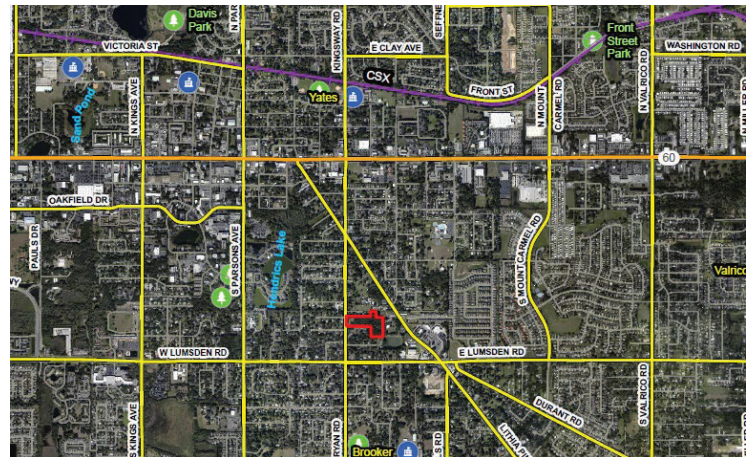




Rezoning Application: PD 22-1229
Zoning Hearing Master Date: January 17, 2023
BOCC Land Use Meeting Date: March 7, 2023

1.0 APPLICATION SUMMARY

Applicant: Jacob Egan – Onyx and East
FLU Category: RES-6
Service Area: Urban
Site Acreage: 8.14 +/-
Community Plan Area: Brandon
Overlay: None



Introduction Summary:

The applicant seeks to rezone two parcels from RSC-6 (Residential, Single-Family Conventional) to PD (Planned Development) to allow for the development of 48 two-family attached units.

Zoning:	Existing	Proposed
District(s)	RSC-6	PD 22-1229
Typical General Use(s)	Single-Family Residential (Single-Family Detached)	Single-Family Residential (Two-Family Attached)
Acreage	8.14	8.14
Density/Intensity	6 unit per acre	6 units per acre
Mathematical Maximum*	48 residential units	48 residential units

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	RSC-6	PD 22-1195
Lot Size / Lot Width	7,000 sf / 70'	2,400 sf per unit / 4,800 sf per building 30' per unit / 60' per building
Setbacks/Buffering and Screening	25' Front Yard 25' Rear Yard 7.5' Side Yards No required buffering and screening	10' Front Yard 10' Rear Yard (with buffer) 0' - 13' Side Yards 15-20' buffer and screening
Height	35'	35'

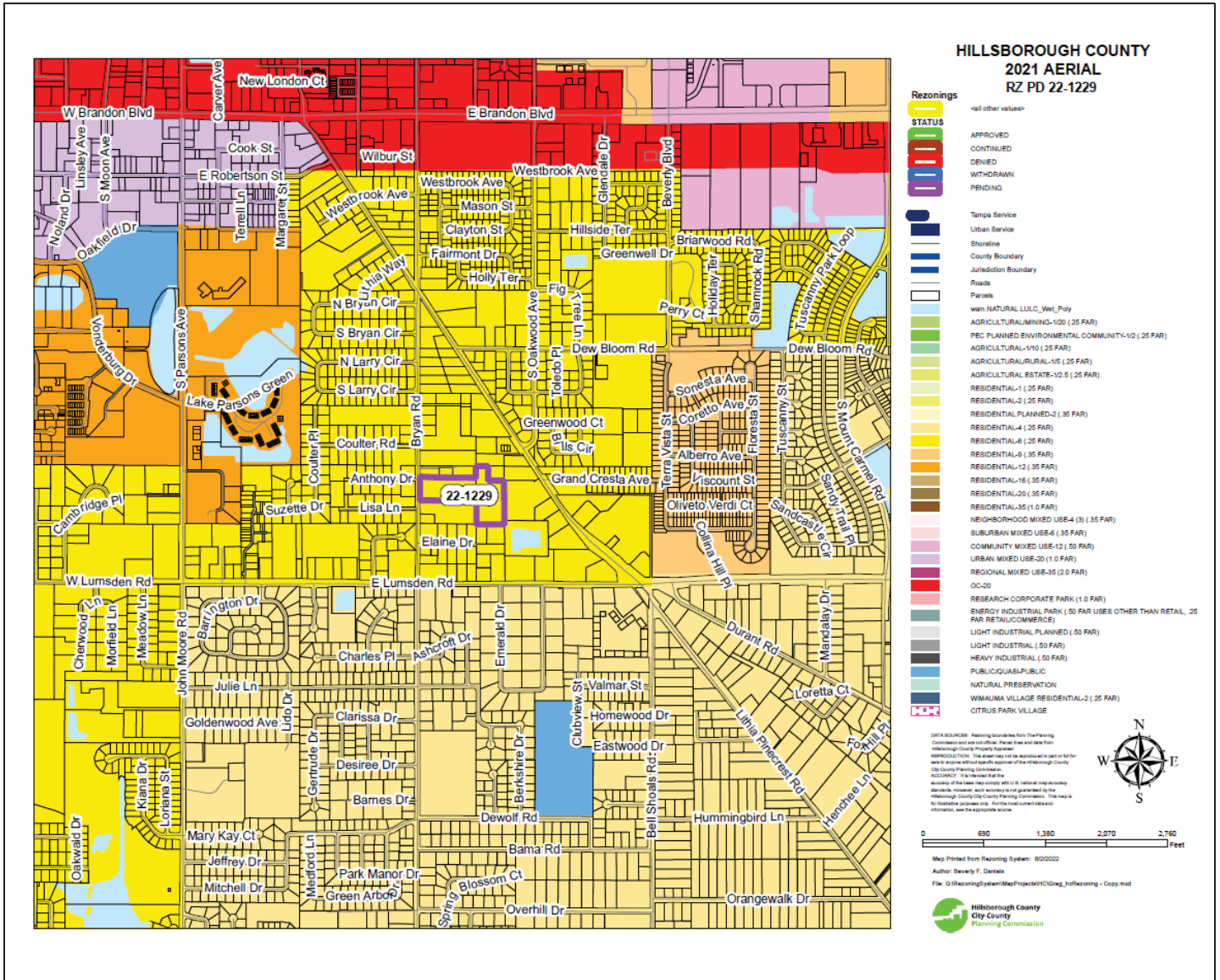
Additional Information:

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

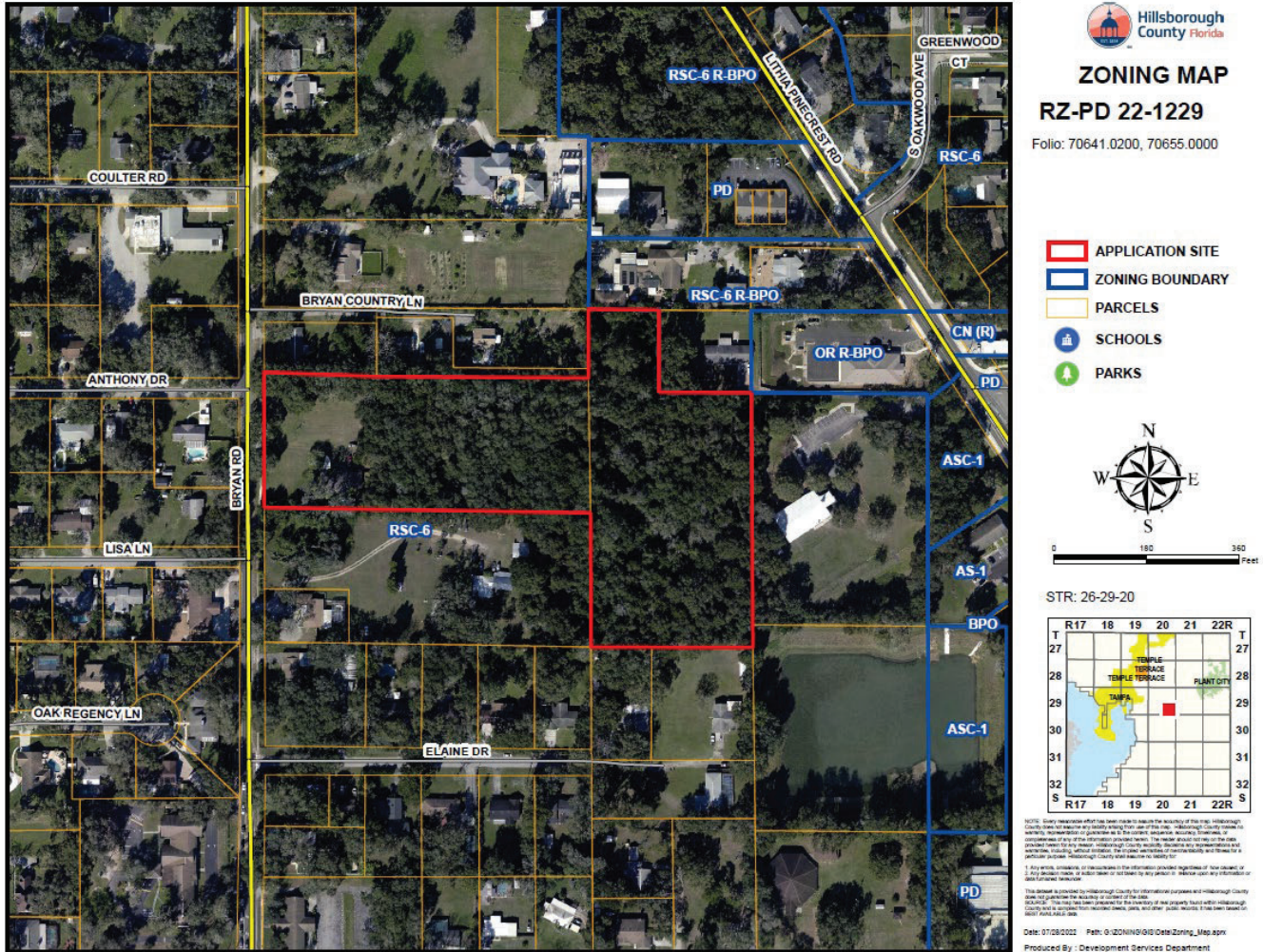
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-6
Maximum Density/F.A.R.:	6 units per acre
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

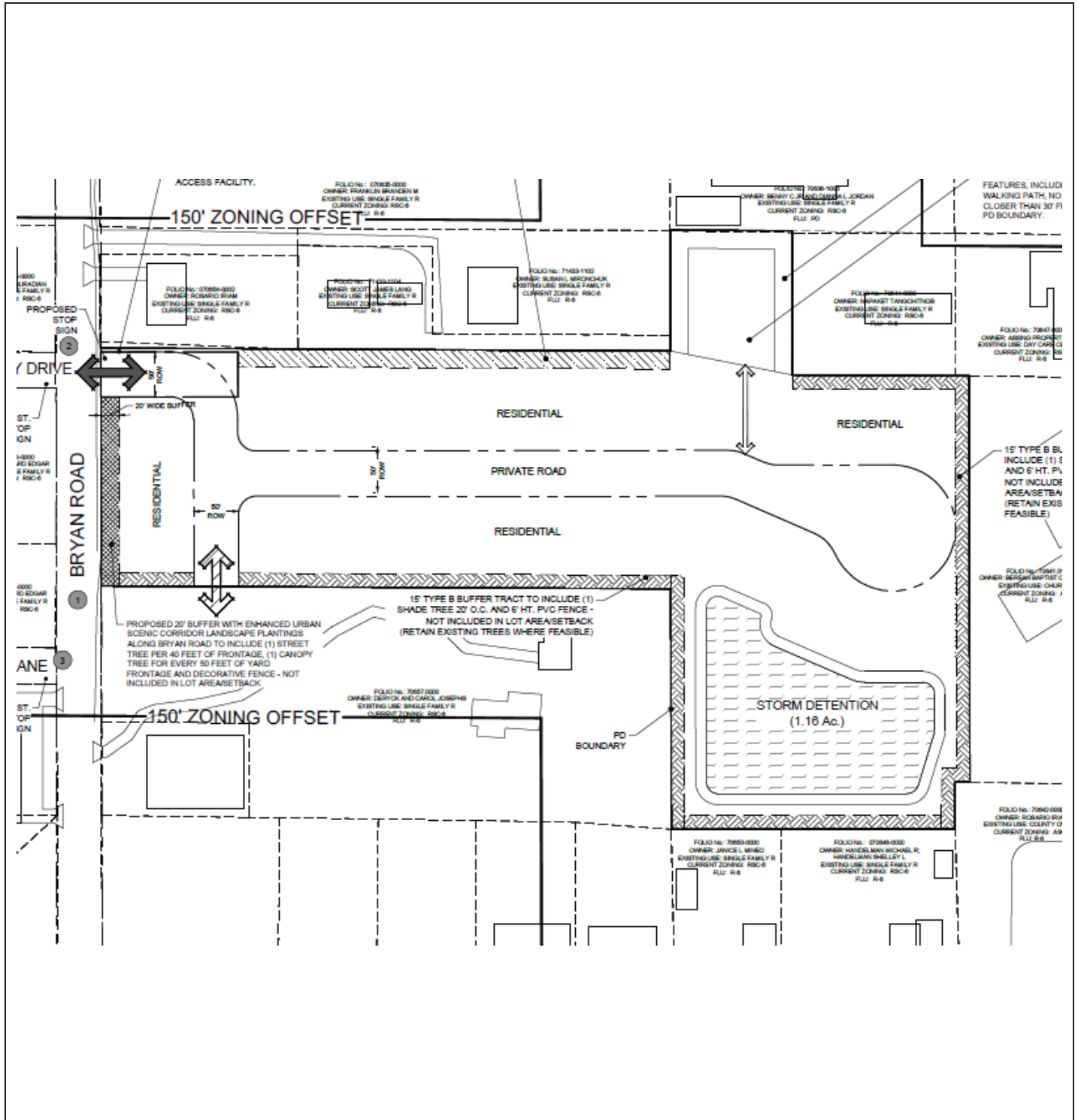


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-6 RSC-6 (R-BPO)	RSC-6: 6 u/a RSC-6 (R-BPO): 6 u/a for residential or 6,000 sf for office	RSC-6: Single-Family Residential RSC-6 (R-BPO): Residential or Office	RSC-6: Single-Family Residential RSC-6 (R-BPO): Single-Family Residential
South	RSC-6	6 u/a	Single-Family Residential	Single-Family Residential
East	RSC-6	6 u/a	Single-Family Residential	Church
West	RSC-6	6 u/a	Single-Family Residential	Single-Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Bryan Road	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input 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	453	36	48
Proposed	453	36	48
Difference (+/-)	+0	+0	+0

*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 checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Bryan Road/ Substandard Road	Administrative Variance Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input 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"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees (Fee estimate is based on per unit basis as detailed) 1,500 sf per Unit duplex / (3,000 sq ft building) Mobility per unit: \$9,183 Parks per unit: \$1,957 School per unit: \$7,027 Fire per unit: \$249 Total per unit = \$18,416 / one building would be \$36,832 (2 units in a duplex) Urban Mobility, South Park/Fire - 48 duplex units				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments

Planning Commission				
<input type="checkbox"/> Meets Locational Criteria	<input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Inconsistent	<input type="checkbox"/> Yes
<input type="checkbox"/> Locational Criteria Waiver Requested		<input type="checkbox"/> No	<input checked="" type="checkbox"/> Consistent	<input checked="" type="checkbox"/> No
<input checked="" type="checkbox"/> Minimum Density Met	<input type="checkbox"/> N/A			

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The applicant proposes a two-family attached project which does not exceed the maximum density permitted within the area. Due to the size of the project, land area is available to mitigate for compatibility concerns with the use of setbacks, buffers and screening. Each building will be comparable to a single-family home both in scale and appearance. Additional requirements, such as enhanced building design and garage placement, are proposed which exceed those required in a standard zoning district and improve the overall project.

Residential uses are found to the north of the project. The project will provide 15' to 20' wide buffers along the northern PD boundary. These buffers will not be included as part of the abutting lot, yet provide additional separation. The rear yard setback will be increased along portions of the northern PD boundary, which when combined with the buffer, will provide a minimum of 30 to 35 feet from the common boundary. This setback meets or exceeds the 2:1 setback required for buildings over 20' in height. Screening within the buffers will consist of trees (existing and newly planted) and a 6' PVC high fence. Buffering and screening along this boundary is not required by the Land Development Code.

The recreation/open space along the north will provide passive recreation and open space uses. All passive recreation uses, such as a walking path, will maintain a minimum setback of 30' along all boundaries. Active recreation uses, such as a playfield or courts, are not proposed.

Property to the immediate east is developed with a church. The project will provide a 15' wide buffer along the eastern PD boundary. The rear yard setback will be increased, which when combined with the buffer, will provide a minimum of 30 feet from the common boundary. This setback meets the 2:1 setback required for buildings over 20' in height. Screening within the buffer will consist of trees (existing and newly planted) and a 6' high PVC fence. Buffering and screening along this boundary is not required by the Land Development Code.

Properties to the south are developed with single family residential. The southeastern portion of the project will be used for a 1.16 acre storm detention pond. Buffering and screening along the entire southern boundary will be provided. The buffer will be a minimum of 15' in width and will not be part of the abutting lots. Screening will consist of trees (existing and newly planted) and a 6' high PVC fence. Structures will be a minimum of 30 feet from the common boundary due to the buffer combined with an increased rear yard setback. This setback meets the 2:1 setback required for buildings over 20' in height. Buffering and screening along this boundary is not required by the Land Development Code.

The project's proposed scale and design will result in two-family residential structures that will have an appearance similar to a single-family detached structure. Each residential building will consist of 2 units, each on a 30 foot wide lot. The overall building will be situated on 60 feet, which is comparable to the RSC-6 minimum lot standard of 70 feet. Each 2-unit residential structure will have a maximum building size of 2,040 sf (1,020 sf per unit), which is 710 sf smaller than the maximum building size available under the RSC-6 zoning district. Like the adjacent RSC-6 zoning districts, building height is limited to 35 feet. Each unit will provide parking within individual garages, rather than a surface parking area, which are side loaded and not oriented towards the street. Building design will be enhanced beyond what is required in a standard zoning district. This includes the use of front porches, architectural elements, pitched roofs, and use of different siding materials.

Given the above factors, staff finds the project to be compatible with the surrounding area.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

- 1. Site plan to note roadway #3 as Lisa Lane.
2. Site Data Table to revise the front yard setback from '10' Porch and/or Principal Structure' to '10' Porch and Principal Structure.'
3. Site Data Table to revise 'Minimum Building Separation: 26'' to 'Minimum Building Separation: 26' first floor/20' second floor.'
4. Site Data Table to remove 'Maximum Building Coverage Per Lot: 75%.' This exceeds the building envelope when applying the minimum setbacks to the minimum lot size.
5. Architectural Condition #2 to revise the first sentence to state that '...all sides and shall be comprised of one or more of the following....'
6. Architectural Condition #1 to revise the last sentence by removing 'one car garage.' Project is not proposing on-street parking and shared driveway will not provide space for tandem parking.
7. Notation over the elevations to state 'Buildings to be developed in general compliance with the elevations - see conditions of approval.'
8. Shift the shared access facility north in order to be flush with the property line to the north.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted December 27, 2022.

- 1. Development shall be limited to a maximum of 24 two-family attached residential structures (48 individual dwelling units). Uses shall be developed where generally shown on the general site plan.
2. Development shall be in accordance with the following:
Minimum lot size: 2,400 sf
Minimum lot width: 30 ft
Minimum front yard setback: 10 ft*
Minimum rear yard setback: 10 ft**
Minimum exterior side yard setback (first floor and garage): 13 ft
Minimum exterior side yard setback (second floor): 10 ft
Interior side yard setback: 0 feet
Maximum building height: 35 ft/2-stories

*This front yard setback is inclusive of any attached covered porch or stoop.

**Rear yard setbacks abutting the northern PD boundary shall be increased to 15 feet, which when added to the required 20 foot wide buffer, provides a minimum rear yard setback of 35 feet where adjacent to folio numbers 71433.1104 and 70654.0002. Rear yard setbacks abutting the northern PD boundary shall be increased to 15 feet, which when added to the required 15 foot wide buffer, provides a minimum setback of 30 feet where adjacent to folio number 70644.0000. Rear yard setbacks abutting the eastern PD boundary shall be increased to 15 feet, which when added to the required 15 foot wide buffer, provides a minimum setback of 30 feet. Rear yard setbacks abutting the southern PD boundary shall be increased to 15 feet, which when added to the required 15 foot wide buffer, provides a minimum setback of 30 feet.


- 3. A 20 foot wide buffer shall be provided along Bryan Road (exclusive of any access point). Screening within this buffer to include Urban Scenic Corridor required plantings and a 4 to 6 foot high decorative fence with no minimum opacity percentage required. The fence materials and fence type shall be at the developer's discretion; however, a 4 to 6 foot high solid wooden or PVC fence is not permitted. This buffer shall be platted as separate

tract and not part of the abutting residential lots. The tract is to be owned and maintained by the HOA or similar entity.

4. A 20 foot wide buffer shall be provided along the northern PD boundary where depicted on the general site plan (exclusive of any roadway). Screening within this buffer shall consist of Type B screening. The Type A component of the screening shall be six foot high PVC fence. This buffer shall be platted as separate tract and not part of the abutting residential lots. The tract is to be owned and maintained by the HOA or similar entity.
5. A 15 foot wide buffer shall be provided along the northern PD boundary where depicted on the general site plan. Screening within this buffer shall consist of Type B screening. The Type A component of the screening shall be six foot high PVC fence. This buffer shall be platted as separate tract and not part of the abutting residential lots. The tract is to be owned and maintained by the HOA or similar entity.
6. A 15 foot wide buffer shall be provided along the eastern PD boundary where depicted on the general site plan. Screening within this buffer shall consist of Type B screening. The Type A component of the screening shall be six foot high PVC fence. This buffer shall be platted as separate tract and not part of the abutting residential lots. The tract is to be owned and maintained by the HOA or similar entity.
7. A 15 foot wide buffer shall be provided along the southern PD boundary where depicted on the general site plan (exclusive of any roadway). Screening within this buffer shall consist of Type B screening. The Type A component of the screening shall be six foot high PVC fence. This buffer shall be platted as separate tract and not part of the abutting residential lots. The tract is to be owned and maintained by the HOA or similar entity.
8. The Open Space area shall be located where depicted on the general site plan. Uses within this area are restricted to passive recreational uses. All uses/activity areas shall maintain a minimum setback of 30 feet along the western, northern and eastern boundaries of the Open Space area.
9. The project shall comply with the Architectural Conditions provided on the general site plan.
10. Residential structures shall be constructed in general compliance with the elevations provided on the general site plan. At a minimum, each structure shall meet the following:
 - 10.1 All buildings to be 2-stories in height with material and/or color changes between the first and second floors on the street facing facade.
 - 10.2 Use of a pitched/hip roof over the 2-unit structure. Minimum pitch ratio of 4 to 12.
 - 10.3 Provide first and second floor windows on the street facing facade. Second floor windows to be enhanced with gabled roofs and/or projections from the street facing facade.
 - 10.4 Street facing facades shall include an entry door and covered porch or covered stoop. Flat roofs over the entry door shall not be permitted.
 - 10.5 Garages to be side-loaded and accessed via a shared driveway. Garage doors/entrances to be flush with the side facade of the structure.
11. If PD 22-1229 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated January 6, 2023) from the Section 6.04.03.L Hillsborough County Land Development Code (LDC) requirement to improve the roadway to current County standards. The Administrative Variance was found approvable by the County Engineer (on January 9, 2023). If the rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request, upon which the developer will not be required to improve Bryan Road to county standard.

- 12. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
- 13. 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.
- 14. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

Zoning Administrator Sign Off:



J. Brian Grady
Tue Jan 10 2023 07:25:17

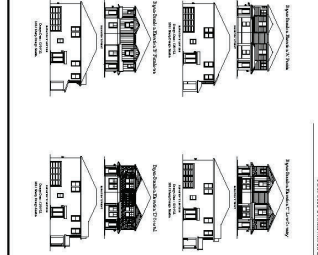
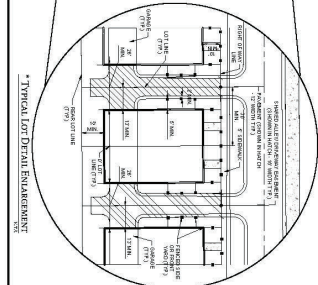
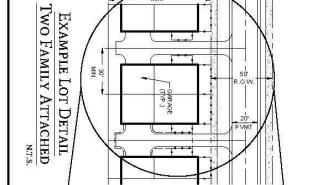
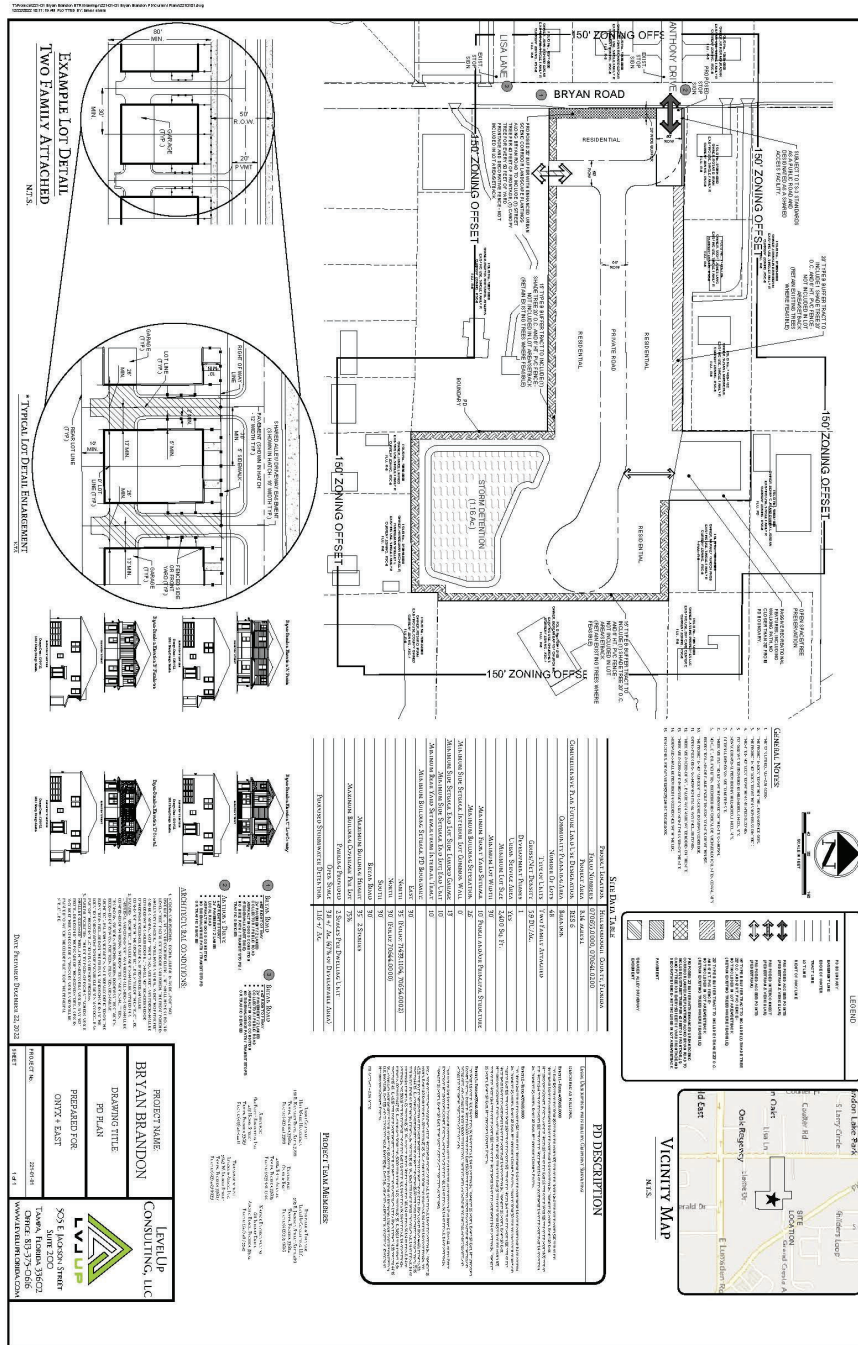
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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 PROPOSED SITE PLAN (FULL)



GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES.
2. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

PROJECT NAME: BRYAN BRANDON

DRAWING TITLE: PR PLAN

PREPARED FOR: GARY EAST

DATE: 2/28/23

PROJECT NAME: LEVEL UP CONSULTING, LLC

DATE: 2/28/23

PROJECT ADDRESS: 303 E. LINDSEY STREET, TONAWANDA, NY 14150

PHONE: 813-303-0566

WWW.LEVELUPCONSULTING.COM

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Alex Steady, Senior Planner
PLANNING AREA/SECTOR: Brandon/ Central

DATE: 01/09/2023
AGENCY/DEPT: Transportation
PETITION NO: PD 22-1229

<input type="checkbox"/>	This agency has no comments.
<input type="checkbox"/>	This agency has no objection.
<input checked="" type="checkbox"/>	This agency has no objection, subject to the listed or attached conditions.
<input type="checkbox"/>	This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

- If PD 22-1229 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated January 6, 2023) from the Section 6.04.03.L Hillsborough County Land Development Code (LDC) requirement to improve the roadway to current County standards. The Administrative Variance was found approvable by the County Engineer (on January 9, 2023). If the rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request, upon which the developer will not be required to improve Bryan Road to county standard.
- Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

Other Conditions

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

- Shift the shared access facility north in order to be flush with the property line to the north.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone two parcels totaling +/- 7.83 acres from Residential Single Family Convention – 6 (RSC-6) to Planned Development (PD). The proposed Planned Development is seeking entitlements for 48 Duplex Single Family Dwelling Units. The site is generally located on the eastern side of Bryan Road, +/- 910 feet north of the intersection of Lumsden Road and Bryan Road. The Future Land Use designation of the site is Residential – 6 (R-6).

Trip Generation Analysis

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation indicating the proposed use does not generate more than 50 peak hour trips and as such a detailed transportation analysis is not required. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition.

Approved Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RSC-6, 48 Single Family Dwelling Units (ITE code 210)	453	36	48

Proposed Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 48 Single Family Dwelling Units (ITE code 210)	453	36	48

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+0	+0	+0

The proposed rezoning would not result in any change in daily trips, a.m. peak hour, or p.m. peak hour trips potentially generated by development of the subject site.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject property has frontage on Bryan Road. Bryan Road is 2-lane, substandard, Hillsborough County maintained, collector roadway, characterized by +/-10 ft. travel lanes. The existing right-of-way on Bryan Road is +/-55 feet. There are sidewalks on the east side of Bryan Road in the vicinity of the proposed project.

REQUESTED VARIANCE - BRYAN ROAD

Bryan Road is a substandard road. The land development code indicates that a developer would need to improve the road up to county standards unless an Administrative Variance is submitted and found approvable. The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated January 6, 2023) Section 6.04.03.L Hillsborough County Land Development Code (LDC) requirement to improve the roadway to current County standards. The Administrative Variance was found approvable by the County Engineer (on January 9, 2023). If the rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request, upon which the developer will not be required to improve Bryan Road to county standard.

SITE ACCESS

The project is proposing a full access connection on Bryan Road. A Vehicular and Pedestrian connection to the south is included to provide a connection for future development. The internal roadway will be built to HC TTM TS-3 standards for the first 150 feet in order to provide a shared access facility to accommodate future redevelopment to the north. The remaining internal roadway will be built to HC TTM private roadway standards.

ROADWAY LEVEL OF SERVICE (LOS)

Level of Service (LOS) information for adjacent roadway sections is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Bryan Road	Bloomington Ave	SR 60/Brandon Blvd	D	D

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
Bryan Road	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input 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	453	36	48
Proposed	453	36	48
Difference (+/-)	+0	+0	+0

*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 checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Bryan Road/ Substandard Road	Administrative Variance Requested	Approvable
Notes:		

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

From: Williams, Michael
Sent: Monday, January 9, 2023 3:30 PM
To: Steven Henry
Cc: Stephenson, Trent (Trent@levelupflorida.com); Heinrich, Michelle; Steady, Alex; Tirado, Sheida; PW-CEIntake
Subject: FW: RZ PD 22-1229 Administrative Variance Review
Attachments: 22-1229 AVReq 01-06-23.pdf

Importance: High

Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 22-1229 APPROVABLE.

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

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

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

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

Mike

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

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

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[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: Monday, January 9, 2023 11:46 AM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: RZ PD 22-1229 Administrative Variance Review
Importance: High

Hello Mike,

The attached Administrative Variance is approvable to me, please send your response to the following people:

shenry@lincks.com
trent@levelupflorida.com
heinrichm@hillsboroughcounty.org
steadya@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

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LINCKS & ASSOCIATES, INC.

January 6, 2023

Mr. Michael Williams, PE
County Engineer, Development Review Director
Hillsborough County
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: Bryan Brandon
PD 22-1229
Folio 70655.0000 & 70641.0200
Lincks Project Number: 22157

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03L of the Hillsborough County Land Development Code, which requires projects taking access to a substandard road to improve the roadway to current County standards between the project driveway and the nearest standard road. The developer proposes to rezone the subject property to Planned Development to allow up to 48 Single Family Duplexes.

The access to serve the project is proposed to be as follows:

- One (1) full access to Bryan Road that is to align with Anthony Drive on the west side of Bryan Road.
- Future cross access with the property to the south

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, Bryan Road is a collector roadway.

Table 1 provides the trip generation for the proposed land use.

Bryan Road from the project access to the nearest standard road (Lumsden Road) is a two (2) lane rural roadway.

The request is to waive the requirement to improve Bryan Road (between the project access and Lumsden Road) to current County roadway standards, the standards for which are found within the Hillsborough County Transportation Technical Manual.

The variance requested is to the TS-7 standards which are as follows:

1. Right of Way – TS-7 has 96 feet of right of way. There is approximately 50 feet of right of way along the subject segment of the roadway.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
8133 287 0674 Telefax
www.Lincks.com Website

Mr. Mike Williams
January 6, 2023
Page 2

2. Lane Width – TS-7 has 12 foot lanes. The existing roadway has 11 foot lanes.
3. Shoulders – TS-7 has 8 feet shoulders with 5 feet paved. There are limited shoulders along the road.
4. Sidewalk – TS-7 has 5 feet sidewalk on both sides of the roadway. There is sidewalk on the east side of the roadway along the subject segment of the roadway.

Per LDC Section 6.04.02.B criteria answers below:

(a) there is an unreasonable burden on the applicant

There is limited right of way along the subject segment of Bryan Road. To provide the TS-7 would require the acquisition of additional 46 feet of right of way. Given the size of the project, the acquisition of the right of way is not financially feasible. In addition, there are utility poles and water lines along the west side of the road that would have to be relocated. Again, given the scale of the project, the relocation of these utilities is not financially feasible. Due to limited right of way and utility conflicts, it would be an unreasonable burden for the applicant to improve the roadway to TS-7 standards.

(b) the variance would not be detrimental to the public health, safety and welfare

For the following reasons the variance would not be detrimental to the public health, safety and welfare.

1. The project would add limited additional traffic to Bryan Road.
2. The project access is to align with Anthony Drive.
3. There is existing sidewalk on the east side of Bryan Road, the same side as the project.

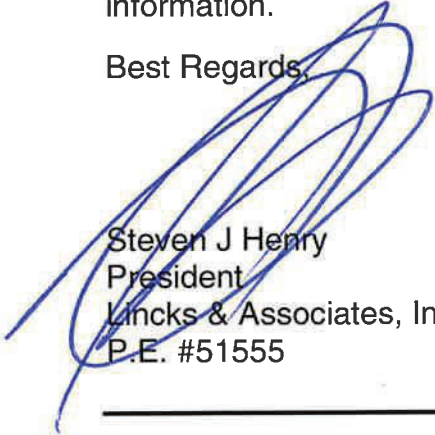
(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas

Bryan Road is the only access for the project, therefore without the variance, reasonable access to the property could not be provided.

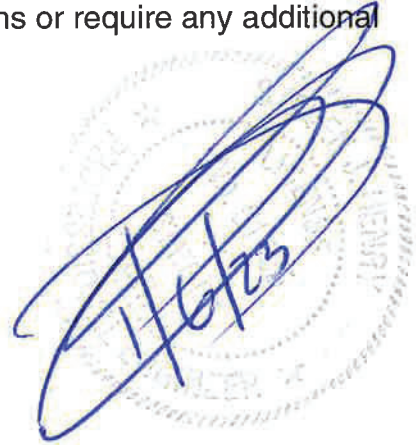
Mr. Mike Williams
January 6, 2023
Page 3

Please do not hesitate to contact us if you have any questions or require any additional information.

Best Regards,



Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

- Disapproved**
- Approved**
- Approved with Conditions**

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Date _____

Sincerely,

**Michael J. Williams
Hillsborough County Engineer**

Mr. Mike Williams
January 6, 2023
Page 4

TABLE 1
TRIP GENERATION (1)

<u>Land Use</u>	<u>ITE</u> <u>LUC</u>	<u>Size</u>	<u>Daily</u> <u>Trip Ends</u>	<u>AM Peak Hour</u> <u>Trip Ends</u>		<u>PM Peak Hour</u> <u>Trip Ends</u>			
				<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	
Duplex	220	48 DU's	383	9	29	38	26	15	41

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

APPENDIX



PD PLAN



HILLSBOROUGH COUNTY
ROADWAY FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



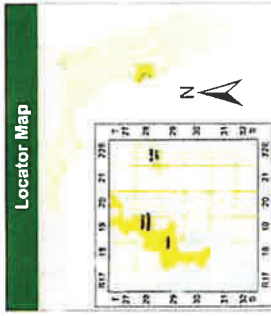
Legend

- Functional Classifications
- Authority Classification
- State, Principal Arterial
- State, Arterial
- Hillsborough, Arterial
- Hillsborough, Collector
- Urban Service Area Boundary
- City Limits

The Hillsborough County Roadway Functional Map will be used in all planning and engineering projects that require roadway classification information. Some, but not all, examples of uses are as follows:

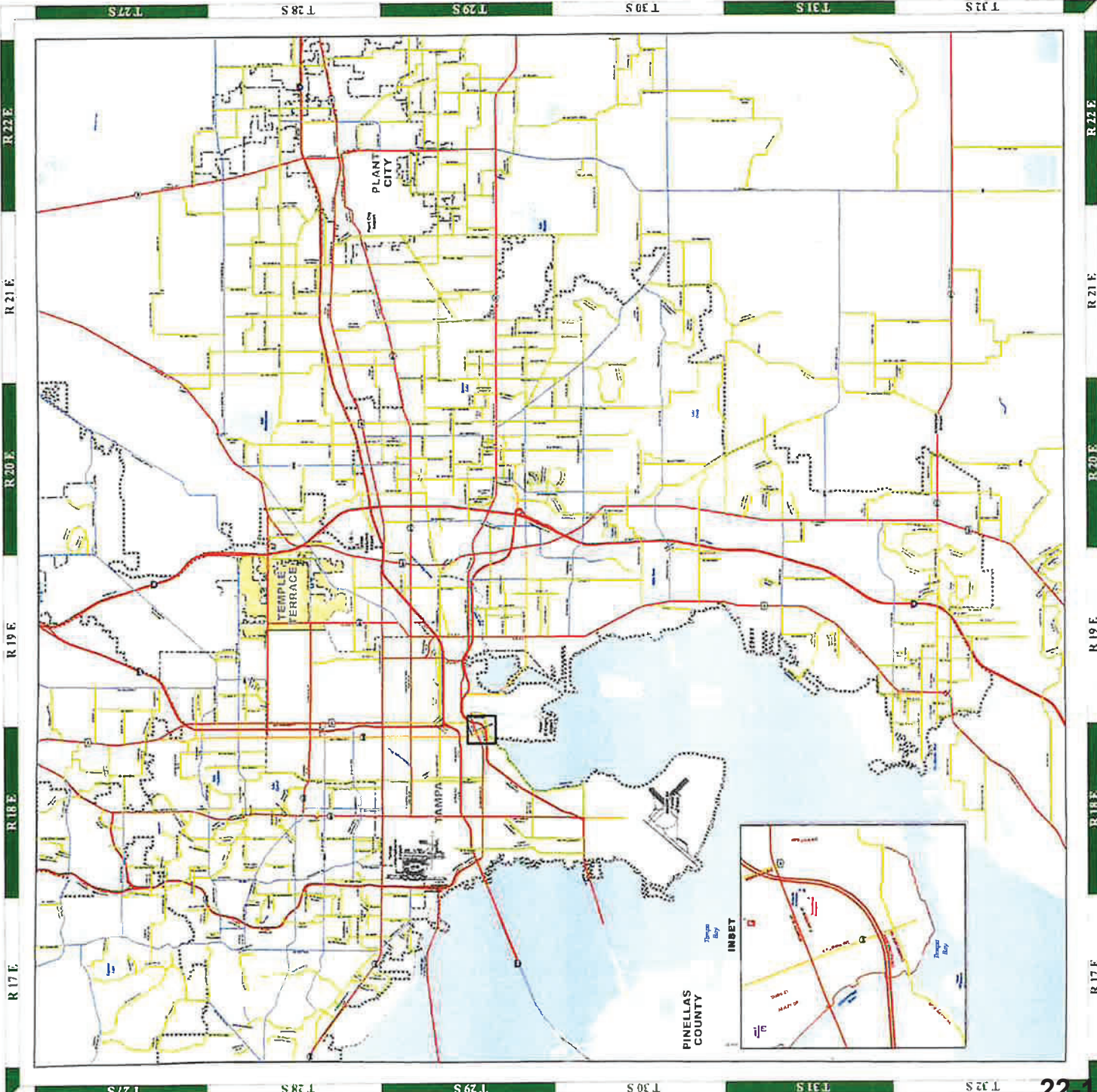
- PART 3.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 2.00 CITRUS PARK VILLAGE DEVELOPMENT STANDARDS
- PART 1.00 DEVELOPMENT STANDARDS AND GUIDELINES
- PART 6.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 8.00 FENCES AND WALLS
- PART 9.00 SIGNAGE
- PART 10.00 UTILITIES
- PART 11.00 OPERATIONS
- OTHER PARTS OF THE LDC NOT LISTED ABOVE.

In addition to subject projects, this LDC Functional Classification of roads plays an important role in implementing the Hillsborough Traffic Control Program and the Neighborhood Traffic Calming Program.



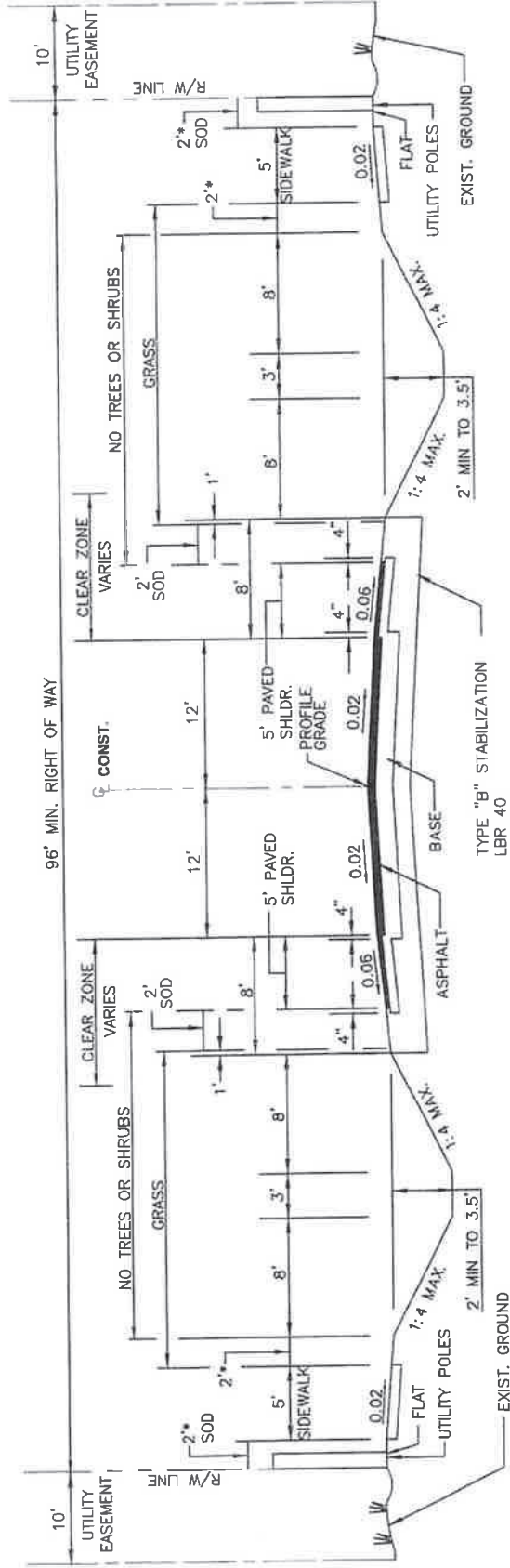
NOT: Every preparation of this map was made to the best of the knowledge of the preparer. The preparer does not warrant or represent that the information shown on this map is true, accurate, or complete. The preparer shall not be held liable for any errors or omissions in this map or for any consequences arising from its use. The user of this map shall be responsible for verifying the accuracy of the information shown on this map.

835 E. Kennedy Blvd
Tampa, FL 33603
(813) 272-5810
Planning@hillsboroughcounty.org



TS-7





TYPICAL SECTION

N.T.S.
FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 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. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

DRAWING NO. TS-7	LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION
SHEET NO. 1 OF 1	
REVISION DATE: 10/17	 Hillsborough County Florida
TRANSPORTATION TECHNICAL MANUAL	22-1229

STREET VIEW PICTURES





6.21 ft



Bryan Brandon

Google Earth

© 2022 Google



6.03 ft

Bryan Brandon

Google Earth

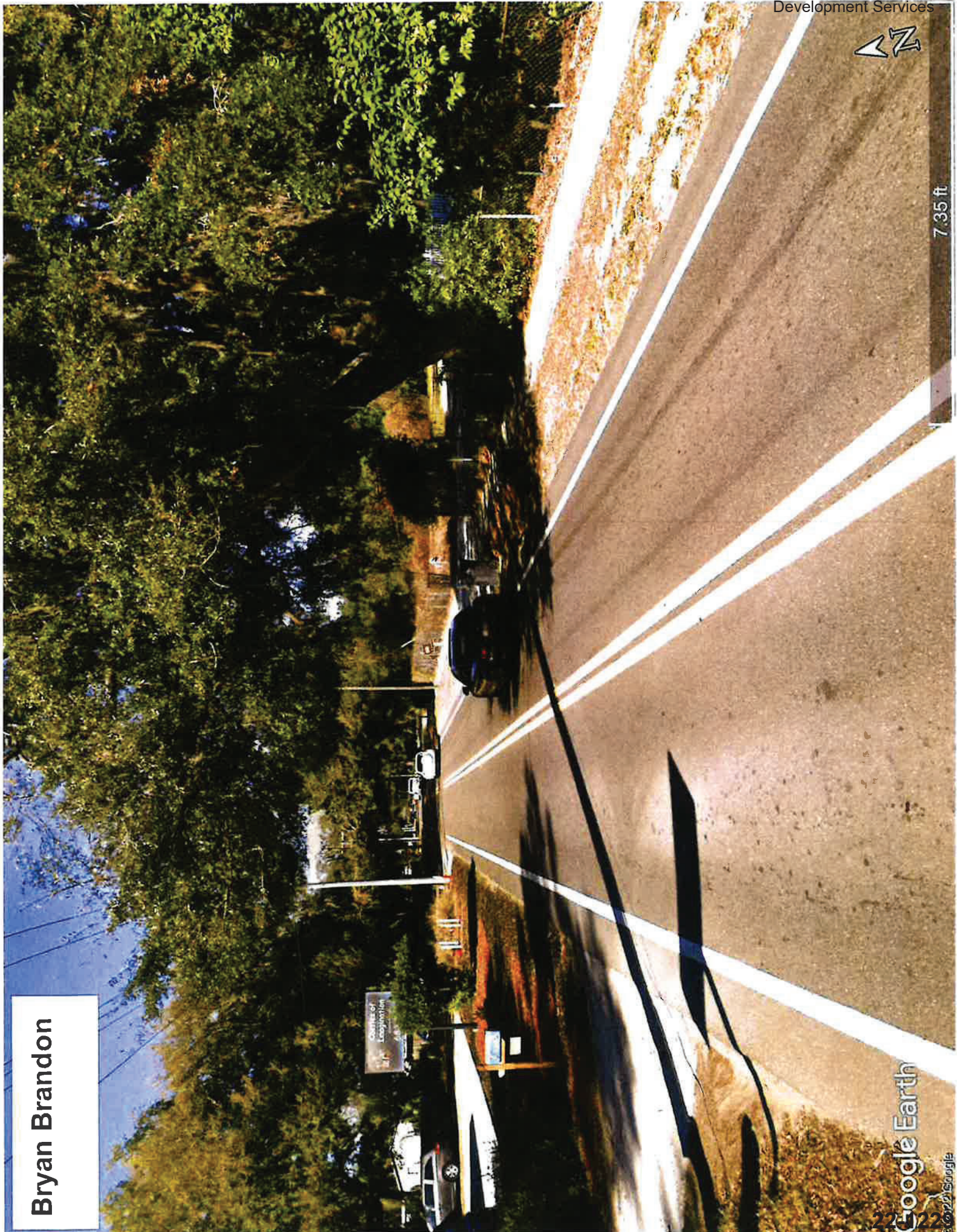
© 2022 Google





7.35 ft

Bryan Brandon



Google Earth

© 2022 Google



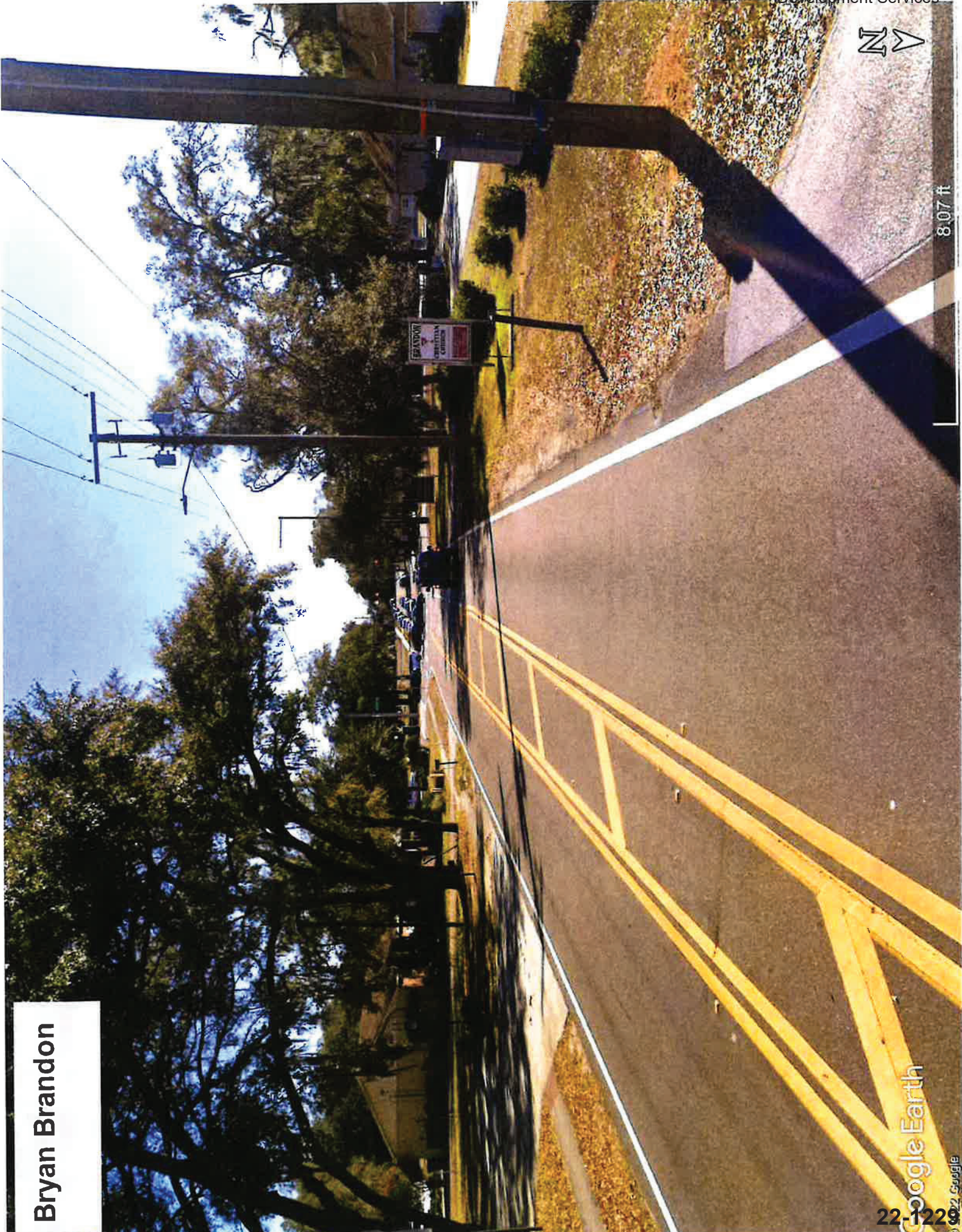
7.97 ft



Bryan Brandon



8.07 ft



Bryan Brandon

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**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: January 17, 2023 Report Prepared: January 5, 2023	PD22-1229 Folios 70655.0000 and 70641.0200 <i>Southwest of South Lithia Pinecrest Road, north of Lumsden Road, east of South Bryan Road and south of Bryan Country Lane</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Residential-6 (RES-6) (6 du/ ac; 0.25 FAR)
Service Area	Urban Service Area (USA)
Community Plan:	Brandon
Requested Zoning:	Requesting a rezoning from Residential Single Family Conventional-6 (RSC-6) to Planned Development (PD) for the purpose of developing 48 townhomes
Parcel Size (Approx.):	8.1 +/- acres (square feet?)
Street Functional Classification:	South Lithia Pinecrest Road- Arterial Lumsden Road- Arterial South Bryan Road - Collector Bryan Country Lane - Local Road
Locational Criteria	Not Applicable
Evacuation Zone	None



Context

- The 8.1 +/- acre subject property is identified with Folio: 70655.0000 and 70641.0200, located southwest of South Lithia Pinecrest Road, north of Lumsden Road, east of South Bryan Road and south of Bryan Country Lane.
- The applicant is requesting a rezoning from Residential Single Family Conventional-6 (RSC-6) to Planned Development (PD) for the purpose of developing 48 townhomes.
- The site is located within the Urban Service Area and is located within the limits of the Brandon Community Plan in the Suburban Character District.
- The subject property is located within the Residential-6 (RES-6) Future Land Use category, which has a maximum density of 6 dwelling units per gross acre and a maximum intensity of 0.25 FAR. This FLU category has typical uses of residential, suburban scale neighborhood commercial, office, and multi-purpose or mixed-use projects at appropriate locations.
- The subject property is surrounded by the RES-6 Future Land Use category in all directions.
- The property is currently a residential use. Much of the area surrounding the subject property includes single-family residential and public/institutional uses. However, abutting to the northeast is light commercial and business professional use.

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 Boundary

This boundary is established to designate on the Future Land Use Map the location for urban level development in the County. The boundary shall serve as a means to provide an efficient use of land and public and private investment, and to contain urban sprawl.

Urban Service Area (USA)

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

Policy 1.2: Minimum Density

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

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

Policy 1.3: *Within the USA and within land use categories permitting 4 du/ga or greater, new rezoning approvals for residential development of less than 75% of the allowable density of the land use category will be permitted only in cases where one or more of the following criteria are found to be met:*

- *Development at a density of 75% of the category or greater would not be compatible (as defined in Policy 1.4) and would adversely impact with the existing development pattern within a 1,000 foot radius of the proposed development;*
- *Infrastructure (Including but not limited to water, sewer, stormwater and transportation) is not planned or programmed to support development.*
- *Development would have an adverse impact on environmental features on the site or adjacent to the property.*
- *The site is located in the Coastal High Hazard Area.*
- *The rezoning is restricted to agricultural uses and would not permit the further subdivision for residential lots.*

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.*

Community Design Component

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

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 16.8: *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.

Livable Communities Element: Brandon Community Plan

LIVABLE COMMUNITIES ELEMENT: BRANDON COMMUNITY PLAN

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.

Strategies:

3. Implement Brandon Character Districts to protect established neighborhoods and historic patterns of development.

4. Consistent with the Brandon Character Districts Map, develop design guidelines for the Brandon Character Districts to address at a minimum building height, density and intensity, building types, bulk, mass, parking location, access, frontage, setbacks, buffers, landscape, streetscape and signage. Consistent with the general design characteristics listed in the Brandon Community Plan document, develop specific standards for adoption into the Land Development Code.

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.

d. Suburban - Primarily residential area of single-family detached homes with side and perimeter yards on one-quarter acre or less. Mixed-use is usually confined to certain intersection locations. This district has a wide range of residential building types: single-family detached, single-family attached and townhouses. Setbacks and street canopy vary. Streets typically define medium-sized blocks. New development/redevelopment would be required to build internal sidewalks and connect to existing external sidewalks or trails.

Staff Analysis of Goals, Objectives and Policies:

The 8.1 +/- acre subject property is generally located southwest of South Lithia Pinecrest Road, north of Lumsden Road, east of South Bryan Road and south of Bryan Country Lane. The site is located within the Urban Service Area and is located within the limits of the Brandon Community Plan in the Suburban Character District. The applicant is requesting a rezoning from Residential Single Family Conventional-6 (RSC-6) to Planned Development (PD) for the purpose of developing 48 townhomes. The subject property is located within the Residential-6 (RES-6) Future Land Use category, which has a maximum density of 6 dwelling units per gross acre and a maximum intensity of 0.25 FAR. The subject property is surrounded by the RES-6 Future Land Use category in all directions.

The proposal meets the intent of Objective 1 and Policy 1.4 of the Future Land Use Element (FLUE) by providing growth within the Urban Service Area. The maximum number of units that can be considered for the property is 48 units (8.1 acres x 6 du/ga). Per FLUE Policy 1.2, the minimum density required is 36 dwelling units and the proposed development will meet minimum density requirements.

The proposal also meets the compatibility requirements of FLUE Policy 1.4 which desires compatibility with the immediate area and surrounding uses. There is an established suburban residential development pattern in the area. Most of the area surrounding the subject property includes single-family residential and public/institutional uses. The property does not abut any multi-family residential, and the nearest multi-family is located 0.16 of a mile to the south and 0.38 miles to the northwest. However, the applicant has agreed to commit to an architect design and enhanced buffer to the north which staff have found to be an acceptable mitigation technique as it allows the development to be compatible with the predominant character of the area, which is single-family residential.

The proposal meets the intent of Objective 16 and its accompanying Policies 16.2, 16.3, 16.8 and 16.10 that require new development, infill and redevelopment to be compatible with the surrounding area in character, lot size and density. In this case, to the north are single family homes that will be substantially buffered using landscape buffer tracts. The building heights proposed are consistent with the current and adjacent zoning. In addition, cross connections are being proposed for the southern property.

Goal 12 and Objective 12-1 of the Community Design Component (CDC) in the FLUE requires new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. The proposed development of 48 lots is consistent with this policy direction based on the surrounding development pattern and previously mentioned mitigation efforts.

Goal 6 and Strategies 3, 4 and 5 of the Brandon Community Plan require each of the character districts to follow a specific development pattern and be compatible with the surrounding area. The subject property is located within the Suburban Character district of the Brandon community Plan where the residential is predominantly single-family detached homes with side and perimeter yards on one-quarter acre or less. The district also allows for a wide range of residential building types such as single-family detached, single-family attached and townhouses. The proposed site plan, received by county staff on December 27, 2022, shows 48 two-family (duplex) platted lots that are a minimum of 2,400 square feet which is consistent with the vision of the Suburban Character District. Furthermore, new development/redevelopment would be required to build internal

sidewalks and connect to existing external sidewalks or trails and the proposed site plan shows pedestrian connections to the north, east and south. The applicant's proposed conditions have been reviewed and accepted by the Department of Development Services, which commits to residential structures being constructed in general compliance with the elevations provided on the general site plan.

Overall, the rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan and is compatible with the existing development pattern found within the surrounding area.

Recommendation

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

HILLSBOROUGH COUNTY 2021 AERIAL RZ PD 22-1229

Rezonings

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

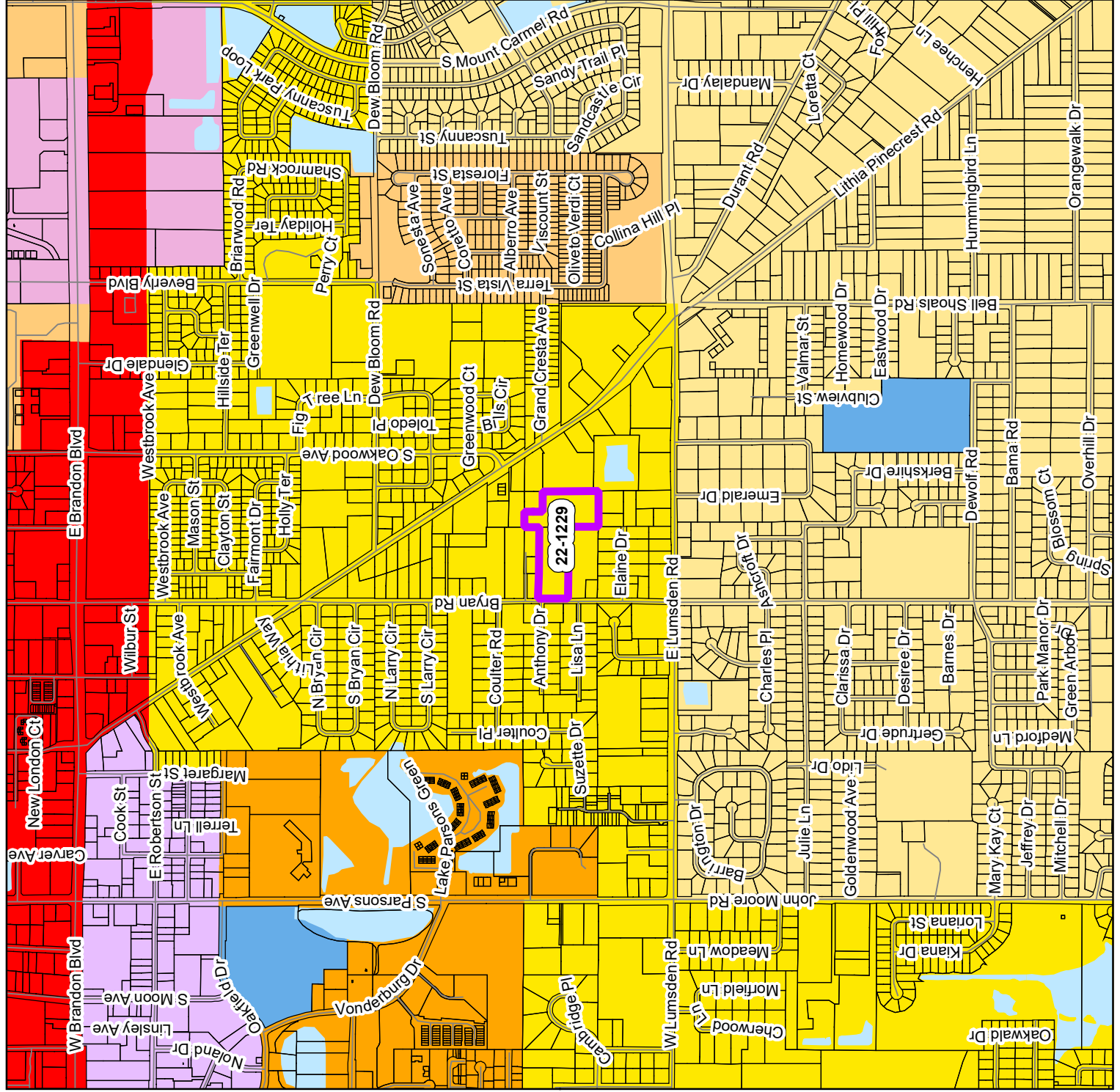
- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels

- WATER NATURAL LULUC, Wet Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL 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)
- OC-20
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.50 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- HEAVY INDUSTRIAL (.50 FAR)
- PUBLIC/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning data is for use as a guide and is not intended to be used as a legal instrument. It is intended that the rezoning data be used in conjunction with the official zoning map and other records. Hillsborough County City-County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate website.



Map Printed from Rezoning System: 8/22/2022
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HillCoReg_HillRezoning_Copy.mxd



22-1229