

PD Modification Application PRS 22-1172

Zoning Hearing Master Date: NA

BOCC Land Use Meeting Date: September 13, 2022



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Susan Swift, AICP & Paul Easton, EI

FLU Category: RES-6

Service Area: Urban

Site Acreage 2.42 AC +/-

Community Plan Area: East Lake/Orient Park

Overlay: None

Request Minor Modification to a Planned Development



Existing Approvals:

The current PD 88-0133 allows for commercial general uses.

Proposed Modifications:

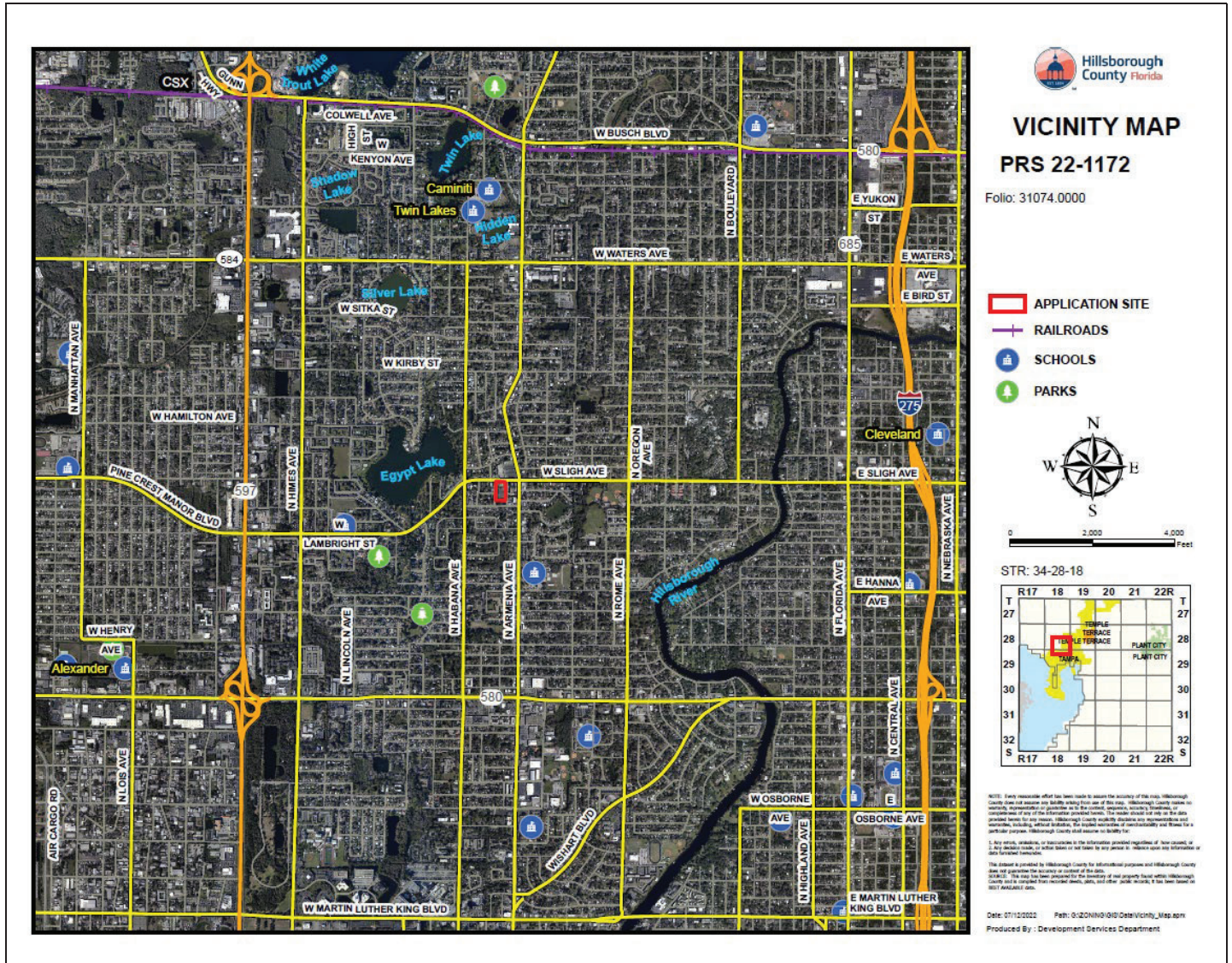
The applicant is requesting a Minor Modification to PD 88-0133 to remove two (one access onto Sligh Avenue and one access onto N. Saint Peters Ave.) of the four required accesses. A detention pond will also be relocated. No other changes are being proposed.

Additional Information:

PD Variations	None requested
Waivers	None requested
Planning Commission Recommendation	NA
Development Services Department Recommendation	Approvable

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

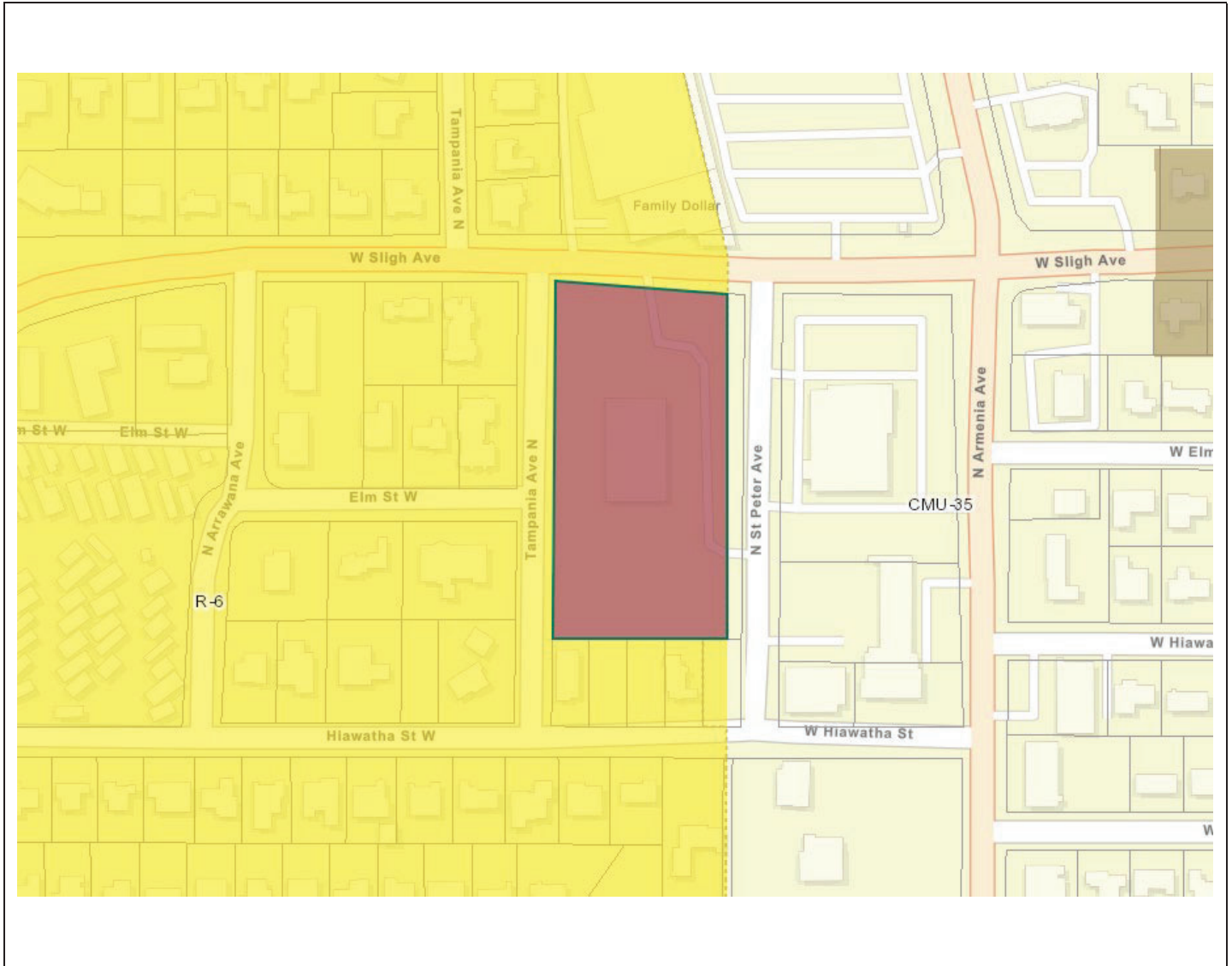


Context of Surrounding Area:

The subject site is located on the south side of W Sligh Ave, approximately 340 feet west of the intersection with N Armenia Ave. The subject property is an existing school with retail and commercial general and residential single family development in the surrounding area.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Future Land Use Category Description:

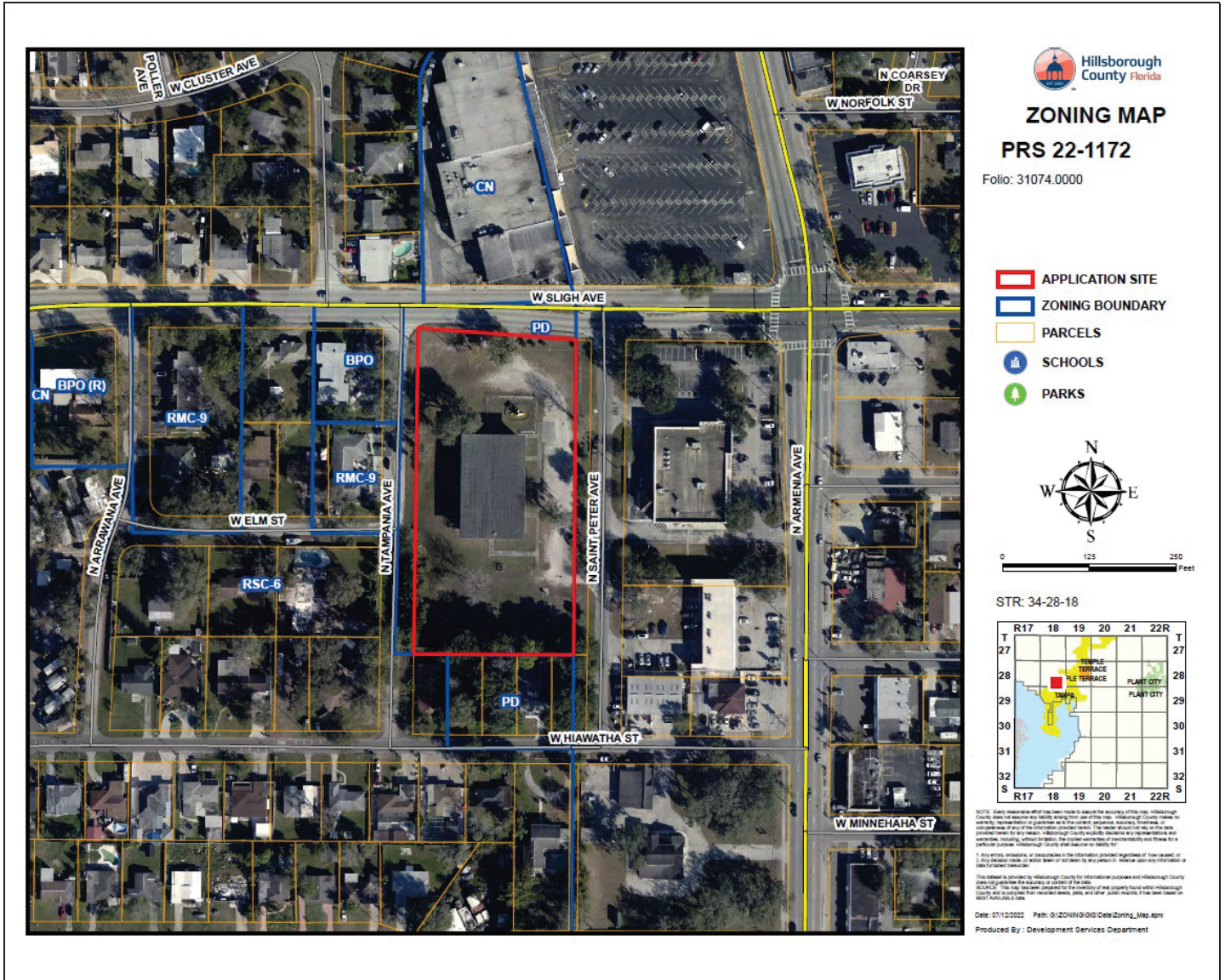
Residential 6

Maximum FAR: 0.25

Maximum Density: 6 DU/AC

2.0 LAND USE MAP SET AND SUMMARY DATA

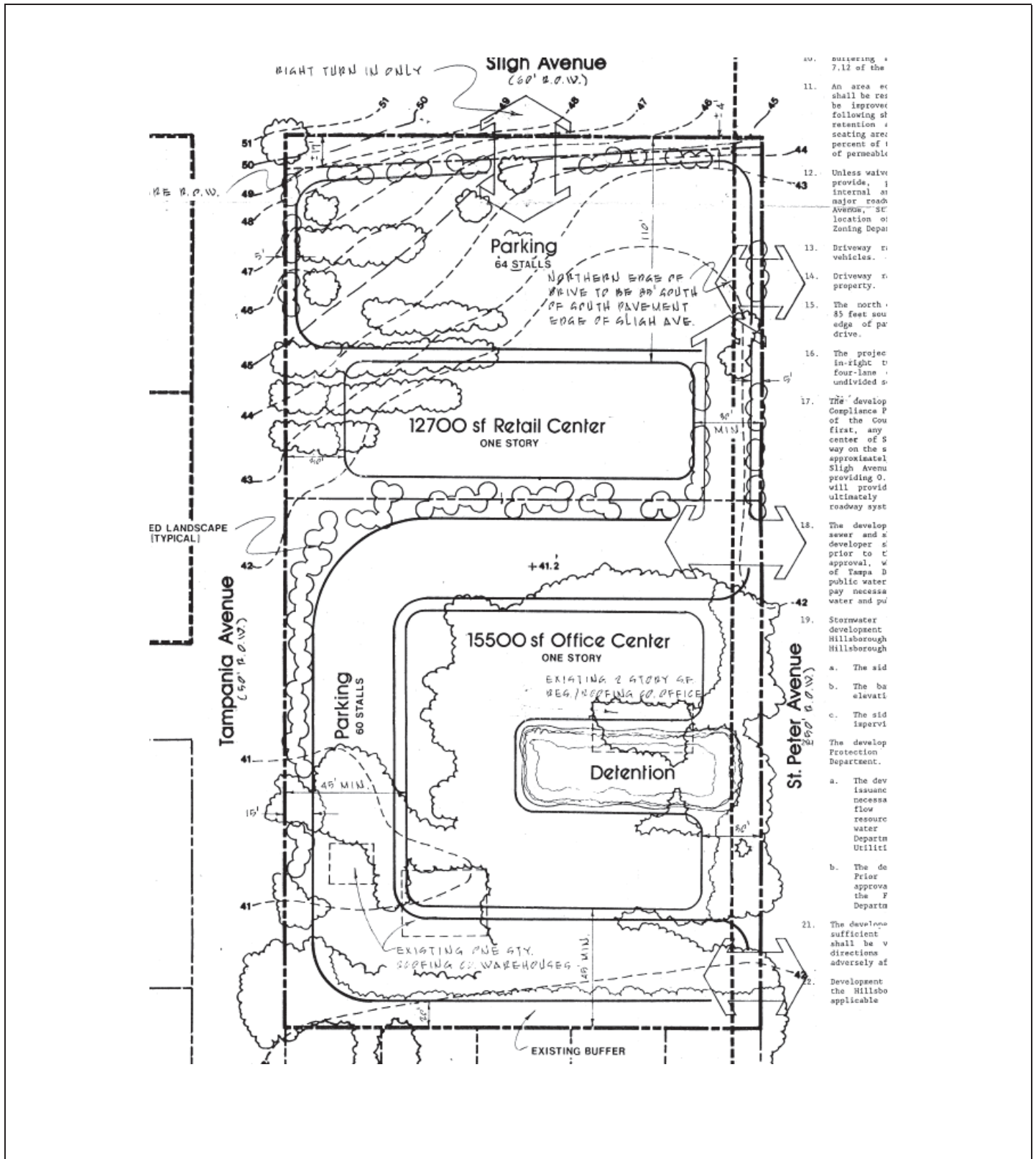
2.3 Immediate Area Map



Adjacent Zonings and Uses					
Location:	Zoning:	Future Land Use:	Density/F.A.R.	Permitted Use:	Existing Use:
North	CN	R-6	6 DU/AC, 0.25 FAR	Commercial Neighborhood	Retail
South	PD 18-1168	R-6	6 DU/AC	Single Family Residential	Residential
West	BPO, RMC-9, RSC-6	R-6	6, 9 DU/AC, 0.2 FAR	Offices, Residential	Offices, Residential
East	COT	CMU-35	35 DU/AC, 2.0 FAR	-	Commercial

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Existing Site Plan



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
St. Peter Ave.	City Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Tampania Ave.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Sligh Ave.	County Arterial - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,250	78	145
Proposed	1,250	78	145
Difference (+/-)	No Change	No Change	No Change

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

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY	OBJECTIONS	CONDITIONS REQUESTED	ADDITIONAL INFORMATION/COMMENTS
Environmental:			
Environmental Protection Commission	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environmental Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Wellhead Protection Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Other _____			
Public Facilities:			
Transportation <input type="checkbox"/> Design Exception Requested <input type="checkbox"/> Off-site Improvements Required	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The applicant did not provide a transportation analysis to support the requested zoning modification. Staff has prepared conditions of approval at the back of the report, in the event the BOCC desires to move the project forward.
Utilities Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees			
Comprehensive Plan:			

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

5.1 Compatibility

The proposed modification does not entail major layout modifications, nor it encompasses additional entitlements.

However, the applicant did not provide a trip generation and site access analysis, as further described in the “Rationale for Objection and Conclusions” section of this report, herein. The report includes an analysis indicating the trip generation impacts of the project under the existing and potential zoning conditions. Transportation staff notes that current procedures require submittal of a trip generation and site access analysis. For this sole reason, staff must recommend denial of the application.

Given the above, Staff finds the request not supportable.

5.2 Recommendation


Based on the above considerations, staff finds the request **not supportable**.

6.0 PROPOSED CONDITIONS

1.1 SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDNACE WITH HILLSBOROGUH 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.

Zoning Administrator Sign Off:



J. Brian Grady
Thu Sep 1 2022 08:54:47

APPLICATION NUMBER: PD 22-1172

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: September 13, 2022

Case Reviewer: Tania C. Chapela

7.0 ADDITIONAL INFORMATION

APPLICATION NUMBER: PD 22-1172

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: September 13, 2022

Case Reviewer: Tania C. Chapela

8.0 FULL TRANSPORTATION REPORT



**CURRENTLY
APPROVED**

FINAL CONDITIONS
OF
APPROVAL

MEETING OF: County Commissioners
MEETING DATE: August 16, 1988
PETITION NUMBER: 88-133-NW
DATE TYPED: August 26, 1988

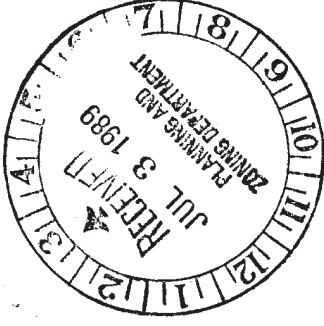
Approval with Conditions - Staff recommends approval of the PD-MU Zoning District request with the conditions listed below. Approval is based on the General Development Site Plan received April 11, 1988 and all data shown, defined, described, noted, referenced, and listed thereon.

1. The maximum square footage for the PD-MU project shall be 28,200 square feet of which 12,7000 square feet shall be for PD-C(N) uses and 15,500 square feet shall be for PD-O uses.
2. The uses permitted in the PD-O portion of the PD-MU project shall be as shown on the use list under PD-O.
3. A maximum height of 35 feet or 2 stories, whichever is more restrictive, shall be permitted for the PD-O portion of the PD-MU project.
5. The required front yard shall be 30 feet in the PD-O portion of the PD-MU project proposed.
6. The uses permitted in the PD-C(N) portion of the PD-MU project shall be as shown on the use list under PD-C(N).
7. A maximum height of 35 feet or 2 stories, whichever is more restrictive, shall be permitted for the PD-C(N) portion of the PD-MU project.
8. The required front yard shall be 30 feet in the PD-C(N) portion of the PD-MU project proposed.
9. The remaining yards shall be in accordance with Section 7.12 of the Hillsborough County Zoning Code.
10. Buffering and screening shall be provided in accordance with Section 7.12 of the Hillsborough County Zoning Code.
11. An area equal to at least 0.25 times the land area of the district shall be reserved for landscaping and permeable open areas, and shall be improved and maintained accordingly. One or a combination of the following shall be provided landscaped buffers, open vegetated yards, retention areas landscaped islands, mulched or vegetated play or seating areas, or areas paved with permeable blocks. No more than 25 percent of the required landscaped and pervious area shall be composed of permeable paving blocks.
12. Unless waived during Commercial Site Plan review, the developer shall provide, prior to Certificates of Zoning Compliance, sidewalks internal and external to the project in the right-of-way area of the major roadway(s) bordering that portion of the project (i.e., Sligh Avenue, St. Petersburg Avenue and Tampania Avenue). The exact location of said sidewalks shall be determined by the Planning and Zoning Department during Detailed Site Plan review.
13. Driveway radii shall be a minimum of 25 feet to accommodate passenger vehicles.
14. Driveway radius returns shall not extend in front of the adjacent property.
15. The north driveway on St. Peter Avenue shall be located a minimum of 85 feet south of Sligh Avenue. This distance is measured from the near edge of pavement on Sligh Avenue to the near edge of pavement of the drive.
16. The project access on Sligh Avenue shall be restricted to right turn in-right turn out only, due to the taper on Sligh Avenue from the four-lane divided section, east of the site, to the four-lane undivided section, west of the site.

FINAL CONDITIONS
OF
APPROVAL

MEETING OF: County Commissioners
MEETING DATE: August 16, 1988
PETITION NUMBER: 88-133-NW
DATE TYPED: August 26, 1988

17. The developer shall dedicate, prior to the issuance of Zoning Compliance Permits, Commercial Site Plan Approval, or at the request of the County, to coincide with road improvements, whichever comes first, any portion of the site lying within 50 feet of the existing center of Sligh Avenue. Since there is 33 feet of existing right-of-way on the south side of Sligh Avenue at the west end of the site, and approximately 46 feet of existing right-of-way on the south side of Sligh Avenue at the east end of the site, the developer would be providing 0.63 acres M.O.L. of the site for road right-of-way. This will provide part of the 100 feet of total right-of-way needed ultimately to accommodate a symmetrical four-lane divided urban roadway system.
18. The developer shall be required to utilize public water and public sewer and shall pay all costs to connect for service delivery. The developer shall submit to the County Planning and Zoning Department prior to the issuance of Zoning Compliance Permits or Final Plat approval, whichever comes first, evidence of commitment from the City of Tampa Department of Water and Wastewater Utilities to provide public water and public sewer services, and evidence of agreement to pay necessary costs to enable the City of Tampa to provide public water and public sewer services delivery.
19. Stormwater detention/retention pond design requirements for the development shall be as listed below, unless otherwise approved by the Hillsborough County Environmental Protection Commission and the Hillsborough County Drainage Engineer:
 - a. The side slopes shall be no greater than 4:1.
 - b. The banks shall be completely vegetated to the design low water elevation.
 - c. The sides and the bottom of each pond shall not be constructed of impervious material.
20. The developer shall provide (a) fire hydrants or (b) prepare a Fire Protection Plan, as required by the Hillsborough County Fire Department.
 - a. The developer shall install at the developer's expense, prior to issuance of Zoning Compliance Permits, fire hydrants and, if necessary, water lines of a size necessary to meet minimum fire flow and pressure requirements to provide adequate water resources for firefighting. The location of the hydrants and water lines shall be subject to approval of the County Fire Department and the County Department of Water and Wastewater Utilities.
 - b. The developer shall prepare a Fire Protection Plan for the site. Prior to issuance of Zoning Compliance Permits or Final Plat approval, the developer shall submit the Plan, as approved by the Fire Department, to the County Planning and Zoning Department.
21. The developer shall provide illumination for all project access points sufficient to provide safe ingress and egress. The access points shall be visible at night from a distance of 200 feet in all directions which vehicles travel. However, no lighting shall adversely affect adjacent properties.
22. Development must be in accordance with all applicable regulations in the Hillsborough County Zoning Code and in accordance with all other applicable regulations and ordinances.
23. Within ninety days of rezoning approval by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Zoning Department a revised General Development Site Plan for certification reflecting all the conditions outlined above.



HILLSBOROUGH COUNTY, FLORIDA

ZONING REQUEST: R-1 to PD-MU

PETITION FILE NUMBER: 88-133

ZHM HEARING DATE: June 27, 1988

BOCC MEETING DATE: August 16, 1988

This is to certify that this Site Development Plan has been reviewed by the Board of County Commissioners and the following action taken:

XX APPROVED WITH CONDITIONS AS NOTED: and attached to certified site plan.

DATE June 22 1989

Haven Dale
CHAIRMAN, BOARD OF COUNTY
COMMISSIONERS

Gene D. Fitzpatrick
CLERK OF CIRCUIT COURT
ATTESTED TO BY: DEPUTY CLERK,

DATE 6/22/89



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 08/31/2022

REVIEWER: James Ratliff, AICP, PTP for Alex Steady, AICP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: Northwest/ EGL

PETITION NO: PD 22-1172

- 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.

RATIONALE FOR OBJECTION AND CONCLUSIONS

Although not explicitly required pursuant to the Development Review Procedures Manual (DRPM), in accordance with current practice (and also based in part based upon feedback received from the BOCC), when a project generates over 50 peak hour trips staff generally requires that applicants who are either increasing the trip generation potential of the subject site (or adding or removing driveways from the subject site) conduct a trip generation and site access analysis to support the PRS application. In this case, the project generates over 50 peak hour trips, but no changes to entitlements are proposed. Instead, two driveway connections are being removed, which modifies how the site is being accessed. Without such analysis, staff is unable to answer certain specific questions by the BOCC or the public, should any arise during the process.

Staff acknowledges that the applicant was informed late in the process that the study was required. The applicant declined to accept a staff continuance to a future hearing date to allow the record to be supplemented such that a favorable recommendation could be achieved.

Staff made the following findings with respect to the transportation positioning of the project:

1. The right-in access on Sligh Ave., while currently approved, does not meet current access spacing standards and would require significant improvements on W. Sligh Ave. to facilitate the safest possible design for such right-in only access.
2. The two access connections proposed for elimination will result in a safer project that is more consistent with current Land Development Code (LDC) requirements when compared to the existing approved project.
3. As St. Peter Ave. is a City owned and maintained roadway, and as proposed all project access will occur to/from that roadway, and the applicant is proposing changes to the existing approved access connections to St. Peter Ave., Transportation Review Section staff spoke with appropriate City of Tampa personnel to determine whether or not they are supportive of the application. While no written comments have been received to date, Melanie Calloway (Senior Engineer and Supervisor within the Transportation Development Review Section of the City of Tampa) indicated that they did not object to the proposed changes.

4. In making the above findings, City of Tampa staff did not request or require a traffic analysis at this stage in the land development process.

While there are other issues which can be cured through the “prior to certification” process, and despite the above information, staff notes that current procedures require submittal of a trip generation and site access analysis. For this sole reason, staff must recommend denial of the application. Staff has provided new and revised conditions in the event the BOCC decides to move forward to approve the project despite the objection over this one issue.

PROJECT OVERVIEW AND TRIP GENERATION

The applicant is requesting a Minor Modification, also called a Personal Appearance (PRS) of a Planned Development (PD) #88-0133, consisting of a +/- 2.43 ac. The existing PD is approved for up to 12,700 s.f. of Planned Development Commercial (Neighborhood), i.e. PD-C(N) uses, as well as 15,500 s.f. of Planned Development – Office (PD-O) uses.

The applicant is proposing to modify the site plan as follows:

1. Remove the right-in only access connection to Sligh Ave.;
2. Remove one (1) of three (3) total connections St. Peter Ave.;
3. Relocate the southernmost access to St. Peter Ave. further to the north;
4. Revise the internal building placement, parking layout and internal circulation patterns; and,
5. Show required sidewalks on the PD site plan.

The applicant did not provide a trip generation and site access analysis, as further described in the “Rationale for Objection and Conclusions” section of this report, hereinabove. Staff has prepared the below analysis indicating the trip generation impacts of the project under the existing and proposed zoning designations. Trip impacts remain unchanged due to the entitlements remaining unchanged. Data provided below is based on information from the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition, and is based on a generalized worst-case scenario.

Trips Potentially Generated Under the Existing and Proposed Zoning Designations:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
12,700 s.f. Strip Retail Plaza (ITE LUC 822)	692	30	84
15,500 s.f. Medical-Dental Office Building – Stand Alone (ITE LUC 720)	558	48	61
Subtotal:	1,250	78	145

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Sligh Ave. is a 4-lane, substandard, arterial roadway owned and maintained by Hillsborough County. The roadway is characterized by +/- 11-foot wide travel lanes in average condition. Along the project’s frontage, the roadway lines within a +/- 80-foot wide right-of-way. There are +/- 5-foot wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are no bicycle facilities on Sligh Ave. in the vicinity of the proposed project.

Tampania Ave. is a 2-lane, substandard, local roadway owned and maintained by Hillsborough County. The roadway is characterized by +/- 22-feet of pavement in average condition. The roadway lies within a 50-foot wide right-of-way. There are no sidewalks or bicycle facilities present along the roadway.

St. Peter Ave. is a 2-lane, local roadway owned and maintained by the City of Tampa. The roadway is characterized by +/- 19-feet of pavement in average condition. The roadway lies within a 50-foot wide right-of-way. There are no sidewalks or bicycle facilities along St. Peter Ave.

SITE ACCESS

The PD currently has one (1) access to Sligh Ave. The zoning site plan restricts it to right-in only access, while the conditions refer to the access being right-in/right-out. In accordance with the LDC, the more restrictive condition shall control in cases of conflict. Regardless, the applicant is proposing to remove this access.

The PD currently has three (3) access connections to St. Peter Ave. (a roadway owned and maintained by the City of Tampa). The applicant is proposing to eliminate one of the three access connections and shift the southernmost access connection to the north.

Staff supports these access changes for the reasons stated in the “Rationale for Objection and Conclusions” section hereinabove.

SIDEWALKS

There are currently no sidewalks along the project’s Tampania Ave. or St. Peter Ave. frontages. The applicant is proposing to install sidewalks along those frontages and internally to the site in accordance with LDC requirements; however, the location and placement of sidewalks shown on the site plan is not compliant with Section 6.03.02 LDC standards. Additionally, Section 6.03.02.D. requires that when the right-of-way is too small to accommodate a safe sidewalk, then the developer shall construct the sidewalk within an easement approved by and dedicated to the property authority.

The applicant will be required to fill in sidewalk gaps created by removal of the existing driveway. In the event the other portions the sidewalks are removed or reconstructed (based upon the applicant’s desires or because they damage the sidewalk during reconstruction and must reconstruct it, such reconstructed sidewalk must be installed in accordance with Transportation Technical Manual separation requirements for sidewalks from collector and arterial roadways. This will require the applicant to place the sidewalk within their property and provide an easement, for public access and maintenance proposes to the County.

The applicant is proposing a sidewalk along the project’s St. Peter Ave. frontage. It is unclear if it is located in accordance with City of Tampa standards. Staff has included a condition permitting this sidewalk to be modified later (without requiring a PD modification) as necessary to meet City of Tampa design requirements.

The applicant is proposing a sidewalk along the project’s N. Tampania Ave. frontage. The sidewalk is shown in a location (adjacent to the travel lane) which violates the Transportation Technical Manual (TTM) typical section requirements for separation of sidewalk from a through lane. The applicant did not request a Design Exception. In accordance with current procedures, most transportation related Administrative Variances and Design Exceptions must be processed concurrently with a PD request or

PD zoning modification. As such, no such requests for relief will be possible at the time of site/construction plan review without coming back through the zoning modification process.

The applicant is showing certain internal sidewalks on the PD site plan; however, those sidewalks do not comply with either ADA, Florida Accessibility code or LDC requirements. Staff has included conditions requiring a variety of related changes, including requiring the developer to remove internal sidewalks from the plan and replace them with a line which indicates “conceptual pedestrian circulation”.

Staff has proposed prior to certification and other new/revised zoning conditions to address the above issues.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

W. Sligh Ave. along the project’s frontage was not included in the 2020 Level of Service (LOS) Report. As such, staff is unable to provide LOS information for this facility. St. Peter Ave. is a City of Tampa roadway. As such, LOS information was not available for the facility.

NEW AND MODIFIED CONDITIONS OF APPROVAL SHOULD THE APPLICATION MOVE FORWARD

Revised Conditions

12. ~~Unless waived during Commercial Site Plan review, the developer shall provide, prior to Certificates of Zoning Compliance, sidewalks internal and external to the project in the right-of-way area of the major roadway(s) bordering that portion of the project (i.e., Sligh Avenue, St. Petersburg Avenue and Tampania Avenue). The exact location of said sidewalks shall be determined by the Planning and Zoning Department during Detailed Site Plan review.~~ The developer shall construct minimum 5-foot wide sidewalks internal to the project in accordance with the LDC, as well as along the project’s St. Peter Ave., Tampania Ave. and Sligh Ave. frontages. Additionally:
 - A. The developer shall install a minimum 5-foot wide sidewalk along Tampania such that the closest edge of the sidewalk is separated by a minimum of 10 feet from the closest edge of the vehicular travel lane. This may require the developer to locate the sidewalk within the subject site and provide an easement to the County, for public access and maintenance purposes (reference LDC Sec. 6.03.02.D. of the LDC).
 - B. The developer shall install a minimum 5-foot wide sidewalk along the project’s St. Peter Ave. frontage. If installed within the City of Tampa’s right-of-way way, the sidewalk shall meet all applicable City of Tampa standards. If installed within the subject site in accordance with Sec. 6.03.02.D., the developer shall provide an easement (for public access and maintenance purposes) in a format acceptable to the City of Tampa. If the City of Tampa declines to accept the easement, the developer shall record in the Official Records an easement for public access purposes and privately maintain the sidewalk.
 - C. The developer shall fill in sidewalk gaps along the project’s Sligh Ave. frontage with minimum 5-foot wide sidewalks. Such sidewalks may be constructed in the location of the existing sidewalk. In the event the developer desires or is otherwise required to remove or reconstruct portions of the existing sidewalk, such sidewalk shall be constructed such that the closest edge of the sidewalk is located a minimum of 15 feet from the closest edge of the nearest Sligh Ave. vehicular lane. This may require the

developer to locate the sidewalk within the subject site and provide an easement to the County, for public access and maintenance purposes (reference LDC Sec. 6.03.02.D. of the LDC).

[Transportation Review Section staff is proposing to modify this condition to comply with current LDC requirements and practice. It has also been updated to reflect the different roadway maintenance/permitting authorities.]

13. ~~Driveway radii shall be a minimum of 25 feet to accommodate passenger vehicles.~~ Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.

[Transportation Review Section staff is proposing to delete the existing condition to comport with current practice. Additionally, staff notes that should this PRS be approved, all access will be to/from a City of Tampa owned facility. As such, staff believes it is inadvisable to dictate minimum radius requirements without any knowledge of what the City of Tampa's requirements are. Staff notes that the developer will have to obtain access permits from the City of Tampa and comply with whatever their design standards they require. Staff has repurposed the condition to serve as a sidewalk related condition (so that it is proximate to condition 12, also dealing with sidewalks).]

- ~~14. Driveway radius returns shall not extend in front of the adjacent property.~~

[Transportation Review Section staff is proposing to delete this condition to comport with current practice. Staff notes it is also no longer needed, since the driveway connection at the southern edge of the site is being proposed to shift north.]

- ~~15.~~ 14. The northernmost driveway on St. Peter Avenue shall be located a minimum of 85 feet south of Sligh Avenue. This distance is measured from the near edge of pavement on Sligh Avenue to the near edge of pavement of the drive.

[Transportation Review Section staff is proposing to modify this condition for clarity.]

- ~~16. The project access on Sligh Avenue shall be restricted to right turn in right turn out only, due to the taper on Sligh Avenue from the four lane divided section, east of the site, to the four lane undivided section, west of the site.~~

[Transportation Review Section staff is proposing to delete this condition as needed to reflect the proposed project access.]

- ~~21. The developer shall provide illumination for all project access points sufficient to provide safe ingress and egress. The access points shall be visible at night from a distance of 200 feet in all directions which vehicles travel. However, no lighting shall adversely affect adjacent properties.~~

[Transportation Review Section staff is proposing to delete this condition. Staff notes that since this condition was approved, various LDC lighting requirements have been adopted which provide specific and implementable performance standards. Staff notes that the project will have to comply with all applicable LDC lighting requirements.]

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the site plan to:
 - Label the southernmost vehicular access connection as “Existing Vehicular Access – To Remain”;
 - Label the southernmost proposed pedestrian access as “Proposed Pedestrian Access”;
 - Label the northernmost proposed vehicular and pedestrian access connections (either separately or together, following the above phrasing convention);
 - Show the existing Sligh Ave. driveway in the background and label as “Existing Driveway – To Be Removed”;
 - Label the proposed pedestrian connection Tampania Ave. as “Proposed Pedestrian Connection”;
 - Remove the internal sidewalks and instead show a dashed line, labeled on the plan and within the legend as “Conceptual pedestrian circulation”. Staff notes that as shown the internal sidewalks do not meet LDC/ADA requirements, which require all uses within the site to be connected to each other via a minimum 5-foot wide internal sidewalk system, and that system must be connected to each pedestrian site arrival point and proposed pedestrian connection. Please design the conceptual circulation line accordingly. This approach will also provide maximum design flexibility at the site/construction plan approval stage to accommodate any needed location/routing changes;
 - There is no differentiation between existing and proposed sidewalks on the site plan. Please show existing sidewalks differently (e.g. along the Sligh Ave. frontage) as a lighter background color/line weight and label as “Existing ____ ft. wide sidewalks”. Show proposed sidewalks on all frontages with the bolder color/line weight and label as “Proposed Minimum 5-foot wide Sidewalks – See Conditions of Approval.”
 - Add required roadway information for each road within the PD study area, including number of lanes, right-of-way width, functional classification, whether public or private, and if public identify the owner/maintenance authority. Stating “right-of-way width varies” by itself is not acceptable. Applicants must show the right-of-way boundaries, label as “Right-of-Way Width Varies Between +/- ____ Feet and +/- ____ Feet) and depict/label/dimension the locations of minimum and maximum widths.
 - Modify the notation on the existing building indicating “Schools/College (7200)” within the site. Staff is unsure what that means. The project is not approved for such uses within that building, nor are any such uses proposed (except as may be allowed within the PD-O allowable use list for that building, which is not proposing to change);
 - Remove the PD zoning conditions for the site plan, these will be combined separately through the certification process but should not be on the same page;
 - Remove the parking data table and replace with a note indicating that “Parking will be provided in accordance with Section 6.05 of the LDC”. Staff notes that the calculation for office uses are based on the existing building, not the total amount which the project is approved for. Additionally, the site is approved for a variety of uses, and these rates may or may not be appropriate. Parking will be evaluated against current LDC requirements at the time of site/construction plan review.; and,
 - Staff notes the exterior lighting LDC reference appears to include a typo. Please correct as needed.

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
St. Peter Ave.	City Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Tampania Ave.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Sligh Ave.	County Arterial - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,250	78	145
Proposed	1,250	78	145
Difference (+/-)	No Change	No Change	No Change

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South		None	None	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West		Pedestrian	None	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 checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The applicant did not provide a transportation analysis to support the requested zoning modification. Staff has prepared conditions of approval at the back of the report, in the event the BOCC desires to move the project forward.

COMMISSION

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AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: 9/13/2022</p> <p>PETITION NO.: 22-1172</p> <p>EPC REVIEWER: Melissa Yanez</p> <p>CONTACT INFORMATION: (813) 627-2600 X1360</p> <p>EMAIL: yanezm@epchc.org</p>	<p>COMMENT DATE: 7/28/2022</p> <p>PROPERTY ADDRESS: 2526 W Sligh Ave, Tampa, FL 33614</p> <p>FOLIO #: 0310740000</p> <p>STR: 34-28S-18E</p>
<p>REQUESTED ZONING: : Minor Mod to PD</p>	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	NA
<p>INFORMATIONAL COMMENTS:</p> <p>On July 19, 2022 EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite.</p> <p>Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a “WDR30 - Delineation Request Application”. Once approved, the formal wetland delineation would be binding for five years.</p>	

My/mst

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

**WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

PETITION NO.: PRS22-1172 REVIEWED BY: Randy Rochelle DATE: 8/3/2022

FOLIO NO.: 31074.0000

WATER

- The property lies within the City of Tampa Water Service Area. The applicant should contact the provider to determine the availability of water service.

- A ___ inch water main exists (adjacent to the site), (approximately ___ feet from the site) _____. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- The property lies within the City of Tampa Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.

- A ___ inch wastewater force main exists (adjacent to the site), (approximately ___ feet from the site) _____. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: _____.