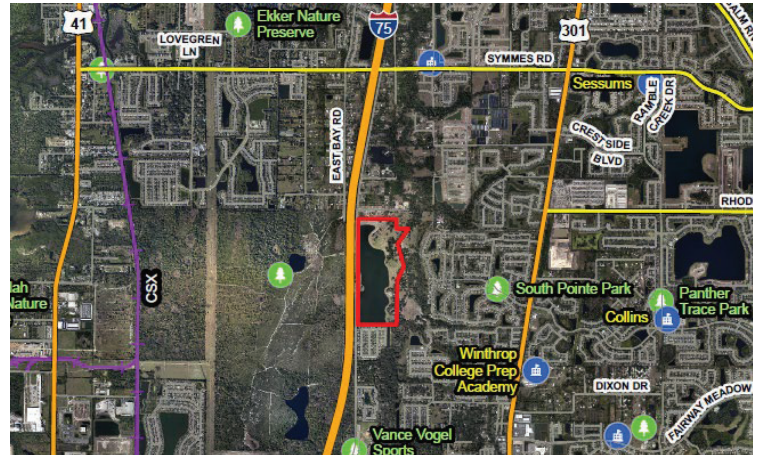




Rezoning Application: PD 23-0785
Zoning Hearing Master Date: February 20, 2024
BOCC Land Use Meeting Date: April 9, 2024

1.0 APPLICATION SUMMARY

Applicant: Johnson Pope/Mark Bentley, Esq.,
B.C.S., AICP
FLU Category: RES-9
Service Area: Urban
Site Acreage: 119 +/-
Community Plan Area: Riverview
Overlay: None



Introduction Summary:

The applicant requests to rezone property zoned PD (Planned Development) #85-0317 to PD #23-0785 to develop a 536 unit multi-family project.

Zoning:	Existing	Proposed
District(s)	PD 85-0317	PD 23-0785
Typical General Use(s)	Industrial, Office and Commercial	Multi-Family Residential
Acreage	119	119
Density/Intensity	0.11 FAR	4.5 u/a
Mathematical Maximum*	600,00 sf	536 units

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	PD 85-0317	PD 23-0785
Lot Size / Lot Width	n/a	n/a
Setbacks/Buffering and Screening	30' North 30' South 30' East (from wetland setback) 30' West 20'-30' Buffering/B & C screening	25' North 25' South 25' East 25' West 20' B/ B screening along west and 5' B/A screening along east
Height	55'/4-stories	60' /4-stories

Additional Information:

PD Variation(s) None requested as part of this application

APPLICATION NUMBER: PD 23-0785

ZHM HEARING DATE: February 20, 2024

BOCC LUM MEETING DATE: April 9, 2024

Case Reviewer: Michelle Heinrich, AICP

Waiver(s) to the Land Development Code

None requested as part of this application

Planning Commission Recommendation:

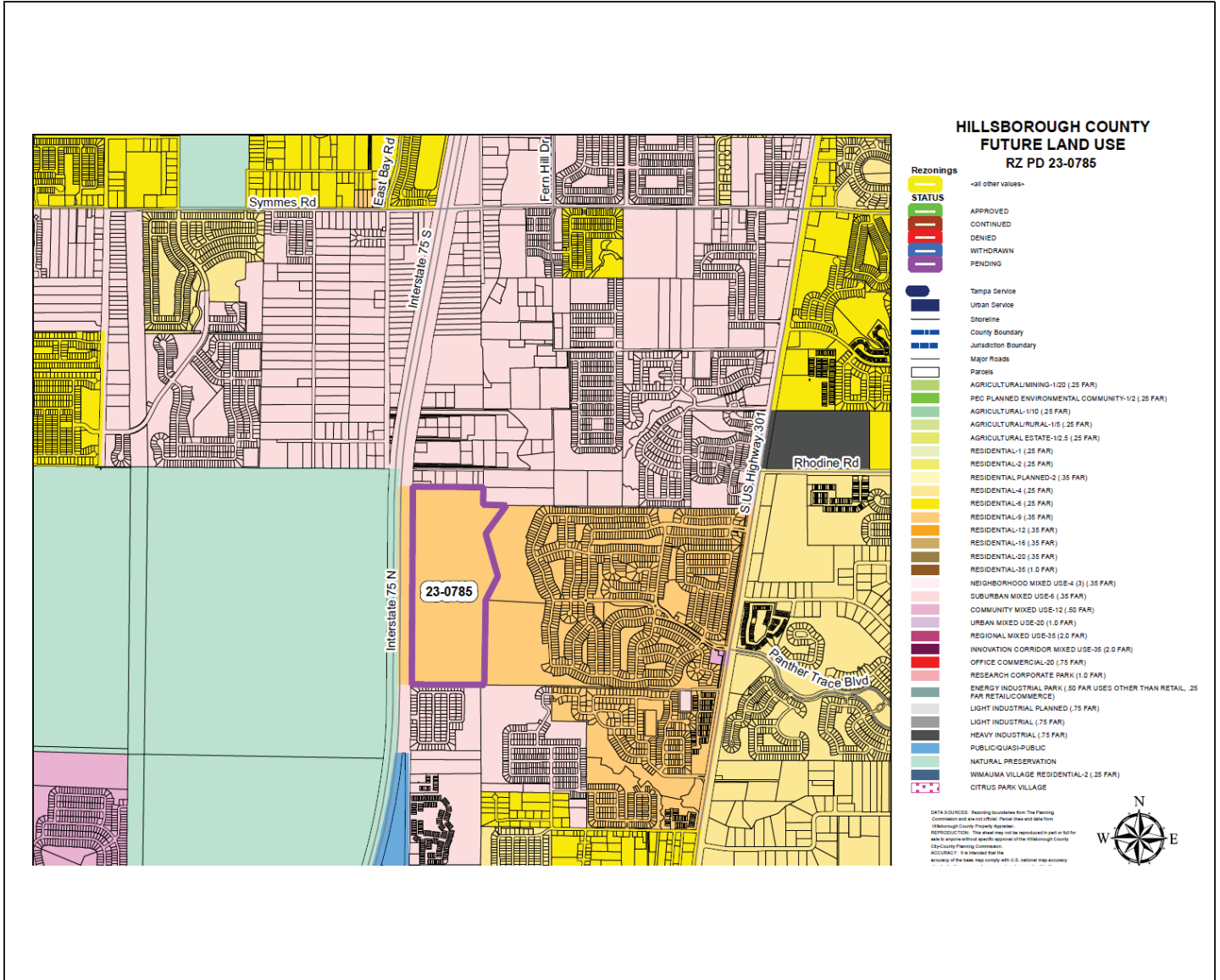
Consistent

Development Services Recommendation:

Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

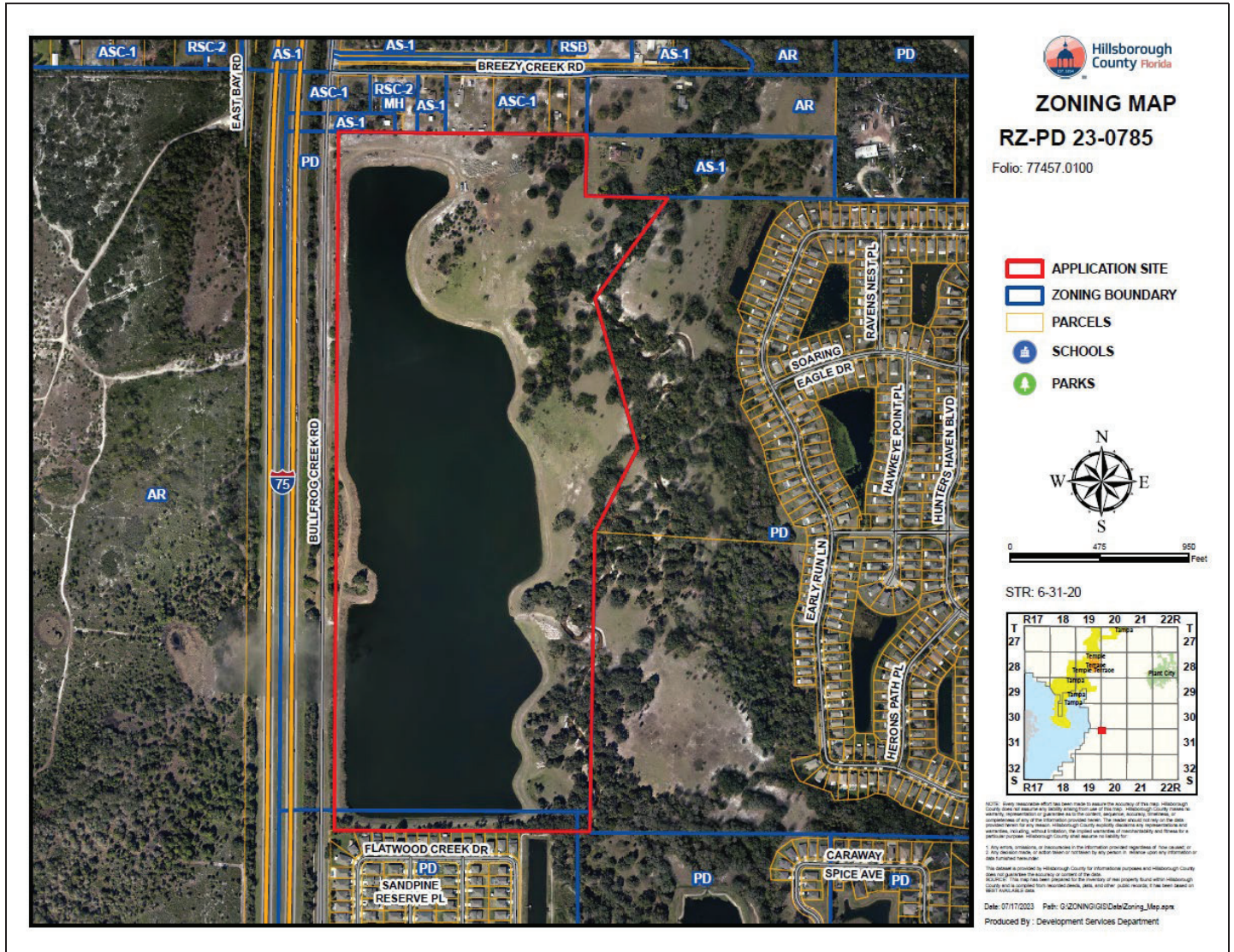
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-9
Maximum Density/F.A.R.:	9 units per acre
Typical Uses:	Residential, urban 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

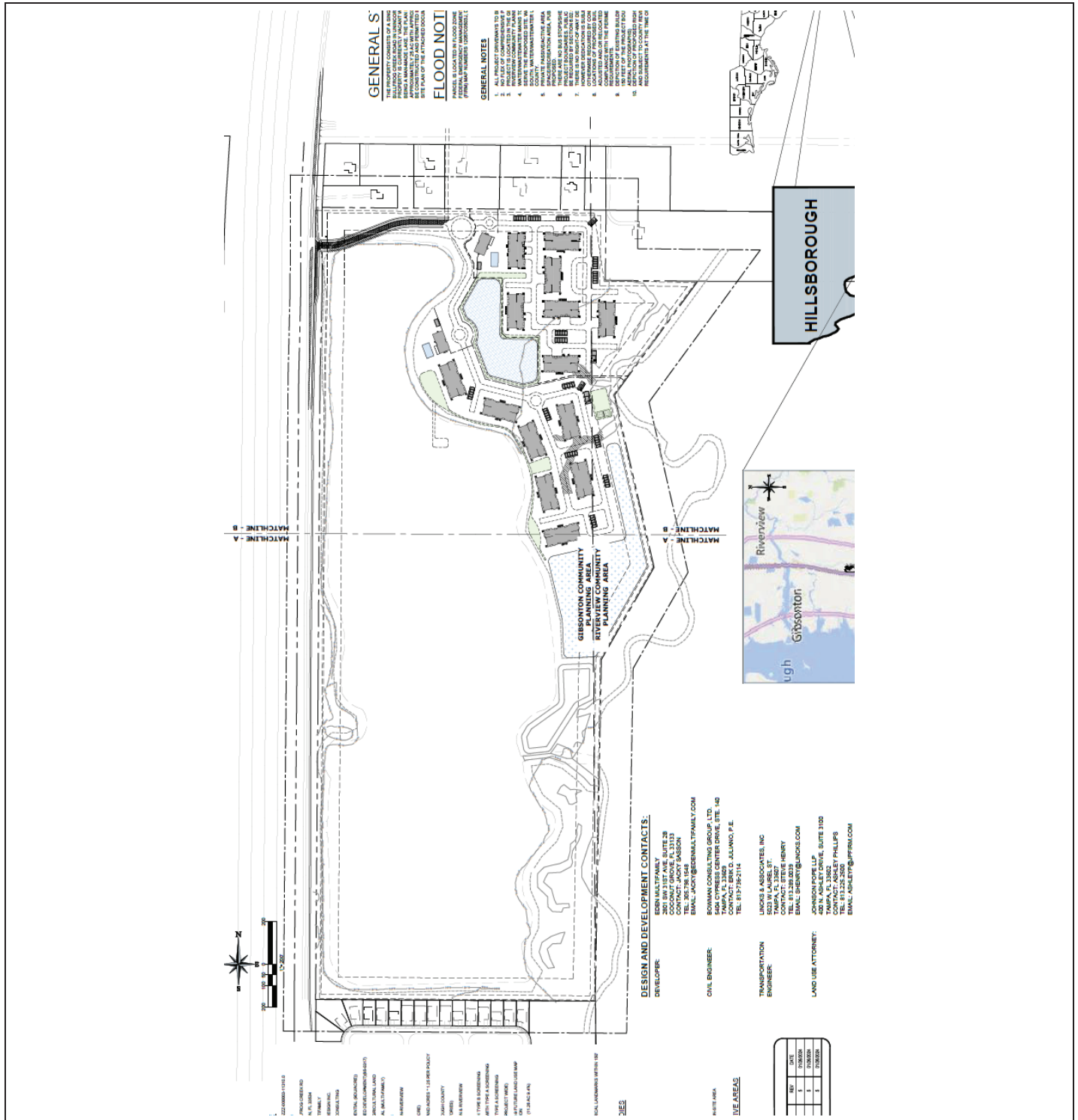


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AS-1 ASC-1 RSC-2	AS-1 & ASC-1: 1 u/a RSC-2: 2 u/a	Single Family Residential and agriculture	Single Family Residential
South	PD 08-0091	4 u/a	Single-Family Residential	Single-Family Residential
East	PD 99-0338	2.73 u/a	Single-Family Residential	Single-Family Residential
West	n/a	n/a	n/a	I-75

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
Bullfrog Creek Rd.	County Collector - Rural	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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,536	503	481
Proposed	2,510	225	210
Difference (+/-)	(-) 1,026	(-) 278	(-) 271

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

Connectivity and Cross Access Not applicable for this request

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

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
Bullfrog Creek Rd./ Substandard Road	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	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<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	
Check if Applicable: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input checked="" 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 checked="" type="checkbox"/> Other __presumption of a bald eagle nest on site _____ 				
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 type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input checked="" 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 checked="" 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 * 550 units = \$3,663,550 Parks: \$1,555 * 550 units = \$ 855,250 School: \$3,891 * 550 units = \$2,140,050 Fire: \$249 * 550 units = \$ 136,950 Total Multi-Family (1-2 story) = \$6,795,800 Urban Mobility, South Park/Fire - 550 multi-family 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 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 subject project is located on the east side of I-75 (separated from the site by Bullfrog Creek Road). The proposed use and density is in line with the RES-9 Future Land Use category, which can consider multi-family uses at 9 units per acre. The proposed use is less intense than the industrial, office and commercial uses permitted under the current zoning. The presence of a 66 +/- acre lake on the site places development in the northeast corner of the site. This provides a separation of approximately 2,000 feet from the southern boundary and approximately 500 feet from the western boundary. A large conservation/wetland area is present to the east of the property, providing approximately 600 feet between the subject site and residential to the east. Land Development Code required buffering and screening (5' buffer / Type A) screening is provided along the northern, southern, and eastern boundaries. Building placement along the northern boundary is limited to two (of the 14 total) multi-family buildings and the amenity building. The proposed height is an increase of 5 feet from what is presently permitted. Buildings will meet the 2:1 additional setback for buildings over 20 feet in height. Access is limited to only Bullfrog Creek Road, with no cross access to the north, south or east. Land Development Code required screening will be placed along the western boundary to mitigate for excessive traffic noise.

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

5.2 Recommendation

Approvable, subject to conditions.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

- 1) The developer shall revise the PD site plan to:
 - a) Revise the general statement to reflect correct proposed unit count (it conflicts with the site data table on the same page);
 - b) Remove all references to proposed signage (staff notes that signage must be reviewed and permitted separately in accordance with applicable rules and regulations);
 - c) Revise General Note 1 to describe the internal roadway as well as the driveways (consistent with proposed condition 4, above).
 - d) Correct existing/proposed sidewalk placement. Staff notes that sidewalk just south of the proposed project is located immediately +/- 2-feet west of the existing right-of-way boundary (see photo below), which is inconsistent with how its drawn on the PD site plan. Also, proposed sidewalk should be located consistent with the conditions proposed hereinabove.
 - e) Revise note 10 to add to the end of the sentence “, subject to compliance with the Design Exception and conditions of zoning approval.”
- 2) Site plan to be modified to comply with condition #3.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted January 30, 2024.

1. The project shall be limited to a maximum of 536 multi-family units within 14 multi-family buildings. Development amenities, such as parks, clubhouses, recreational uses, a dog park and a dock shall be permitted where generally depicted on the general site plan.
2. Notwithstanding proposed setbacks on the general site plan’s Site Data Table and building setback delineation lines on the general site plan, buildings shall be located where generally depicted on the site plan.
3. Multi-family building height shall be limited to a maximum of 60 feet and a maximum/minimum of 4-stories (in accordance with the Transportation Analysis). An additional setback of 2 feet for every 1 foot over 20 feet in height shall be provided along all PD boundaries.
4. Garage buildings shall be limited to a maximum of 20 feet in height. The minimum setback shall be 25 feet from all PD boundaries. No garage buildings shall be located within a wetland and shall comply with the wetland minimum setback.
5. A 20- foot wide buffer with Type B screening shall be provided along the western PD boundary.
6. A 5 foot wide buffer with Type A screening shall be provided along the northern, eastern, and southern PD boundaries. No screening within a wetland or wetland setback shall be permitted. Any existing vegetation may contribute to all or parts of the required Type A screening, as reviewed and approved by Natural Resources. Where Type A screening cannot be located along these PD boundaries due to the presence of wetlands or a wetland setback, and existing vegetation does not meet Type A screening requirements, the screening shall be located within the site.

7. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of these trees and to design the site around them. The site plan may be modified from the Certified Site Plan to avoid tree removal.
8. An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property (bald eagle nest HL005 is located on the site). Pursuant to the Land Development Code (LDC), a wildlife survey of any endangered, threatened or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plans through the Land Development Code's Site Development or Subdivision process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable. The site plan may be modified from the Certified Site Plan to avoid impacts to wildlife.
9. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas. (Note: It appears that a portion of Bullfrog Creek is located on this site but is not depicted on the current site plan.)
10. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
11. The construction and location of any proposed environmental impacts are not approved by this rezoning, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
12. Per the definition of "adjacent" in Article XII Definitions of the Land Development Code (LDC), the subject application is adjacent to the Golden Aster Scrub Preserve. Per LDC 4.01.11, compatibility of the development with the preserve will be ensured with a compatibility plan that addresses issues related to the development such as, but not necessarily limited to, access, prescribed fire, and landscaping. The compatibility plan shall be proposed by the developer, reviewed and approved by the Conservation and Environmental Lands Management Department, and shall be required as a condition of granting a Natural Resources Permit.
13. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
14. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
15. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on

all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

16. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
17. Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
18. The project shall be served by (and limited to) one (1) vehicular connection to Bullfrog Creek Rd. All other existing access connections serving the property shall be closed, with aprons removed and sodding restored.
19. Prior to or concurrent with the initial increment of development, the developer shall construct the following site access improvements:
 - a. A southbound to eastbound left turn lane on Bullfrog Creek Rd. into the project entrance; and,
 - b. A northbound to eastbound right turn lane on Bullfrog Creek Rd. into the project entrance.


Such improvements shall not be permitted to alter the existing western edge of the roadway (i.e. only east side widening shall be permitted).

20. Prior to or concurrent with the initial increment of development, the developer shall construct a Typical Section – 3 (TS-3) compliant roadway, between Bullfrog Creek Rd. and continuing east within the site for a distance of +/- 650 feet, as generally shown on the PD site plan. Internal transportation facilities shall be considered driveways beyond this point. The roadway and all driveways within the project shall be privately owned and maintained. Internal driveways shall be gated and comply with Typical Detail – 9 (TD-9) within the Transportation Technical Manual (TTM).
21. Notwithstanding anything shown on the PD site plan to the contrary:
 - a. The minimum 5-foot-wide sidewalks to be constructed along the entirety of the project's Bullfrog Creek frontage (and portions of the roadway south of the project consistent with the Design Exception), shall be constructed in a location consistent with Transportation Technical Manual (TTM) Typical Section – 7 (TS-7), i.e. as close to the eastern right-of-way boundary as possible, with a 2-foot minimum grass strip between the sidewalk and eastern right-of-way boundary;
 - b. Where the required sidewalk is constructed along the project's frontage, the developer shall construct the sidewalk within the subject property and provide an easement (for public access and maintenance purposes) in accordance with Sec. 6.03.02.D. of the LDC if necessary to comply with TTM TS-7 sidewalk separation requirements. Alternatively, the property owner may (at its sole option) dedicate and convey the underlying fee to the County; and,
 - c. Sidewalk shall be constructed within to the proposed project in accordance with Sec. 6.03.02. of the LDC.

22. If PD 23-0785 is approved, the County Engineer will approve a Design Exception request (dated January 26, 2024) which was found approvable by the County Engineer (on February 5, 2024) for the Bullfrog Creek Rd. substandard road improvements. As Bullfrog Creek Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Bullfrog Creek Rd., consistent with the Design Exception.

Specifically, prior to or concurrent with the initial increment of development and in addition to the sidewalks required pursuant to LDC Sec. 6.03.02 and as further described in condition 21, above, the developer shall construct +/- 450 feet of sidewalk (along the complete frontages of folios 77479.1004 and 77479.1005) and +/- 735 feet of sidewalk (along the complete frontages of folios 77551.0500, 77551.0100, and along a portion of the frontage of folio 77565.0000 that is between its northern property boundary and the 1st driveway serving that folio).

- 23. Consistent with the applicant’s transportation analysis, all buildings containing residential dwelling units shall be a minimum of 4-stores in height.
- 24. 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.
- 25. 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.

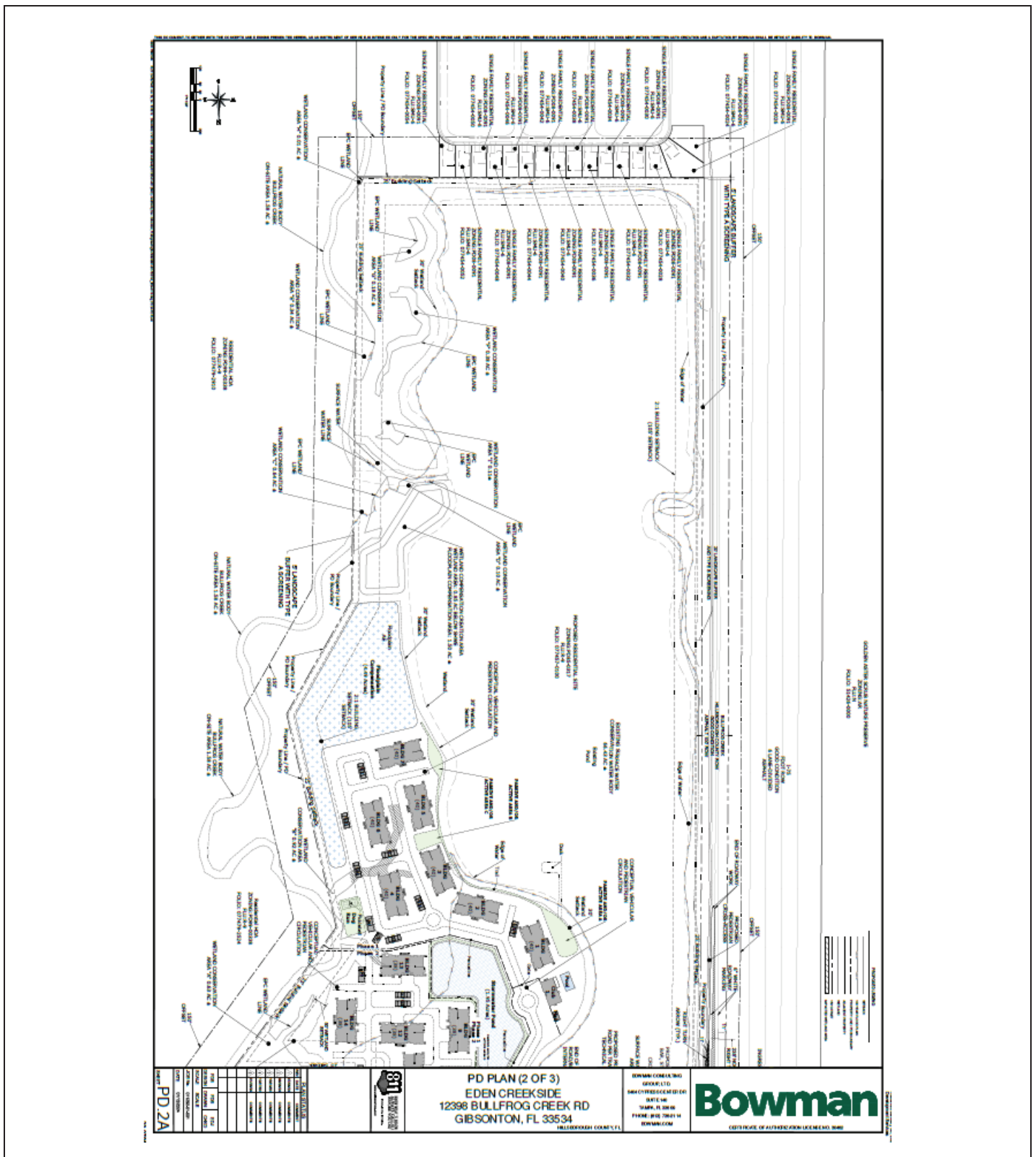
Zoning Administrator Sign Off:	 J. Brian Grady Fri Feb 9 2024 08:43:57
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SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

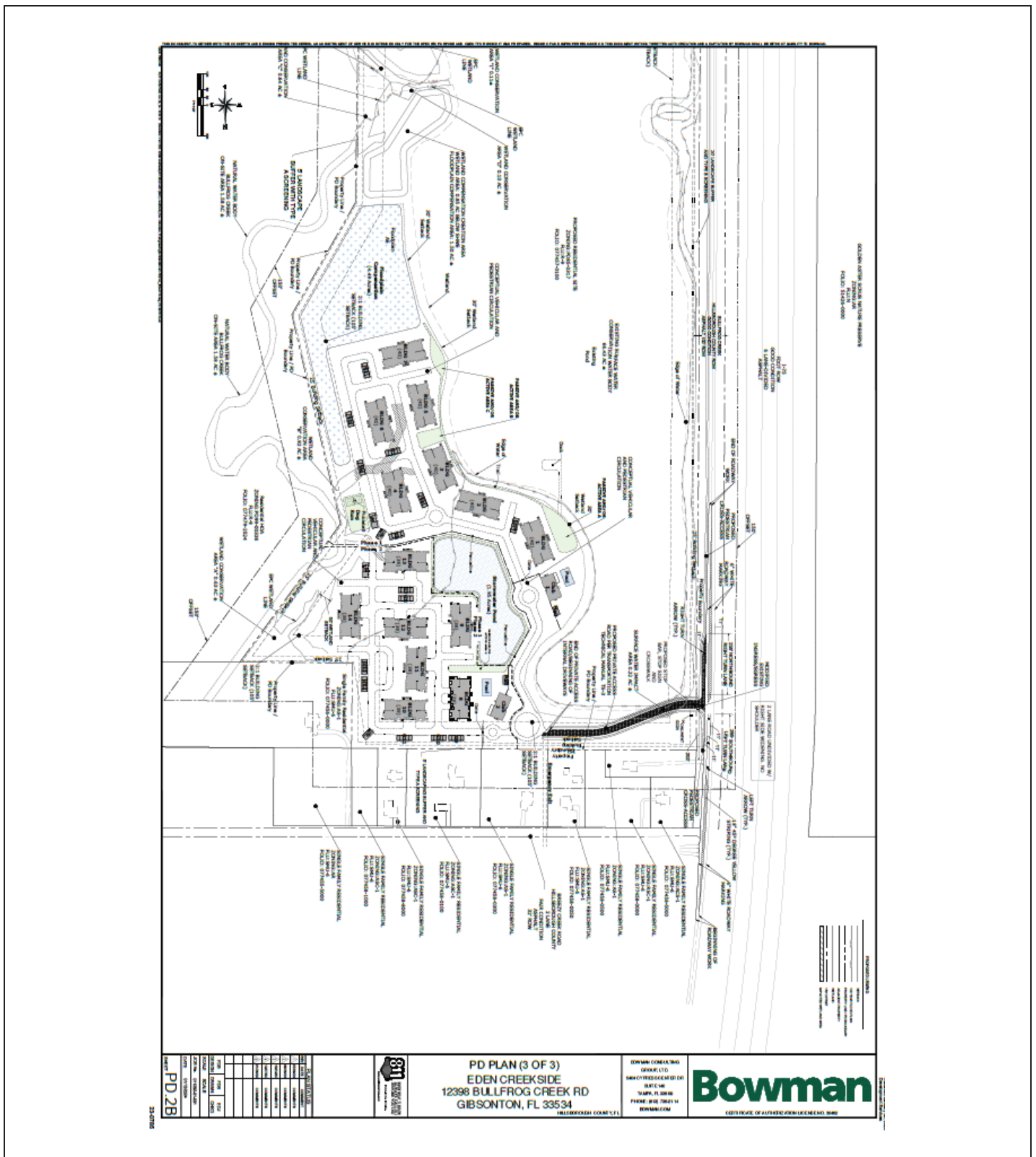
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 PROPOSED SITE PLAN (FULL)



8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 2/12/2024

REVIEWER: James Ratliff, AICP, PTP, Principal Planner AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: RV

PETITION NO: RZ 23-0785

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

CONDITIONS OF APPROVAL

1. Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
2. The project shall be served by (and limited to) one (1) vehicular connection to Bullfrog Creek Rd. All other existing access connections serving the property shall be closed, with aprons removed and sodding restored.
3. Prior to or concurrent with the initial increment of development, the developer shall construct the following site access improvements:
 - a. A southbound to eastbound left turn lane on Bullfrog Creek Rd. into the project entrance; and,
 - b. A northbound to eastbound right turn lane on Bullfrog Creek Rd. into the project entrance.

Such improvements shall not be permitted to alter the existing western edge of the roadway (i.e. only east side widening shall be permitted).

4. Prior to or concurrent with the initial increment of development, the developer shall construct a Typical Section – 3 (TS-3) compliant roadway, between Bullfrog Creek Rd. and continuing east within the site for a distance of +/- 650 feet, as generally shown on the PD site plan. Internal transportation facilities shall be considered driveways beyond this point. The roadway and all driveways within the project shall be privately owned and maintained. Internal driveways shall be gated and comply with Typical Detail – 9 (TD-9) within the Transportation Technical Manual (TTM).
5. Notwithstanding anything shown on the PD site plan to the contrary:
 - a. The minimum 5-foot-wide sidewalks to be constructed along the entirety of the project's Bullfrog Creek frontage (and portions of the roadway south of the project consistent with the Design Exception), shall be constructed in a location consistent with Transportation Technical Manual (TTM) Typical Section – 7 (TS-7), i.e. as close to the eastern right-of-way boundary as possible, with a 2-foot minimum grass strip between the sidewalk and eastern right-of-way boundary;
 - b. Where the required sidewalk is constructed along the project's frontage, the developer shall construct the sidewalk within the subject property and provide an easement (for public

access and maintenance purposes) in accordance with Sec. 6.03.02.D. of the LDC if necessary to comply with TTM TS-7 sidewalk separation requirements. Alternatively, the property owner may (at its sole option) dedicate and convey the underlying fee to the County; and,

- c. Sidewalk shall be constructed within to the proposed project in accordance with Sec. 6.03.02. of the LDC.
6. If PD 23-0785 is approved, the County Engineer will approve a Design Exception request (dated January 26, 2024) which was found approvable by the County Engineer (on February 5, 2024) for the Bullfrog Creek Rd. substandard road improvements. As Bullfrog Creek Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Bullfrog Creek Rd., consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development and in addition to the sidewalks required pursuant to LDC Sec. 6.03.02 and as further described in **condition 5**, above, the developer shall construct +/- 450 feet of sidewalk (along the complete frontages of folios 77479.1004 and 77479.1005) and +/- 735 feet of sidewalk (along the complete frontages of folios 77551.0500, 77551.0100, and along a portion of the frontage of folio 77565.0000 that is between its northern property boundary and the 1st driveway serving that folio).
7. Consistent with the applicant's transportation analysis, all buildings containing residential dwelling units shall be a minimum of 4-stores in height.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - Revise the general statement to reflect correct proposed unit count (it conflicts with the site data table on the same page);
 - Remove all references to proposed signage (staff notes that signage must be reviewed and permitted separately in accordance with applicable rules and regulations);
 - Revise General Note 1 to describe the internal roadway as well as the driveways (consistent with proposed condition 4, above).
 - Correct existing/proposed sidewalk placement. Staff notes that sidewalk just south of the proposed project is located immediately +/- 2-feet west of the existing right-of-way boundary (see photo below), which is inconsistent with how its drawn on the PD site plan. Also, proposed sidewalk should be located consistent with the conditions proposed hereinabove.
 - Revise note 10 to add to the end of the sentence “, subject to compliance with the Design Exception and conditions of zoning approval.”



PROJECT OVERVIEW & TRIP GENERATION

The applicant is requesting to rezone a +/- 122.18 ac. parcel from Planned Development (PD) 85-0317 to PD. Approved PD 85-0317 currently has approvals for a up to 600,000 s.f. of “...industrial/warehouse and office uses only with some internal oriented ancillary commercial uses. No free-standing commercial uses shall be permitted” (reference condition 2). Existing conditions 6 and 7 required a connecting roadway between US 301, before the project could develop beyond its first phase (which was required to consist of 360,000 s.f. of uses, with certain types of uses constituting 60% of the development each). Staff does not understand how 3 different types of uses can each account for 60% of the development, and so for the purposes of estimating differences in maximum potential trip impacts between the existing and proposed zoning designations (and because there is no longer any land left whereby a roadway could be constructed to connect the subject site to US 301), the below estimates for existing zoning impacts were based upon a maximum potential of 360,000 s.f. of general office uses.

The applicant is seeking entitlements to construct 536 multi-family dwelling units. The applicant’s transportation analysis utilized the Land Use Code (LUC) for Mid-Rise Multifamily Housing, i.e. the Institute of Transportation Engineer’s Trip Generation Manual LUC 221, which is based on trip generation data from residential development with buildings between 4 and 10 floors of living space. As such, staff has included a condition requiring all residential buildings to be a minimum of 4 stories in height. Alternatively, the applicant could have utilized the LUC for low-rise multi-family buildings, which generate greater amounts of traffic, and would have therefore resulted in a worst-case scenario and allowed for flexibility in building height.

Consistent with Development Review Procedures Manual requirements, the applicant submitted a trip generation and stie access analysis for the proposed project. Transportation Review Section staff has prepared the below comparison of the number of trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario and consistent with issues/assumptions outlined above. Data presented below is based on the institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 85-0317, 360,000 s.f. of Office Uses (LUC 710)	3,536	503	481

Proposed Use:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 23-0785, 536 Multi-family Apartments 4-10 Stories (LUC 221)	2,510	225	210

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-) 1,026	(-) 278	(-) 271

EXISTING AND PROPOSED TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Bullfrog Creek Rd. is a 2-lane, publicly maintained, substandard collector road, characterized by +/- 22 feet of pavement in average condition. The existing right-of-way in the vicinity of the project is +/- 100 feet. There are no paved shoulders along the roadway in the vicinity of the proposed project. There no bicycle facilities present on the facility in the vicinity of the proposed project. There are +/- 5-foot-wide sidewalks along portions of the east side of the roadway in the vicinity of the proposed project.

Staff is aware of potential County plans for an extension of the South Coast Greenway along the west side of Bullfrog Creek Rd. As such, the Design Exception and above conditions were formulated to ensure no widening occurs along the west side of the roadway (to ensure the existing right-of-way along the west side of the roadway is preserved for the trail future project).

SITE ACCESS AND CONNECTIVITY

The project will be served via a single vehicular access connection to Bullfrog Creek Rd. LDC Sec. 6.04.04.A.3. does not permit residential projects to be accessed via driveways with a length greater than 250 feet. Given this, the applicant has proposed constructing the first +/- 650 feet of the internal transportation facility as a Type TS-3 roadway as shown within the Transportation Technical Manual (TTM). TS-3 roadways are constructed within 50-foot-wide rights-of-way and feature 10-foot-wide travel lanes, 5-foot-wide sidewalks along both sides of the roadway, and Miami curbing along both sides of the roadway.

As shown in the applicant’s transportation analysis, certain auxiliary (turn) lanes as required per LDC Sec. 6.04.04.D. Specifically, the developer will be required to construct:

1. A southbound to eastbound left turn lane on Bullfrog Creek Rd. into the project access driveway; and,
2. A northbound to eastbound right turn lane on Bullfrog Creek Rd. into the project access driveway.

DESIGN EXCEPTION REQUEST – BULLFROG CREEK RD. SUBSTANDARD ROAD

As Bullfrog Creek Rd. is a substandard collector roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request (dated January 26, 2024) 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 request approvable (on February 5, 2024). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 Typical Section (for 2-Lane Rural Local and Collector Roadways) include:

1. The developer will be permitted to leave the existing +/- 11-foot-wide travel lanes in lieu of the 12-foot-wide lanes required per TS-7;
2. The developer will be permitted to leave the unpaved shoulders in their existing configuration, in

lieu of the 8-foot-wide shoulders (of which 5-feet is required to be paved) per TS-7 and which serve as the required bicycle facilities; and,

3. The developer will be permitted to construct the 3-lane sections (i.e including the site access turn lanes) within a +/- 100-foot-wide right-of-way, rather than the 108-foot-wide right-of-way required pursuant to the TTM.

In lieu of the above improvements which were required to be constructed between the project driveway and nearest roadway meeting an applicable standard, the applicant is proposing to construct +/- 450 feet of sidewalk (along the complete frontages of folios 77479.1004 and 77479.1005) and +/- 735 feet of sidewalk (along the complete frontages of folios 77551.0500, 77551.0100, and along a portion of the frontage of folio 77565.0000 that is between its northern property boundary and the 1st driveway serving that folio)

Staff notes that there was an error in the Design Exception (DE) due to the fact that the DE utilized outdated aerials. Because of this, the amount of sidewalk which the applicant will be installing is less than the value indicated in the DE request, since a portion of the area they are proposing to construct sidewalk has already been constructed by another developer. Staff notes that the zoning condition and above summary accurately conveys the extent of the required improvements as of the date of this staff report.

If PD 23-0785 is approved, the County Engineer will approve the Design Exception request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Bullfrog Creek Rd. was not evaluated as a part of the 2020 Hillsborough County Level of Service (LOS) Report. As such, LOS information for this project cannot be provided.

Ratliff, James

From: Williams, Michael
Sent: Monday, February 5, 2024 6:57 PM
To: Steven Henry
Cc: Ashley Phillips; Heinrich, Michelle; Ratliff, James; Tirado, Sheida; PW-CEIntake; De Leon, Eleonor
Subject: FW: RZ PD 23-0785 - Design Exception Review
Attachments: 23-0785 DEAdd 01-30-24.pdf

Importance: High

Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) or Design Exception (DE) for PD 23-xxxx APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hcfl.gov 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@hcfl.gov

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HCFL.gov

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@hcfl.gov>
Sent: Sunday, February 4, 2024 8:31 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: RZ PD 23-0785 - Design Exception Review
Importance: High

Hello Mike,

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

shenry@lincks.com
ashleyp@jpfirm.com
heinrichm@hcfl.gov
ratliffja@hcfl.gov

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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LINCKS & ASSOCIATES, INC.

January 26, 2024

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

Re: Bullfrog Creek Road
RZ PD-23-0785
Folio 077457.0100
Lincks Project No. 22196

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Bullfrog Creek Road from Old Big Bend Road to the project access.

The developer proposes to rezone the property to PD to allow up to 543 Multi-Family Dwelling Units. Table 1 provides the trip generation for the project.

The proposed PD plan is included in the Appendix of this letter.

According to the Hillsborough County Functional Classification Map, Bullfrog Creek Road is classified as a local roadway. However, it is anticipated the roadway may serve more than 5,000 vehicles per day, as shown in Table 2; therefore, it is considered a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

The request is for a Design Exception to TS-7 of the Hillsborough County Transportation Technical Manual for Bullfrog Creek Road. The segment of Bullfrog Creek Road currently has the following characteristics:

- Two (2) lane rural roadway
- Eleven (11) foot lanes
- Five (5) foot sidewalk along portions of the east side of the road.
- Right of way is 100 feet.

The following exceptions are requested to accommodate the proposed project.

1. Lane Width – TS-7 has 12 foot lanes. The existing roadway has 11 foot lanes.
2. Shoulders – TS-7 has 8 foot shoulder with 5 feet paved. The existing road has unpaved shoulders.

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

23-0785

Mr. Mike Williams
January 26, 2024
Page 2

3. Sidewalk – TS-7 has five (5) foot sidewalk on both sides of the road There is an existing sidewalk on a portion of the eastside of the road.
4. Right of Way – TS-7 has 110 feet of right of way. The existing right of way is 100 feet.

The justification for the Design Exception us as follows:

1. Sidewalk – the developer proposes to construct a sidewalk along the east side of the road to provide a continuous sidewalk from the project to the Vance V. Vogel Park. The developer is to construct approximately 4,030 feet of sidewalk along the proposed frontage and then an additional 1,545 feet to fill in the missing segments.
2. The County has plans for a 12 foot trail on the west side of Bullfrog Creek Road. This will allow bike and pedestrian circulation to the park, YMCA and schools in the area.
3. The developer proposed to construct the access improvements along Bullfrog Creek Road with an east side widening that will then allow the planned trail on the west side of Bullfrog Creek Road.

Figure 1 illustrates the proposed sidewalk improvements. With these improvements there will be a continuous sidewalk from the project access to the park entrance.

Based on the above, it is our opinion, the proposed improvements to Bullfrog Creek Road will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

Mr. Mike Williams
January 26, 2024
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



A circular professional engineer seal for Steven J. Henry, State of North Carolina, License No. 51555. The seal is stamped in blue ink and includes the text "STEVEN J. HENRY", "STATE OF NORTH CAROLINA", and "LICENSE NO. 51555". A handwritten signature and date "1/26/24" are written over the seal.

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.

Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1
ESTIMATED PROJECT TRIP GENERATION (1)

<u>Land Use</u>	ITE Land Use <u>Code</u>	<u>Size</u>	<u>Trip Ends</u>	AM Peak Hour Trip Ends		PM Peak Hour Trip Ends		
				<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	
Multi-Family	221	543 DU's	2,465	46	155	129	83	212

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

TABLE 2
BULLFROG CREEK ROAD ASSESSMENT

<u>Roadway</u>	<u>Location</u>	<u>Period</u>	Peak		<u>Season Traffic (1)</u>	<u>Daily Traffic (2)</u>	<u>Daily Project Traffic (3)</u>	<u>Total Daily Traffic</u>
			<u>NB</u>	<u>SB</u>				
Bullfrog Creek Rd	South of Symmes Rd	AM	247	178	425	4,756	986	5,742
		PM	171	257	428			

- (1) Counts dated 10/6/22.
- (2) Peak Season Traffic converted to daily volume based on FDOT K = 0.09.
- (3) See Table 2, Trip Generation - 40% to and from the north.

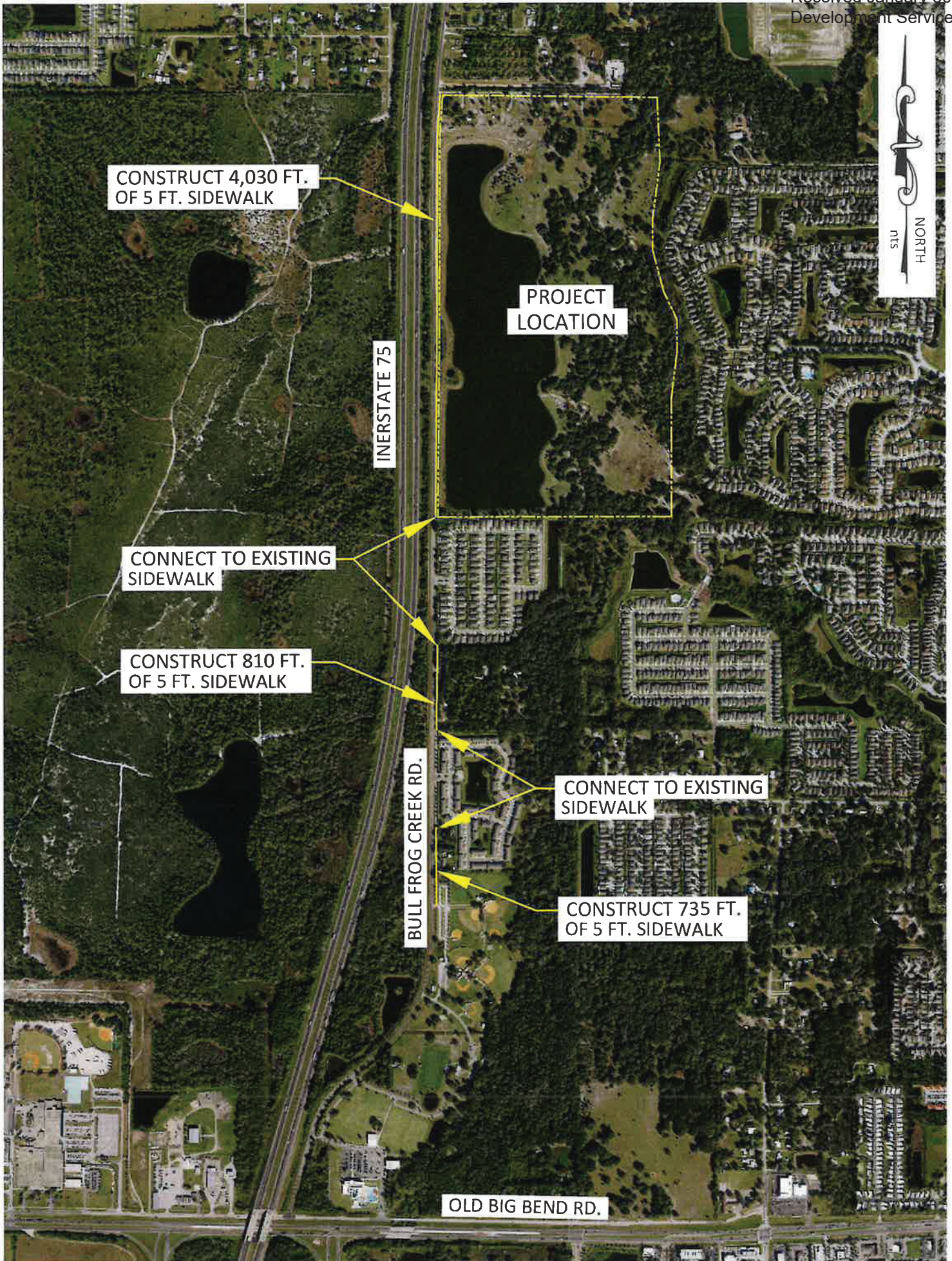


FIGURE 1
SIDEWALK IMPROVEMENTS 23-0785

APPENDIX

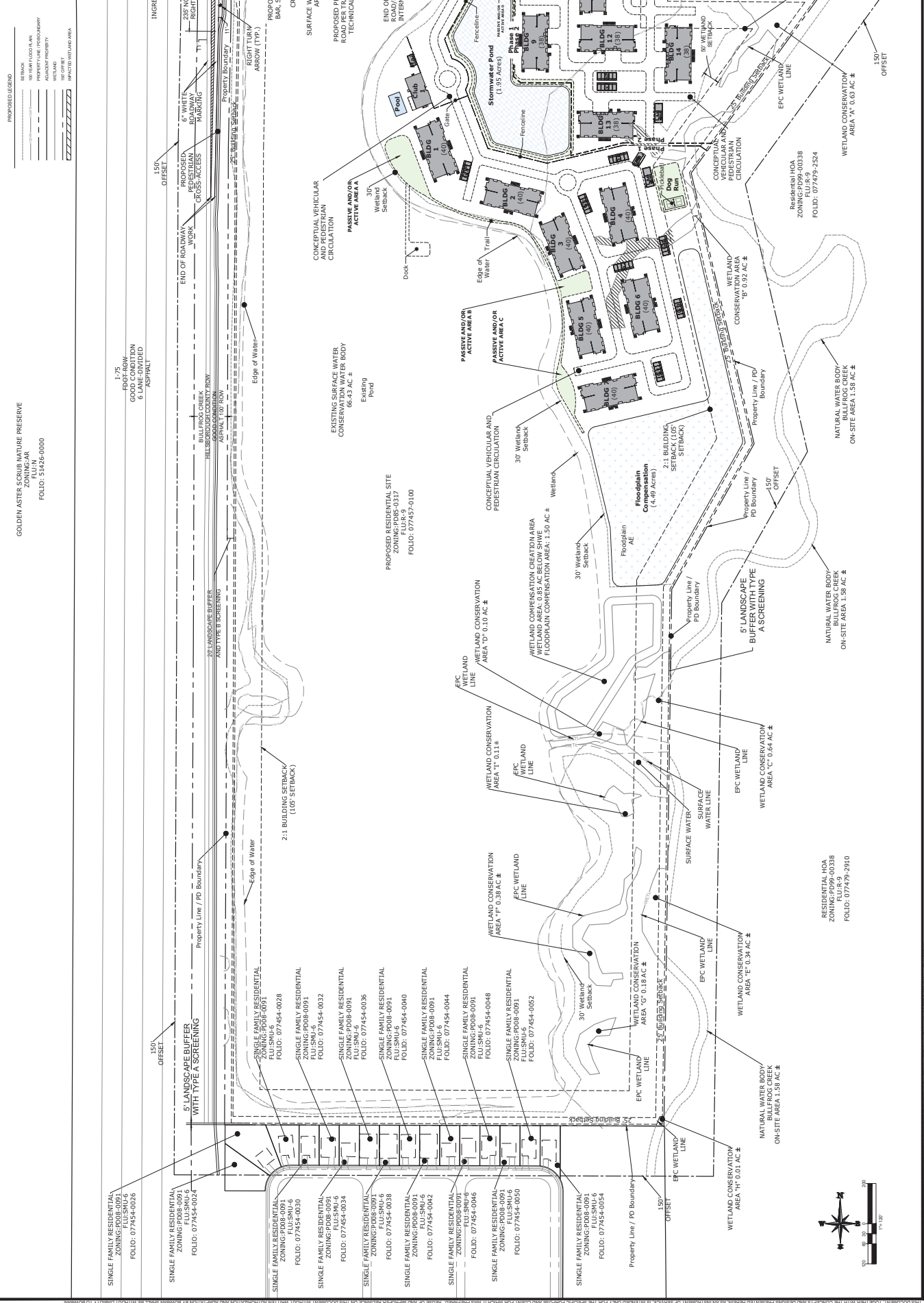


PD PLAN



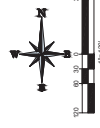
NO.	DATE	COMMENTS
1	01/22/2021	REVISION
2	02/02/2021	REVISION
3	02/02/2021	REVISION
4	02/02/2021	REVISION
5	02/02/2021	REVISION
6	02/02/2021	REVISION
7	02/02/2021	REVISION

DATE	01/15/2021
SCALE	AS SHOWN
SECTION	EDEN CREEKSIDE
DESIGNER	BOB BOWMAN
PROJECT NO.	077454-0000
JOB NO.	077454-0000
DATE	01/15/2021



GOLDEN ASTER SCRUB NATURAL PRESERVE
ZONING: AR
FOLIO: 514286-0000

1-75
PROP. ROW
CONCRETE
6 LANE DIVIDED
ASPHALT
150' OFFSET



HILLSBOROUGH COUNTY
ROADWAY CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



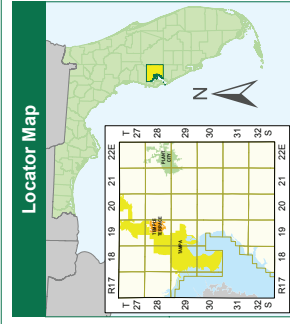
Legend

- 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 matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
 PART 3.03.00 STATE-94 PLANNED DEVELOPMENT DISTRICTS
 PART 5.03.00 PLANNED DEVELOPMENT STANDARDS
 PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
 PART 6.07.00 FENCES AND WALLS
 PART 12.01.00 DEFINITIONS AND SPECIAL USES
 OTHER PARTS OF THE LDC NOT LISTED ABOVE.

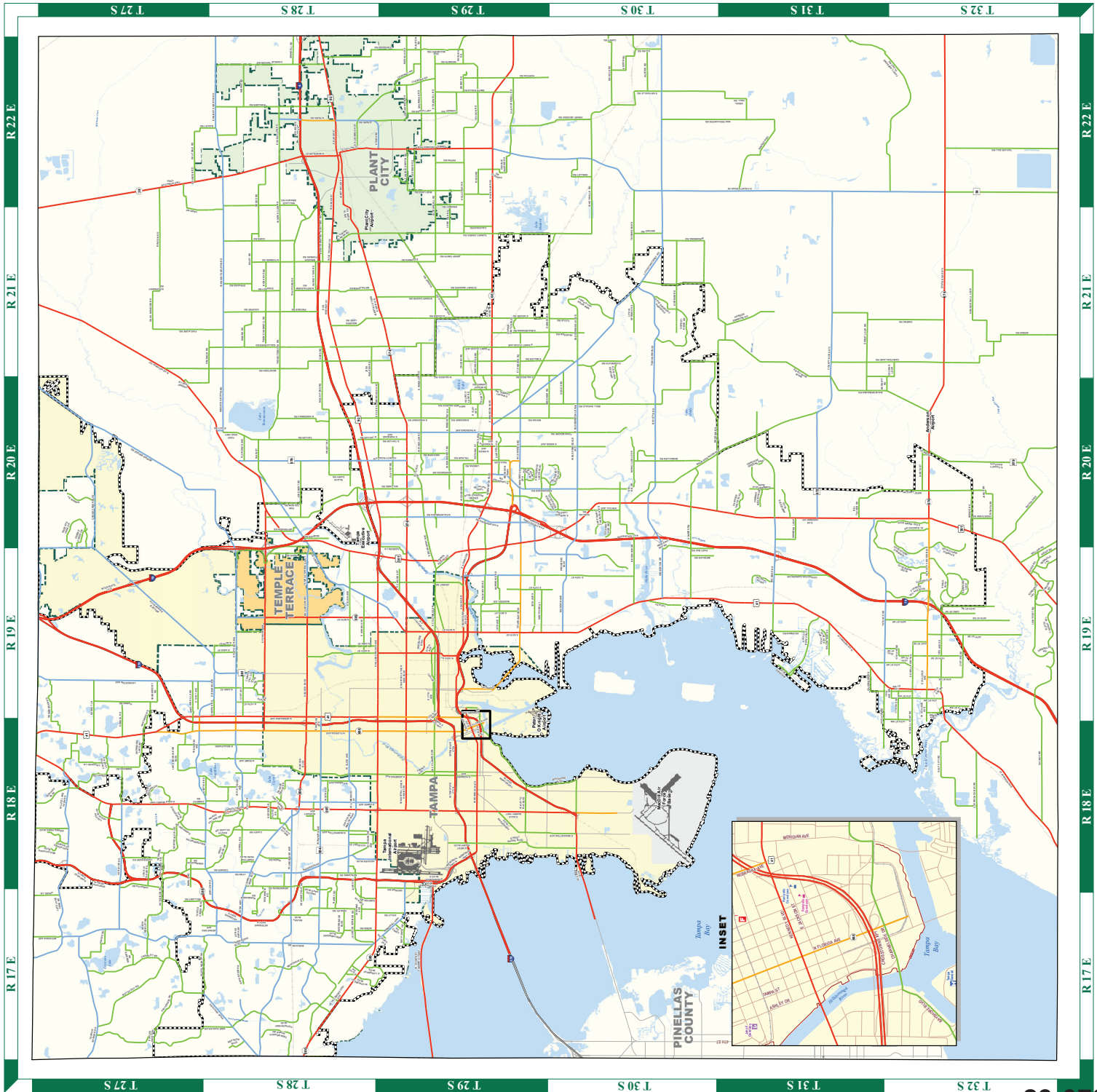
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not enter expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

SOURCE: This map has been prepared for the inventory of road property lines within Hillsborough County and is not intended to be used for any other purpose. The map is hereby certified that the aforementioned public information sources should be consulted for verification of the information contained on this map.

601 E. Kennedy Blvd
Tampa, FL 33602
(813) 272-5610
printroom@hillsboroughcounty.org

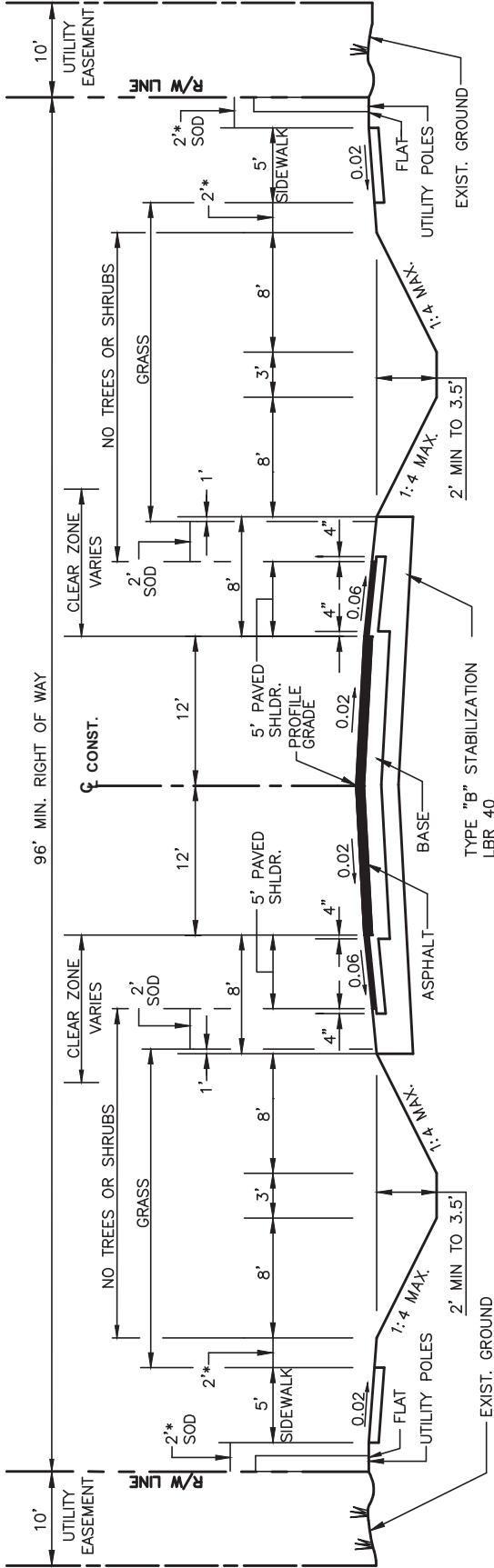


TS-7



DRAWING NO. TS-7

SHEET NO. 1 OF 1



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.

REVISION DATE:

10/17

**TRANSPORTATION
TECHNICAL
MANUAL**



**Hillsborough
County Florida**

**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

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
Bullfrog Creek Rd.	County Collector - Rural	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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,536	503	481
Proposed	2,510	225	210
Difference (+/-)	(-) 1,026	(-) 278	(-) 271

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

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

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

Transportation Comment Sheet

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



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: February 20, 2024 Report Prepared: February 8, 2024	Petition: PD 23-0785 Folio: 77457.0100 <i>East of Interstate 75 and Bullfrog Creek Road, west of US Highway 301 South, south of Symmes Road, and north of Old Big Bend Road</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Residential-9 (RES-9) (9 du/ga; 0.50 FAR)
Service Area:	Urban
Community Plan:	Riverview and SouthShore Areawide Systems
Request:	Rezone to a Planned Development (PD) to allow for 536 multi-family dwelling units
Parcel Size (Approx.):	119 ± acres
Street Functional Classification:	Interstate-75 – State Principal Arterial Bullfrog Creek – Local Old Big Bend Road- County Arterial Symmes Road- County Collector
Locational Criteria:	N/A
Evacuation Zone:	B



Context

- The approximately 119 ± acre site is located East of Interstate 75 and Bullfrog Creek Road, west of US Highway 301 South, south of Symmes Road, and north of Old Big Bend Road.
- The site is in the Urban Service Area and within the limits of the Riverview Community Plan and the SouthShore Areawide Systems Plan.
- The subject site is located in the Residential-9 (RES-9) Future Land Use Category. The intent of the RES-9 Future Land Use Category is to designate areas that are suitable for low-medium density residential, as well as urban-scale neighborhood commercial, office, multi-purpose projects and mixed-use. The RES-9 Future Land Use Category allows for up to 9 du/ga for residential and 175,000 square feet of non-residential or 0.50 floor area ratio (FAR) whichever is less intense. All non-residential development that exceeds 0.35 FAR must be for office or residential support uses.
- The Suburban Mixed Use-6 (SMU-6) Future Land Use is located north, northwest and south of the subject site. The Residential-9 RES-9 Future Land Use is located to the east of the subject site and Natural Preservation (N) is located to the west, on the other side of Interstate 75.
- The area to the north, east, and west of the subject property is developed as single-family detached. To the east is a large single family detached subdivision with a large conservation area along the eastern boundary abutting the subject property to the west. To the south is another single-family detached subdivision and to the north is more single-family detached but on larger lots. To the west of the property on the other side of Interstate 75 is the Golden Aster Scrub Preserve and Trail.
- The subject site is zoned as a Planned Development (PD). PD zoning extends to the east and south. To the west of the subject site is Agricultural Rural (AR). Agricultural Single Family Conventional (ASC-1), Residential Single Family Conventional (RSC-2) and Agricultural Single Family (AS-1) are to the immediate north.
- The applicant is requesting a rezone to Planned Development (PD) to allow for the development of 536 multi-family dwelling units.

Compliance with Comprehensive Plan:

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

FUTURE LAND USE ELEMENT

Urban Service Area (USA)

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

Policy 1.2: Minimum Density All new residential or mixed-use land use categories within the USA shall have a density of 4 du/ga or greater unless environmental features or existing development patterns do not support those densities.

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

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

Relationship to Land Development Regulations

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

Policy 9.1: Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.

Policy 9.2: Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.

Neighborhood/Community Development

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

Policy 16.2: Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering and screening techniques and control of specific land uses.

Community Design Component

1.2 Urban Pattern Characteristics

This pattern can be considered for parts of the County which have future land use designations of nine (9) dwelling units per acre or more. Generally, areas of the County considered urban possess the following characteristics:

Urban Development Pattern

Compact, interconnected spatial organization
Few undeveloped spaces
Tightly Woven streets
Relatively small blocks
Multiple activity centers containing a mixture of residential and commercial
Employment centers and civic uses
Small scale open space-emphasis is placed on providing recreational facilities rather than large amount of park land

Housing

Residential density - generally nine (9) or more dwelling units per acre
Lot sizes - typically in the range of 7,000 square feet or less
Use of the traditional community pattern of houses – porches, garages at the rear, and alleys may be utilized
Wide variety of housing types - may include multi-family, single family, and alternative housing such as congregate living quarters and granny flats, possibly in close proximity to one another

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 12-1.1: *Lots on the edges of new developments that have both a physical and visual relationship to adjacent property that is parceled or developed at a lower density should mitigate such impact with substantial buffering and/or compatible lot sizes.*

Policy 12-1.2: *Walls and buffering used to separate new development from the existing, lower density community should be designed in a style compatible with the community and should allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.*

Policy 12-1.3: *New development in existing, lower density communities should utilize the planned development process of rezoning in order to fully address impacts on the existing community. Additionally, pre-application conferences are strongly encouraged with the staffs of the Planning Commission and Hillsborough County Planning and Growth Management Department.*

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. .*

Policy 12-1.6: *In order to facilitate community understanding of issues, encourage early neighborhood-based input regarding rezonings which require public hearing.*

Policy 12-1.7: *Include design related issues as part of the neighborhood planning process.*

LIVABLE COMMUNITIES ELEMENT: SouthShore Areawide Systems Plan

Cultural/Historic Objective – The SouthShore region of Hillsborough County supports a diverse population with people living in unique communities, interspersed with farms, natural areas, open spaces and greenways that preserve and enhance the natural and cultural heritage.

- Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.*
- Support the principles of Livable Neighborhood Guidelines established in adopted community plans in SouthShore*
- Maintain housing opportunities for all income groups*
- Explore and implement development incentives throughout SouthShore that will increase the housing opportunities for all income groups, consistent with and furthering the goals, objectives and policies within the Comprehensive Plan Housing Element*

Riverview Community Plan

Goal 1 *Achieve better design and densities that are compatible with Riverview's vision.*

- Develop Riverview district-specific design guidelines and standards.
The standards shall build on recognizable themes and design elements that are reflective of historic landmarks, architecture and heritage of Riverview. The mixed-use, residential, non-residential and roadway design standards shall include elements such as those listed.*

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

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

- 5. Residential – Encourage attractive residential development that complements the surrounding character and promotes housing diversity.*

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

Staff Analysis of Goals, Objectives, and Policies:

The 119 ± acre subject site is located east of Interstate 75, and Bullfrog Creek Road, west of US Highway 301 South, south of Symmes Road, and north of Old Big Bend Road. The site is in the Urban Service Area and within the limits of the Riverview Community Plan

and the SouthShore Area Wide Systems Plan. The applicant is requesting a rezone to Planned Development (PD) to allow for the development of 536 multi-family dwelling units.

Objective 1 and Policy 1.2 of the Future Land Use Element (FLUE) advocates for growth in the Urban Service Area (USA). Policy 1.3 requires that all new development in land use categories in the USA with greater than 4 du/ac to achieve at least 75% of categories maximum development potential. The subject site is designated as RES-9 Future Land Category in the USA. The RES-9 Future Land Use Category allows for up to 9 du/ga for residential and 175,000 square feet of non-residential or 0.50 floor area ratio (FAR), whichever is less intense. All non-residential development that exceeds 0.35 FAR must be for office or residential support uses. The request is for residential development and the minimum density required per policy 1.3 is 803 dwelling units (119 X 9 X 75%). However, Policy 1.3 also provides for exceptions to this policy such as development at a density of 75% of the category or greater would not be compatible, and development would have an adverse impact on environmental features on the site or adjacent to the property. The property qualifies for both criteria as an exception to minimum density.

Policy 1.4 discusses the compatibility and sensitivity to the surrounding development pattern. The proposed planned development is compatible with the development pattern in the area as required in Policy 1.4. The area surrounding the subject property is developed as single-family detached. To the east is a large single family detached subdivision with a large conservation area along the eastern boundary abutting the subject property to the west. To the south is another single-family detached subdivision and to the north is more single-family detached but on larger lots. To the west of the property on the other side of Interstate-75 is the Golden Aster Scrub Preserve and Trail.

Objective 8 enables the Future Land Use Map (FLUM) and Policy 8.1 mandates the range of acceptable land uses in each classification in the FLUM. Policy 8.2 requires all development to be compliant with the Future Land Use Element of the Comprehensive Plan and the proposed development does meet the intent of the FLU category.

The subject site is located in the Residential-9 (RES-9) Future Land Use Category. The intent of the RES-9 Future Land Use category is to designate areas that are suitable for low-medium density residential, as well as urban-scale neighborhood commercial, office, multi-purpose projects and mixed-use. The proposed use is residential and meets the intent of the RES-9 Future Land Use category. Per the site plan dated January 30, 2024 there are only residential uses proposed and the site plan shows 536 dwelling units, which does not exceed the maximum residential development potential per the RES-9 Future Land Use classification. Policy 13.3 provides a method for calculating density on lands with environmental sensitivity. Man-made water bodies as defined (including borrow pits) are included in the Policy direction. Policy 13.3 uses uplands only to then be multiplied by 1.25 to determine the acreage available to calculate the density/intensity based on the Future Land Use category. The maximum density utilizing the calculation method is broken down below:

Per Site Plan as of 12/27/23

Total acreage: 119 acres

4.89 acres (wetlands+creek) + 66.43 acres (lake) =71.32 acres

47.68 acres of uplands

Formula: 47.68 ac X 1.25 X 9du/ac = 536 dwelling units needed

The proposed Planned Development is consistent with the Neighborhood Protection policies under FLUE Objective 16. Specifically, FLUE Policy 16.2 which calls for gradual transitions of intensities between land uses. The proposed development is consistent with this policy direction, as there is a large lake covering a little over half of the property along the frontage with Bullfrog Creek Road. The lake acts as an aesthetic water feature to the area and helps cluster development to the northeastern corner of the parcel.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed site plan and has determined that a resubmittal is not necessary for the site plan's current configuration. Given that there is a separate approval process for wetland impacts with the Environmental Protection Commission and they currently do not object, Planning Commission staff finds this request consistent with Objective 13 and associated policies in the FLUE and Objective 3.5 and associated policies in the E&S.

At the time of filing this report, final transportation and zoning comments were not yet available in Optix, therefore the Planning Commission Staff finding did not take them into consideration for the analysis of this request.

The site is located within the limits of the Riverview Community Plan, specifically within the Residential District. The proposed development does support the vision of the Riverview Community Plan. The subject site meets the intent of the Cultural/Historic goals and strategies of the SouthShore Areawide Systems Plan. The Plan seeks to promote sustainable growth and maintain housing opportunities for all income groups throughout the SouthShore area. A rezoning to a Planned Development (PD) to allow for an alternative housing development which would facilitate this goal.

Overall, the proposed Planned Development would provide for a development pattern that is comparable to the mixed-use development pattern within the surrounding area and meets the intent or the vision of the Riverview Community Plan.

Recommendation

Based upon the above considerations, the Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*.

HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 23-0785

«all other values»

Rezoning

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

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

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

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning boundaries are for informational purposes only and are subject to change without specific approval of the Hillsborough County City/County Planning Commission.

ACCURACY: It is intended that the information shown on this map is accurate to the best of our knowledge and belief. However, such accuracy is not guaranteed by the Hillsborough County City/County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.



Map Printed from Rezoning System: 7/28/2023
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HIC\Reg_HilRezoning_Copy.mxd

