



PD Modification Application: PRS 22-0619

BOCC Land Use Meeting Date: May 10, 2022

1.0 APPLICATION SUMMARY

Applicant: Hillsborough County School Board

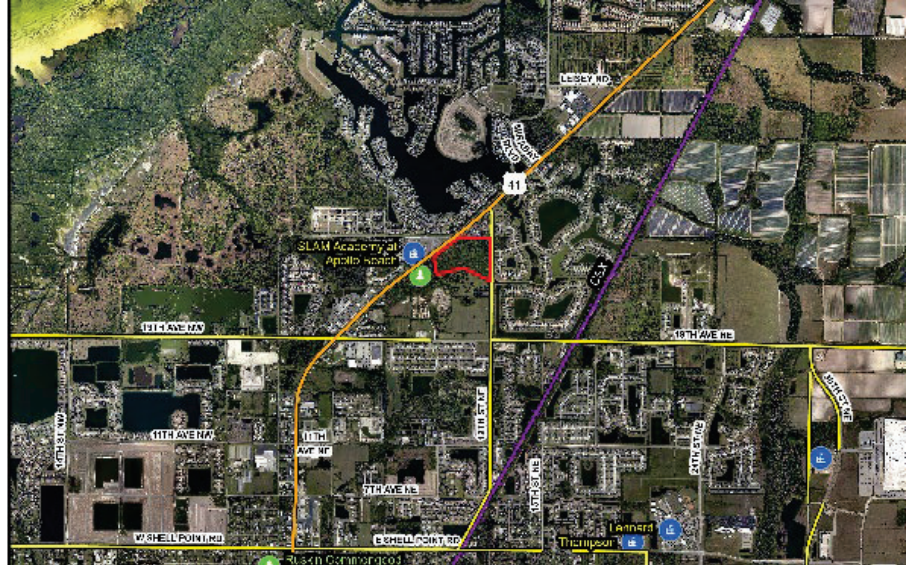
FLU Category: P/QP & Res-12

Service Area: Urban

Site Acreage: 25.09

Community Plan Area: Sun City Center

Overlay: None



Introduction Summary

The property is located within Parcel "31" of PD 00-1167 last modified by MM 20-0397. The applicant requests modifications to Parcel "31" to reconfigure the general site plan.

Existing Approval(s)	Proposed Modification(s)
The parcel may be developed to contain a maximum of 44,000 square feet for use by the Hillsborough County School District for the following: an 8,000 square foot administration building, a 26,000 square foot bus maintenance building and a 10,000 square foot warehouse building and overnight parking of school busses shall be permitted within the area identified on the general site plan as "school bus parking area and employee parking."	The general site plan reconfiguration includes enlarging and shifting the building envelop for the administrative offices, warehouse, maintenance building and employee parking to the west towards the U.S. Highway 41 side of the property as well as relocating the overnight bus parking area to the eastern side of the property.

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

Planning Commission Recommendation	N/A
Development Services Recommendation	Supportable, with Conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



Context of Surrounding Area:

Parcel "31" abuts the east side of US Highway 41, an arterial state roadway developed with commercial, institutional, and residential uses.

Separated from the subject site by Lori Dixon Road (approximately 57 feet wide right-of-way), the property to the north is zoned CG (Commercial General) and developed for vehicle sales and church uses.

The properties to the east are developed for single-family uses, are separated from the site by 12th Street NE (a two-lane collector roadway with approximately 55 feet of right-of-way width), and are located within the same PD.

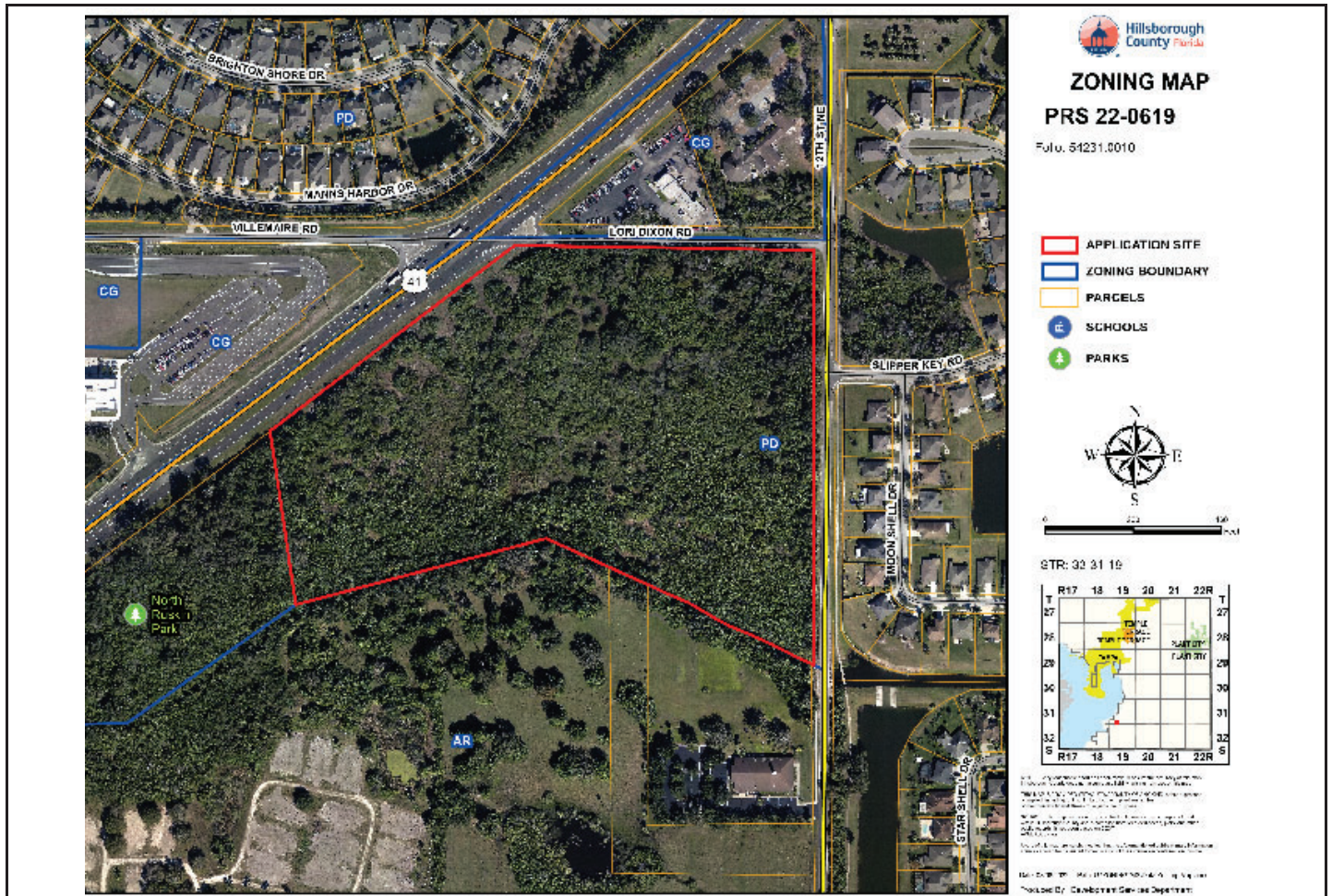
To the south, the properties are zoned AR and PD 21-1335. The AR zoned property is developed for church use, and PD 21-1335 is approved to allow 242 single-family lots. Wetlands along the southern and southeastern portions of the subject property will provide separation between the uses.

The adjoining parcel to the southwest is an 8.11 acre vacant property that is approved for single-family residential, multi-family residential, cultural/institutional uses, residential support uses, congregate care living facilities, life treatment facilities and adult care uses. The property, Parcel "32", is within the same PD and is owned by Hillsborough County.

The property to the west of US Highway 41 is zoned CG and is developed for charter school use.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Immediate Area Map

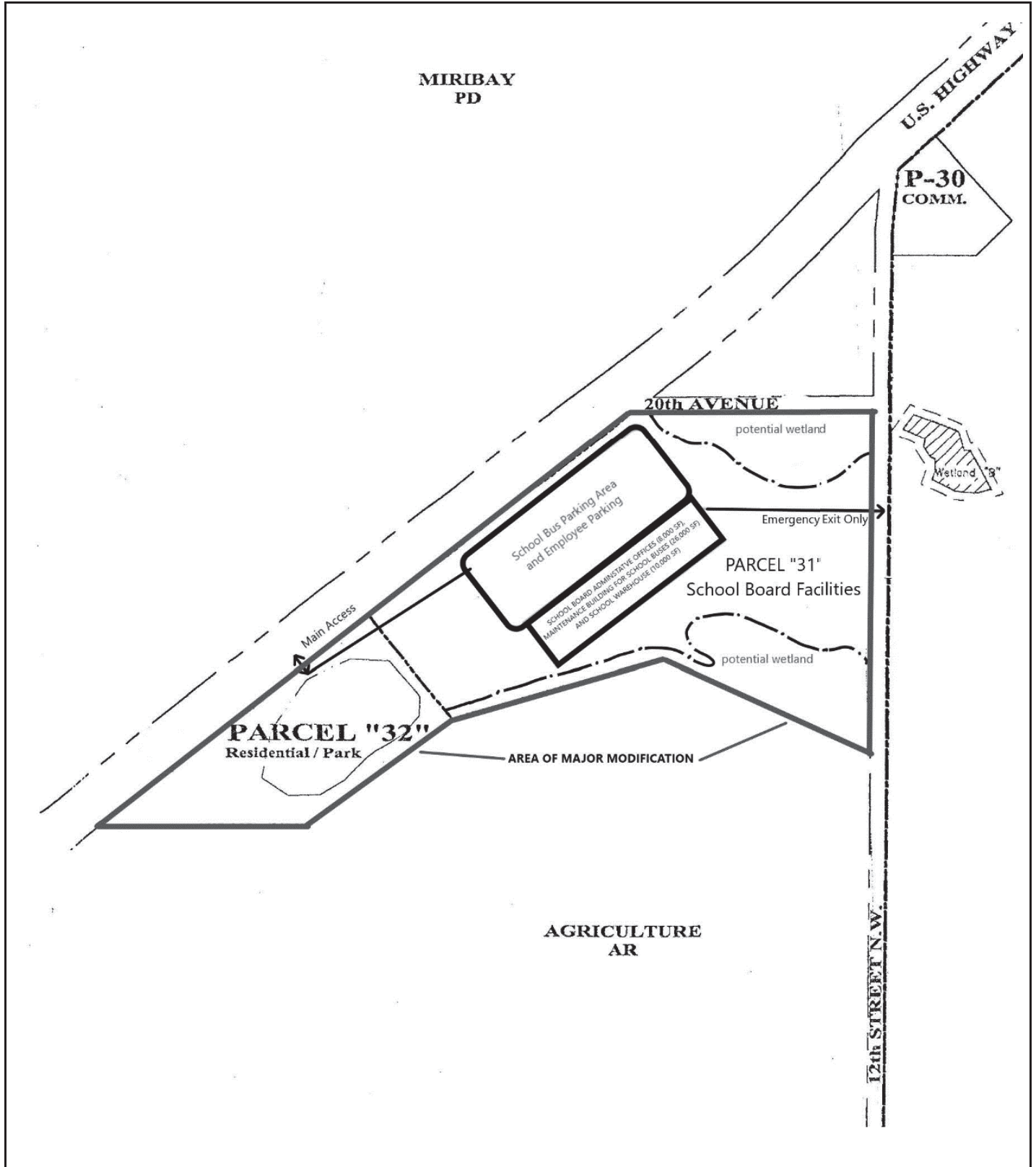


Adjacent Zonings and Uses

Location	Zoning	Maximum Density/F.A.R. Permitted by Zoning District	Allowable Use	Existing Use
North	CG	10 du/ga	Retail and service uses in free-standing buildings or shopping center.	Auto Dealership & Church
South	CG & AR	0.25 F.A.R.	Retail and service uses in free-standing buildings or shopping center (CG) Agriculture and related uses. (AR)	Church & Agricultural
East	PD 00-1167	8.712 du/ga	Single-Family	Single-Family, Conventional
West	CG	0.27 F.A.R.	Retail and service uses in free-standing buildings or shopping center	Charter School

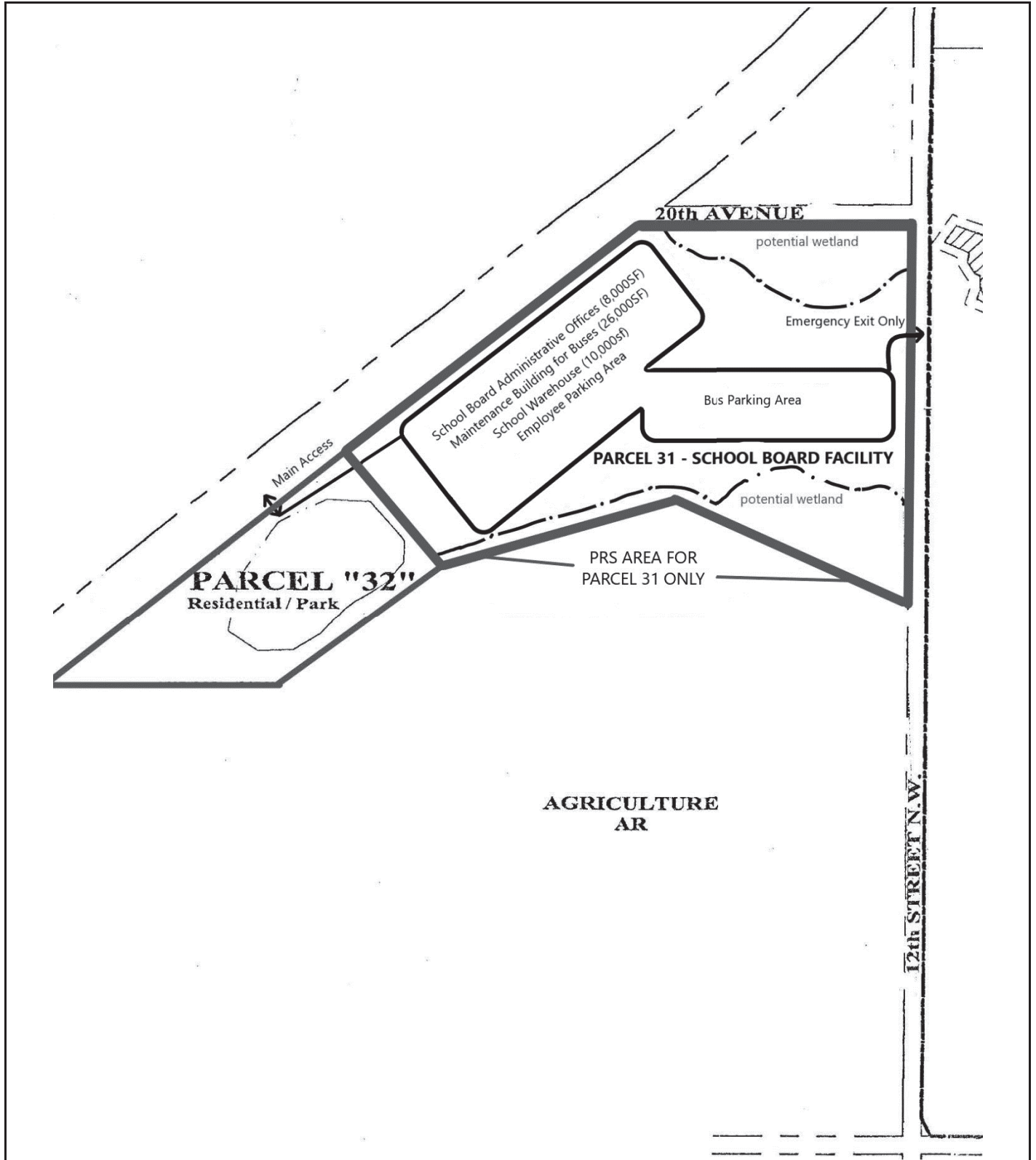
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



APPLICATION NUMBER: PRS 22-0619

ZHM HEARING DATE: N/A

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
US 41	FDOT Principal Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Parcel 31 Only) Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	28,542	4,871	4,934
Proposed	28,542	4,871	4,934
Difference (+/-)	No Change	No Change	No Change

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

Connectivity and Cross Access (Parcel 31 Only) 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	Vehicular & Pedestrian	Meets LDC

Notes:

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input 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 type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input checked="" type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input checked="" type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace				
Hillsborough County School Board	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Adequate <input type="checkbox"/> K-5 <input 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 type="checkbox"/> 9-12 <input type="checkbox"/> N/A				
Impact/Mobility Fees				
Comprehensive Plan	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A				

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Staff finds the revised development configuration compatible with the surrounding development pattern. Non-residential uses and zonings are located to the north across 20th Avenue and to the west across U.S.41. The parcel to the southwest is owned by Hillsborough County and is providing primary access to the subject parcel. Adequate separation between the proposed facility and residential uses and zonings to the east and south is provided by the development envelope configuration which minimizes the area for school bus parking in proximity to the residential; by 12th Street SW and existing fencing and building setbacks along the east side of 12 Street SW and by existing wetland areas along the southern boundary. Furthermore, per LDC Section 6.06.06.C.7.b, the bus parking area, which constitutes accessory open storage, is required to be screened from right-of-way and residential uses with a solid six-foot wall, fence, or 75 percent opaque six-foot tall evergreen shrubs. The required screening will minimize the impacts to the residential properties and minimize the view from the street.

Based on the adjacent zonings and uses identified in the report, staff finds the proposed modification to PD 00-1167 compatible.

5.2 Recommendation

Based on the above considerations, staff recommends approval of the request, subject to conditions.

6.0 PROPOSED CONDITIONS

Approval— Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted September 8, 2020.

1. The project shall be permitted a maximum of 500 single-family and/or multi-family residential units and 40,000 square feet of floor space for general commercial (CG) uses.
2. The commercial portion of the project shall be developed in accordance with the CG zoning district standards.
3. Each residential development parcel within the site is permitted two development scenarios as follows:
 - 3.1 Conventional pod development configuration with conventional standards, buffers and screening as specified in the conditions herein; OR;
 - 3.2 Development in a Florida Traditional Development concept (FTD) configuration with standards as specified in Alternate #1 on the site plan dated October 6, 2000, and as conditioned herein.
4. Conventional development or TND development shall be established at the time or preliminary plat approval for each parcel and, therefore, only that type of development may be constructed in that development parcel. However, the developer shall have the option of modifying the size and dimensions of each development parcel including further parcel division prior to approval of construction site plans. The developer shall be responsible for preparing and enforcing the parcels architectural control guidelines.
5. Single family uses and multi-family uses are interchangeable to the extent that the total number of units permitted are not exceeded. The specific housing style (single family vs. multi-family) shall be determined at preliminary plan stage.

THE FOLLOWING CONDITIONS APPLY IF THE PROJECT IS DEVELOPED IN A CONVENTIONAL POD DEVELOPMENT

6. The multi-family shall be developed in accordance with the RMC-20 zoning district standards, unless otherwise specified herein.
7. For Parcels 25, 26, 27 & 28, the front yard setback, if developed with multi-family, shall be 20 feet. No additional setback shall be required for building heights in excess of 20 feet in Parcels 25, 26, 27 and those portions of Parcel 28 not directly adjacent to 19th Avenue or 12th Street N.W. In the event that the multi-family housing style is limited to two units per building (duplex/villa), the side yard setback shall be reduced

to 5 feet.

8. Single-Family Residential shall be developed in accordance with the RSC-9 zoning district standards, unless otherwise specified herein. Maximum lot coverage shall not exceed 50%.
9. Minimum front yard setbacks shall be 15 feet, with the exception that street-facing garages and carports shall be set back a minimum of 20 feet. All lots with street-facing garages and/or carports shall provide driveways a minimum of 20 feet in depth. For lots with rear yards abutting the golf course, the rear yard setback may be a minimum of 8 feet.

THE FOLLOWING CONDITIONS APPLY IF THE PROJECT IS DEVELOPED IN A FLORIDA TRADITIONAL DEVELOPMENT (FTD).

10. Setbacks and other development standards for specific uses within each of the development parcels shall be as indicated in Development Alternate #1 on the General Site Development Plan, except as amended below.
11. Each owner occupied dwelling unit is permitted one detached accessory dwelling unit on the same lot and with the same standards as defined and regulated by the LDC. Because of their accessory nature, these units shall not be deducted from the overall number of units permitted for the project. The accessory unit may be one or two stories in height and attached or detached from the main structure. Side and rear yard setbacks may be reduced to 3 feet except the rear yard may be reduced to 0 feet if fronting the golf course.
12. Alleyways shall be permitted.
13. On street parking shall be permitted within each of the development parcels and shall count as part of any required parking. The developer shall have the right to submit alternative parking plans and shared parking plans to satisfy required parking. Excessive parking spaces shall be discouraged.

THE FOLLOWING CONDITIONS APPLY REGARDLESS OF WHICH DEVELOPMENT OPTION IS CHOSEN

14. No wetland impacts shall be permitted without approval of the Environmental Protection Commission. Approval of the petition does not constitute a guarantee that the Environmental Protection Commission approvals necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval.
15. A 30 foot setback shall be provided for any residential development located adjacent to the northernmost property boundary where also adjacent to properties designated for industrial uses. If the land use designation of this adjacent area is modified to permit residential development or if the parcel is ultimately used for non-industrial development, the applicable setback outlined in the condition herein shall not apply.
16. Any applicable mitigation offset for residential development within the Coastal High Hazard Area shall be as outlined in the Development Order for DRI #241.
17. Parcel 31 shall be permitted all Cultural/Institutional uses defined by the Land Development Code including public or private schools, public or private parks included lighted (public only) fields and courts, community recreational uses, community centers, churches or other places of worship, and/or libraries. Child care centers and Neighborhood Recreation Services shall also be permitted. The parcel shall have the option of developing the site with a maximum of 44,000 square feet for use by the Hillsborough County School District for the following: an 8,000 square foot school board administrative building ~~administration building~~, a 26,000 square foot maintenance building for buses ~~bus maintenance building~~ and a 10,000 square foot school warehouse building. The overnight parking of school busses shall be permitted within the area identified on the general site plan as "school bus parking area and employee parking." Upon approval of MM 20-0397, the development of any other permitted use within Parcel 31 shall require a modification to the Planned Development in accordance with Land Development Code 5.03.07. All uses permitted in Parcel 31 shall be developed in accordance with the C- N zoning district standards.
18. Parcel 32 shall be permitted for all single family and multi-family types of development as permitted within

these conditions subject to not exceeding the maximum number of residential units permitted. This site shall also be permitted all Cultural/Institutional uses defined by the Land Development Code and residential support uses including: public or private parks included lighted (public only) fields and courts, community centers, churches or other places of worship, libraries, or private and/or public schools. Neighborhood Recreation. Services, congregate living and care facilities, life care treatment facilities, group homes, child care centers, and adult care centers, shall also be permitted. Residential uses, other than single-family and/or multi-family, shall be developed in accordance with the RMC-12 zoning district standards. Non-residential uses shall be developed in accordance with the C-N zoning district standards.

19. A Golf course including clubhouse facilities, maintenance facilities, driving ranges, and other golf course related uses shall be permitted. The location of the golf course as well as any structures and support facilities shall be determined prior to Preliminary Plat approval. All structures shall be setback 30 feet from road right-of-way.
 - 19.1 In the event that a golf course is not developed, a minimum of 40% of the land area afforded to development Parcels 25-28 shall be retained as open space as defined in the Land Development Code, with the exception that required yard areas and wetland areas shall not be included in the calculation of said open space.
 - 19.2 The open space component of the Parcels 25-28 shall be designed as an amenity and integrated into the residential development so that it is not designed as a "set aside" to facilitate potential increased development entitlements.
20. A sales center shall be permitted in the commercial parcel and/or within the golf club house facility.
21. Accessory structures not limited to decks, pools, and patios shall be allowed with a 3 side and rear setback, except Golf Course lots which shall have a 0 rear yard setback.
22. The open storage of private pleasure crafts, recreational vehicles, camper trailers (not to include mobile homes) and similar items owned by the residents of the project shall be permitted within the northeast portion of the site as shown on the site plan subject to the following:
 - 22.1 The storage area shall be completely screened from view via a solid PVC fence, solid wooden fence, or masonry wall six feet in height.
 - 22.2 The storage area shall be owned and maintained by the Homeowners Association or similar entity and use of said area shall be limited to residents of the planned development.
 - 22.3 In the event that a storage area is not developed, said area may be utilized for residential and/or recreational uses provided the total number of units do not exceed the maximum number approved for the planned development.
23. Prior to Construction Site Plan approval, the developer shall provide a traffic analysis, signed by a professional engineer, showing the amount of left turn storage needed to serve the development. If, with the addition of background and projected traffic and as warrant by the results of the analysis, as determined by Hillsborough County, the developer shall provide, at his expense, left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for eastbound to northbound traffic) into the site on 19th Avenue and at each access to the project where a left turn is permitted. The design and construction of left turn lanes shall be approved by Hillsborough County Development Services Department. All roadway construction of said left turn lane shall be completed with proper transitions from the widen section to the existing roadway pavement.
24. Prior to Construction Site Plan approval, the developer shall provide a traffic analysis, signed by a professional engineer, showing the amount of left turn storage needed to serve the development. If, with the addition of background and projected traffic and as warrant by the results of the analysis, as determined by Hillsborough County, the developer shall provide, at his expense, left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for southbound to eastbound traffic) from 12th Street onto 19th

- Avenue. The design and construction of left turn lanes shall be approved by Hillsborough County Development Services Department. All roadway construction of said left turn lane shall be completed with proper transitions from the widen section to the existing roadway pavement.
25. External access points shall be as generally indicated on the general site plan with the exception that the 12th Street access point shall be revised to indicate a vehicular access point. Access to 12th Street shall be required subject to final approval by Hillsborough County Public Works Department and provided the access is not in conflict with plans for roadways or stormwater improvements as determined by Public Works. Said access point shall be indicated on the general site plan prior to certification. Cross access between Parcel 29 and the adjacent property to the north shall be provided if the sites develop with like land uses. If Parcel 29 and the adjacent property develop with different land uses cross access shall be provided if agreed to by both property owners at the time of site development.
 26. For Parcels 31 and 32 per MM 20-0397, auxiliary (turn) lanes may be required at the time of site development if required by FDOT. Concurrent with plat/site/construction plan review, the developer shall submit a trip generation and site access analysis for the proposed development, together with written documentation from FDOT regarding any site access improvements which may be required.
 27. An interim agricultural use of cattle grazing, citrus groves, and other low scale agricultural uses shall be permitted. This agricultural operation shall not result in the destruction of the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
 28. The developer may provide private parks including mini-parks and tot-lots in locations to be determined at preliminary plan stage. These parks shall be maintained and be the perpetual responsibility of the developer or subsequent homeowner group or other similar association. The certified general site plan shall be revised to include these areas after construction plan approval.
 29. In the event there is a conflict between a zoning condition of approval, as stated herein, and any written or graphic notation on the general site plan, the more restrictive requirement shall apply.
 30. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
 31. The development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order for DRI # 241, the Site Plan, the zoning conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
 32. 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.
 33. 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.
 34. 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).
 35. 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.

Zoning Administrator Sign Off:



J. Brian Grady
Mon Apr 25 2022 14:49:22

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.

APPLICATION NUMBER: PRS 22-0619

ZHM HEARING DATE: N/A

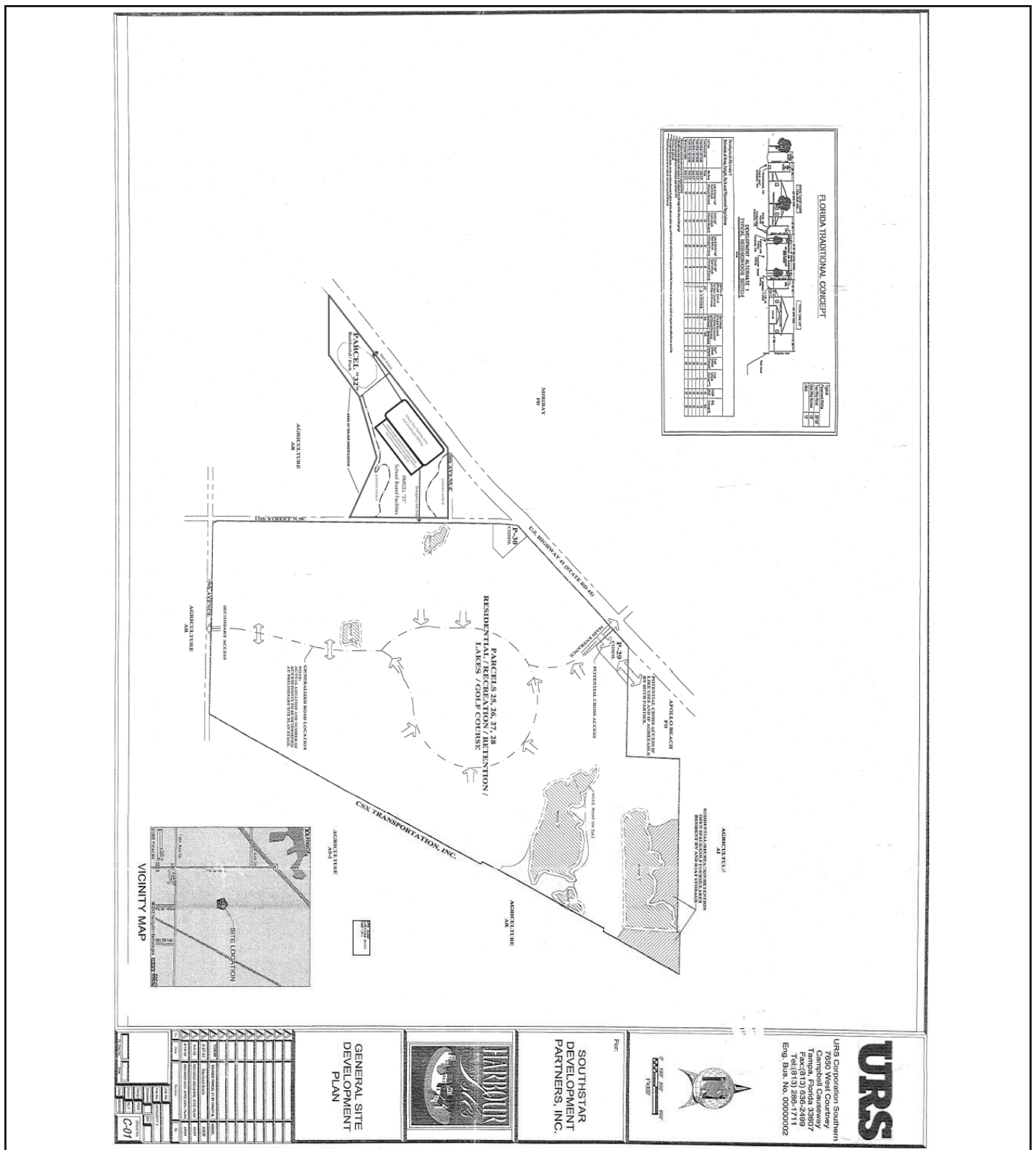
BOCC LUM MEETING DATE: May 10, 2022

Case Reviewer: Sam Ball

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

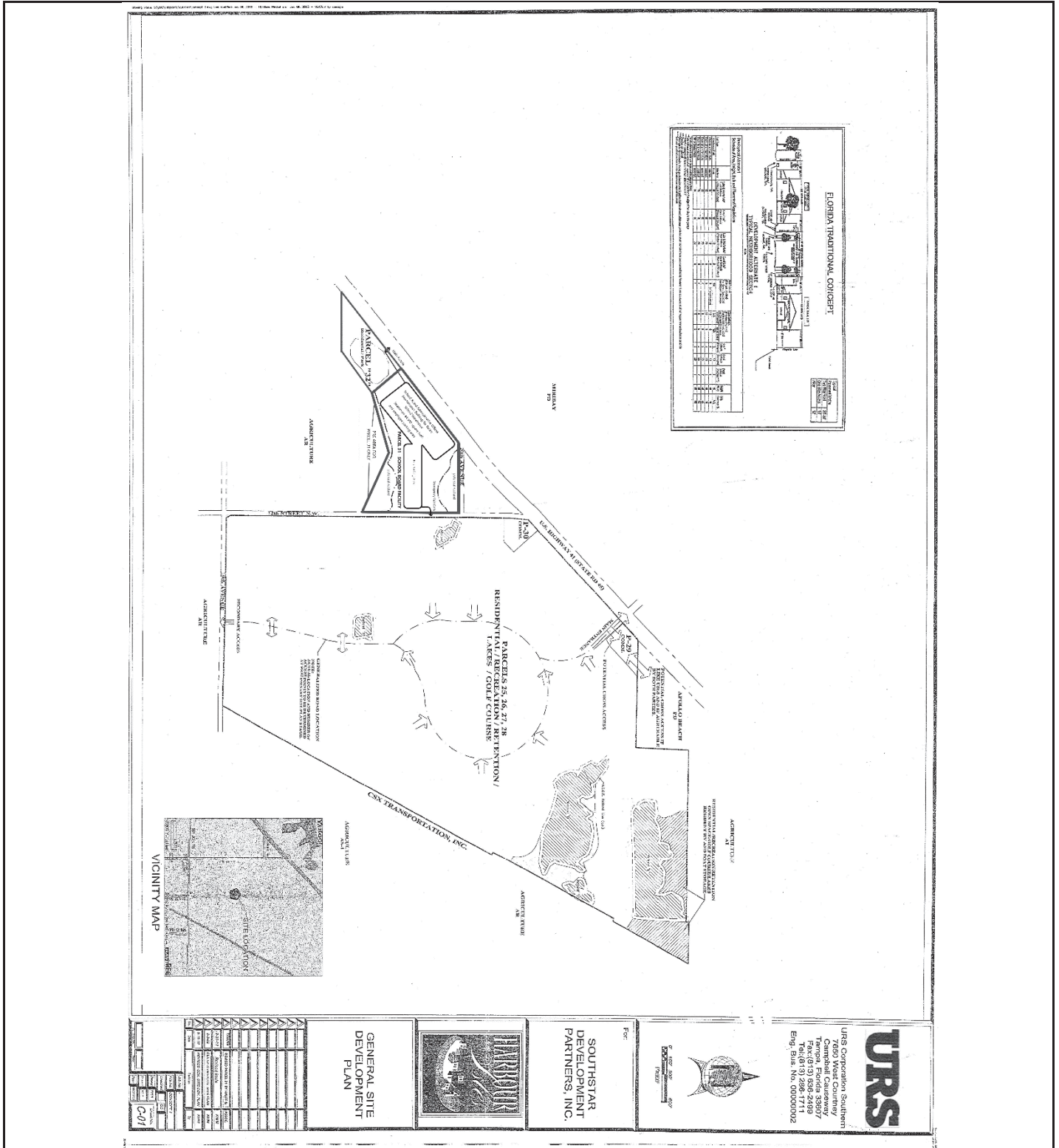
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 04/25/2022

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: APB

PETITION NO: PRS 22-0619

- 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.

PROJECT SUMMARY AND CONCLUSIONS

The applicant is requesting a modification to Parcel 31 of PD #00-1167, as most recently modified via file PRS #20-0397. Parcel 31 is currently approved for a variety of uses, including cultural/institutional uses, public and private schools, public and private parks, community recreational uses, community centers, churches, libraries, childcare centers, and neighborhood recreational service uses. The developer also has the option of constructing single-family and/or multi-family uses.

The applicant is also approved for a specific site plan layout which matches additional uses being requested, including 8,000 s.f. for school board administrative offices, 26,000 s.f. for school bus maintenance uses, and 10,000 s.f. for school warehouse uses. An outdoor school bus parking area is also included on the site plan. Because the applicant is not proposing to remove the existing entitlements, they will remain as potential future development options; however, it should be noted that the access and site plan changes proposed would not be reviewed and would not be supported except for the specific new uses and site plan proposed.

Any future development within Parcel 31 of an existing approved use will require modification of the site plan and reevaluation of appropriate changes to project access. Transportation Review staff did not object to the previous proposed rezoning, given staff's inclusion of a condition which will require any use other than the new uses requested to come through the zoning modification process (so that project access can be evaluated).

The current application seeks to modify the location of certain site elements, and leave all other restrictions intact as previously approved. Given that the required change does not involve entitlements or project access, and as such there are no impacts to the maximum trip generation potential of the subject property, staff determined that no transportation analysis was required to process this rezoning request consistent with Section 6.2.1.C. of the Development Review Procedures Manual (DRPM).

Currently the worst-case scenario will remain development of Parcel 31 with childcare uses. Because the existing zoning does not specify a number of students, staff had to estimate the maximum trip generation potential using certain assumptions (i.e. maximum floor area ratio allowable, acreage of Parcel 31, and maximum number of children based on ratio of 1 student per 35 s.f.). This 1:35 ratio taken from Florida Statutes Section 402.305(5)(b), which does not define the term "usable floor space". At this point in the development process there is no way to determine what the maximum number of students which can be accommodated based on "usable" floor area, given that it would be dependent upon a number of factors including quality of the facility, and the architectural efficiency of the building containing the day care use. As such, this calculation likely represents a gross overestimation trip impacts and reflects neither a reasonable or likely scenario, but does reflect the

maximum theoretically possible trip impact. Ultimately, because no change in entitlements are proposed, staff has no objection to the request; however, the data is nevertheless provided in accordance with current practice.

Given the above, a maximum 6,245 student day care could theoretically be permitted on Parcel 31. Such existing approved use would generate 25,542 average daily trips, 4,871 a.m. peak hour trips and 4,934 p.m. peak hour trips. Data presented below is based from the 10th Edition of the Institute of Transportation Engineer's Trip Generation Manual. Staff notes such development would not be possible without coming back through the zoning process to determine access configuration, site access improvements, etc.

Transportation Review Section staff has no objection to this request.

ROADWAY LEVEL OF SERVICE

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US 41	19 th Ave. NE	Apollo Beach Blvd.	D	C

Source: Hillsborough County 2019 Level of Service Report.

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
US 41	FDOT Principal Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" 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
	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 (Parcel 31 Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	28,542	4,871	4,934
Proposed	28,542	4,871	4,934
Difference (+/-)	No Change	No Change	No Change

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

Connectivity and Cross Access (Parcel 31 Only) <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	Vehicular & Pedestrian	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	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 type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	All previously approved transportation related conditions shall carryforward.

**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted September 8, 2020.

1. The project shall be permitted a maximum of 500 single-family and/or multi-family residential units and 40,000 square feet of floor space for general commercial (CG) uses.
2. The commercial portion of the project shall be developed in accordance with the CG zoning district standards.
3. Each residential development parcel within the site is permitted two development scenarios as follows:
 - 3.1 Conventional pod development configuration with conventional standards, buffers and screening as specified in the conditions herein; OR;
 - 3.2 Development in a Florida Traditional Development concept (FTD) configuration with standards as specified in Alternate #1 on the site plan dated October 6, 2000, and as conditioned herein.
4. Conventional development or TND development shall be established at the time or preliminary plat approval for each parcel and, therefore, only that type of development may be constructed in that development parcel. However, the developer shall have the option of modifying the size and dimensions of each development parcel including further parcel division prior to approval of construction site plans. The developer shall be responsible for preparing and enforcing the parcels architectural control guidelines.
5. Single family uses and multi-family uses are interchangeable to the extent that the total number of units permitted are not exceeded. The specific housing style (single family vs. multi-family) shall be determined at preliminary plan stage.

THE FOLLOWING CONDITIONS APPLY IF THE PROJECT IS DEVELOPED IN A CONVENTIONAL POD DEVELOPMENT

6. The multi-family shall be developed in accordance with the RMC-20 zoning district standards, unless otherwise specified herein.
7. For Parcels 25, 26, 27 & 28, the front yard setback, if developed with multi-family, shall be 20 feet. No additional setback shall be required for building heights in excess of 20 feet in Parcels 25, 26, 27 and those portions of Parcel 28 not directly adjacent to 19th Avenue or 12th Street N.W. In the event that the multi-family housing style is limited to two units per building (duplex/villa), the side yard setback shall be reduced to 5 feet.
8. Single-Family Residential shall be developed in accordance with the RSC-9 zoning district standards, unless otherwise specified herein. Maximum lot coverage shall not exceed 50%.
9. Minimum front yard setbacks shall be 15 feet, with the exception that street-facing garages and carports shall be set back a minimum of 20 feet. All lots with street-facing garages and/or carports shall provide driveways a minimum of 20 feet in depth. For lots with rear yards abutting the golf course, the rear yard setback may be a minimum of 8 feet.

THE FOLLOWING CONDITIONS APPLY IF THE PROJECT IS DEVELOPED IN A FLORIDA TRADITIONAL DEVELOPMENT (FTD).

10. Setbacks and other development standards for specific uses within each of the development parcels shall be as indicated in Development Alternate #1 on the General Site Development Plan, except as amended below.
11. Each owner occupied dwelling unit is permitted one detached accessory dwelling unit on the same lot and with the same standards as defined and regulated by the LDC. Because of their accessory nature, these units shall not be deducted from the overall number of units permitted for the project. The accessory unit may be one or two stories in height and attached or detached from the main structure. Side and rear yard setbacks may be reduced to 3 feet except the rear yard may be reduced to 0 feet if fronting the golf course.
12. Alleyways shall be permitted.
13. On street parking shall be permitted within each of the development parcels and shall count as part of any required parking. The developer shall have the right to submit alternative parking plans and shared parking plans to satisfy required parking. Excessive parking spaces shall be discouraged.

THE FOLLOWING CONDITIONS APPLY REGARDLESS OF WHICH DEVELOPMENT OPTION IS CHOSEN

14. No wetland impacts shall be permitted without approval of the Environmental Protection Commission. Approval of the petition does not constitute a guarantee that the Environmental Protection Commission approvals necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval.
15. A 30 foot setback shall be provided for any residential development located adjacent to the northernmost property boundary where also adjacent to properties designated for industrial uses. If the land use designation of this adjacent area is modified to permit residential development or if the parcel is ultimately used for non-industrial development, the applicable setback outlined in the condition herein shall not apply.
16. Any applicable mitigation offset for residential development within the Coastal High Hazard Area shall be as outlined in the Development Order for DRI #241.
17. Parcel 31 shall be permitted all Cultural/Institutional uses defined by the Land Development Code including public or private schools, public or private parks included lighted (public only) fields and courts, community recreational uses, community centers, churches or other places of worship, and/or libraries. Child care centers and Neighborhood Recreation Services shall also be permitted. The parcel shall have the option of developing the site with a maximum of 44,000 square feet for use by the Hillsborough County School District for the following: an 8,000 square foot administration building, a 26,000 square foot bus maintenance building and a 10,000 square foot warehouse building. The overnight parking of school busses shall be permitted within the area identified on the general site plan as "school bus parking area and employee parking." Upon approval of MM 20-0397, the development of any other permitted use within Parcel 31 shall require a modification to the Planned Development in accordance with Land Development Code 5.03.07. All uses permitted in Parcel 31 shall be developed in accordance with the C-N zoning district standards.

18. Parcel 32 shall be permitted for all single family and multi-family types of development as permitted within these conditions subject to not exceeding the maximum number of residential units permitted. This site shall also be permitted all Cultural/Institutional uses defined by the Land Development Code and residential support uses including: public or private parks included lighted (public only) fields and courts, community centers, churches or other places of worship, libraries, or private and/or public schools. Neighborhood Recreation. Services, congregate living and care facilities, life care treatment facilities, group homes, child care centers, and adult care centers, shall also be permitted. Residential uses, other than single-family and/or multi-family, shall be developed in accordance with the RMC-12 zoning district standards. Non-residential uses shall be developed in accordance with the C-N zoning district standards.
19. A Golf course including clubhouse facilities, maintenance facilities, driving ranges, and other golf course related uses shall be permitted. The location of the golf course as well as any structures and support facilities shall be determined prior to Preliminary Plat approval. All structures shall be setback 30 feet from road right-of-way.
 - 19.1 In the event that a golf course is not developed, a minimum of 40% of the land area afforded to development Parcels 25-28 shall be retained as open space as defined in the Land Development Code, with the exception that required yard areas and wetland areas shall not be included in the calculation of said open space.
 - 19.2 The open space component of the Parcels 25-28 shall be designed as an amenity and integrated into the residential development so that it is not designed as a “set aside” to facilitate potential increased development entitlements.
20. A sales center shall be permitted in the commercial parcel and/or within the golf club house facility.
21. Accessory structures not limited to decks, pools, and patios shall be allowed with a 3 side and rear setback, except Golf Course lots which shall have a 0 rear yard setback.
22. The open storage of private pleasure crafts, recreational vehicles, camper trailers (not to include mobile homes) and similar items owned by the residents of the project shall be permitted within the northeast portion of the site as shown on the site plan subject to the following:
 - 22.1 The storage area shall be completely screened from view via a solid PVC fence, solid wooden fence, or masonry wall six feet in height.
 - 22.2 The storage area shall be owned and maintained by the Homeowners Association or similar entity and use of said area shall be limited to residents of the planned development.
 - 22.3 In the event that a storage area is not developed, said area may be utilized for residential and/or recreational uses provided the total number of units do not exceed the maximum number approved for the planned development.
23. Prior to Construction Site Plan approval, the developer shall provide a traffic analysis, signed by a professional engineer, showing the amount of left turn storage needed to serve the development. If, with the addition of background and projected traffic and as warrant by the results of the analysis, as determined by Hillsborough County, the developer shall provide, at his expense, left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for eastbound to northbound traffic) into the site

on 19th Avenue and at each access to the project where a left turn is permitted. The design and construction of left turn lanes shall be approved by Hillsborough County Development Services Department. All roadway construction of said left turn lane shall be completed with proper transitions from the widen section to the existing roadway pavement.

24. Prior to Construction Site Plan approval, the developer shall provide a traffic analysis, signed by a professional engineer, showing the amount of left turn storage needed to serve the development. If, with the addition of background and projected traffic and as warrant by the results of the analysis, as determined by Hillsborough County, the developer shall provide, at his expense, left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for southbound to eastbound traffic) from 12th Street onto 19th Avenue. The design and construction of left turn lanes shall be approved by Hillsborough County Development Services Department. All roadway construction of said left turn lane shall be completed with proper transitions from the widen section to the existing roadway pavement.
25. External access points shall be as generally indicated on the general site plan with the exception that the 12th Street access point shall be revised to indicate a vehicular access point. Access to 12th Street shall be required subject to final approval by Hillsborough County Public Works Department and provided the access is not in conflict with plans for roadways or stormwater improvements as determined by Public Works. Said access point shall be indicated on the general site plan prior to certification. Cross access between Parcel 29 and the adjacent property to the north shall be provided if the sites develop with like land uses. If Parcel 29 and the adjacent property develop with different land uses cross access shall be provided if agreed to by both property owners at the time of site development.
26. For Parcels 31 and 32 per MM 20-0397, auxiliary (turn) lanes may be required at the time of site development if required by FDOT. Concurrent with plat/site/construction plan review, the developer shall submit a trip generation and site access analysis for the proposed development, together with written documentation from FDOT regarding any site access improvements which may be required.
27. An interim agricultural use of cattle grazing, citrus groves, and other low scale agricultural uses shall be permitted. This agricultural operation shall not result in the destruction of the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
28. The developer may provide private parks including mini-parks and tot-lots in locations to be determined at preliminary plan stage. These parks shall be maintained and be the perpetual responsibility of the developer or subsequent homeowner group or other similar association. The certified general site plan shall be revised to include these areas after construction plan approval.
29. In the event there is a conflict between a zoning condition of approval, as stated herein, and any written or graphic notation on the general site plan, the more restrictive requirement shall apply.
30. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
31. The development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order for DRI # 241, the Site Plan, the zoning conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 04/25/2022

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: APB

PETITION NO: PRS 22-0619

- 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.

PROJECT SUMMARY AND CONCLUSIONS

The applicant is requesting a modification to Parcel 31 of PD #00-1167, as most recently modified via file PRS #20-0397. Parcel 31 is currently approved for a variety of uses, including cultural/institutional uses, public and private schools, public and private parks, community recreational uses, community centers, churches, libraries, childcare centers, and neighborhood recreational service uses. The developer also has the option of constructing single-family and/or multi-family uses.

The applicant is also approved for a specific site plan layout which matches additional uses being requested, including 8,000 s.f. for school board administrative offices, 26,000 s.f. for school bus maintenance uses, and 10,000 s.f. for school warehouse uses. An outdoor school bus parking area is also included on the site plan. Because the applicant is not proposing to remove the existing entitlements, they will remain as potential future development options; however, it should be noted that the access and site plan changes proposed would not be reviewed and would not be supported except for the specific new uses and site plan proposed.

Any future development within Parcel 31 of an existing approved use will require modification of the site plan and reevaluation of appropriate changes to project access. Transportation Review staff did not object to the previous proposed rezoning, given staff's inclusion of a condition which will require any use other than the new uses requested to come through the zoning modification process (so that project access can be evaluated).

The current application seeks to modify the location of certain site elements, and leave all other restrictions intact as previously approved. Given that the required change does not involve entitlements or project access, and as such there are no impacts to the maximum trip generation potential of the subject property, staff determined that no transportation analysis was required to process this rezoning request consistent with Section 6.2.1.C. of the Development Review Procedures Manual (DRPM).

Currently the worst-case scenario will remain development of Parcel 31 with childcare uses. Because the existing zoning does not specify a number of students, staff had to estimate the maximum trip generation potential using certain assumptions (i.e. maximum floor area ratio allowable, acreage of Parcel 31, and maximum number of children based on ratio of 1 student per 35 s.f.). This 1:35 ratio taken from Florida Statutes Section 402.305(5)(b), which does not define the term "usable floor space". At this point in the development process there is no way to determine what the maximum number of students which can be accommodated based on "usable" floor area, given that it would be dependent upon a number of factors including quality of the facility, and the architectural efficiency of the building containing the day care use. As such, this calculation likely represents a gross overestimation trip impacts and reflects neither a reasonable or likely scenario, but does reflect the

maximum theoretically possible trip impact. Ultimately, because no change in entitlements are proposed, staff has no objection to the request; however, the data is nevertheless provided in accordance with current practice.

Given the above, a maximum 6,245 student day care could theoretically be permitted on Parcel 31. Such existing approved use would generate 25,542 average daily trips, 4,871 a.m. peak hour trips and 4,934 p.m. peak hour trips. Data presented below is based from the 10th Edition of the Institute of Transportation Engineer's Trip Generation Manual. Staff notes such development would not be possible without coming back through the zoning process to determine access configuration, site access improvements, etc.

Transportation Review Section staff has no objection to this request.

ROADWAY LEVEL OF SERVICE

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US 41	19 th Ave. NE	Apollo Beach Blvd.	D	C

Source: Hillsborough County 2019 Level of Service Report.

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
US 41	FDOT Principal Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" 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
	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 (Parcel 31 Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	28,542	4,871	4,934
Proposed	28,542	4,871	4,934
Difference (+/-)	No Change	No Change	No Change

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

Connectivity and Cross Access (Parcel 31 Only) <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	Vehicular & Pedestrian	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	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 type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	All previously approved transportation related conditions shall carryforward.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612

KEVIN J. THIBAUT, P.E.
SECRETARY

MEMORANDUM

DATE: March 9, 2022

TO: Bianca Vazquez, Hillsborough County

FROM: Lindsey Mineer, FDOT

COPIES: Richard Perez, Hillsborough County
Daniel Santos, FDOT
Mecale' Roth, FDOT
Isabelle Albert, Halff & Associates

SUBJECT: PRS 22-0619, US 41 in Apollo Beach

This project is on a state road, US 41. This site was reviewed at a Pre-Application meeting with FDOT on 3/17/20. The FDOT Pre-Application Finding is attached.

Thank you for the opportunity to comment.

END OF MEMO

Attachment: FDOT Pre-Application Finding

COMMISSION

Mariella Smith CHAIR
 Pat Kemp VICE-CHAIR
 Harry Cohen
 Ken Hagan
 Gwendolyn "Gwen" W. Myers
 Kimberly Overman
 Stacy White



DIRECTORS

Janet D. Lorton EXECUTIVE DIRECTOR
 Elaine S. DeLeeuw ADMIN DIVISION
 Sam Elrabi, P.E. WATER DIVISION
 Rick Muratti, Esq. LEGAL DEPT
 Reginald Sanford, MPH AIR DIVISION
 Steffanie L. Wickham WASTE DIVISION
 Sterlin Woodard, P.E. WETLANDS DIVISION

AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: May 10, 2022</p> <p>PETITION NO.: 22-0619</p> <p>EPC REVIEWER: Abbie Weeks</p> <p>CONTACT INFORMATION: (813) 627-2600 X1101</p> <p>EMAIL: weeksa@epchc.org</p>	<p>COMMENT DATE: April 15, 2022</p> <p>PROPERTY ADDRESS: East side of US HWY 41, South of Lori Dixon Rd, Apollo Beach</p> <p>FOLIO #: 054231.0010 & 054231.0000</p> <p>STR: 32-31S-19E</p>
<p>REQUESTED ZONING: Minor Modification to PD</p>	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	2/25/2021
WETLAND LINE VALIDITY	Valid Through 6/18/2026
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetland areas are approximately depicted on site plan
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"> • 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. • 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. • 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 	

Environmental Excellence in a Changing World

Environmental Protection Commission - Roger P. Stewart Center
 3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org

labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

- 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.

INFORMATIONAL COMMENTS:

The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.

- Chapter 1-11, prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

aow/mst

cc: ialbert@halff.com

From: [Jillian Massey](#)
To: [Ball, Fred \(Sam\)](#)
Cc: [Melissa Lienhard](#)
Subject: FW: PRS 22-0619 PC Comments
Date: Tuesday, April 19, 2022 10:55:54 AM
Attachments: [image001.png](#)
[image002.png](#)

External email: Use caution when clicking on links, opening attachments or replying to this email.

Hi Sam,

PC staff has found that there are no consistency concerns with the Comp Plan as it relates to PRS 22-0619.

Thanks,
Jillian

From: Ball, Fred (Sam) <BallF@hillsboroughcounty.org>
Sent: Monday, April 18, 2022 9:33 AM
To: Melissa Lienhard <lienhardm@plancom.org>
Subject: RE: PRS 22-0619 PC Comments

Thank you for letting me know.

The request is reconfigure a school admin site with office, outside bus storage, and a storage building. Unless a recent PD approval to allow 242 SF lots on the property to the south would trigger the review, I cannot think of any comp plan implications.

Sam Ball
Senior Planner
Community Development Section
Development Services Department

P: (813) 307-1876
E: BallF@hillsboroughcounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Melissa Lienhard <lienhardm@plancom.org>
Sent: Monday, April 18, 2022 9:13 AM

To: Ball, Fred (Sam) <BallF@hillsboroughcounty.org>

Subject: RE: PRS 22-0619 PC Comments

External email: Use caution when clicking on links, opening attachments or replying to this email.

We don't look at all PRS applications – we only look at them if there is a perceived Comp Plan issue. Is there a specific question you have with this one?

Melissa E. Lienhard | AICP

Planning Commission

Executive Planner

813.547.4364 (O)

planhillsborough.org



All incoming and outgoing messages are subject to public records inspection.

From: Ball, Fred (Sam) <BallF@hillsboroughcounty.org>

Sent: Monday, April 18, 2022 9:10 AM

To: Melissa Lienhard <lienhardm@plancom.org>

Subject: PRS 22-0619 PC Comments

Good morning, Melissa,

I am working on the staff report for PRS 22-0619 and wanted to make sure whether or not Planning Commission will have any comments before I submit my report. If you can, please let me know.

Sam

Sam Ball
Senior Planner
Community Development Section
Development Services Department

P: (813) 307-1876

E: BallF@hillsboroughcounty.org

W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

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