

BRANDON CORRIDORS & MIXED-USE CENTERS PILOT PROJECT

The Brandon Corridors and Mixed-Use Centers Pilot Project is a joint study of the Hillsborough Metropolitan Planning Organization for Transportation (MPO) and the Planning Commission. The study is built on a foundation of previous planning work within the area, identifies the types of development that exists and asks what potential development patterns best accommodate expected growth in population and jobs.

The study is focused on the area surrounding Brandon's three major east-west corridors: Brandon Boulevard/SR 60, Lumsden Road, and Bloomingdale Avenue. These key corridors link residential communities to much of Brandon's commercial development. Your input will help us coordinate development patterns with coordinated transportation improvements and refine Hillsborough County's Vision Map (<http://www.planhillsborough.org/hillsborough-county-areawide-vision-map/>) for growth. This will result in bolstering our strongest redevelopment and economic development opportunities with transportation improvements that enhance the development pattern, provide choices and improve safety for all users.

For more information visit the project website:

<http://www.planhillsborough.org/brandon-corridor-mixed-use-centers/>

This pilot project builds upon past studies within Brandon, including:

Brandon Community Plan (<http://www.planhillsborough.org/brandon-community-plan2/>)

Brandon Main Street Community Plan (<http://www.planhillsborough.org/brandon-main-street-community-plan/>)

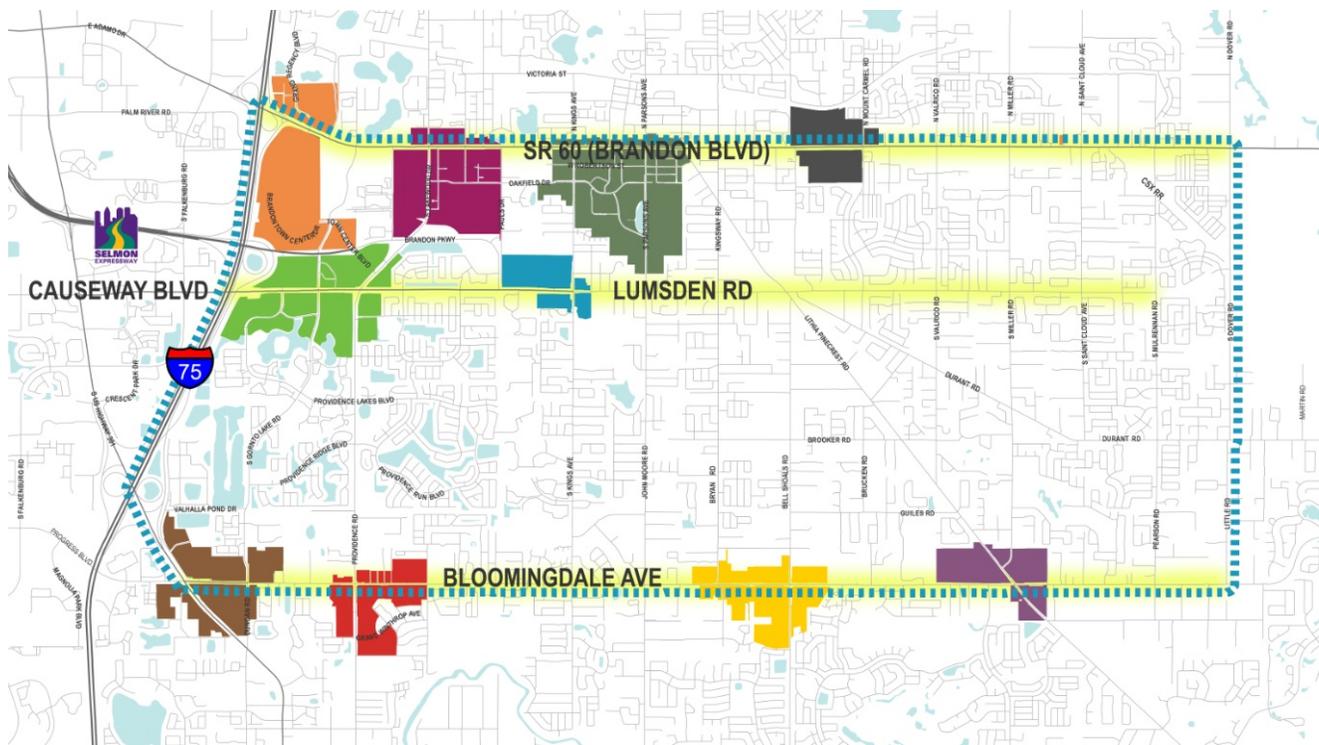
1. To begin the survey, please provide your zip code where you live:

2. If applicable, please also provide your zip code where you work or go to school:

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The ten colored zones on the map below are being studied to determine future development patterns and coordinated transportation improvements to better serve job and housing growth.

[Click to view this map in a new window](#)



The **YELLOW** highlights the key east-west corridors: Brandon Boulevard/SR 60, Lumsden Road, and Bloomingdale Avenue.

The **BLUE** dashed outline encompasses the study area.

3. Within the area outlined in BLUE on the map, check all activities that apply to you:

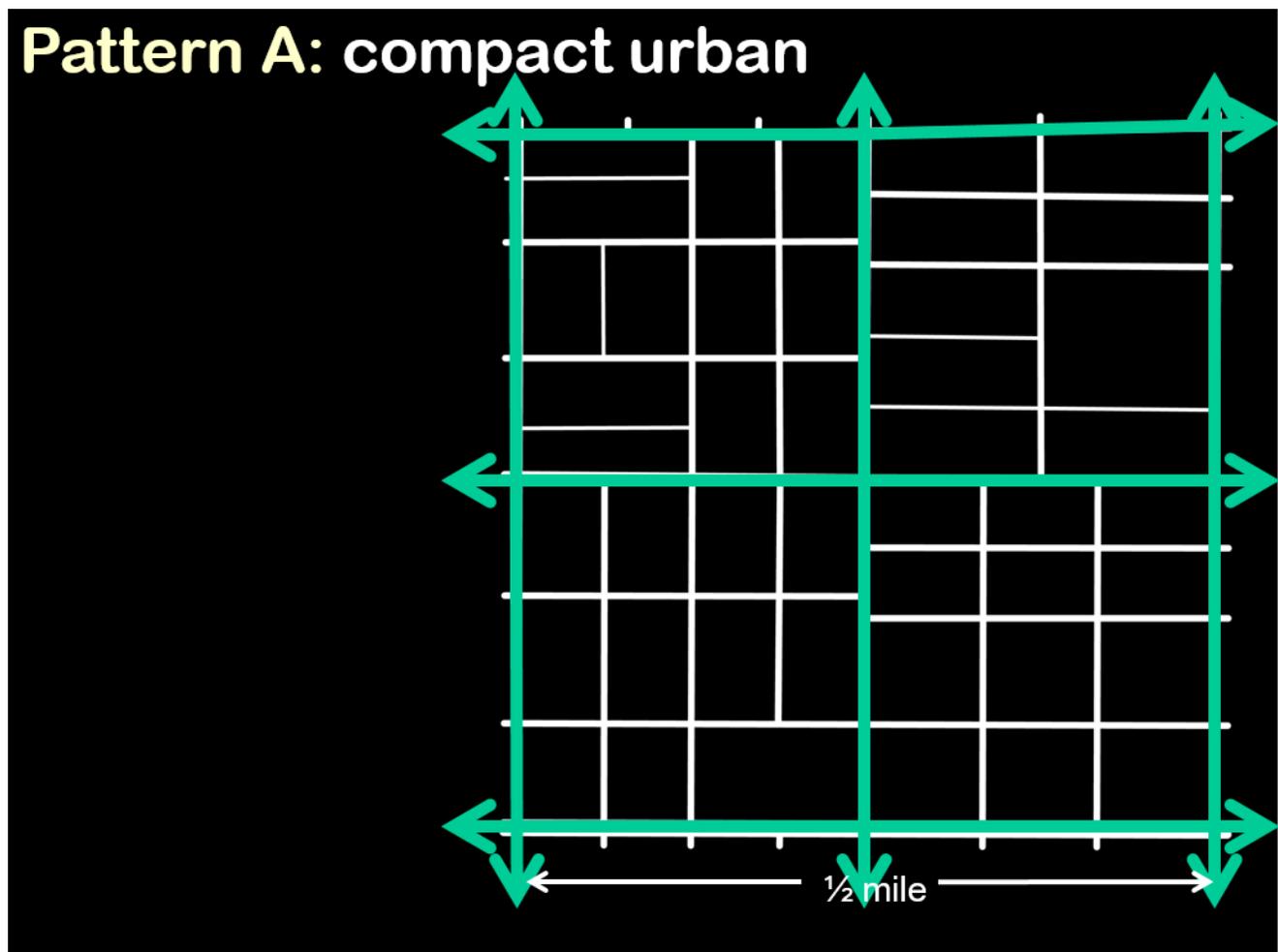
- Live
- Work and/or School
- Shop/ Dine/ Entertainment
- Other commercial, professional, or business service (ex. medical)
- None of the above

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For question 4, please consider these three different types of development patterns for future development and redevelopment.

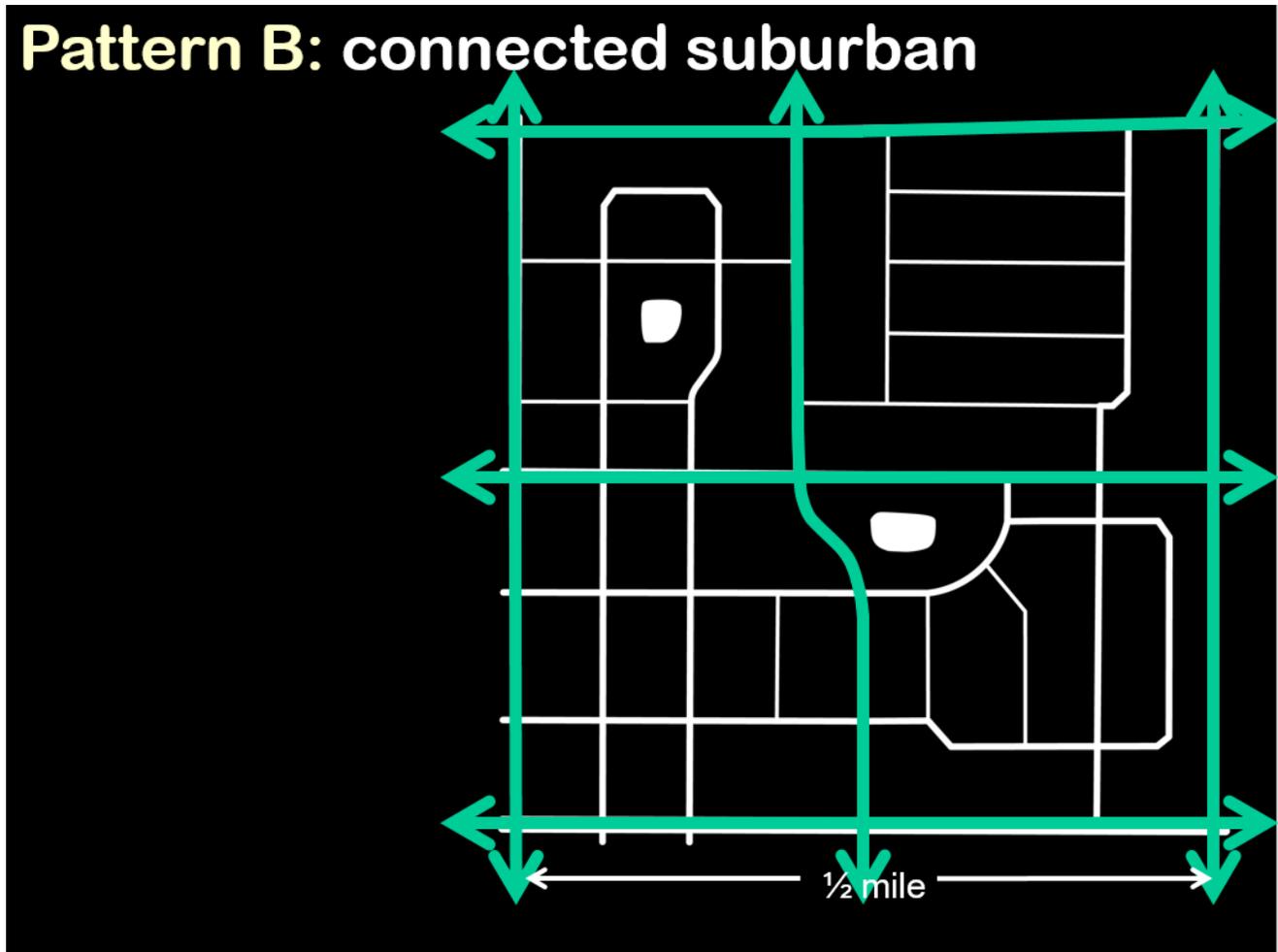
A. Compact Urban Areas

Areas that are planned to become **compact urban areas** would have a mixed use of higher intensity, rows of stores along important streets, a tightly interconnected network of slower speed streets, better transit service, and shared drainage and parking solutions.



B. Connected Suburban Areas

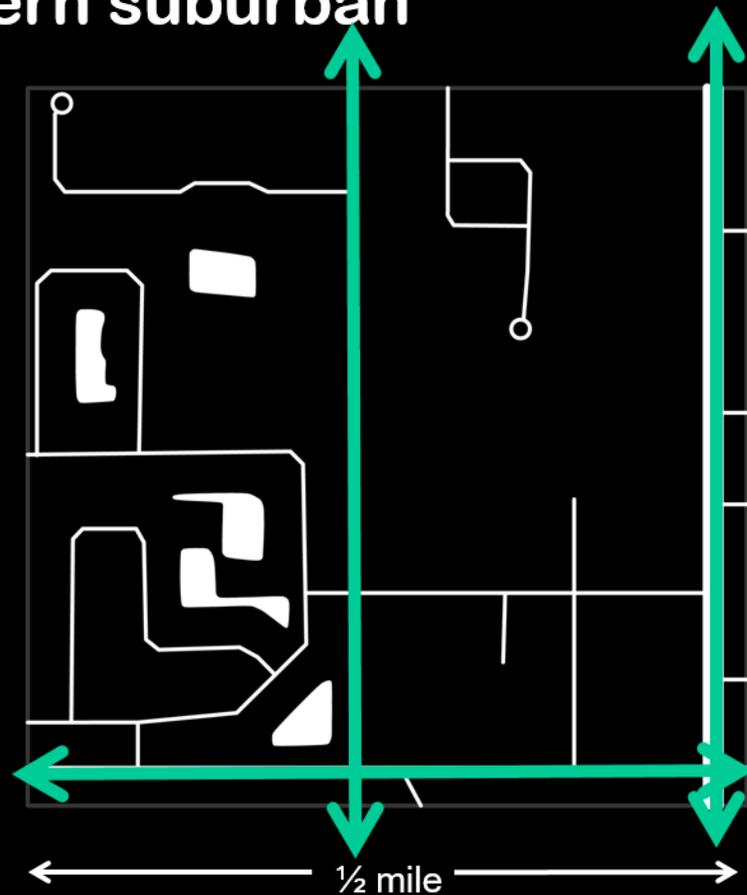
Areas that are planned to become **connected suburban areas** would have mixed use centers of lower intensity, with the largest commercial uses clustered near major intersections. Travel would be accommodated by a moderately interconnected network of streets designed so that through-traffic isn't always forced onto a sparse arterial network.



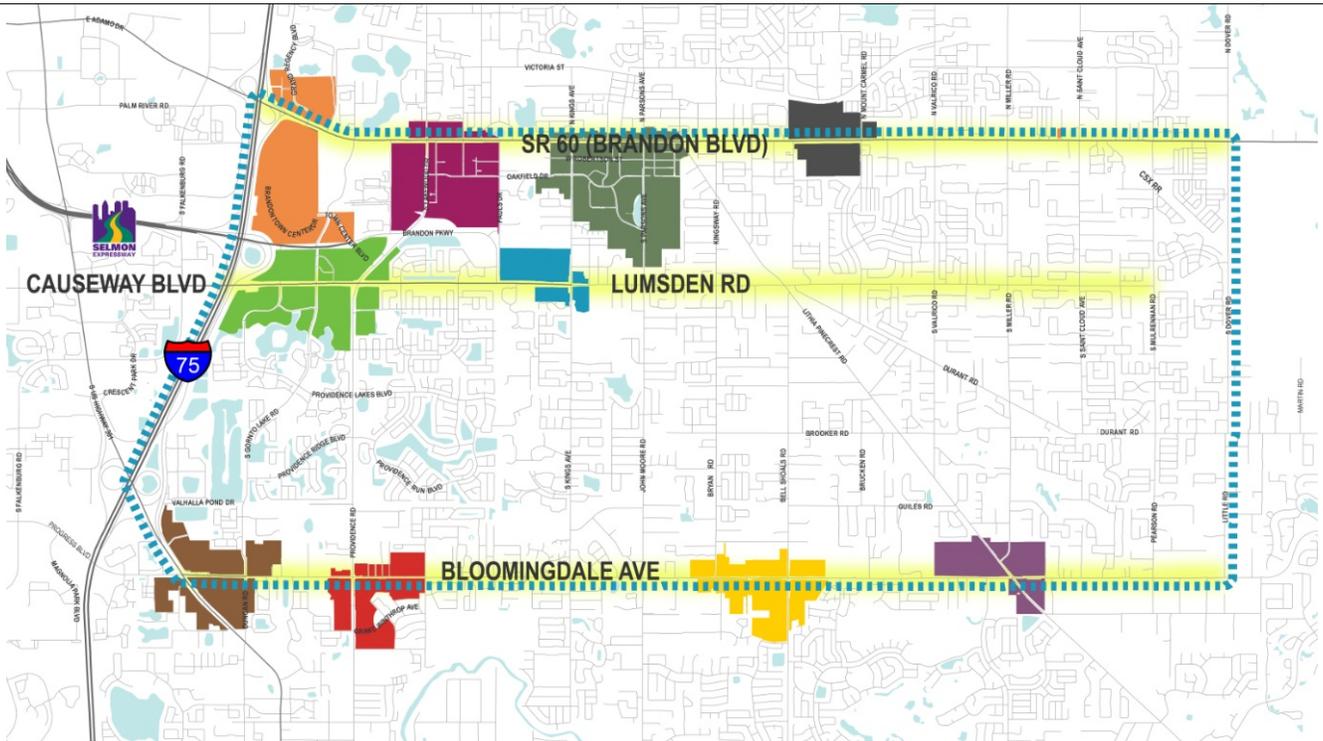
C. Modern Suburban Areas

Areas that are planned to become **modern suburban areas** would have segregated uses of varying intensity, including regional employers and shopping malls. Travel would be accommodated by a hierarchical network of wide arterial roads and expressways.

Pattern C: modern suburban



4. Consider each zone on the map below. Based on the three development patterns described above – **Compact Urban Areas**, **Connected Suburban Areas**, and **Modern Suburban Areas**, indicate which pattern would provide the best way to accommodate future job and population growth. Please make one selection for each of the ten zones. Click each zone to read about the development context.



B. Connected Suburban

A. Compact Urban Areas

Areas

C. Modern Suburban Areas

D. Other

[Brandon Town Center /
Regency Park](#)



[Brandon Main Street /
Oakfield Corridor](#)



[Brandon Hospital District](#)



[Valrico Center](#)



[Causeway Boulevard /
Lumsden Road](#)



[Lumsden Road / Kings
Avenue](#)



[Bloomingdale Avenue
\(West End\)](#)



A. Compact Urban Areas B. Connected Suburban Areas C. Modern Suburban Areas D. Other

[Bloomingdale Avenue / Providence Road \(Winthrop\)](#)



[Bloomingdale Avenue / Bell Shoals Road](#)



[Bloomingdale Avenue / Lithia Pinecrest Road](#)



5. If you selected **D. Other** for any of the above ten zones, please explain why.

6. In addition to the zones that were listed in question 4, are there any additional zones that should be of focus for development or redevelopment? Please type your comments below:

7. In addition to the ten zones within the study area, the study is also considering transportation improvements along the major East-West corridors to improve movement. Considering these corridors, prioritize the type of transportation investments that would support and enhance your preferred development pattern for the zone. (1 being the most important - 4 being the least important).

	Walking/Bicycling Improvements	Better Transit Connecting Outside Brandon (ex. to Downtown Tampa or USF)	Better Transit Connecting Within Brandon	Roadway/Intersection Improvements
Brandon Blvd/SR 60	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Lumsden Road/Causeway Blvd	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Bloomingdale Blvd	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

8. In the box below, please provide a specific mobility improvement, identify a deficiency, or describe an experience while driving/walking/cycling on SR 60/Brandon Boulevard, Lumsden Road and/or Bloomingdale Avenue. Also, if there are any additional corridors that should be included, please describe those here.

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9. Currently Brandon is served by a few local and express bus routes. Of the following types of public transportation improvements, which do you think would be best for Brandon? Check any that apply

- More routes serving the greater Brandon area
- More frequent bus service
- Increased express service to major employment centers, including Downtown, Westshore, MacDill
- Buses operating later in the evening
- First mile/last mile service providing on-demand connections to and from the bus network to jobs, homes and other points of interest
- HART's Flex Bus / Neighborhood circulators connecting residential to commercial centers

10. In the comment box below, please provide any additional comments or feedback related to this study.

11. Please provide your email if you would like to receive updates about this project and others within Hillsborough County.

Thank you for your time!