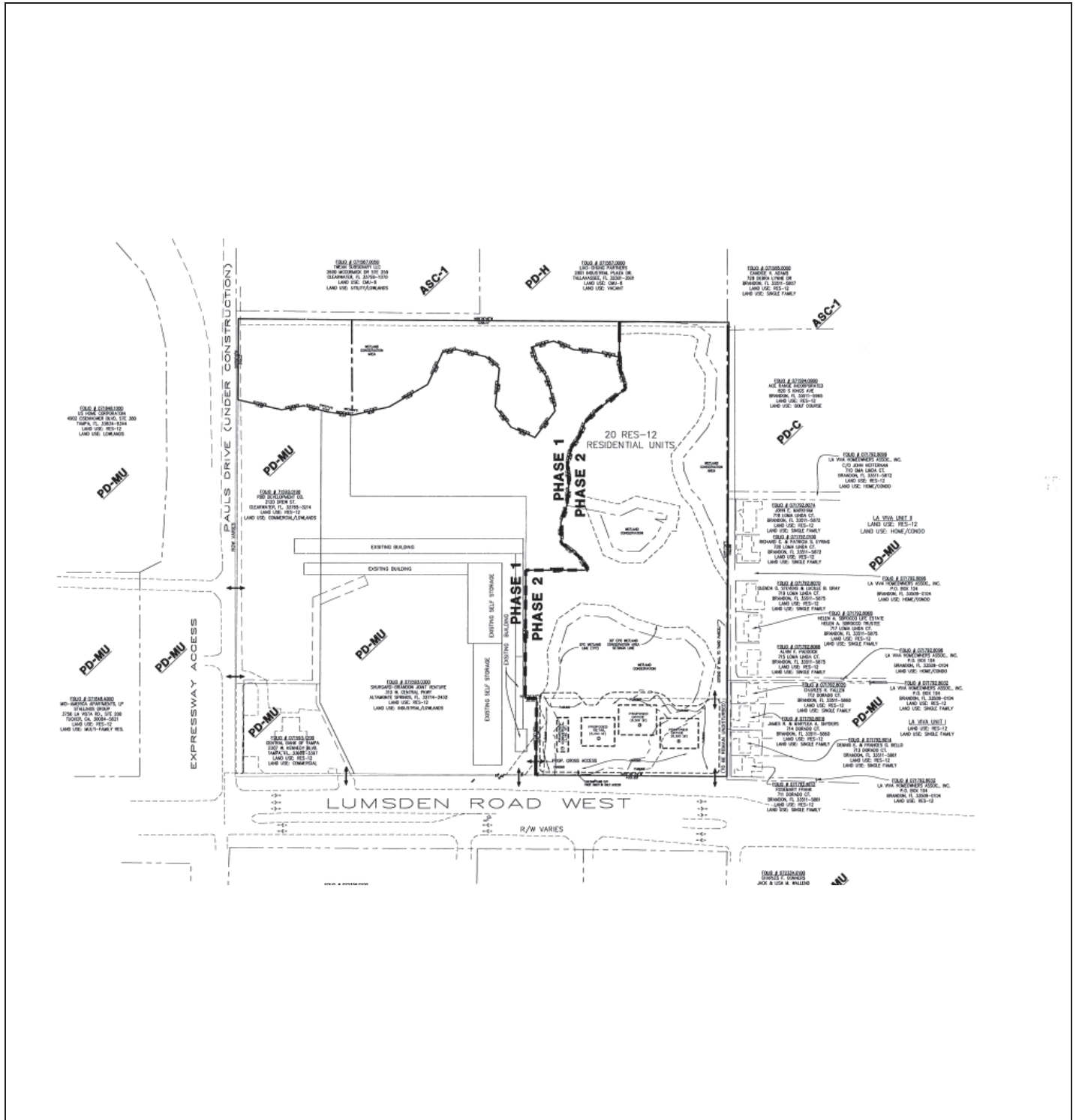


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 87-0180	Per PD 87-0180	Commercial, Office Professional, Mini-Warehouse, Restaurant with Drive through and Single-Family Residential	Vacant, Conservation Area
South	PD 87-0180, PD 80-0261	Per PD 87-0180, Per 80-0261	Same as above, Multi-Family	Bank, Mini-storage, Vacant, Multi-Family
East	PD 87-0180	Per PD 87-0180	Same as above	Mini-storage, Vacant
West	PD 84-0140	Per PD 84-0140	Conservation Area, Right of Way	Conservation Area, Right of Way

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 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
Pauls Dr	County Local – Urban Street	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	6,286	217	301
Proposed	830	89	75
Difference (+/-)	-5,456	-128	-226

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Pauls Dr./Substandard Roadway	Design Exception Requested	Approvable
	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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wetlands present to eastern and southeastern portions
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 checked="" 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 checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report.
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Individual permit will be required.
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees (Fee estimate is based on a 1,200 square foot, Multi-Family Units 1-2 story) Mobility: \$6,661 * 40 units = \$266,440 Parks: \$1,555 * 40 units = \$ 62,200 School: \$3,891 * 40 units = \$155,640 Fire: \$249 * 40 units = \$ 9,960 Total Multi-Family (1-2 story) = \$494,240				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The approximate 7.67 -acre vacant parcel is zoned PD 87-0180 (Planned Development). The site has two portions of land, one section is located in the general location of 180 feet east of the intersection of Brandon Parkway and Gulf Stream Circle. The second section is located in the general location of 600 feet northeast of the intersection of Brandon Parkway and Gulf Stream Circle. The applicant proposes a PD modification to allow for 40 multi-family residential dwelling units. The area consists of residential, institutional, and commercial uses. To the north, the subject parcel is adjacent to a conservation area and vacant land zoned PD 87-0180. To the south, the subject parcel is adjacent to a bank, mini-storage, and vacant land zoned PD 87-0180. To the south across West Lumsden Road is a multi-family development zoned PD 80-0261. To the east, the subject parcel is adjacent to mini-storage and vacant land zoned PD 87-0180. To the west, across Brandon Parkway is a conservation area and a right of way zoned PD 84-0140. Further west of the right of way is a multi-family development. Also, further west of Lumsden Road is a single-family development.

The subject property is designated Residential-12 (RES-12) on the Future Land Use map. The Planning Commission finds the proposed use consistent with the Comprehensive Plan. The uses in the vicinity are similar to the request; residential. Both multi-family and single-family residential are concentrated in this section of the West Lumsden Road corridor. Therefore, the modification of PD 87-0180 to allow for 40 multi-family residential dwelling units would be consistent with the existing zoning pattern of the area.

Based upon the above, staff finds the proposed modification to be compatible with the surrounding properties and in keeping with the general development pattern of the area.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

Prior to PD site plan certification, the applicant shall revise the PD site plan to:

1. Remove existing mini-warehouse square footage in Phase 1.
2. Replicate Phase 2 as shown in 03-1333.

Approval - Approval, subject to the conditions listed below, is based on site plan received ~~January 6, 2004~~ August 30, 2023.

The project shall be permitted two phases of development:

1. In Phase One, the following uses are permitted:

~~1.~~ 1.1 Commercial: ~~In Phase One the~~ The maximum neighborhood commercial area shall be 75,000 square feet of CN uses and 15,000 sq. ft. of office/personal services uses for a maximum FAR of 0.19. Alternatively, mini-warehouses may be developed at a maximum FAR of .50. The mini-warehouses shall be architecturally finished on all sides.

1.2 Residential: 40 multifamily dwelling units are permitted on Folio 71593.0100, subject to the following development standards:

1.2.1 Minimum building setbacks: 10 feet (north), 20 feet (east), 10 feet (south), 25 feet (west)

1.2.2 Maximum building height: 2 stories or 35 feet, whichever is more restrictive

1.2.3 Maximum building coverage: 40 percent

1.2.4 Maximum impervious surface: 70 percent

1.2.5 Maximum density: 5.22 dwelling units per acre

~~1.1.~~ 1.3 At the district boundaries and at the boundaries between the commercial/office area and residential area, 2 feet of setback shall be provided for every 1 foot of structure height over 20 feet. This setback shall not apply to the multifamily dwelling units located on Folio 71593.0100.

~~1.2.~~ 1.4 The south access on Paul’s Drive shall be located a minimum of 300 feet north of Lumsden Avenue, unless otherwise approved by the Hillsborough County Public Works Department. This distance is measured from the near edge of pavement on Lumsden Avenue to the near edge of pavement of the drive.

~~1.3.~~ 1.5 The west access on Lumsden Avenue shall be located a minimum of 300 feet east of Paul’s Drive, unless otherwise approved by the Hillsborough County Public Works Department, and shall be restricted to right-in, right-out only. This distance is measured from the near edge of pavement on Paul’s Drive to near edge of pavement of the drive.

~~1.4.~~ 1.6 The parking layout shall be designed in such a way as to distribute traffic evenly at the two accesses on Paul’s Drive to minimize the possibility of a signal being warranted at either location.

1.5- 1.7 Prior to the issuance of Zoning Compliance Permits the development shall dedicate an additional 20 feet of right-of-way on the east side of Paul’s Drive. This will provide part of the 100 feet of total right-of-way needed ultimately to accommodate a symmetrical four-lane divided roadway section.

2. In Phase Two: 12,600 square feet of B-PO uses, 5,250 square feet of specialty retail, a 2,160 square foot restaurant w/ drive through, and 20 single family attached units. Pole signs and billboards shall not be permitted. A minimum of 50% of the office portion of Phase Two (Buildings 3 or 4) must be constructed and issued a certificate of occupancy prior to the issuance of a certificate of occupancy for the specialty retail portion (Building 2).

2.1. The height, bulk, lot coverage and yard requirements of the RMC-12 Zoning District shall apply to the Residential portion of the PD-MU project.

2.2. The 5,250 square feet of specialty retail shall be permitted the following uses: B-PO uses, newsstands, dance or martial arts studio, bicycle sales, and retail shopper’s goods except alcoholic beverage sales.

2.3. Non-residential uses shall comply with the BPO district standards unless otherwise indicated herein. Building elevations shall be in accordance with the elevations submitted and received October 29, 2003. All renderings shall be shown on the site plan submitted to Hillsborough County Planning and Growth Management for certification. The minimum building setback along the eastern property line shall be 75 feet.

2.4. Non-residential uses shall have the following hours of operation:

- Building 1 – 24 hours
- Building 2 – 7am to 9pm
- Building 3 – 7am to 8pm
- Building 4 – 7am to 7pm

~~2.5. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department. Final design, if approved by Hillsborough County Planning and Growth Management Department and may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.~~

~~2.5.1-2.5~~ The eastern access into the site will be limited to right-in/right-out only.

~~2.5.2- 2.5.1~~ The western access into the site will be limited to right-in only.

2.6. If required by Hillsborough County, and if warranted, the developer shall provide, at his expense, additional left turn storage lanes of sufficient length to accommodate anticipated left turning traffic, for vehicles making U-turns, on Lumsden Road, at each median cut adjacent (east/west of the site) to the project where a left turn is permitted. Prior to detail site plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of left turn storage needed to serve development traffic. The design and construction of these left turn lanes shall be subject to Hillsborough County approval.


3. The developer shall show on the General Development Plan the approximate boundaries of all environmentally sensitive area(s) and shall label them "Conservation Area." Prior to Construction Plan approval, the developer shall submit to the County Planning and Growth Management Department evidence of approval from the

Environmental Protection Commission of the conservation area boundaries. All on-site conservation area(s) shall be preserved unless a mitigation plan is approved by the Environmental Protection Commission and submitted to the Planning and Growth Management Department as part of an approved Construction plan.

4. All new structures and/or impervious areas on site shall be set back a minimum of 30 feet from the boundaries of the on-site conservation area(s) and any adjacent conservation area(s) contiguous to any property boundary of the site.
5. All roadway construction shall be completed with proper transitions from the widened section to the existing roadway pavement.
6. The developer shall be responsible for removing existing pavement markings in the widened section and restriping of the roadway to delineate the left turn lanes in conformance with Hillsborough County standards.
7. Site access driveway radii into the commercial portion of the project shall be a minimum of 40 feet to accommodate single unit vehicles.
8. The area devoted to commercial uses may be reduced if not all land shown is required for the approved square footage.
9. If approved by the Hillsborough County Environmental Protection Commission, the disturbed wetland in the Southeast part of the site may be removed, and mitigation provided along the North boundary of the site.
10. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetland, and does not grant any implied or vested right to environmental approvals. Building location and layout may be modified as legally necessary to comply with Chapter 1-11, Wetlands, Rules of the Environmental Protection Commission. If modifications are required, the developer shall submit an application for a Minor Modification, per Section 5.03.04 of the Land Development Code, to change the general site plan to show the modifications required by the EPC. Construction plans for development of the tract will not propose impacts to the Wetland Conservation Areas and their associated 30-foot Wetland Setbacks outside of the area identified on the certified site plan for commercial use. Within 6 months of the completion of the construction of the commercial site, the title owner of the property shall convey a Conservation Easement in favor of the EPC over all remaining wetlands and their associated wetland setbacks.
11. The maximum height of the commercial/office portions of the PD-MU shall be 2 stories or 35 feet whichever is more restrictive.
12. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
13. 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.
14. 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.

- ~~15. Within 90 days of approval of MM 03-1333 by Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of a revised plan will be required.~~
- ~~16. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.~~
15. Building, parking, and stormwater areas shall be developed where generally depicted on the site plan.
16. If PD 23-0407 is approved, the County Engineer will approve a Design Exception (dated September 26, 2023) which was found approvable by the County Engineer (on September 28, 2023). As Pauls Dr. is a substandard local roadway, the developer will be required, with the initial increment of development, to construct +/- 696 linear feet of 10-foot sidewalk/multi-use path and pedestrian crosswalk, to be coordinated and approved with the County Public Works Department, along the project frontage. consistent with the Design Exception.
17. Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.
18. Construction access shall be limited to those locations shown on 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.
19. 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. This condition only applies to the portion of the PD associated with that applies to MM 23-0407.

Zoning Administrator Sign Off:



Integrign Desktop
J. Brian Grady
Fri Oct 6 2023 15:25:24

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

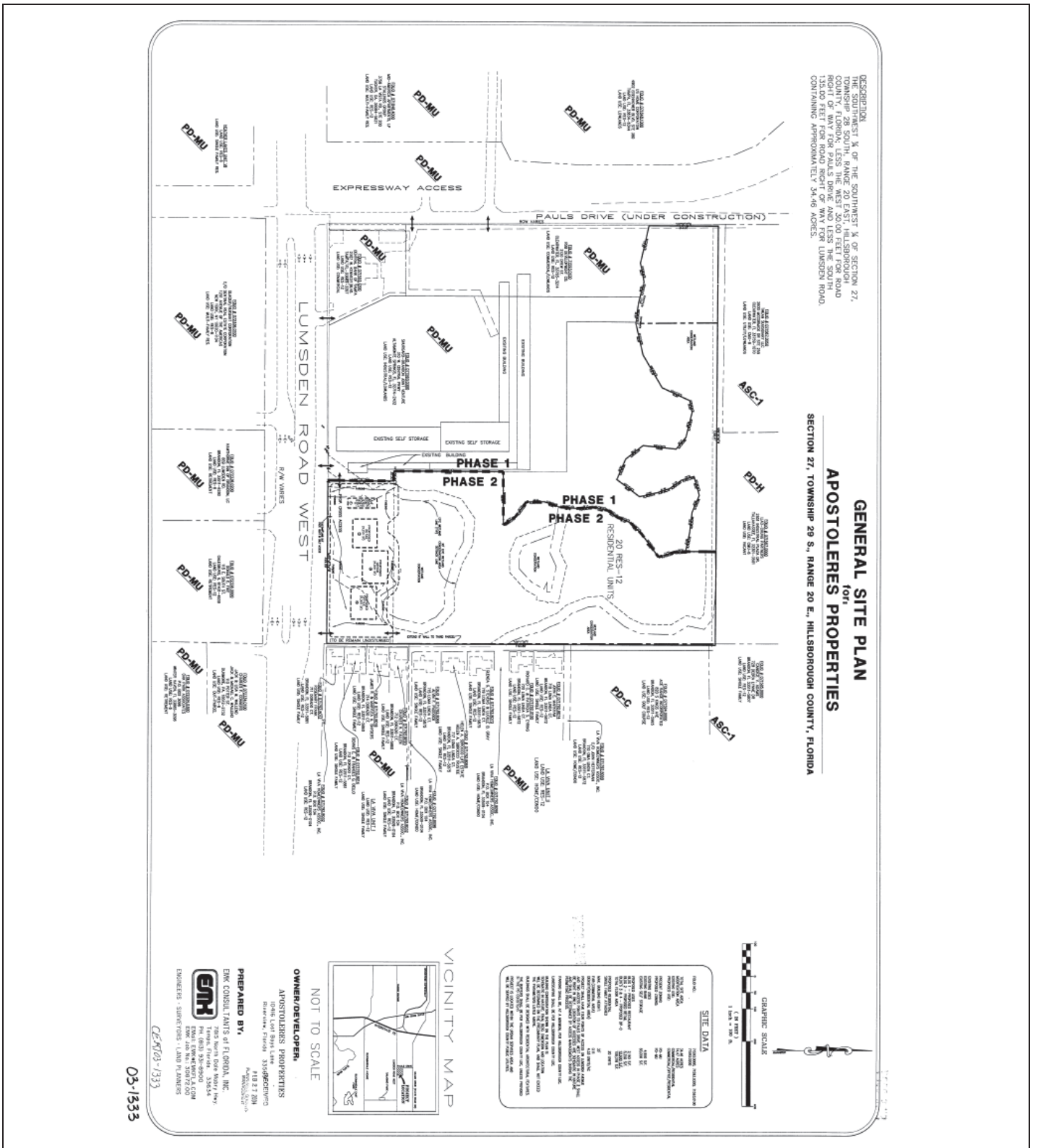
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are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

None.

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

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

DATE: 10/04/2023
AGENCY/DEPT: Transportation
PETITION NO: MM 23-0407

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

CONDITIONS OF ZONING APPROVAL

New Conditions:

- If PD 23-0407 is approved, the County Engineer will approve a Design Exception (dated September 26, 2023) which was found approvable by the County Engineer (on September 28, 2023). As Pauls Dr. is a substandard local roadway, the developer will be required, with the initial increment of development, to construct +/- 696 linear feet of 10-foot sidewalk/multi-use path and pedestrian crosswalk, to be coordinated and approved with the County Public Works Department, along the project frontage, consistent with the Design Exception.
- Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.
- Construction access shall be limited to those locations shown on 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.

Revise Conditions:

- ~~2.5. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department. Final design, if approved by Hillsborough County Planning and Growth Management Department and may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.~~

[Staff recommends deletion of this condition. By its nature, a PD is a site plan-controlled zoning district and the number and location of access points are governed by the PD site plan and conditions of approval. Furthermore, they have been previously determined and constructed since the original Pd rezoning. Conditions 2.5.1. and 2.5.2. shall remain to reflect access restrictions.]

Transportation Review Comments

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to modify PD 08-0810, as most recently amended by MM 03-01333, to allow 40 multi-family units on a single parcel within "Phase 1" of the approved PD. Phase 1 of the approved PD allows for 75,000 sf of Commercial Neighborhood uses and 15,000 sf of office/personal service uses. Currently, there is a 6,400-sf drive-in bank constructed.

The Future Land Use designation is Residential 12 (R-12).

Trip Generation Analysis

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved PD (Phase 1):

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 83,600sf, Retail Plaza (ITE 821)	5,644	145	434
PD: 6,400sf, Drive-in Bank (ITE 912)	642	134	137
SubTotal	6,286	279	568
Internal Capture	N/A	0	96
Pass-By Trips	N/A	62	171
Net External Trips	6,286	217	301

Proposed PD Modification (Phase 1):

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD Mod: 40 Multi-Family Low Rise Units (ITE 220)	188	25	15
PD: 6,400sf, Drive-in Bank (ITE 912)	642	134	64
SubTotal	830	159	79
Internal Capture	N/A	8	4
Pass-By Trips	N/A	62	0
Net External Trips	830	89	75

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	-5,456	-128	-226

The proposed rezoning would generally result in a decrease of trips potentially generated by -5,456 average daily trips, -128 trips in the a.m. peak hour, and -226 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject site has frontage on Pauls Dr.

Pauls Drive is a substandard 2-lane, urban local roadway with +/- 11 ft lanes and serves as a frontage road to the Brandon Parkway within a total right of way, consisting of +/- 320 ft, that encompasses both roads. Paul's Dr. has no sidewalk along the project frontage, no bicycle lanes or paved shoulders, and no curb and gutter. There is parallel parking on the west side of the road and a sidewalk serving said parallel parking spaces that connects to the 10ft multi-use path on the east side of the Brandon Parkway.

Staff notes that Pauls Dr dead ends approximately 125ft south of the project's southern boundary.

According to the Hillsborough County Transportation Technical Manual a TS-3 local roadway typical section requires 12-foot lanes (to serve commercial uses to the south) and does not include on-street parking spaces. The applicant is requesting a design exception to construct +/- 696 feet of 10-foot sidewalk/multi-use path along the project frontage and pedestrian crosswalk. The request is described in greater detail herein under the section titled Requested Design Exception.

Staff notes that per the conditions of approval for PD# 08-0810, the developer is required to dedicate 20 feet of right of way along the project frontage on Pauls Dr. As such the proposed PD Modification site plan depicts the right of way dedication.

SITE ACCESS

The PD modification subject area proposes to two full access connections to Pauls Dr. The proposed multi-family development will not have direct access to Lumsden Rd. Internal cross access between the proposed multi-family and the existing bank parcel is provided for.

As Paul's Dr. is a local roadway, the project is not subject to LDC, Sec. 6.04.04. D. turn lane warrants.

Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.

Additional pedestrian access will be provided by a proposed 10-foot wide sidewalk/path and a crosswalk on Pauls Dr. along the project frontage. The exact location and approval of the crosswalk will be coordinated with the County Public Works Department.

REQUESTED DESIGN EXCEPTION – PAULS DR SUBSTANDARD ROAD

As Pauls Dr. is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated September 26, 2023) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on September 28, 2023). The developer will be required to construct a 10-foot sidewalk/multi-use path and a pedestrian crosswalk along the entire project frontage, consistent with the Design Exception to mitigate the deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-3 Typical Section (for urban local roadways).

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

Transportation Review Comments

LEVEL OF SERVICE (LOS)

Level of Service (LOS) information is reported below. Staff notes that Pauls Dr. is not a regulated roadway.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
BRANDON PKWY	LAKEWOOD	LUMSDEN RD	D	C

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

From: Williams, Michael [WilliamsM@HillsboroughCounty.ORG]
Sent: Thursday, September 28, 2023 6:29 PM
To: nicole.berlin@kimley-horn.com
CC: kari.clark@kimley-horn.com; Nicole Neugebauer [nneugebauer@steamsweaver.com]; Suzanne Walker [swalker@steamsweaver.com]; Grandlienard, Christopher [GrandlienardC@hillsboroughcounty.org]; Perez, Richard [PerezRL@hillsboroughcounty.org]; Tirado, Sheida [TiradoS@hillsboroughcounty.org]; De Leon, Eleonor [DeLeonE@hillsboroughcounty.org]; PW-CEIntake [PW-CEIntake@hillsboroughcounty.org]
Subject: FW: MM 23-0407 Design Exception Review
Attachments: 23-0407 DEReq 09-26-23.pdf

Importance: High

Nicole,
I have found the attached Design Exception (DE) for PD 23-0407 APPROVABLE.

Please note that it is you (or your client’s) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hillsboroughcounty.org or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

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

Mike

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

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

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

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

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>

Sent: Wednesday, September 27, 2023 6:21 PM

To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>; De Leon, Eleonor <DeLeonE@hillsboroughcounty.org>

Cc: Perez, Richard <PerezRL@hillsboroughcounty.org>

Subject: MM 23-0407 Design Exception Review

Importance: High

Hello Mike,

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

nicole.berlin@kimley-horn.com

kari.clark@kimley-horn.com

nneugebauer@stearnsweaver.com

swalker@stearnsweaver.com

grandlienardc@hillsboroughcounty.org

perezrl@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE *(she/her/hers)*

Transportation Review Manager

Development Services Department

P: (813) 276-8364

E: tirados@HCFLGov.net

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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Received September 26, 2023
Development Services



September 26, 2023

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

Re: **DESIGN EXCEPTION FOR
PAULS DRIVE – MODIFIED TS-03 TYPICAL SECTION
CASE NUMBER: MM 23-0407
FOLIO # 071593-0100**

The purpose of this letter is to provide justification for the request for a Design Exception to section 1.7 of the Hillsborough County Transportation Technical Manual (TTM) to meet the requirements of Section 6.04.03.L of the Hillsborough County Land Development Code (LDC) in association with the PD Major Modification Application MM 23-0407, which would allow for the development of 40 multi-family apartment units on the property located in the northeast corner of West Lumsden Road and Brandon Parkway. The proposed Brandon Multi-Family Planned Development General Site Plan is provided in **Appendix A**.

The project proposes two (2) full-access driveways on Pauls Drive, one of which is existing and will provide cross-access to the bank south of the property. Pauls Drive is classified as a collector roadway on the Hillsborough County Functional Roadway Classification Map and has been identified as a substandard roadway during our virtual meeting with Hillsborough County staff. Within the existing ±93-foot right-of-way, Pauls Drive has two 11-foot travel lanes, with wetlands and drainage ditches on the east side of the road, and the Brandon Parkway Trail with associated on-street parallel parking and 6-foot sidewalk on the west side of the road. Brandon Parkway directly borders the Brandon Parkway Trail to the west.

Due to the presence of the Brandon Parkway Trail and its associated parking to the west, expansion of Pauls Drive to conform with the Hillsborough County TTM Typical Section TS-03 (Local Urban Road) would have to occur to the east, which cannot occur without significant impacts to the existing wetlands. The following modifications to the TS-03 typical section are requested:

- TS-03 requires 12-foot travel lanes with Miami curb and a 5-foot sidewalk on both sides of the roadway. The TS-03 typical section is provided in **Appendix C**.
- The request is to maintain the existing 11-foot travel lanes and Brandon Parkway Trail with associated on-street parallel parking and 6-foot sidewalk on the western side of

Received September 26, 2023
Development Services



Page 2

the road. An additional 20-feet of right-of-way will be dedicated to Pauls Drive, and a 10-foot wide sidewalk in line with the Brandon Community Plan Urban General district. The developer is committed to build one (1) pedestrian mid-block crossing per Hillsborough County standards and specifications to provide pedestrians safe access to the Brandon Parkway Trail, the location of which will be coordinated and approved by the Public Works Department during site permitting. The proposed modified TS-03 typical section is provided in **Appendix B**.

Based on the information provided above, it is our opinion that the proposed modified TS-03 typical section meets the intent of the Hillsborough County TTM and will improve the pedestrian experience along Pauls Drive. Please contact me at (727) 498-2594 or nicole.berlin@kimley-horn.com you have any questions or desire additional information.

Sincerely,



Nicole Berlin
This document has been electronically signed and sealed using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.
2023.09.28 12:55:36 -04'00'

KIMLEY-HORN AND ASSOCIATES, INC.
Nicole E. Berlin, P.E.
Project Manager

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

- Disapproved
- Approved
- Approved with Conditions

Signature: _____

Name: _____

Received September 26, 2023
Development Services



Page 3

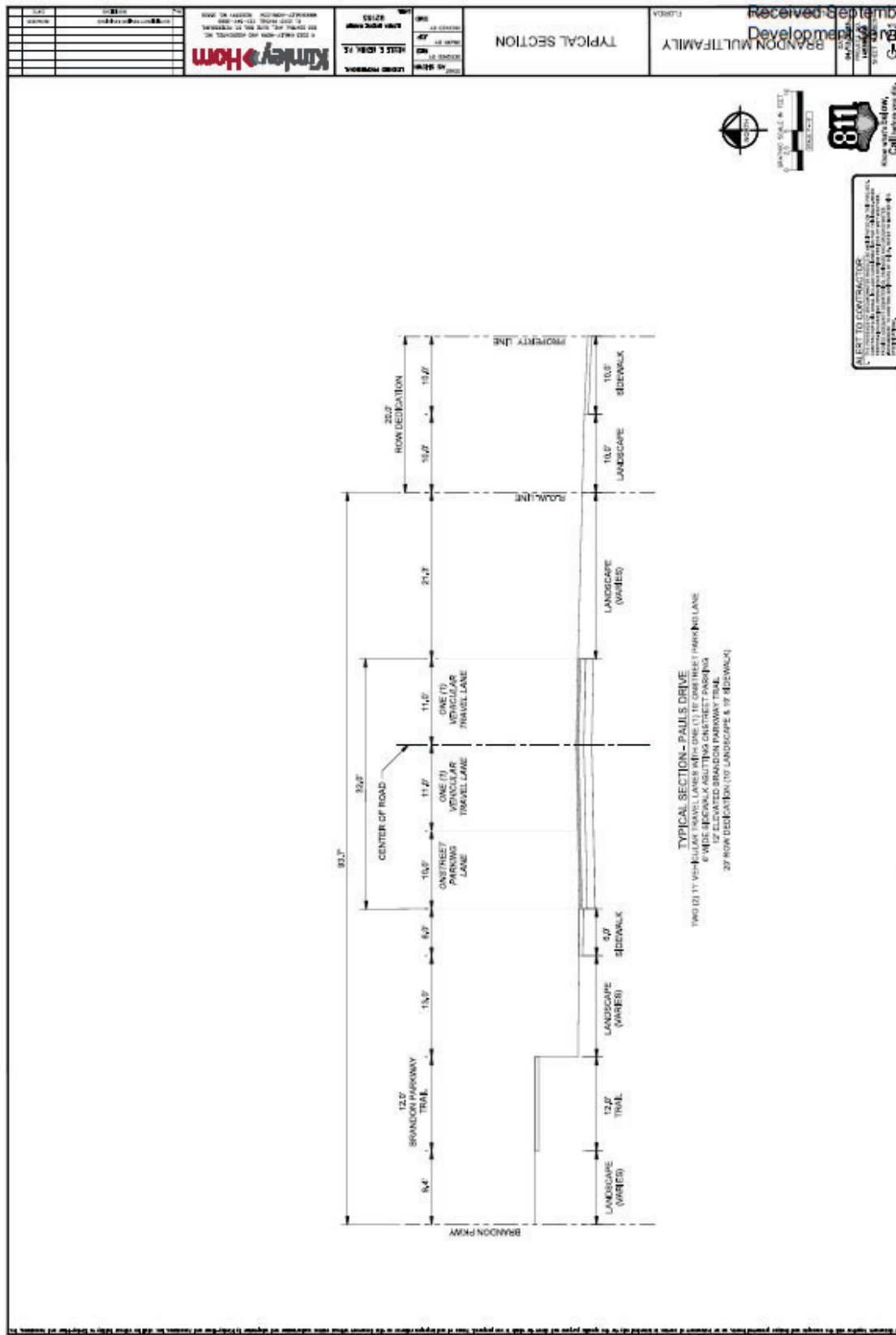
***APPENDIX A: Brandon Multi-Family Planned Development
General Site Plan***

Received September 26, 2023
Development Services



Page 4

APPENDIX B: Pauls Drive Typical Section – Modified TS-03



9

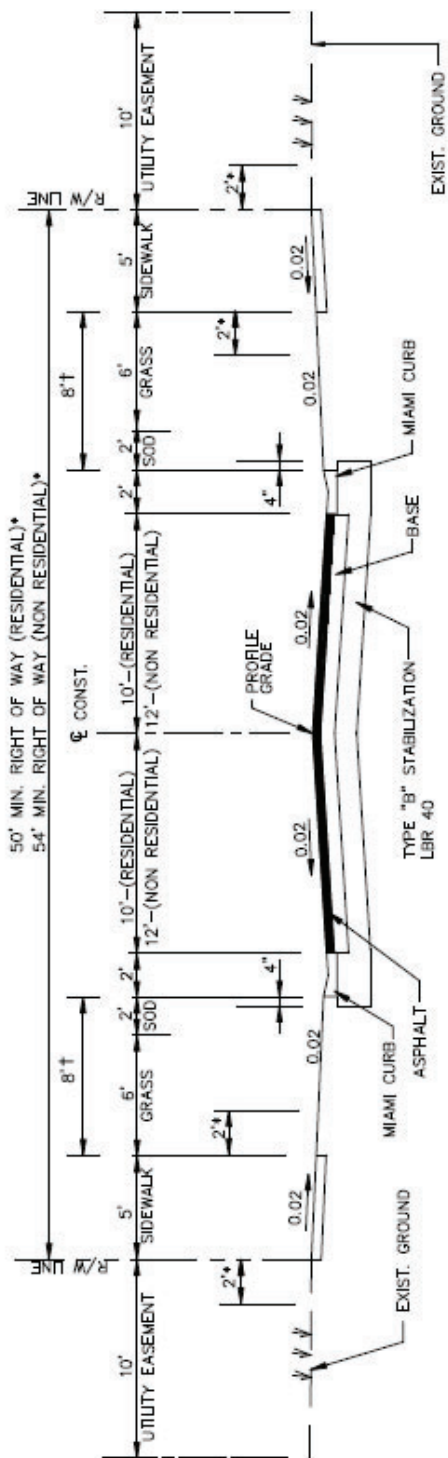
Received September 26, 2023
Development Services



Page 5

APPENDIX C: TS-03 Local Urban Road Typical Section

Received September 26, 2023
 Development Services




TYPICAL SECTION

N.T.S.

LESS THAN 5,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 35 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	LOCAL URBAN ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	
			DRAWING NO. TS-3	SHEET NO. 1 OF 1

11

23-0407



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: October 16, 2023	Petition: MM 23-0407
Report Prepared: October 4, 2023	Folio 71593.0100 Northeastern corner of the Brandon Parkway and Lumsden Road West intersection
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Residential-12 (12 du/ga; 0.50 FAR)
Service Area	Urban
Community Plan:	Brandon
Request:	Major Modification to Planned Development (87-0180) for 40 multi-family residential dwelling units
Parcel Size (Approx.):	35 ± acres (1.525e+6 sq. ft.)
Street Functional Classification:	Brandon Parkway – Arterial Lumsden Road West – Collector
Locational Criteria	Meets
Evacuation Zone	E



Context

- The 35 ± acre subject site is located on the northeastern corner of the Brandon Parkway and Lumsden Road West intersection.
- The subject property is located within the limits of the Brandon Community Plan and is in the Urban Service Area.
- The subject property's Future Land Use designation is currently Residential-12 (RES-12), which can be considered for a maximum density of 12 dwelling units per gross acre and a maximum intensity of 0.5 FAR. The RES-12 Future Land Use category is intended for areas with medium residential density, urban scale neighborhood commercial, office, multi-purpose projects and mixed use developments. Typical uses of RES-12 include residential, urban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development. Non-residential uses shall meet established 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.
- The Residential-12 (RES-12) Future Land Use category extends east and west of the subject site. To the east is also Residential-20 (RES-20). Community Mixed Use-12 (CMU-12) is located north of the subject site. Residential-6 (RES-6) is located to the south.
- To the south and west of the subject site is multi-family. In addition to the west is vacant and right-of-way land. East and southwest of the site is single family residential. In addition to the south is public institutional, group homes and light commercial. North of the site is vacant, light commercial, public utilities, public institutional and right-of-way land.
- The subject site is currently zoned as Planned Development (PD 87-0180). Zoning districts to the east, south and west are also PD. To the north is PD and Brandon Main Street (BMS-TC2) zoning.
- The applicant is requesting to modify an existing Planned Development (87-0180) to add 40 multi-family residential 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

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.

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.

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

Neighborhood/Community Development

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

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

Commercial-Locational Criteria

Objective 22: *To avoid strip commercial development, locational criteria for neighborhood serving commercial uses shall be implemented to scale new commercial development consistent with the character of the areas and to the availability of public facilities and the market.*

Policy 22.2: *The maximum amount of neighborhood-serving commercial uses permitted in an area shall be consistent with the locational criteria outlined in the table and diagram below. The table identifies the intersection nodes that may be considered for non-residential uses. The locational criteria is based on the land use category of the property and the classification of the intersection of roadways as shown on the adopted Highway Cost Affordable Long Range Transportation Plan. The maximums stated in the table/diagram may not always be achieved, subject to FAR limitations and short range roadway improvements as well as other factors such as land use compatibility and environmental features of the site.*

In the review of development applications consideration shall also be given to the present and short-range configuration of the roadways involved. The five year transportation Capital Improvement Program, MPO Transportation Improvement Program or Long Range Transportation Needs Plan shall be used as a guide to phase the development to coincide with the ultimate roadway size as shown on the adopted Long Range Transportation Plan.

Roadways listed in the table as 2 or 4 lane roadways must be shown on the Highway Cost Affordable Long Range Transportation Plan; major local roadways are defined in the definitions section of this element.

At least 75% of the subject property must fall within the specified distance from the intersection. All measurements should begin at the edge of the road right-of-way.

Community Design Component

2.1 MIXED-USE DEVELOPMENT

Goal 1: *Plan a pattern of compact, livable and walkable neighborhoods and communities within the urban service area which are supported by locally-oriented employment, goods and services.*

Objective 1-1: *Make it easier to develop in a traditional urban pattern in the Urban Service Area of the County.*

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.*

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.*

5.2 URBAN/SUBURBAN

GOAL 13: *Within urban and/or suburban areas of the County, encourage new developments or infill developments to incorporate a mix of uses.*

LIVABLE COMMUNITIES ELEMENT: Brandon Community Plan

Goal 1: *Establish a balanced transportation system by prioritizing options to serve local and regional needs and facilitating multi-modal choices.*

1. *Encourage an increase in the frequency of roadway linkages. Design new developments to encourage connectivity.*
 - a. *Complete the Gornto Lake Road extension.*
 - b. *Complete the Providence Lakes Boulevard connection between Providence Road and Kings Avenue.*
 - c. *Complete the intersection improvements at Lithia-Pinecrest/Lumsden/Bell Shoals Roads.*
 - d. *Improve north-south travel particularly access to I-4.*
 - i. *Require a transportation study for the widening of Parsons Avenue north of SR-60.*
 - e. *Support a transportation study for Valrico Road improvements.*
 - f. *Support a consensus decision of the study to widen Lithia-Pinecrest Road.*

5. *As roads are improved, require the addition of amenities for pedestrians and bicyclists. Provide intersection improvements, turn lanes, bicycle lanes, traffic signalization, roadway maintenance, crosswalks, and landscape improvements that maintain the adopted level of service and reflect the best practices of the Livable Roadways Guidelines.*
 - a. *New development and transportation infrastructure investments should place emphasis on proximity to community and social services, walkability and creating a healthy street life.*
 - b. *Accommodate all modes of transportation by providing safe and functional infrastructure and services for driving, walking, biking and transit compatible with the community character.*
 - i. *The community recognizes the need for a system of bike lanes and trails.*

Goal 6: *Re-establish Brandon’s historical, hospitable, and family oriented character through thoughtful planning and forward thinking development practices by concentrating density in certain areas to preserve the semi-rural lifestyle of other areas. Attempt to buffer and transition uses in concentric circles where possible with most intense uses in an area at a node (intersection) and proceeding out from there. Create a plan for how areas could be developed and redeveloped for the future. Each of these areas would have potential for different building heights, parking configurations, fencing, buffering, landscape requirements, special use limitations, and design standards. These standards apply to new construction on infill property, redevelopment of undesirable areas and renovation of existing buildings. The primary consideration of all changes should be compatibility with existing structures to ensure neighborhood preservation.*

5. *General design characteristics for each Brandon Character District are described below. The design characteristics are descriptive as to the general nature of the vicinity and its surroundings and do not affect the Future Land Use or zoning of properties in effect at the time of adoption of the Brandon Community Plan. Any proposed changes to the zoning of property may proceed in accordance with the Land Development Code.*
 - a. *Urban General, including Brandon Main Street - Mixed use building types immediately adjacent to the Urban Center District designed to accommodate retail, offices and dwellings including row houses, town houses and multi-family housing. This district will contain a tight network of streets and blocks with wide sidewalks, consistent street tree planting and buildings 2-5 stories set close to the building setback line. Property within the Brandon Main Street (BMS) zoning districts shall be governed by the Brandon Main Street Development Regulations as set forth in the Land Development Code.*

Staff Analysis of Goals, Objectives and Policies:

The 35 ± acre site is located on the northeastern corner of the Brandon Parkway and Lumsden Road West intersection. The property is located within the limits of the Brandon Community Plan and is in the Urban Service Area. The applicant is requesting a major modification to an existing Planned Development (87-0180) to add 40 multi-family residential units. The major modification area is 7.67 acres out of the total PD’s 35 acres.

The subject site is located within the Urban Service Area, where according to Objective 1 of the Future Land Use Element (FLUE), 80% of all population growth will occur during the horizon of the currently adopted Comprehensive Plan for Unincorporated Hillsborough County. Policy 1.4 outlines compatibility as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development. The proposed major modification is compatible with the existing residential, public, vacant and commercial uses surrounding the subject site.

Objective 8 of the FLUE establishes Future Land Use Categories that outline the maximum level of intensity and density as well as the range of permitted land uses allowed for certain areas. The proposed major modification is to allow for 40 multi-family units with the subject sites RES-12 Future Land Use classification. The proposed 40 units is for the 7.67 acres

modification area out of the total PD's 35 acres. There are approximately 11.85 acres of wetlands that cover 33.9% of the subject site. Per Policy 13.3, if wetlands are 25% or greater of the acreage of the site, intensity or density is calculated by the upland acreage of the site multiplied by 1.25. Based on this, the major modification area is multiplied by 1.25 for a total of 9.59 acres. A total of 115 units can be built on site. The site does meet Commercial Locational Criteria per Policy 22.2. The closest qualifying intersection is the Brandon Parkway and Lumsden Road. 75% of the site is within the 1,000 foot distance. In addition to the residential, the existing PD (87-0180) is approved for 110,010 square feet of office, personal services and commercial entitlements. Phase 1 also allows mini warehouse up to a maximum FAR of 0.50. The existing PD (87-0180) also is entitled to 20 single family residential units as part of phase II. As this request is only modifying a portion of the Planned Development, for the purposes of this report, Planning Commission staff only reviewed the density/intensity that can be permitted on the major modification portion (7.67 acres) of the total Planned Development (35 acres). The proposed major modification is therefore in compliance with Policies 8.1, 8.2, 13.3 and 22.2.

Per FLUE Policy 1.2, at least 75% of the allowable density of the land use category is required. The proposed 40 units is far below the 75% threshold of 86 units. Policy 1.3 does allow for an exemption to minimum density if the development would have an adverse impact on the site's environmental features. The applicant has submitted a request for the exemption to minimum density due to the large number of wetlands on the subject site. The applicant has stated that the modification area is not contiguous and separated by the self-storage facility. The proposed location for the density is to minimize impacts to the environmental features on site. The applicant stated that increasing density on the site would require additional parking that would not be possible with the existing environmental features. Based on this, Planning Commission staff is supportive of the minimum density exemption.

The subject site was previously approved as Planned Development (PD 87-0180). Objective 9, Policy 9.1 and Policy 9.2 require that all development meet or exceed the land development regulations in Hillsborough County. 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.

The proposed major modification meets the intent of Objective 16 and Policies 16.1, 16.2, and 16.3. The proposed major modification is similar in nature to the surrounding neighborhood, which utilizes a variety of residential, vacant, public and commercial uses. The applicant is proposing a 20 foot type B buffer and 20 foot setback on the east and south to buffer the residential from the self-storage to the east and bank to the south. The proposed major modification will create complementary uses to the area and will still be compatible with the surrounding developments.

The Community Design Component (CDC) Goal 13 encourages new developments to provide a mix of uses in urban areas of the county. Similarly, Goal 17, Objective 17.1, and Policy 17-1.4 encourage purposeful commercial developments that contribute to their overall character. The proposed major modification would meet these policy directions by providing purposeful commercial developments in the surrounding area.

The site is also located within the Urban General Character District, as outlined in the Brandon Community Plan. The Urban General District includes mixed use building types designed to accommodate retail, offices and dwellings, including row houses, town

houses and multi-family housing. The proposed development will include multi-family housing residential units, which meets the intent of the Urban General Character District. Goal 6 of the plan also requires wide sidewalks, buildings 2-5 stories in height and set close to the building setback line. The applicant is proposing 10 foot sidewalks along Pauls Drive, and a maximum building height of 2 stories. Per the applicant, placing the building close to the setback line does not allow for the County's parking requirements to be met. Per Goal 1 of the plan, the project will be designed with two access points onto Pauls Drive/Brandon Parkway and one proposed cross-access point to the south. Cross access to the east is not feasible given the wetland conservation area and several stormwater ponds.

Overall, the proposed major modification would allow for the development of this property in a manner that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan* but that is also comparable to the existing development pattern found within the surrounding area.

Recommendation

Based upon the above considerations, Planning Commission staff finds the proposed modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to conditions proposed by the Development Services Department.

HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 23-0407

<all other values>

Rezonings
STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

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

- WATER NATURAL LULC Wet Poly
- AGRICULTURAL/MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (1.0 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: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning data was taken from the Hillsborough County Planning Commission. ACCURACY: It is intended that the information on this map is for illustrative purposes only. The most current data and information, use the appropriate source.

Map Printed from Rezoning System: 4/21/2023
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HC\Reg_Hillsborough - Copy.mxd

