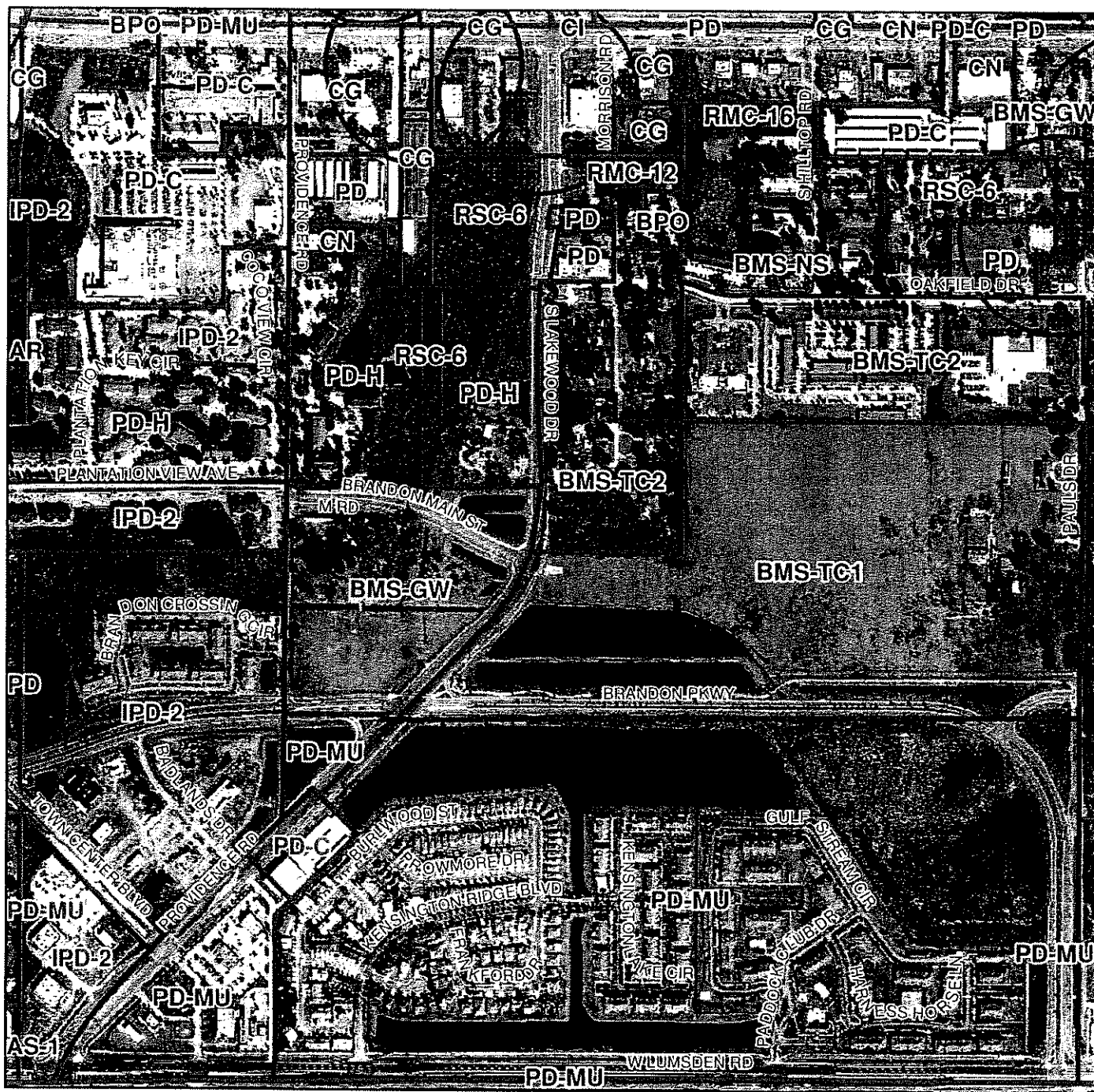




**Zoning Code Section
Applicable for Brandon Main Street
Hillsborough County, Florida**

Code purchased from Hillsborough County 4/17/07

HILLSBOROUGH COUNTY ZONING



PD Zoning District Designation

29-20-28

N. T. S.



Zoning District



Historic Resource

Significant Wildlife Habitat



Surface Water Protection Area

Wellhead Protection Area

Zone 1

Wellhead Protection Area

Zone 2



Potable Water Well Buffer



**Planning & Growth Management Department
Administrative Services Division**

Zoning: October 1, 2004

Aerial Photography: January, 2004

PART 3.12.00
BRANDON MAIN STREET DEVELOPMENT REGULATIONS

Sec. 3.12.01. Purpose

The purpose of the Brandon Main Street zoning districts and design standards are to implement the Hillsborough County Comprehensive Plan's Brandon Main Street Community Plan.

(Ord. No. 03-36, § 2, 11-12-03)

Sec. 3.12.02. Applicability

- A. Except as provided herein, these standards shall apply to all development that occurs within the Brandon Main Street Community Plan Area on properties zoned BMS. These provisions shall not apply to PD 99-1151 and PD 01-0052, as amended at the time of the effective date of this Part, as well as projects with unexpired building permits, unexpired preliminary site development approval or unexpired construction plan approval at the time of rezoning to BMS. Projects with unexpired preliminary plat approval at the time of rezoning to BMS shall be exempt from the block pattern and street connectivity requirements of this Part. Existing lawful uses, lots, structures, characteristics of land and densities shall not be required to be removed or otherwise modified as a result of the standards or requirements set forth in this Part.

In addition to the standards provided herein, development within the Brandon Main Street zoning districts shall be required to meet all other applicable sections of the Land Development Code. Where any provision of the Brandon Main Street zoning regulations is in conflict with any other standards or regulations of the Land Development Code, the Brandon Main Street regulations shall prevail.

Nothing herein is intended to dictate the geographic or temporal sequencing of development of either the block pattern or individual uses within blocks, provided that the regulations of this Part are met or adequate provision, as described in the Development Procedures Review Manual, is established assuring compliance with the regulations below.

- B. Expansions of legally permitted single-family and two-family dwellings in existence at the time of the effective date of this Part, including the addition of new accessory structures and accessory dwellings, shall be exempt from all but the setback and height requirements of this Part.
- C. Expansions of existing multi-family and non-residential structures up to a cumulative total of 30 percent of the legally permitted floor space in existence at the time of the effective date of this Part shall be exempt from all but the setback, height, density and FAR requirements contained herein. Where structures are expanded beyond 30 percent of existing floor space, all requirements of this Part shall apply to the area of expansion. Any increase of more than 30 percent in the amount of outside land area devoted to sales, storage, displays, demonstrations or parking is considered to be a major change to the

existing use and shall require the area of expansion to comply with the provisions of this Part. Conversions of existing structures from residential to non-residential uses shall be exempt from the requirements of this Part, provided the floor space of the structure is not increased by more than 30 percent.

(Ord. No. 03-36, § 2, 11-12-03; Ord. No. 04-46, § 2, 11-4-04)

Sec. 3.12.03. Regulatory Structure

Brandon Main Street Regulations

The Brandon Main Street Plan is implemented through specific design standards which reinforce a traditional form of development and four zoning districts: Town Center I and II Districts, Neighborhood Services District, and Gateway District. Development activity shall be regulated through these standards and shall be required to comply with the comprehensive definition of permitted development included herein that regulates use, density, intensity, and form by requiring development to occur within one of four different development block types:

- A. Retail/Office Development Block
- B. Multi-Family (Apartment/Condominium) Development Block
- C. Civic Development Block
- D. Attached, Detached, Accessory Residential Development Block

Permitted block types are described within a single-use prototype for illustrative purposes. Development applications for specific sites are required to assemble structures into mixed-use blocks or partial blocks, as appropriate, for the site. Blocks may be developed as partial blocks, with each partial block designed as a separate block type. Such partial blocks shall be clearly separated by a shared alley, service drive or pedestrian way a minimum of 25 feet in width. Additionally, the Retail/Office and Multi-Family Development Blocks may be developed as a combined Development Block With Structured Parking, provided no single "A" Street block face contains less than 60 percent building frontage devoted to one development block type. In such instances, the building frontage of the entire "A" Street block face shall be a minimum of 75 percent. Where single block faces contain more than one development block type, the block types shall be separated by a service drive, a parking access drive or pedestrian way a minimum of 25 feet in width. Each site plan shall be required to identify how the proposed development including buildings and structures are assembled within a context that conforms to the design standards for the block or partial block within which the building occurs.

(Ord. No. 03-36, § 2, 11-12-03; Ord. No. 04-46, § 2, 11-4-04)

Sec. 3.12.04. Block Standards

A. General Development Block Standards

1. Block Size

- a. For non-residential, mixed use, civic and multi-family development, block length shall be a maximum of 900 feet including alleys that may bisect the

block, and block width shall be a maximum of 500 feet including alleys that may bisect the block. The block dimensions shall be measured from the street right of way to street right of way.

- b. For attached and detached residential uses block length shall be a maximum of 800 feet including alleys that may bisect the block and block width shall be a maximum of 400 feet including alleys that may bisect the block. The block dimensions shall be measured from the street right of way to street right of way.
- c. Blocks composed entirely of a park, green or square shall have no maximum length or width requirements.

2. Designation of "A" Streets and "B" Streets

All newly constructed streets, excluding alleys, shall be designated as an "A" Street or a "B" Street.

- a. The following existing streets have an "A" Street designation in their entirety and shall not be redesignated as "B" Streets: Brandon Main Street (Lakewood/ Providence connector and its future extension to Pauls Drive), Pauls Drive, and Oakfield Drive. Extensions of said roads shall have an "A" Street designation. Lakewood Drive is designated as a "B" Street.
- b. The lineal footage of "B" Streets shall not exceed 35 percent of the total linear length of all new streets constructed in the Brandon Main Street Community Plan Area.
- c. "B" Streets may be designated by individual block faces; however, no block face shall be split by "A" Street and "B" Street designations.

3. Parking, Access and Site Design

- a. Off-street parking (surface parking lots).
 - 1. Except as provided herein, off-street surface parking lots must be located behind "A" Street frontage buildings and shall not front on any "A" Street but may front "B" Streets. Notwithstanding the above, off-street surface parking lots are not required to be located behind "A" Street building frontages provided the surface parking lot is set back a minimum of 100 feet from abutting "A" Streets. For development parcels less than five acres in size in the Neighborhood Services and Gateway Districts, off-street surface parking lots shall generally be located at the rear or side of buildings and shall not front along more than 40 percent of a parcel's total "A" Street frontage. Notwithstanding the above, on development parcels in the Neighborhood Services and Gateway Districts parking may front a parcel's total "A" Street frontage, provided the development parcel has frontage on two streets and the parcel is less than five acres in size.
 - 2. A maximum of 2 vehicular access/curb cuts to parking lots are allowed along "A" Street block faces, subject to Access Management regulations.

3. Surface parking lots shall not comprise more than 75% of any one block.
- b. Parking Garages. The Retail/Office and Multi-Family Development Blocks (or a combination thereof as described in Section 3.12.03) are permitted to be constructed with structured parking as provided in the standards herein and either represented by the Development Block With Structured Parking prototype or as provided below. Except as permitted below, structured parking decks shall be located behind "A" Street frontage buildings with vehicular access restricted to "B" Streets. Perimeter landscaping for parking garages shall be the same as for surface parking lots. However, no perimeter landscaping shall be required for any portion of the parking garage frontage that incorporates other ground floor uses. Interior landscaping requirements for surface parking lots shall be met on parking garages by providing hanging baskets, landscape planters and/or flower boxes around the exterior of the first 3 levels of the parking garage structure, such that the amount of landscaping shall be approximately equal to that required for interior landscaping for a surface parking lot of equal capacity.
- c. Parking structures in the Retail/Office Development Block shall not be required to be located behind "A" Street frontage buildings and may provide vehicular access to "A" Streets if the following requirements are satisfied:
 1. Direct pedestrian access from parking garages to each adjacent street shall be provided.
 2. Except for vehicle entrances as described below, the ground floor of parking structures in the Retail/Office Development Blocks shall be developed with enclosed commercial, office or civic floor space to a minimum building depth of 24 feet along the entire length of the structure on each adjacent street, unless separated from the street by another building, parking lot and/or landscaped open space with a minimum depth of 30 feet.
 3. Vehicle entrances to parking structures shall be a maximum of 48 feet in width.
- d. Screening of trash, recycling receptacles, loading docks, service areas, and mechanical equipment.
 1. Trash, recycling receptacles, loading docks, service areas, and other similar areas must be located in parking areas or in a location that is not visible from "A" Street frontages, and must be screened to minimize sound to and visibility from residences and to preclude visibility from adjacent streets. Service areas shall be screened by a masonry wall and landscape buffer. The wall shall be a minimum of six (6) feet in height using architectural design, materials and colors that are consistent with those of the primary structure. The landscape buffer shall be a minimum of five (5) feet in width and contain evergreen plants a minimum of three (3) feet in height spaced not more than 4 feet apart.

2. Mechanical equipment at ground level shall be placed on the parking lot side of the building away from view from adjacent "A" Street frontage and shall be screened from view of any street by fencing, vegetations, or by being incorporated into a building.
 3. All rooftop mechanical equipment shall be integrated into the overall mass of a building by screening it behind parapets or by recessing it into roof structure.
 4. Solid waste storage areas. A solid waste refuse facility shall be screened on three (3) sides by a six-foot high masonry wall if it is located within the building setback area or located in areas visible to customers or from a public right-of-way.
- e. Fences and Walls. Fences and walls shall be constructed of masonry, wood, vinyl or cast iron/metal. Fences and walls located in required front yards shall be a maximum of 4 feet in height and fences located in required rear yards and side yards shall be a maximum of 6 feet in height. The location of all fences and walls shall be regulated by Article VI of this Code. Notwithstanding the above, chain link fencing is regulated as follows:
1. Permitted in Residential required rear yard and required side yard locations along "B" streets only.
 2. Chain link fencing is prohibited on all required front yard areas.
- f. Compatibility. Similar building types shall generally face across streets (e.g., detached residential shall face detached residential, attached residential shall face attached residential and nonresidential shall face nonresidential). Dissimilar building types, when adjacent in the Town Center I and Town Center II districts, shall abut at rear and/or side lot lines separated by a street, shared alley, service/parking drive or pedestrian way a minimum of 25 feet in width. Buffering and Screening as described in Article VI shall not be required.
- g. Form. Buildings shall form a consistent, distinct edge, spatially delineating the public street through maximum building setbacks that vary by no more than five feet from those of the adjacent building.
- h. Building Orientation. A building's primary orientation shall be toward the street rather than the parking areas. The primary building entrances shall be visible and directly accessible from a public street. For the Retail/Office Development Block, building massing such as tower elements shall be used to emphasize the location of building entries.
- i. Public Entrance. Buildings that are open to the public shall have an entrance for pedestrians from the street to the building interior. This entrance shall be a distinctive and prominent element of the architectural design, and shall be open to the public during business hours. Buildings shall incorporate lighting and changes in mass, surface or finish to emphasize the entrance(s).

- j. **Building Facade.** Blank walls shall not occupy over 50 percent of a street-facing frontage and shall not exceed 20 linear feet without being interrupted by a window or entry. No more than 20 feet of horizontal distance of wall shall be provided without architectural relief for building walls and frontage walls facing the street. Buildings shall provide a foundation or base that extends from the ground to the bottom of the lower windowsills that is distinguished from the building face by a change in volume or material. A clear visual division shall be maintained between the ground level floor and upper floors, which may include changes in volume or materials or other architectural detailing such as a belt course or cornice. The top of any building shall contain a distinctive finish consisting of a cornice or other architectural termination. Ground floor retail uses that are located in non-residential or mixed use structures and that are located on a corner parcel and have two "A" Street frontages shall contain storefront display windows covering a minimum of 40% and a maximum 80% of a storefront's linear frontage. Blank walls shall not occupy over 50% of a street-facing frontage and shall not exceed 20 linear feet without being interrupted by a window or entry.
 - k. **Utilities.** All utility lines shall be located underground.
- B. **Standards for Retail/Office, Multi-Family, and Civic Development Blocks**
- 1. **Descriptions.**
 - a. The Retail/Office Development Block is designed to accommodate a range of retail, office and mixed-use building types including "anchor" retail, "liner" retail, and "main street" retail buildings.
 - b. The Multi-Family Development Block is designed to accommodate a range of multi-family building types including apartment buildings, condominiums, community residential homes, and nursing and extended care facilities.
 - c. The Civic Development Block is designed to accommodate civic and public uses in a visually prominent manner adjacent to a public open space.
 - 2. **Site Design and Lot Layout**
 - a. **Building Frontage.**
 - 1. Retail/Office and Multi-Family Development Blocks: Except as provided in Section 3.12.04.A.3.a.1, building frontages shall occupy no less than 75 percent of a project's "A" Street frontage. Building frontages on parcels less than five acres in size in the Neighborhood Services and Gateway Districts shall occupy no less than 40 percent of the development parcel's "A" Street frontage. Environmentally sensitive areas shall be excluded from a parcel's street frontage dimension.
 - 2. Civic Development Blocks: Building frontages shall occupy no less than 75 percent of a project's "A" Street frontage, except as provided in 3.12.04.3 below. Environmentally sensitive areas shall be excluded from a parcel's street frontage dimension.

b. Setbacks.

1. Retail/Office Development Blocks: Except as provided below, building setbacks along "A" Street frontages shall be a minimum of zero feet to a maximum of ten feet, except where paved courtyards, arcades or galleries are provided. In such cases, building setbacks shall be a maximum of 30 feet. Building setbacks along "B" streets shall be a minimum of zero feet to a maximum of 30 feet. Setbacks for yards abutting streets not in the Brandon Main Street Community Plan Area shall be a minimum of 30 feet.
2. Multi-Family and Civic Development Blocks: Except as provided below, building setbacks along "A" Street frontages shall be a minimum of zero feet to a maximum of 15 feet, except where paved courtyards, arcades or galleries are provided. In such cases, building setbacks shall be a maximum of 30 feet. Building setbacks along "B" streets shall be a minimum of zero feet to a maximum of 30 feet. Setbacks for yards abutting streets not in the Brandon Main Street Community Plan Area shall be a minimum of 30 feet.
3. On parcels containing environmentally sensitive areas and/or areas identified as having the potential for sinkhole activity, the building setbacks shall be the minimum possible to avoid said areas. In instances where an area has been identified that has potential sinkhole activity, the area shall be developed as open space containing amenities such as benches, paved walkways, fountains and landscaping.

c. Development Block Specific Standards

1. Retail/Office Development Block
 - a. "Main Street" Retail. The Main Street Retail building type permits multi-story, mixed-use buildings with retail and office uses on the ground floor and office and/or residential uses above.
 - b. "Liner" Retail. The Liner Retail building type permits single-story retail, office and civic uses along "A" Street frontages
 - c. "Anchor" Retail. The Anchor Retail building type permits grocery stores and larger format retail within the retail/office development block. The maximum size of an "anchor" retail use is 45,000 square feet. At least one building entrance shall face a public street and shall be articulated with additional height and massing.
 - d. Transparency. All street-facing, park-facing and plaza-facing non-residential and mixed-use structures shall have windows covering a minimum of 40 percent and a maximum 80 percent of the ground floor of each storefront's linear frontage. Mirrored glass, obscured glass and glass block cannot be used in meeting this requirement.

Display windows may be used to meet this requirement, but must be transparent and shall not be painted or obscured by opaque panels.

- e. Shelter. Buildings shall incorporate arcades, alcoves, porticos or awnings.
- f. Setback Encroachment. Structural canopies, awnings and balconies may be constructed over sidewalks in the public right-of-way provided an easement agreement is approved by and dedicated to Hillsborough County to guarantee public use of sidewalks. In such cases, the structural canopy, awning or balcony which projects over the public right-of-way shall extend no further than four feet from back of curb and shall not be supported by columns, piers or other structures within the public right-of-way. Development and/or building permits allowing the canopy, awning or balcony to project over the public right-of-way shall not be approved unless an easement has been granted by Hillsborough County for such structures. However, nothing in this Part shall require Hillsborough County to grant such an easement.

2. Multi-Family Development Block.

All multifamily structures as defined in this Part within the Multi-Family Development Block shall comply with the applicable requirements of Section 3.12.04.A. and Section 3.12.04.B above.

3. Civic Development Block.

Public space. Civic or public buildings shall front on a public space such as a square or plaza. The size of this public space shall at a minimum be equal in square footage to the footprint of the adjacent civic building(s). This public space must be framed by building frontage and have at least two sides of "A" Street frontage.

C. Standards for Attached, Detached and Accessory Residential Development Block

The Attached, Detached and Accessory Residential development block is designed to accommodate a range of residential building types including conventional single-family dwellings, duplexes, triplexes, quadplexes and townhomes as well as accessory residential units.

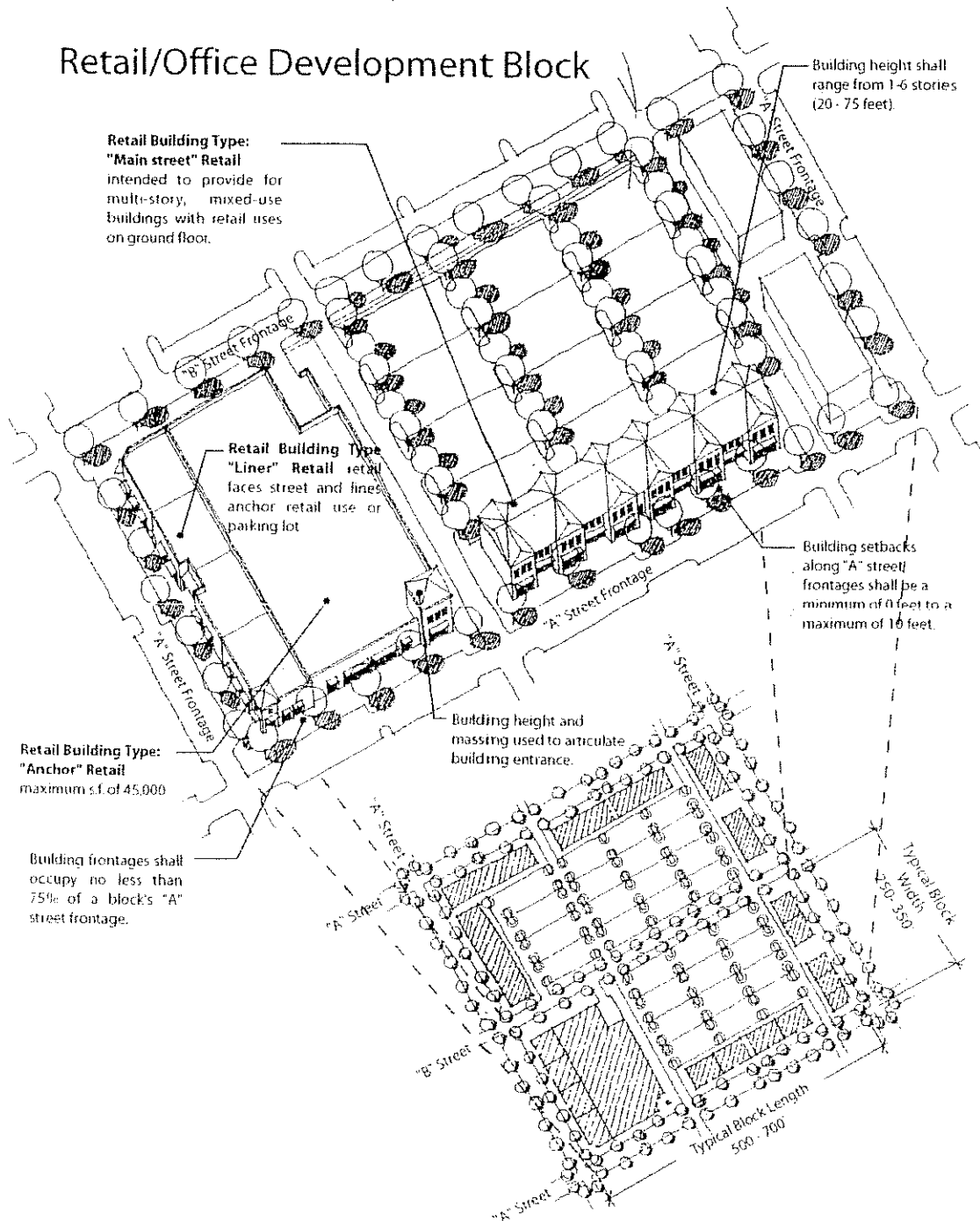
1. Site Design & Lot Layout

- a. Access. All residential development on lots that are less than 50 feet in width shall be served by rear alleys. Each alley shall connect with streets at both ends.
- b. Setbacks¹.

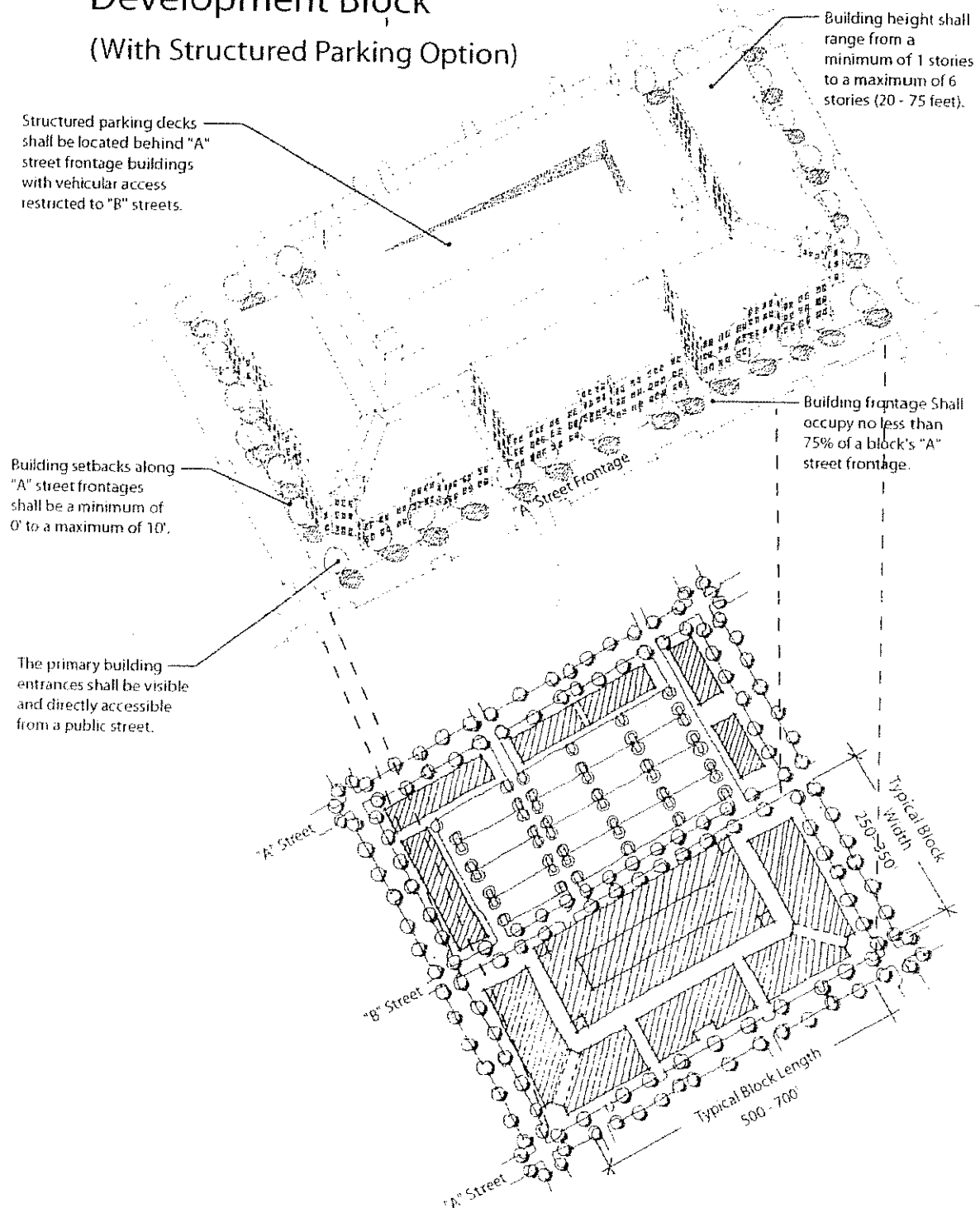
	<i>Front Yard</i>	<i>Side Yard</i>	<i>Rear Yard</i>
		<i>Minimum</i>	<i>Minimum</i>
Attached Structures			
Residential	10 feet minimum 25 feet maximum	5 feet ²	20 feet
Accessory Dwellings and Structures	5 feet minimum from building front ³	5 feet	5 feet
Detached Structures			
Residential	15 feet minimum 30 feet maximum	5 feet	20 feet
Accessory Dwellings and Accessory Structures	5 feet minimum from building front ³	5 feet	5 feet
Notes:			
1. Exemption. Porches may project 6 feet into required front setbacks. Bay windows and balconies may extend up to 3 feet into required front setbacks, but not for a width of more than 8 feet. Bay windows and balconies must be separated by at least 12 feet from one another.			
2. The side yard setback is applicable to structures rather than individual dwelling units within a structure.			
3. For corner lots, accessory dwellings shall be set back 5 feet from the building facade facing the front yard that functions as a side yard.			

1

Retail/Office Development Block



Development Block (With Structured Parking Option)



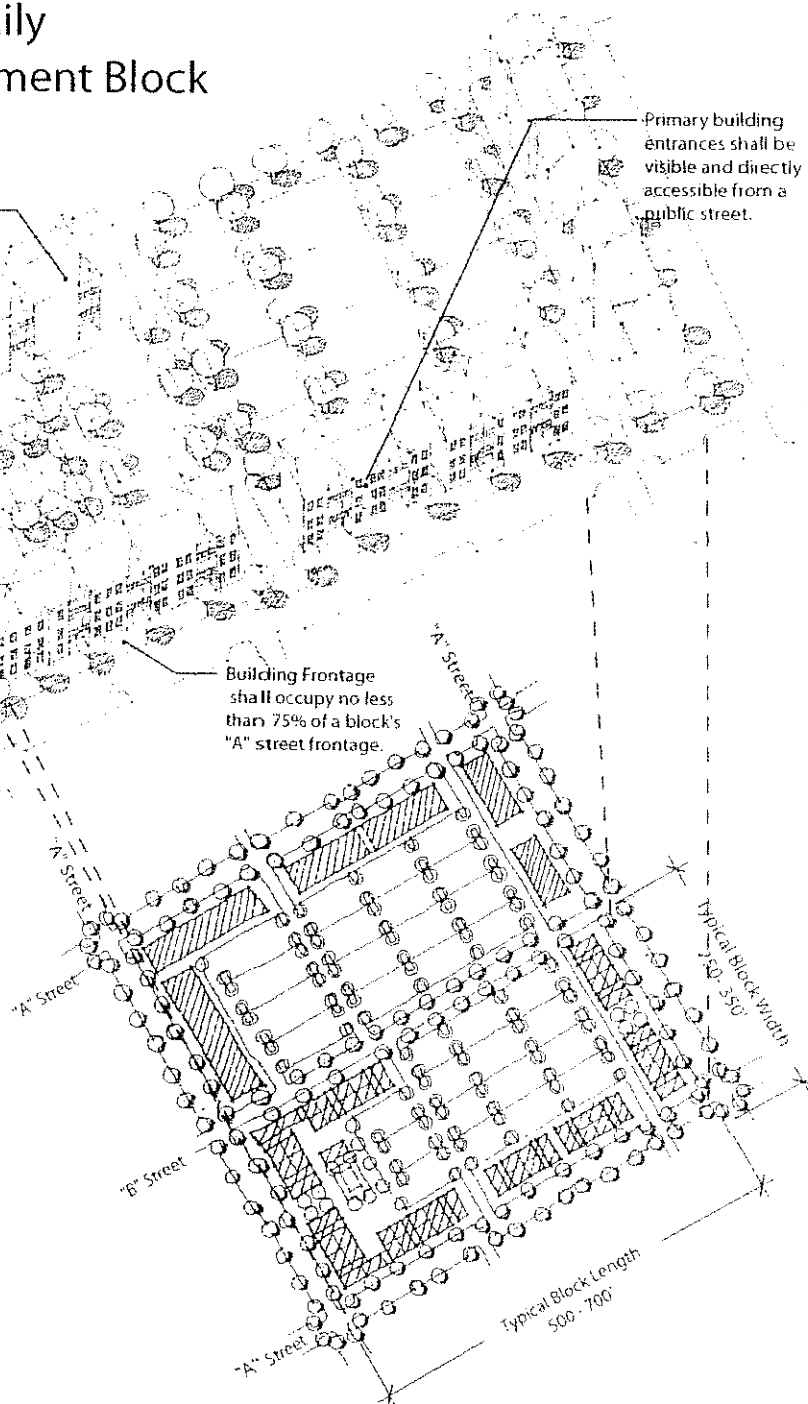
Multifamily Development Block

Building height shall range from a minimum of 2 stories to a maximum of 4 stories (24 - 51 feet).

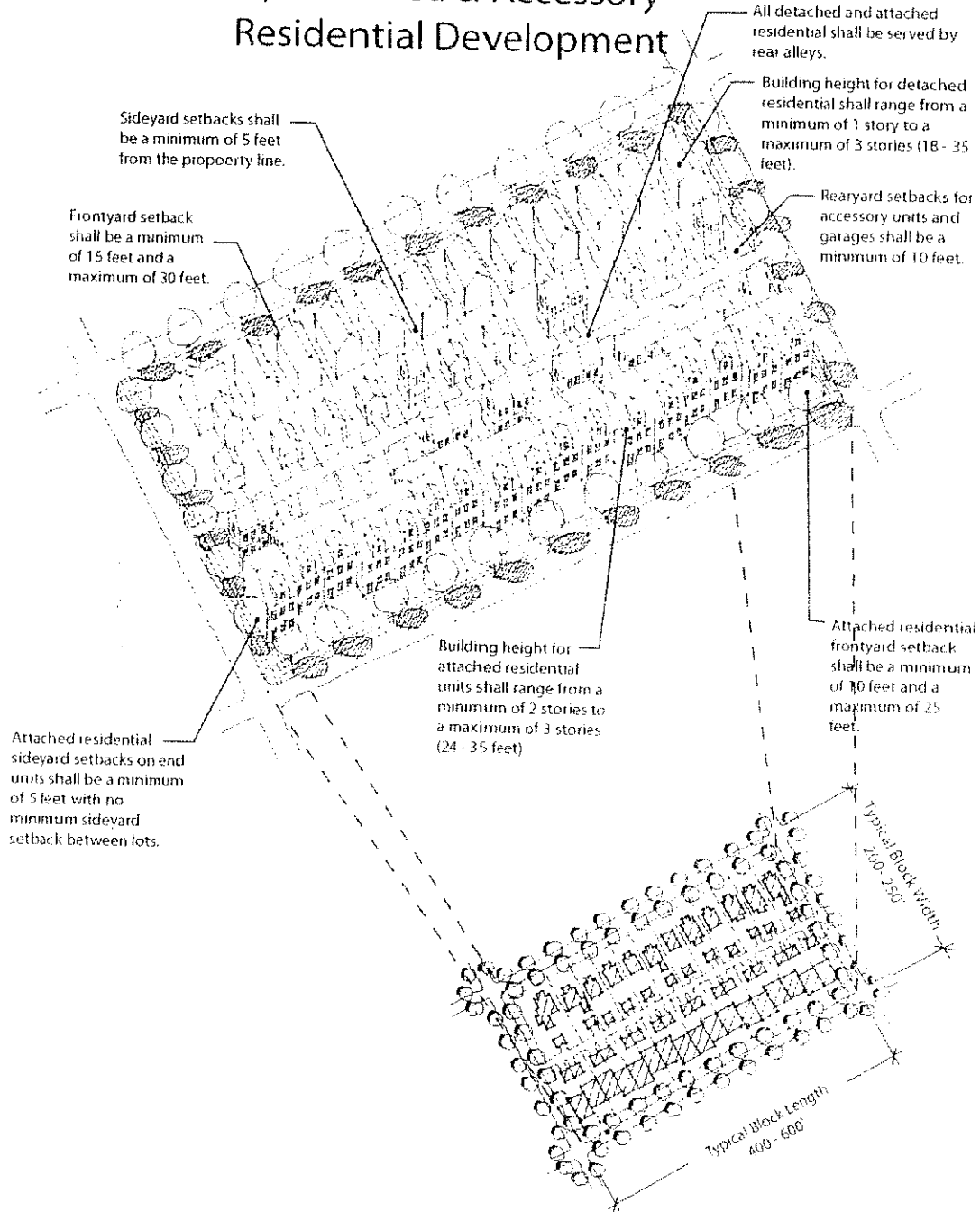
Primary building entrances shall be visible and directly accessible from a public street.

Building Frontage shall occupy no less than 75% of a block's "A" street frontage.

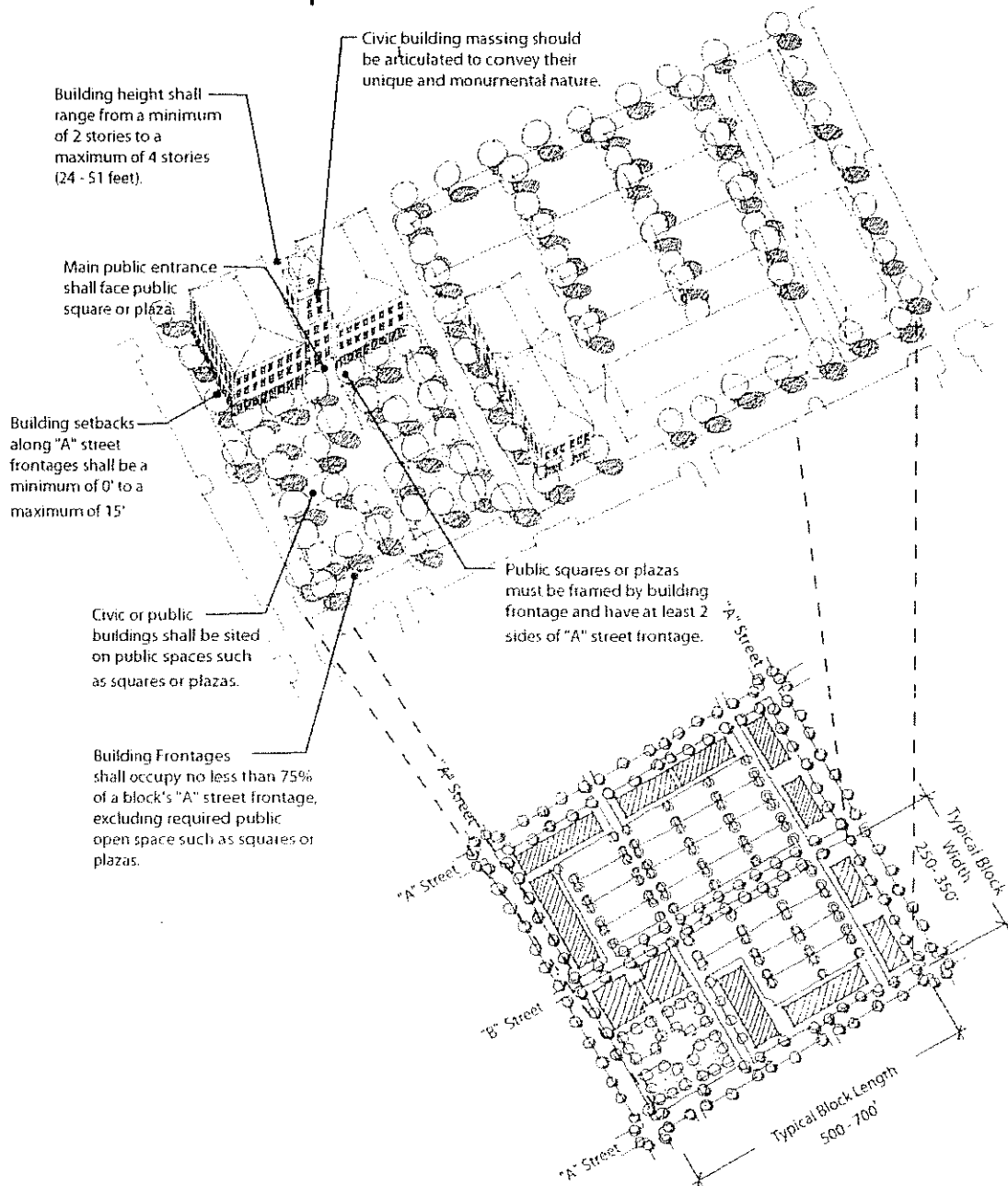
Building setbacks along "A" street frontages shall be a minimum of 0 feet to a maximum of 15'



Attached, Detached & Accessory Residential Development



Civic Development Block



Civic Development Block

(Ord. No. 03-36, § 2, 11-12-03; Ord. No. 04-27, § 2, 6-10-04; Ord. No. 04-46, § 2, 11-4-04)

Sec. 3.12.05. Town Center I District (BMS TC1)**A. General District Requirements,****1. Residential Density.**

Minimum Density: 5 dwelling units per acre

Maximum Density: 20 dwelling units per acre

2. Non-Residential FAR.

Minimum FAR: 0.3

Maximum FAR: 1.0

3. Height.

a. Retail/Office Development Blocks. Building height shall range from a minimum of 20 feet (including parapet walls) for single-story buildings to a maximum height of 60 feet for buildings with surface parking. Additional building height shall be permitted, up to 75 feet (6 stories), when:

1. The building includes a mixture of retail uses and either office or residential uses; and
2. Ground floor uses are restricted to retail and office only; and
3. Parking requirements are fulfilled through a structured parking facility.

b. Multi-Family and Civic Development Blocks. Building height for multi-family and civic structures shall range from a minimum of 24 feet (2 stories) to a maximum height of 60 feet (4 stories).

c. Attached, Detached and Accessory Residential Development Blocks

1. Detached Units. Building height for detached units shall range from a minimum of 18 feet (1 story) to a maximum of 50 feet (3 stories).
2. Attached Units. Building height for attached units shall range from a minimum of 24 feet (2 stories) to a maximum of 50 feet (3 stories).
3. Accessory Dwellings and Structures. Building height for attached units shall be a maximum of 30 feet (2 stories).

4. Mix of Uses. The Town Center I District requires a mix of land uses. Development shall, at a minimum, meet the following:

- a. Retail. A minimum of 10 percent of the total land area shall be developed as non-residential uses. Additionally, a minimum of 12 percent and a maximum of 50 percent of the total non-residential (including retail and office) floor space shall be constructed for retail uses.
- b. Residential. A minimum of 40 percent of the total buildable land area shall be developed as residential use.

5. Community Common Areas. A minimum of 12 percent of the district's total land area shall be usable community common areas and open space accessible to the

public. Two types of community common areas, as described below, are required. All community common areas shall be owned and maintained by the property owner, property owner associations, homeowners associations or similar entities.

- a. A minimum of 5 percent of the total land area shall be provided in the form of Greens, Squares and Plazas.
- b. A community park a minimum of one contiguous acre in size shall be provided within the district. Community parks shall include, at minimum, one shelter and walking paths/trails. Parks may also include open play areas, gymnasiums, ballfields and sports complexes consistent with the "Design Standards for Neighborhood Parks" published by the Hillsborough County Parks, Recreation and Conservation Department.

B. Permitted Uses

1. Allowable uses shall be the uses permitted in the CG zoning district, conventional single-family dwellings, duplexes, triplexes, quadplexes, townhomes, accessory residential units, accessory structures and multi-family (apartments and condominiums) residential with the following additional uses and requirements:
 - a. Permitted uses: Housing for older persons and natural preserve.
 - b. Conditional uses: Home occupations; nursing, convalescent and extended care facilities; portable temporary storage units; private skateboard ramps.
2. The following uses shall be permitted on "B" streets only: Canopies and gasoline pump islands as accessory uses; convenience store with gas pumps; domestic motor vehicle sales and rental; dry cleaners, general; full service car washes; funeral homes and mortuaries; furniture/home furnishings; furniture refinishing, repair and upholstery; gasoline sales and service; gun sales; hardware store; laundries; motorized vehicle repair (minor and neighborhood); printing services; radio and TV sales; restaurants with drive-up facilities; service station; sign painting; temporary labor pool; and vehicle parts sales.

(Ord. No. 03-36, § 2, 11-12-03; Ord. No. 04-46, § 2, 11-4-04)

Sec. 3.12.06. Town Center II District (BMS TC2)

A. General District Requirements

1. Residential Density.
Minimum Density: 5 dwelling units per acre
Maximum Density: 20 dwelling units per acre.
2. Non-Residential FAR.
Minimum FAR: 0.3
Maximum FAR: 1.0

NOT APPLICABLE FOR
COCONUT
SITE

NOT
APPLICABLE
FOR COLORADO
SITE

3. Height

- a. Retail/Office, Multi-Family and Civic Development Blocks. Building height shall range from a minimum of 20 feet (including parapet walls) for single-story buildings to a maximum height of 60 feet.
- b. Attached, Detached and Accessory Residential Development Blocks
 1. Detached Units. Building height for detached units shall range from a minimum of 18 feet (1 story) to a maximum of 50 feet (3 stories).
 2. Attached Units. Building height for attached units shall range from a minimum of 24 feet (2 stories) to a maximum of 50 feet (3 stories).
 3. Accessory Dwellings and Structures. Building height for attached units shall be a maximum of 30 feet (2 stories).

B. Permitted Uses

1. Allowable uses shall be the uses permitted in the CG zoning district, conventional single-family dwellings, duplexes, triplexes, quadplexes, townhomes, accessory residential units, accessory structures and multi-family (apartments and condominiums) residential with the following additional uses and requirements:
 - a. Permitted uses: Home occupations; housing for older persons, nursing, convalescent and extended care facilities and natural preserve.
 - b. Conditional uses: portable temporary storage units; private skateboard ramps.
 2. The following uses shall be permitted on "B" streets only: Canopies and gasoline pump islands as accessory uses; convenience store with gas pumps; domestic motor vehicle sales and rental; dry cleaners, general; full service car washes; funeral homes and mortuaries; furniture/home furnishings; furniture refinishing, repair and upholstery; gasoline sales and service; gun sales; hardware store; laundries; motorized vehicle repair (minor and neighborhood); printing services; radio and TV sales; restaurants with drive-up facilities; service station; sign painting; temporary labor pool; and vehicle parts sales.
- C. The Town Center Prototype shown below is a development model that illustrates a typical assemblage of permitted structure types within permitted block types and details the specific design standards for each structure type within the context of a block. The "prototypical" block is not intended to be used to regulate development and therefore does not address specific or individual conditions of each site.

(Ord. No. 03-36, § 2, 11-12-03)

Sec. 3.12.07. Neighborhood Services District (BMS NS)

A. General District Requirements

1. Residential Density.

Minimum density: 5 dwelling units per acre

SPECIAL DISTRICTS

NOT APPLICABLE
for COLOMBIAL
§ 3.12.07
SITE

Maximum Density: 15 dwelling units per acre

2. Non-Residential FAR.

Maximum: 0.5

3. Height

- a. Retail/Office Development Blocks. Building height shall be a maximum height of 40 feet (2 stories).
- b. Multi-Family and Civic Development Blocks. Building height shall range from a minimum of 35 feet (including parapet walls) for two-story buildings to a maximum height of 60 feet.
- c. Attached, Detached and Accessory Residential Development Blocks
 1. Detached Units. Building height for detached units shall range from a minimum of 18 feet (1 story) to a maximum of 50 feet (3 stories).
 2. Attached Units. Building height for attached units shall range from a minimum of 24 feet (2 stories) to a maximum of 50 feet (3 stories).
 3. Accessory Dwellings and Structures. Building height for attached units shall be a maximum of 30 feet (2 stories)

3. Permitted Uses

The Neighborhood Services District's allowable uses shall be the uses permitted in the BPO and RMC-6 Districts with the following additional uses and requirements:

1. Permitted Uses: Apparel and shoe store; bank/credit union; book/stationary store, new and used; drug stores; dry cleaners, small; florist shop; food product stores: bakery, candies & nuts, dairy, delicatessens, meat seafood and produce; vocational schools; medical and dental laboratories; optician/optical supplies; photography studio; restaurants (without drive-up facilities); travel agencies; watch, clock, jewelry repair; and barber, beauty shop.
2. Conditional Uses: Convenience store with or without gas pumps.
3. "Main Street" retail. Retail uses are limited to no more than 10,000 square feet per building/structure.

C. Neighborhood Services Prototype: Organization of Blocks

The Neighborhood Services Prototype shown below is a development model that illustrates the intended redevelopment pattern within the Neighborhood Services District based on the application of the Brandon Main Street Block Development Standards.

In addition to the Development Block Design Standards, the following standards shall apply in the Neighborhood Services District.

*NOT APPLICABLE
for Colonial
SITE*

1. Blocks. Where the scale of redevelopment does not allow for the development of complete blocks (i.e. development parcels less than five acres in size) parking, service drives and alleys shall be designed to allow for future connections to adjacent parcels.
2. Except as provided in 3.12.04.A.3.a.1, all existing streets shall be considered as "A" Streets and shall abide by building frontage requirements specified in Section 3.12.04.B.2.a.

(Ord. No. 03-36, § 2, 11-12-03; Ord. No. 04-46, § 2, 11-4-04)

Sec. 3.12.08. Gateway District (BMS GW)

A. General District Requirements

1. Residential Density.
Maximum Density: 20 dwelling units per acre
2. Non-Residential FAR.
Maximum: 1.0
3. Height
 - a. Retail/Office Development Blocks. Building height shall be a maximum height of 50 feet (3 stories).
 - b. Multi-Family and Civic Development Blocks. Building height shall range from a minimum of 35 feet (including parapet walls) for two-story buildings to a maximum height of 60 feet.

- B. Permitted Uses.** The Gateway District's allowable uses shall be the uses permitted in the CI zoning district and multi-family (apartments and condominiums) residential.

C. Gateway Prototype

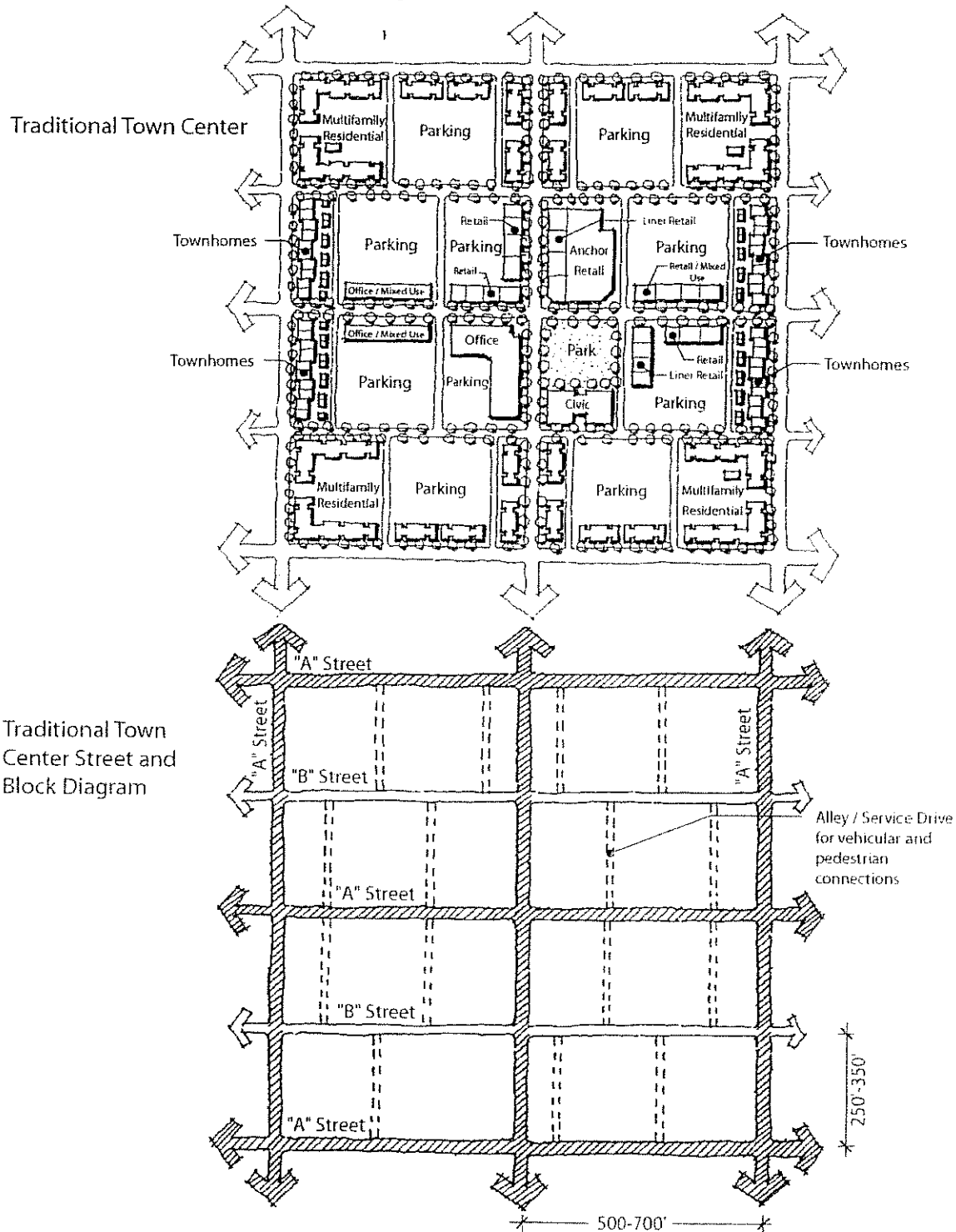
The Gateway Prototype shown below is a development model that illustrates the intended redevelopment pattern within the Gateway District based on the application of the Brandon Main Street Block Development Standards.

D. Gateway General Redevelopment Standards

In addition to the development block design standards, the following standards shall apply in the Gateway District.

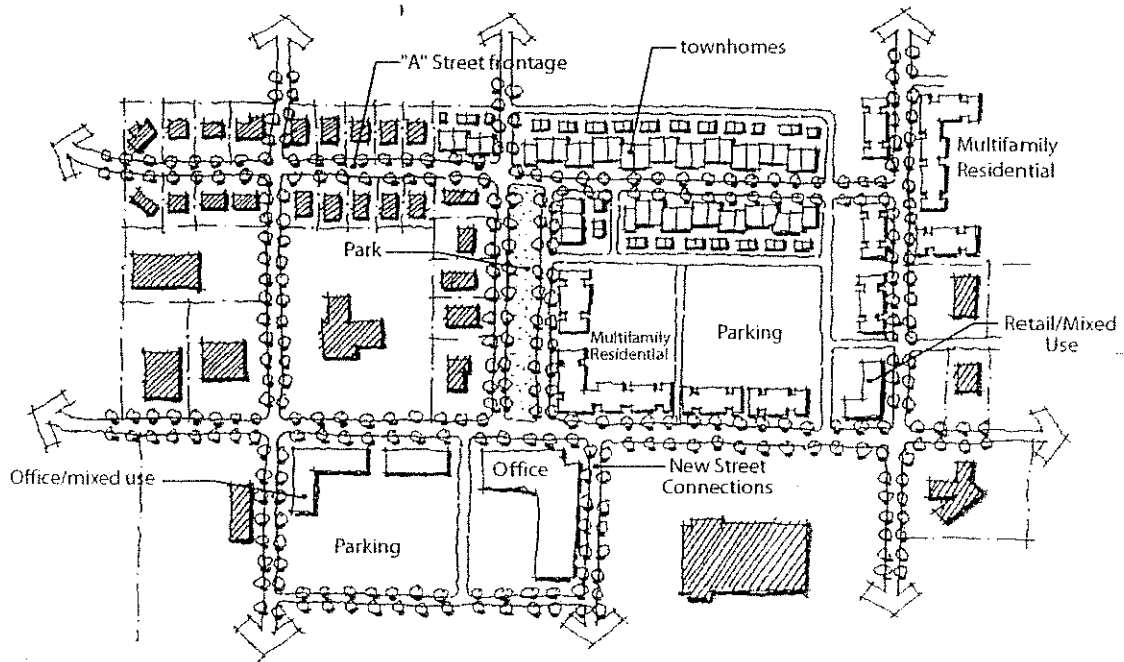
1. Blocks. Where the scale of redevelopment does not allow for the re-development of complete blocks, parking, service drives and alleys shall be designed to allow for future connections to adjacent parcels.
2. Except as provided in 3.12.04.A.3.a.1, all existing streets shall be considered as "A" Streets and shall abide by building frontage requirements specified in Section 3.12.04.B.2.a. Brandon Boulevard/SR 60 shall not be considered as an "A" Street.

The Town Center Concept

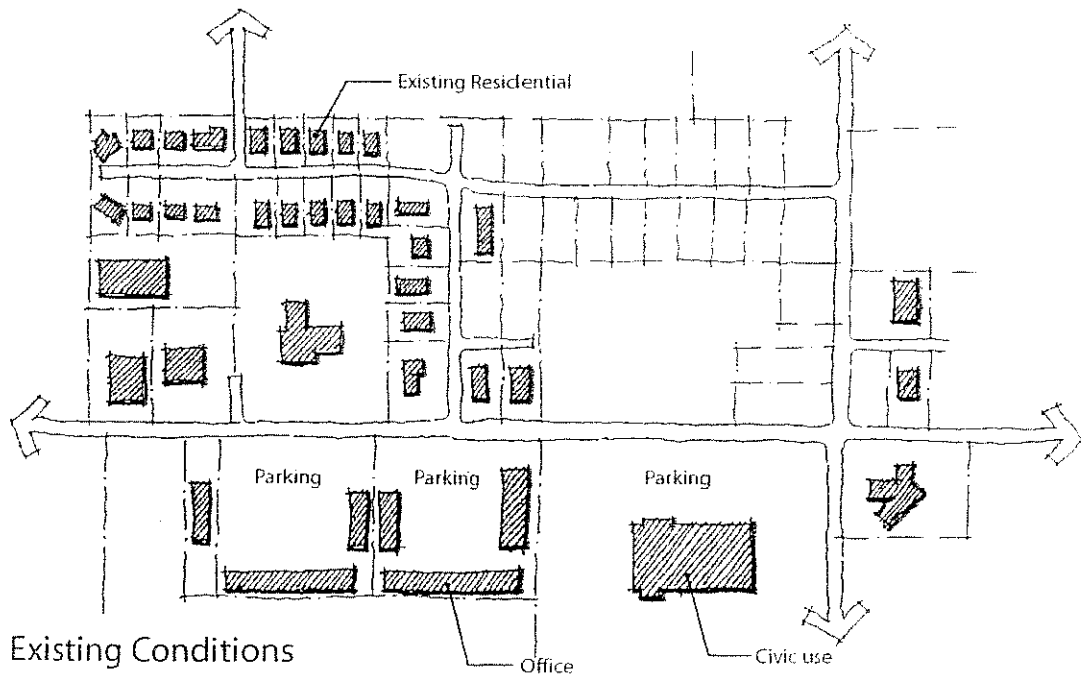


The Town Center Concept

Neighborhood Services Prototype



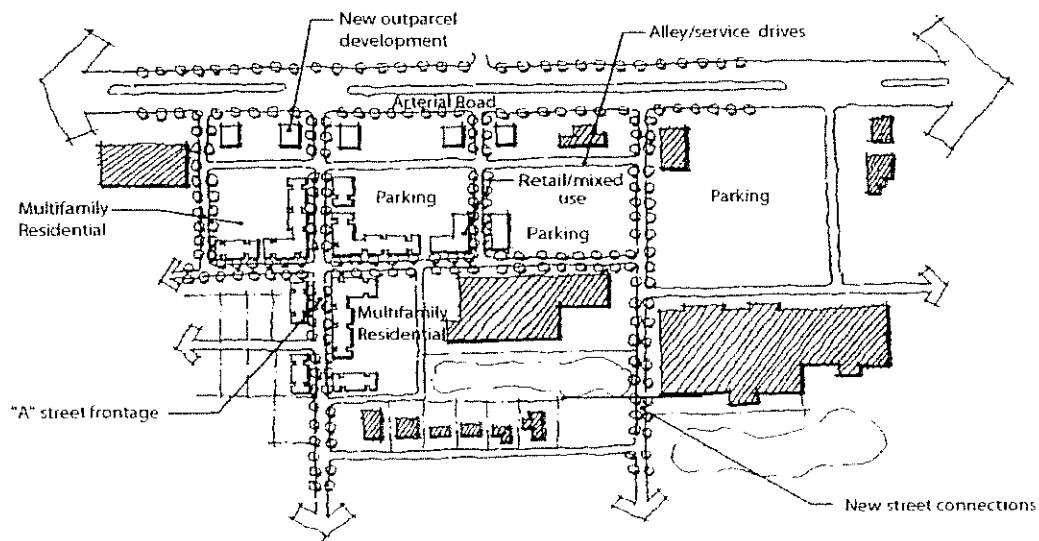
Prototype Development



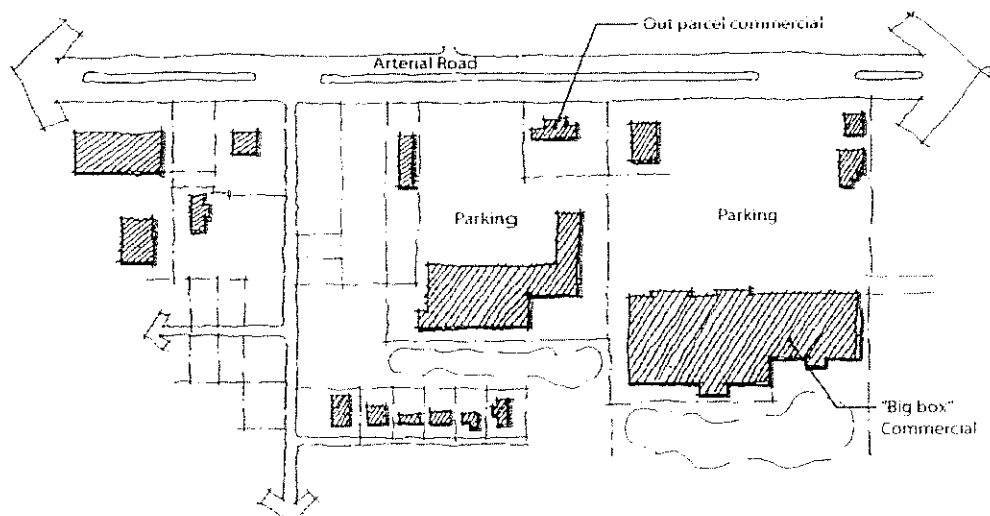
Existing Conditions

Neighborhood Services Prototype

Gateway Prototype



Prototype Development



Existing Conditions

Gateway Prototype

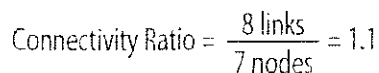
(Ord. No. 03-36, § 2, 11-12-03; Ord. No. 04-46, § 2, 11-4-04)

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A. Street Network Connectivity

The street network within the Town Center I District and Town Center II District shall maintain a minimum "connectivity ratio". For the purposes of this Section, "connectivity ratio" is the number of street links divided by the number of nodes. The connectivity ratio shall be performed on the street network separately within the Town Center I District and the Town Center II District. When possible, the street network shall connect to Oakfield Drive, Pauls Drive, Westwood Drive, Debra Lynne Drive, Brandon Parkway, Morrison Road, Brandon Main Street (Lakewood/ Providence connector and its future extension) and Lakewood Drive. The required connectivity ratio for the Town Center I District is 1.6, and the required connectivity ratio for the Town Center II District is 1.6.

- Nodes are any point of intersection of two or more roads. Connections with existing streets, alleys, and stub outs to adjacent properties to accommodate future street connections shall not be considered nodes.
- Links are the segments of road connecting nodes. Alleys shall not be considered links.
- Connectivity ratio is calculated as follows: $\text{links/nodes} = \text{connectivity ratio}$



2. Gateway District and Neighborhood Services District

Redevelopment investments within the Gateway District and Neighborhood Services districts will increase the connectivity of the street and multi-use trail network, by connecting to adjacent stub outs.

B. TND Street Standards for New and Reconstructed Streets

The newly constructed or reconstructed streets within the Brandon Main Street Community Plan Boundary shall be public streets and conform to the typical section design standards established in the Transportation Technical Manual cross-sections for "Traditional Neighborhood Developments" (hereby "TND Street Standards"), unless otherwise specified herein. The TND Street Standards may be modified, subject to review and approval by the County Engineer, to allow angled parking on Brandon Main Street between Pauls Drive and Lakewood Drive. If angled parking is proposed, a detailed traffic analysis shall be provided by the developer to determine if auxiliary lanes or other traffic control devices are warranted. If warranted by the traffic analysis, the improvements shall be provided by the developer. Additionally, mid-block bulb-outs and a transition zone between the parking spaces and travel lane shall be provided. The travel lane/transition zone interface shall be clearly demarcated.

Design and construction of the street network and the streets is limited by the following:

1. Within the Brandon Main Street Community Plan Boundary, the sum of Type 1 Boulevard and Type 2 Boulevard shall be limited to 3.0 new linear miles.
2. Sidewalks and other pedestrian walkways shall meet the following minimum design standards:
 - a. When pedestrian crossings are provided at midblock locations, raised crosswalks [or other traffic-calming measure(s) identified in Table 1] shall be located at all points where the pedestrian crossing traverses the lane of vehicle travel. When pedestrian crossings are provided at intersection locations, the requirements in Section 3.12.09.F (Intersection Design) and Section 3.12.09.G (Traffic Calming) shall be followed.
 - b. Sidewalks shall be physically separated from on-site vehicle lanes and parking spaces by landscaping, berms, barriers, grade separations, or other means to protect pedestrians from vehicular traffic.

C. TND Street Standards for Existing Streets

Improvements to existing streets that do not require reconstruction of the street shall be designed to further the intent and design for new and reconstructed streets, as described above (TND Street Standards for New and Reconstructed Streets). Redevelopment of parcels on existing streets must comply with all requirements of Section B above as they pertain to standards on the development side of the street. Newly constructed sidewalks shall connect with the existing sidewalks of all adjacent parcels.

D. Street Standards for Promotion of Transit

Design guidelines for mixed-use areas contained in HARTline's Transit Friendly Planning and Design Handbook shall be followed except where guidelines conflict with regulations in this subsection.

1. Street Network: To increase the efficiency of transit service within the Brandon Main Street area, the street network shall allow bus transit service directly to the center of Town Center I.
2. Development Size Thresholds: When a development is constructed adjacent to a bus stop location, the developer is responsible for providing transit friendly designs and amenities as described in Section 6.02.17.C of this Code and HARTline's Transit Friendly Planning and Design Handbook. Regardless of development size, park-and-ride lots are prohibited in the Brandon Main Street area. When required by Section 6.02.17.C of this Code, bus bays, separate bus loading/unloading areas segregated from automobile traffic, and bus staging areas shall not be located on "A" Streets. Direct pedestrian and bicycle connections between bus stops and building entrances and development amenities are required at all bus stop locations regardless of development size.

E. Right-of-Way Landscaping and Street Lighting

The TND Street Standards denote appropriate locations for street trees and other landscaping. Within these tree zones or landscaping areas, trees of minimum 3.5" caliper shall be planted 40-60 feet on center. Street trees shall at minimum have 12 foot overall height and 5 foot minimum clear trunk, and shall be of canopy type. Landscaping design shall be in accordance with the Transportation Technical Manual for Subdivisions and Site Development Projects.

Section 6.06.03 of this Code regulates Off-Street Vehicular Use Areas. All walkways constructed within parking lots shall be raised to a standard sidewalk height. Where walkways cross driving aisles, they shall be clearly marked with striping or constructed with a contrasting paving material. All "A" and "B" streets shall be lit through decorative street lamps that are appropriate for surrounding architecture and conform to Hillsborough County standards. Streetlights shall be between 15 feet and 24 feet in height. Silver cobra-headed and shoe-box type fixtures shall be prohibited.

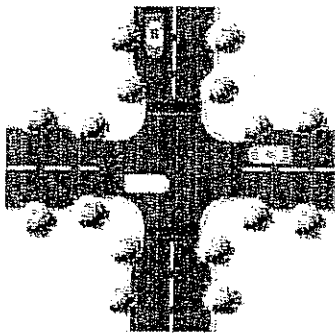
F. Intersection Design

In addition to other requirements, the following design features are required as applicable:

1. Dedicated left-turn lanes:
 - a. Within the Gateway, Town Center I, Town Center II Districts, dedicated left-turn lanes shall be provided at all intersections on "A" Streets. No left turns lanes are permitted on the Local Urban Lanes-TND street type

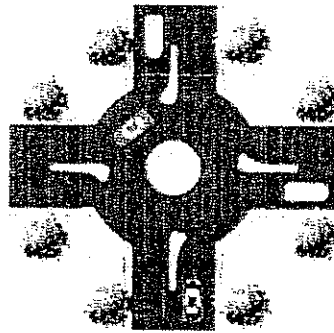
- b. On street types with medians (Type 1 Boulevards, Type 2 Boulevards, and Avenues), the median shall be narrowed to allow the left-turn lane without disrupting on-street parking and bulb-outs.
 - c. On street types without medians and with on-street parking (Main Streets and Local Urban Streets), on-street parking shall cease a safe distance from the intersection, and travel lanes shall shift to allow for a dedicated left-turn lane.
 2. Double left-turn lanes shall be prohibited.
 3. Bulb-outs. Bulb-outs are required at intersections of street types that have on-street parking and medians (Type 1 Boulevards and Avenues), and encouraged where possible on other street types. At a safe distance from the intersection, on-street parking shall cease and the curb shall be extended to the travel lane.
 4. Medians. On street types with medians, a 12-foot median at intersections after a left-turn lane has been provided is permitted. Construction and landscaping of these medians shall provide a mid-intersection pedestrian refuge.
 5. Roundabouts. Roundabouts may be installed in all districts. Roundabout design shall comply with state and federal design guidelines such as the Federal Highway Administration's Roundabouts: An Informational Guide.

A. Bulb-outs



Intersection Design

B. Roundabout

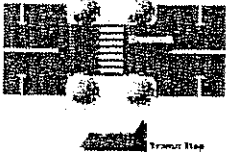
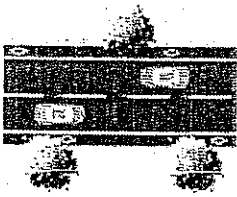






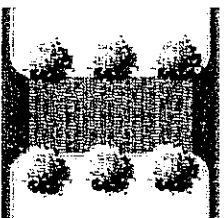
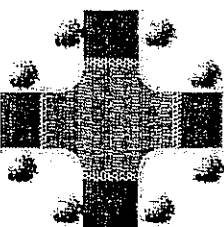
G. Traffic Calming

The following provisions describe and establish standards for permitted traffic calming. The descriptions set forth herein. The traffic calming measures in Table 1 are further described in the documents entitled Residential Traffic Control Handbook (published by the Hillsborough County Engineering and Construction Services Department, Rev. April 18, 2001), and R. Ewing, Traffic Calming: State of the Practice (Institute of Transportation Engineers and the Federal Highway Administration, 1999), which document is hereby

incorporated by this reference. An asterisk (*) means that the device is permitted, while a blank cell means that the device is not permitted.

Table 1: Traffic Calming Devices

		Boulevard Type 1	Boulevard Type 2	Avenue	Main Street	Urban Street	Urban Lane	Retrofit
	<i>Traffic Calming Measures</i>							
	<p>Mid-Block Bulb-Outs</p> <p>Mid-block bulb-outs reduce the width of the roadway for a mid-block section. They shorten crossing distances for pedestrians and draw attention to pedestrians via raised peninsulas. Bulb-outs can be built within the marked on-street parking area or on residential roadways over 20 feet in width.</p>	*		*	*	*		*
	<p>Restriping</p> <p>Street can be restriped to create lanes that are a maximum of 10 to 11 feet wide. The excess space can be used to create bike lanes or marked on-street parking on one or both sides. Bicycle lanes shall be 5 feet wide minimum, and on-street parking shall be 7 feet wide minimum. The parking can be staggered to create a weaving path on the roadway, further informing drivers that caution should be used in the neighborhood.</p>					*	*	
	<p>Gateways</p> <p>Gateways appear to narrow the street, and also serve as highly visible entryways into neighborhoods. Gateway features can also double as transit waiting areas.</p>	*	*	*	*	*	*	*
	<p>Chicanes</p> <p>A chicane changes the physical characteristics of a roadway section from an existing straight alignment to a series of horizontal curves. Trees can be planted in the slow point to restrict the driver's vision down the street, creating the feeling of a "closed" street.</p>					*		*

		<i>Boulevard Type 1</i>	<i>Boulevard Type 2</i>	<i>Avenue</i>	<i>Main Street</i>	<i>Urban Street</i>	<i>Urban Lane</i>	<i>Retrofit</i>
	<i>Traffic Calming Measures</i>							
	<p>Mid-Block Yield Point The mid-block single-lane yield point reduces the street width to a single lane for a short section at some point between intersections. A variety of designs are possible for the remaining single lane of traffic: centered on the existing street, offset to one side, or aligned in a curve from one side of the street to the other.</p>					*	*	*
	<p>Unmarked On-Street Parking Allowing on-street parking on streets without designated on-street parking areas will create a series of single-lane yield points wherever parked cars are present. This "informal" single-lane yield point occurs when the street width is narrow enough to prevent simultaneous passing of two moving vehicles past a parked vehicle. For streets up to 30 feet in width, allowing parking on both sides of the street is necessary to create a yield point.</p>						*	*
	<p>Textured Pavement Textured pavement such as brick streets is also an effective traffic calming measure. The advantages of a brick street area that it is aesthetically pleasing and it calms traffic better as it ages as the surface wears out. Installation costs are higher than those for asphalt roadways, but long-term maintenance costs are lower. However, textured pavement can be loud.</p>	*	*	*	*	*	*	*
	<p>Raised Intersections Raised intersections slow cars down throughout an entire intersection, providing an extra level of safety for pedestrians crossing an intersection. This improvement may be most appropriate for commercial areas where both vehicular and pedestrian traffic volumes are high. Textured pavement can also be part of this improvement.</p>	*	*	*	*			*

(Ord. No. 03-36, § 2, 11-12-03)

Brandon Main Street Zoning District – Hillsborough Development Standards
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