

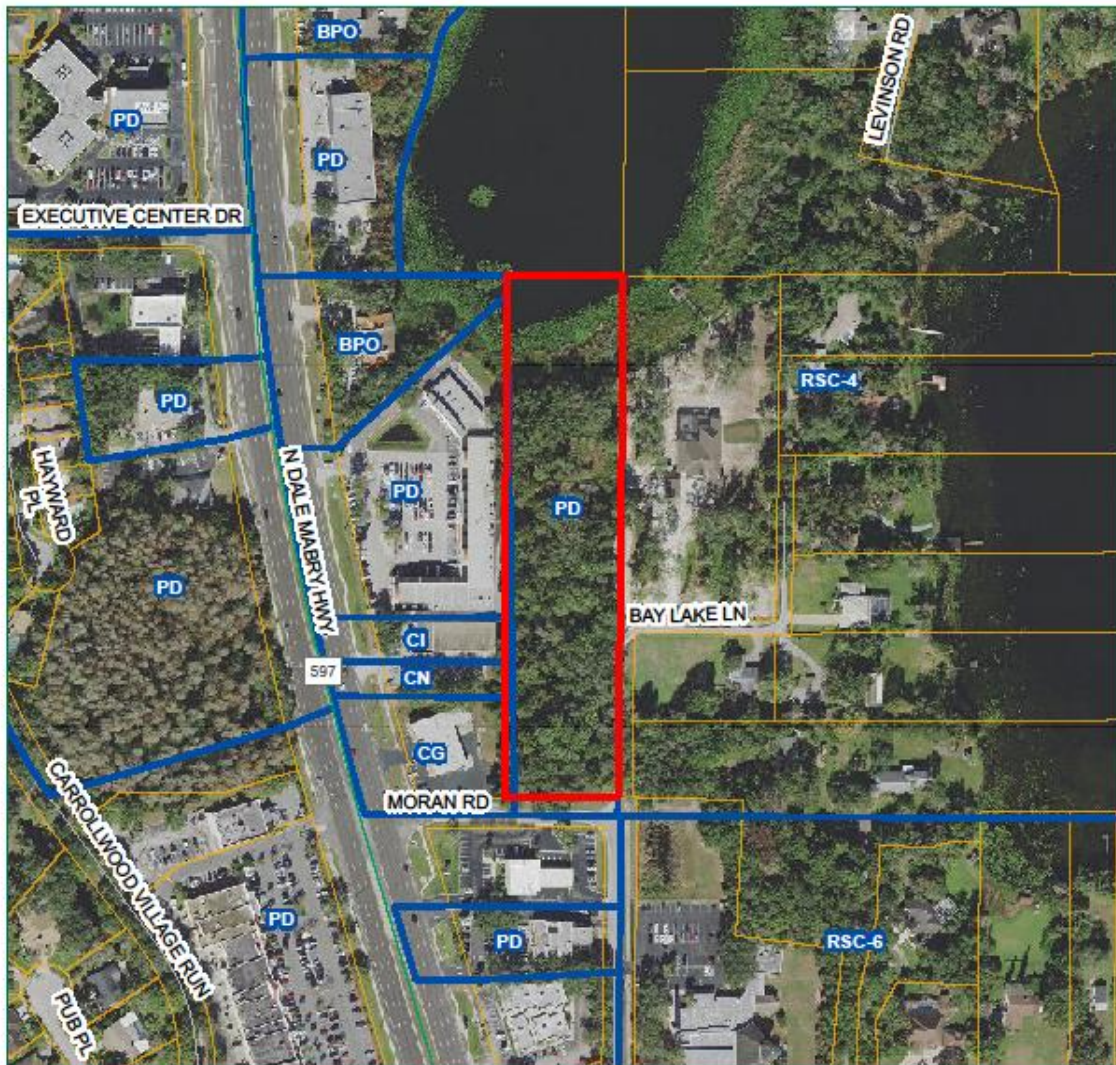


Hillsborough County Florida

SM

STAFF REPORT

| | | | |
|-------------------------|--|----------------------------|-------------------------------|
| SUBJECT: | RZ PD 20-0103 | PLANNING AREA: | Greater Carrollwood Northdale |
| REQUEST: | Rezoning to Planned Development (PD) | SECTOR: | Central |
| APPLICANT: | Waterford Construction & Development, Inc. | | |
| Existing Zoning: | Planned Development | Comp Plan Category: | R-4 |



Immediate Aerial Zoning Map

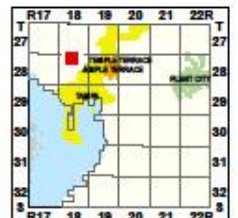
RZ-PD 20-0103

Folio: 18938.0000

- Application Site
- Zoning Boundary
- Parcels



STR: 4-28-18



NOTE: Every reasonable effort has been made to ensure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map.

THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

SOURCE: This map has been prepared for the inventory of real property located within Hillsborough County and is compiled from recorded deeds, plans, and other public records. It has been based on BEST AVAILABLE data.

Users of this map are hereby notified that the above-stated public information sources should be consulted for verification of the information contained on this map.

Date: 10/1/2018 Path: G:\D\N\64690\Map\Zoning_Site.apr

Application Review Summary and Recommendation

1.0 Summary

1.1 Project Narrative

The applicant is requesting to rezone approximately 4.8 acres (3.6 acres of upland and 1.2 acres of wetlands) from Planned Development 06-0715 (eight single-family dwellings and eight duplexes) to a Planned Development (26,500 square feet of professional/medical office space). The site currently is developed with a single-family dwelling that was built in 1942. There are wetlands to the north of the parcel. The site is located within the Greater Carrollwood Northdale Plan Area and within the Urban Service Area. The site is located on Moran Road, a two-lane, undivided, substandard local roadway in fair condition. There are sidewalks along certain portions of Moran Road in the vicinity of the proposed project. There are no bicycle facilities along Moran Road in the vicinity of the proposed project.

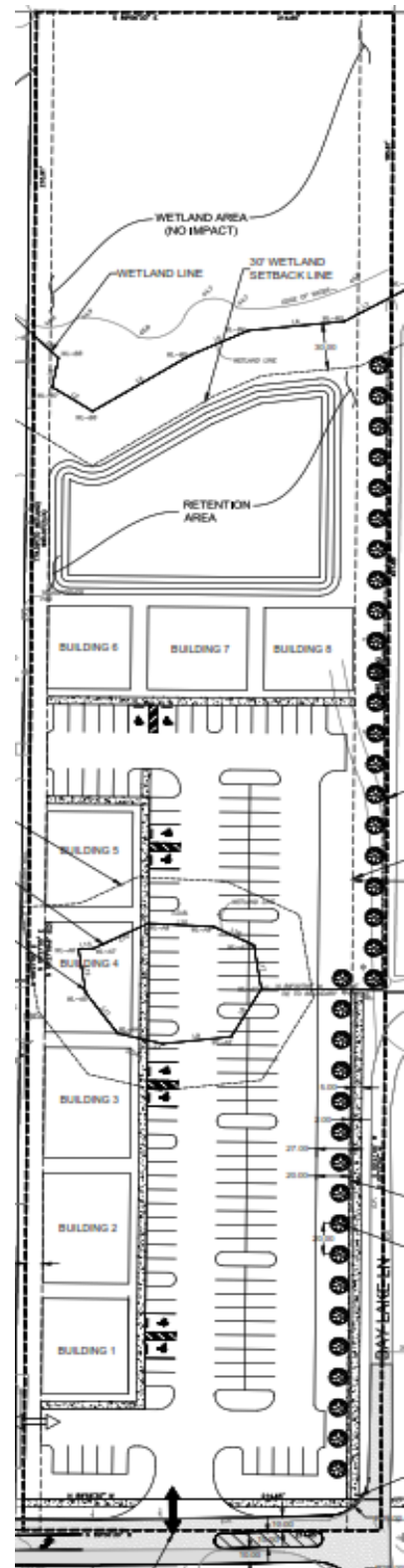
Proposed development is for a maximum of 26,500 square feet of professional/medical office space (medical office maximum 24,500 square feet). There are eight proposed one-story structures to be between 2,000 and 4,500 square feet, architecturally designed with pitched roofs, landscaping, and to provide for residential character with the appearance of single-family homes.



ILLUSTRATIVE BUILDING ELEVATION

Proposed development standards are as follows:

- Maximum Buildings: eight
- Maximum Building size: 4,500 square feet
- Front yard setback: 10 feet
- Rear yard setback: 15 feet
- Side yard setback: 7.5 feet
- Maximum building height: 25 feet
- Maximum building coverage: 20 percent
- Maximum impervious surface ratio: 60 percent
- Maximum floor area ratio: .25
- Wetland setback: 30 feet



APPLICATION: RZ PD 20-0103

ZHM HEARING DATE: December 14, 2020

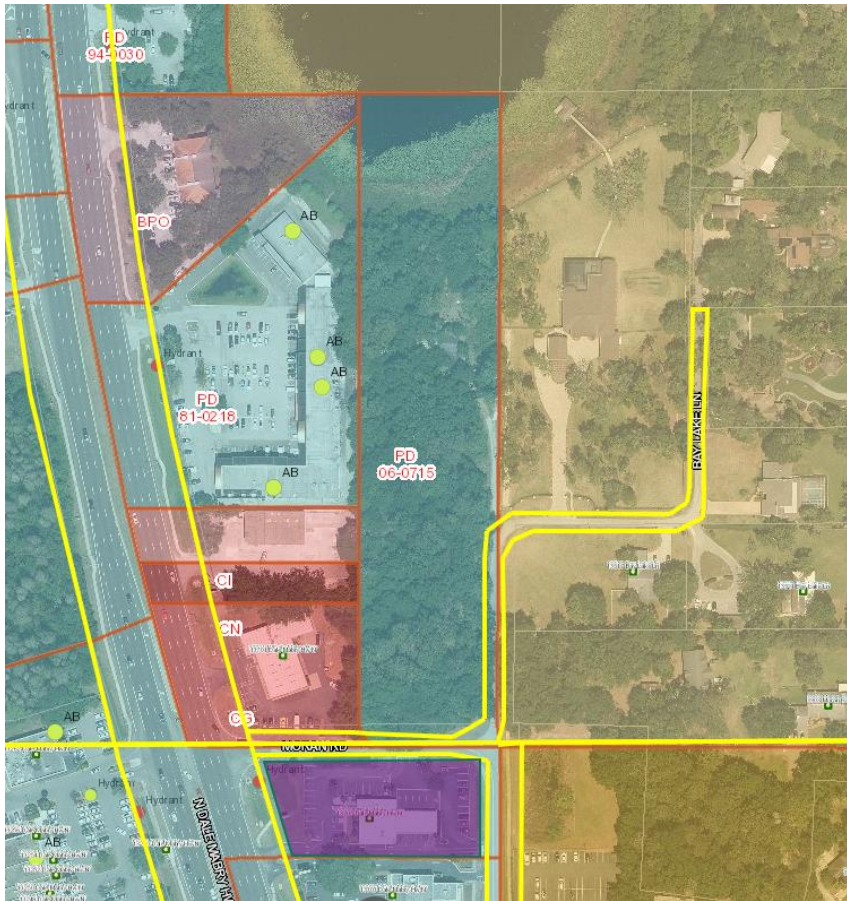
BOCC MEETING DATE: February 9, 2021

CASE REVIEWER: Laura A. Marley

The project is in the R-4 Future Land Use Category which permits a maximum density of four units per acre.

Surrounding zoning and uses are:

| LOCATION | ZONING | USE / APPROVED FOR |
|----------|--|--|
| North | RSC-4 (Residential, Single-Family Conventional) | Little Bay Lake |
| South | PD (Planned Development) | Light commercial development |
| East | RSC-4 (Residential, Single-Family Conventional) | Single-family development |
| West | PD (Planned Development), Business Professional Office (BPO), Commercial Intensive (CI), Commercial Neighborhood (CN), and Commercial General (CG) | Light and heavy commercial development |



1.2 Compliance Overview with Land Development Code and Technical Manuals

The applicant is not asking for waivers or design variations. The applicant is requesting design exception and administrative variance from the Transportation Section (discussed below).

1.3 Evaluation of Existing and Planned Public Facilities

Water Resources Services offered the following comments:

This site is located within the Hillsborough County Urban Service Area therefore the subject property should be served by Hillsborough County Water and Wastewater Service. This comment sheet does not guarantee water or wastewater service or a point of connection. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site improvements as well as possible off-site improvements. There is an eight-inch water main exists adjacent to the site and is located within the north right-of-way of Moran Road. A four-inch wastewater force main exists approximately 180 feet from the site and is located west of the subject property within the east right-of-way of N. Dale Mabry Highway.

The Transportation Section offered the following comments:

Transportation Review Section staff has no objection to the proposed rezoning, subject to the conditions proposed herein.

The proposed rezoning is anticipated to increase the number of trips potentially generated by development of the subject parcel (by 810 average daily trips, 62 a.m. peak hour trips, and 82 p.m. peak hour trips). The developer will be required to construct a minimum 5-foot wide sidewalks along its Bay Lakes Lane and Moran Road frontages. The developer will be required to dedicate and convey right-of-way to the County or provide an easement along Bay Lakes Lane. The project access will be via single connection to Moran Road. The developer is required to construct an eastbound to northbound left turn lane into the project driveway. The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B administrative variance request (dated November 5, 2020) to allow reduced access spacing. The request was found approvable by the County Engineer on December 2, 2020. If the rezoning is approved, the County Engineer will approve the variance. Moran Road is a substandard collector roadway. The applicant's Engineer of Record (EOR) submitted a Design Exception request (on November 20, 2020). The request was found approvable by the County Engineer on December 2, 2020. If the Design Exception is approved, the applicant will be required to make substandard road improvements consistent with the Design Exception. If the rezoning is approved, the County Engineer will approve the Design Exception. The developer is proposing to modify the intersection of Bay Lakes Ln. and Moran Rd. such that it will be a 3-way stop controlled intersection. The developer is providing cross access along the western project boundary, as required by the LDC.

Impact fees for the proposed rezoning are estimated below (all rates are per 1,000 square feet):

Non-Medical Office (Multi-tenant buildings)

| | |
|----------|------------|
| Mobility | \$5,374.00 |
| Fire | \$ 158.00 |
| Total | \$5,532.00 |

Single Tenant Office (non-medical)

| | |
|----------|------------|
| Mobility | \$5,410.00 |
| Fire | \$ 158.00 |
| Total | \$5,568.00 |

Medical Office (10,000 s.f. or less)

| | |
|----------|-------------|
| Mobility | \$11,553.00 |
| Fire | \$ 158.00 |
| Total | \$11,711.00 |

Medical Office (greater than 10,000 s.f.)

| | |
|----------|-------------|
| Mobility | \$16,821.00 |
| Fire | \$ 158.00 |
| Total | \$16,979.00 |

1.4 Environmental/Natural Resources

Natural Resources reviewed the application and have no objections and have recommended conditions as the presence of a nearby bald eagle nest and the associated buffer zone that extends onto this site. Permits, buffers and timing restrictions as mandated by state and federal regulatory agencies must be adhered to with regards to disturbance of the nest. There are also trees that may qualify as Grand Oaks on the site.

The subject property contains wetlands that exist on two places including the northern portion and in the center of the property. The applicant has submitted for review to the Environmental Protection Commission (EPC) a request for approval of wetland impacts.

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:

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.

1. The site plan depicts wetland impacts that have not been authorized by the Executive Director of the EPC. The wetland impacts are indicated for office buildings and parking. EPC has received a wetland impact and mitigation proposal that was submitted on April 23, 2020 and a request for additional information was issued on June 29, 2020. Wetland impacts must be authorized by the Executive Director of the EPC prior to a recommendation of construction plan approval.
2. 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.
3. 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.

1.5 Comprehensive Plan Consistency

The Planning Commission finds the request **CONSISTENT** with the Future of Hillsborough Comprehensive Plan. Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan. The rezoning request is compatible with the development pattern in the area. The office development would provide an appropriately scaled transition from the more intense commercial uses along Dale Mabry to single-family residential. The request would also facilitate the vision of the Greater Carrollwood - Northdale Community Plan.

1.6 Compatibility

In summary, the proposed rezoning provides appropriate buffer and screening and concentrates development away from nearby residential development. The applicant requests eight professional medical office buildings with a total of 26,500 sq. ft. The proposed professional/medical office buildings are being proposed along the west property line and site plan provides the required 20-foot buffer along the east boundary of the property. The proposed professional/medical office buildings use provides an appropriate transition to nearby single-family residential development. Based on the above consideration, staff finds the proposed rezoning compatible with the surrounding area.

1.7 Agency Comments

The following agencies have reviewed the request and offer no objections:

- Conservation and Environmental Lands Management
- Streets and Addresses

The following agencies have reviewed the request and offers conditions or comments:

- Environmental Protection Commission
- Impact & Mobility Fees
- Natural Resources
- Planning Commission
- Transportation Section
- Water Resources Services

1.8 Exhibits

Exhibit 1: Project Aerial

Exhibit 2: Zoning Map

Exhibit 3: Proposed General Site Plan: PD 20-0103

2.0 Recommendation

Prior to site plan certification the following changes shall be made to the general site plan:

1. Show the pavement/concrete for the required vehicular and pedestrian cross access connections extended to the western property boundary.
2. Change the label which reads "Cross Access per LDC" to "Proposed Vehicular and Pedestrian Cross Access".
3. Add all missing information to ensure the site plan meets minimum PD requirements. For example, required road information is missing.
4. Add an ADA compliant sidewalk connection between the sidewalk to be constructed along the Moran Rd. frontage and the internal sidewalk network.
5. Show accessible route pavement markings within the site.
6. Connecting the Building 6, 7 and 8 sidewalks with the internal sidewalk network for the remainder of the site. Sidewalk ramps within the parking lot shall not be offset (which could cause a visually impaired person difficulty). Please revise accordingly.
7. Correct roadway spelling "Dale Mabry" to read "Dale Mabry".
8. Delineate/label the existing Bay Lakes Ln. right-of-way. Label applicable area(s) as "Right-of-way/Easement Dedication Area – See Conditions of Approval".
9. Please modify the relevant note within the "Transportation" section to indicate "Right-of-way dedication may occur at developer's option – see conditions of approval."

Approvable, subject to the conditions listed below, is based on the general site plan submitted January 2, 2020.

1. Development shall be limited to a maximum of eight office/medical buildings (maximum 26,500 square feet) with six buildings being situated along the west property line.
2. Development standards shall be as follows:
 - Maximum Buildings: eight
 - Maximum Building size: 4,500 square feet
 - Front yard setback: 10 feet
 - Rear yard setback: 15 feet
 - Side yard setback: 7.5 feet
 - Maximum building height: 25 feet (one-story)
 - Maximum building coverage: 20 percent
 - Maximum impervious surface ratio: 60 percent
 - Maximum floor area ratio: .25
 - Wetland setback: 30 feet
3. New development shall connect to public water and wastewater services at the expense of the developer.
4. Buffering and screening shall be in accordance with the Land Development Code Section 6.06.06.
5. All lighting shall be directed away from the single-family residences and shall be shielded in accordance with LDC Section 6.10.00.
6. 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.
7. 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.
8. 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).
9. 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.
10. An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property. Pursuant to the Land Development Code (LDC), a wildlife survey of any endangered, threatened or species of special concern in accordance

with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plans through the Land Development Code's Site Development or Subdivision process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable, in consideration with the overall boundaries of this rezoning request.


Please note: The presence of a nearby bald eagle nest and the associated buffer zone that extends onto this site. Permits, buffers and timing restrictions as mandated by state and federal regulatory agencies must be adhered to with regards to disturbance of the nest.

11. This site contains trees that may qualify as Grand Oaks as defined by the Land Development Code (LDC). All trees confirmed as a Grand Oak must be accurately located and labeled as such on the submitted preliminary plan through the Site Development Review process. Design efforts are to be displayed on the submitted preliminary plan to avoid adverse impacts to these trees.
12. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals and where land alterations are restricted.
13. The developer shall construct an eastbound to northbound left turn lane on Moran Rd. into the project driveway. Notwithstanding anything shown on the PD site plan to the contrary, the length and design of the left turn lane will be subject to review and approval during the plat/site/construction plan review process.
14. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
15. The developer shall construct vehicular and pedestrian cross access stubouts to its western project boundary, as indicated on the PD site plan.
16. If PD 20-0103 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated November 5, 2020) which was found approvable by the County Engineer (on December 2, 2020). Approval of this Administrative Variance will permit reduction of minimum access spacing between the project driveway and next closet driveway to the west to +/- 100 feet, and minimum access spacing between the project driveway and Bay Lakes Ln. to +/- 90 feet.
17. If PD 20-0103 is approved, the County Engineer will approve a Design Exception (dated November 20, 2020) which was found approvable by the County Engineer (on December 2, 2020), for the Moran Rd. substandard road improvements. As Moran Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Moran Rd. between the project access and Dale Mabry Hwy., consistent with the Design Exception. Specifically:
 - a) The developer shall widen the pavement as necessary, such that there are two, minimum 10-foot wide travel lanes (the required turn lane is also permitted to be 10-feet in width); and,
 - b) The developer shall install 2-foot wide Miami-curb along both sides of the roadway.

Additionally, the developer will be required to convert the intersection of Moran Rd. and Bay Lakes

Lane into a 3-way stop-controlled intersection.

18. Concurrent with plat/site/construction plan review, the developer shall (at its option):
- a) Dedicate and convey sufficient right-of-way to Hillsborough County to accommodate: a) the 7-foot wide area within which the required 5-foot wide sidewalk is to be constructed along Bay Lakes Ln.; and, b) the area between the 7-foot wide sidewalk area and existing Bay Lakes Ln. right-of-way; or,
 - b) Dedicate and convey an easement, for public access and maintenance purposes, to Hillsborough County for: a) the 7-foot wide area within which the required 5-foot wide sidewalk is to be constructed along Bay Lakes Ln.; and, b) the area between the 7-foot wide sidewalk area and existing Bay Lakes Ln. right-of-way.
19. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
20. The construction and location of any proposed environmental impacts are not approved by this correspondence but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
21. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
22. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use, conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

| | |
|--|--|
| Staff's Recommendation: Approvable, Subject to Conditions | |
| Zoning Administrator Sign-off: |  J. Brian Grady Mon Dec 7 2020 09:46:28 |

LEGAL DESCRIPTION:

ALL OF THAT PART OF THE EAST 220.0 FEET OF THE SOUTH 990.0 FEET OF THE SW 1/4 OF THE SE 1/4 OF SECTION 4, TOWNSHIP 28 SOUTH, RANGE 18 EAST, HILLSBOROUGH COUNTY, FLORIDA, LYING EAST OF A LINE DESCRIBED AS FOLLOWS:

COMMENCING AT THE SW CORNER OF THE EAST 220.0 FEET OF THE SW 1/4 OF THE SE 1/4 OF SAID SECTION 4; THENCE RUN S 88° 52'07.6" E ALONG THE SOUTH BOUNDARY OF SAID SW 1/4 OF THE SE 1/4, A DISTANCE OF 116.00 FEET TO THE POINT OF BEGINNING; THENCE S 0° 27'09.6" E ALONG A LINE THAT IS SUBSTANTIALLY ALONG AN OLD FENCE LINE AND THE NORTHERLY AND SOUTHERLY PROJECTIONS THEREOF TO A POINT ON THE NORTH BOUNDARY OF THE SOUTH 990.0 FEET OF SAID SW 1/4 OF THE SE 1/4, LAST SAID POINT LYING S 88° 52'06.7" E AT A DISTANCE OF 3.19 FEET FROM THE NW CORNER OF THE EAST 220.0 FEET OF THE SOUTH 990.0 FEET OF THE SW 1/4 OF THE SE 1/4 OF SECTION 4, TOWNSHIP 28 SOUTH, RANGE 18 EAST.

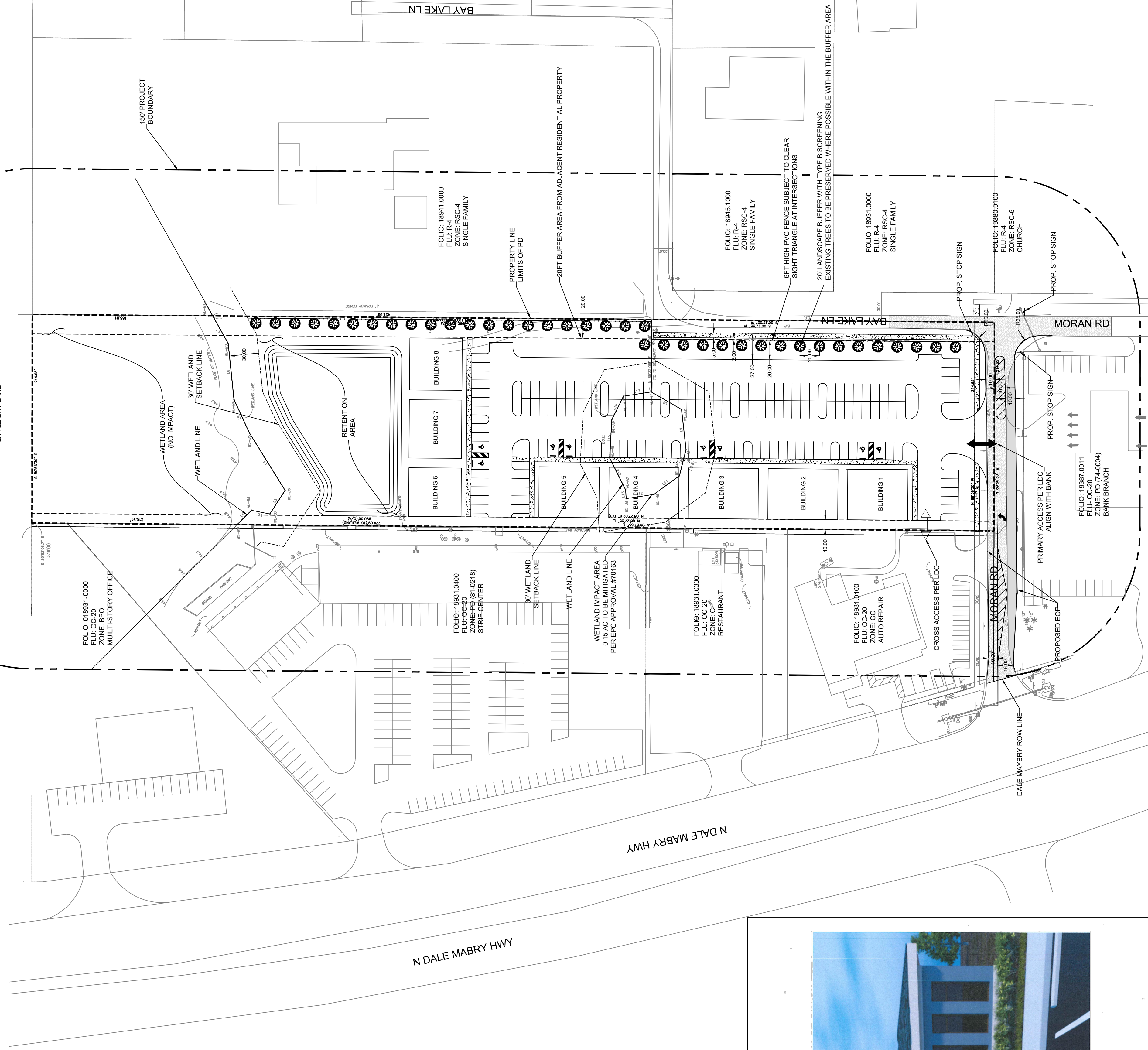
NOTE:

BUILDING DIMENSIONS SUBJECT TO CHANGE AS LONG AS MAX BUILDING SIZE OF 4,500 SF AND MAX TOTAL BUILDING AREA OF 26,500 SF ARE UPHELD.

20-0103
RECEIVED
10-27-2020
DEVELOPMENT
SERVICES
DEPARTMENT.



ILLUSTRATIVE BUILDING ELEVATION



FOLIO: 200000.0009
FLU: R-4
ZONE: RSC-4
LITTLE BAY LAKE

FOLIO: 18831.0000
FLU: CC-20
ZONE: BPO
MULTI-STORY OFFICE

FOLIO: 1831.0400
FLU: CC-20
ZONE: FR (R-10218)
STRIP CENTER

FOLIO: 1831.0300
FLU: CC-20
ZONE: CC
RESTAURANT

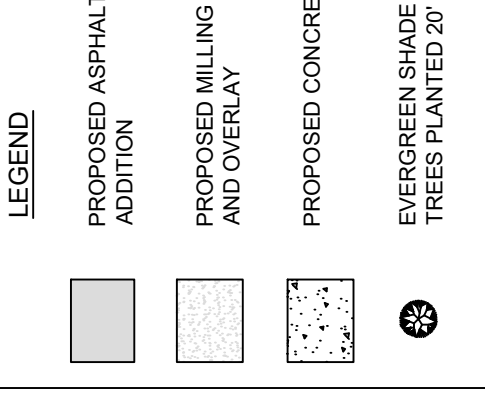
FOLIO: 18831.0100
FLU: CC-20
ZONE: A
AUTO REPAIR

FOLIO: 18307.0011
FLU: CC-20
ZONE: PD (74-0004)
BANK BRANCH

FOLIO: 18945.1000
FLU: R-4
ZONE: RSC-4
SINGLE FAMILY

FOLIO: 18831.0000
FLU: R-4
ZONE: RSC-4
SINGLE FAMILY

FOLIO: 18886.0100
FLU: P-1
ZONE: RSC-6
CHURCH



ENVIRONMENTALLY SENSITIVE AREAS

1.243 AC WETLANDS (DEPENDANT ON DELINEATION)

| | |
|--|--|
| MAN-MADE WATER BODIES | NONE |
| NATURAL WATER BODIES | NONE |
| COMMUNITY PLANNING AREA | GREATER CARROLLWOOD NORTHDALE |
| OVERLAY DISTRICTS | NONE |
| SPECIAL ZONES | NONE |
| DESIGNATED SCENIC ROADWAY CORRIDORS | NONE |
| DESIGNATED HISTORIC LANDMARKS/ARCHAEOLOGICAL SITES | NONE (WITHIN SITE AND WITHIN 150') |
| EASEMENTS | NONE |
| PLATS | NO PLAT OR PORTION OF A PLAT IS PROPOSED TO BE VACATED |
| PROPOSED USES | GENERAL OFFICE MEDICAL OFFICE (70% MAX) |
| GROSS NON-RESIDENTIAL F.A.R. | 25 |
| MIN. FRONT YARD | 10' |
| MIN. SIDE YARD | 7.5' |
| MIN. REAR YARD | 15' |
| MAX. HEIGHT | 25' (ONE STORY) |

| | |
|----------------------------------|---------------------------------|
| RESIDENTIAL DENSITY | N/A |
| PROJECT PHASING | NONE |
| COMMON OPEN SPACE | NONE IN MODIFICATION AREA |
| PUBLIC PARKS/SCHOOLS SITES | NONE |
| WATER BODIES WITHIN PROJECT AREA | NONE |
| TYPICAL LOT LAYOUT | N/A |
| OPTIONAL BUILDING ELEVATIONS | NONE |
| MAX LOT COVERAGE | 20% BPO COMMERCIAL |
| MAX IMPERVIOUS AREA | 60% BPO COMMERCIAL |
| TRANSPORTATION | AS SHOWN ON THE PLAN |
| ROADS | AS SHOWN ON THE PLAN |
| PROPOSED CROSS ACCESS | AS SHOWN ON THE PLAN |
| R/W WITHIN PROJECT BOUNDARIES | NONE |
| ADDITIONAL R/W TO BE DEDICATED | NONE |
| TRAFFIC CONTROL DEVICES | NONE |
| PUBLIC TRANSIT FACILITIES | NONE |
| PROPOSED MEDIAN OPENINGS | NONE |
| SIDEWALK LOCATIONS IN R/W | NO ADDITIONAL OPENINGS PROPOSED |

PROJECT DATA FOR TOTAL PD

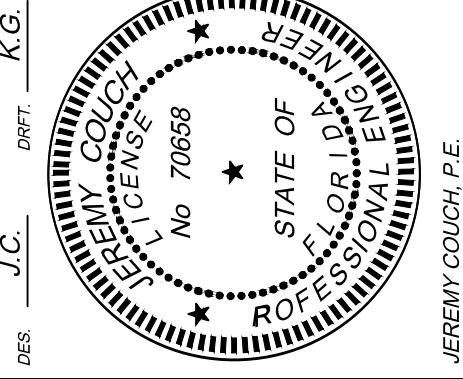
| | |
|-----------------------------------|---|
| FOLIO | 18838.0000 |
| TOTAL AC. | 4.878 AC |
| WETLAND AREA | 3.635 AC |
| FLOOD ZONE | 1.243 AC |
| ZONING | X, AE (BFE = 47.8) FIRM: 12057C0184H PD, RZ 06-0715 CW |
| FUTURE LAND USE | RES-4 |
| PROPOSED USES | GENERAL OFFICE MEDICAL OFFICE |
| DENSITY (PER COMP PLAN, 0.25 FAR) | UPLAND AREA X 1.25 X 25 FAR 3.635 X 1.25 X 25 = 1,136 AC MAX SF ALLOWED = 49,487 SF |
| DENSITY (PER BPO, 0.20 FAR) | 3.635 X 1.25 X 25 = 0,909 AC MAX SF ALLOWED = 39,586 SF |
| DENSITY (PROPOSED MAX, 0.17 FAR) | MAX TOTAL BUILDING = 26,500 SF MAX MEDICAL ALLOWED = 24,500 SF MAX BUILDING SIZE = 4,500 SF |
| UTILITIES | HILLSBOROUGH COUNTY WATER AND SEWER |
| PARKING | GENERAL - 3 SPACES PER 1,000 SF GFA MEDICAL - 5 SPACES PER 1,000 SF GFA |

TAMPA CIVIL DESIGN
17937 HUNTING BOW CIR. 5-102
LUTZ, FL 33558
(813) 920-2005 PHONE
(813) 482-9128 FAX

PROJECT: 195-2020
BAY LAKE PROFESSIONAL PARK
13512 BAY LAKE LN
TAMPA FL, 33618
FOLIO: 18938.0000

CLIENT:
WCD HOLDING, LLC
TAMPA, FL 33618
(813) 962 - 6544

| REVISION | DATE |
|---------------------------|----------|
| ISSUE FOR PERMITS | 10.13.20 |
| ISSUE FOR RECORDING | 09.14.20 |
| OFFSITE ROADWAY REVISIONS | 08.14.20 |
| OFFSITE ROADWAY REVISIONS | 08.14.20 |
| OFFSITE ROADWAY REVISIONS | 08.14.20 |
| OFFSITE ROADWAY REVISIONS | 08.14.20 |
| OFFSITE ROADWAY REVISIONS | 08.14.20 |



JEREMY COUCH, P.E.
PROFESSIONAL ENGINEER # 70658

DES: J.C. DWT. K.G.
PD PLAN
SHEET NO: PD-1

**COUNTY OF HILLSBOROUGH
LAND USE HEARING OFFICER'S RECOMMENDATION**

| | |
|-------------------------------------|--|
| Application number: | RZ PD 20-0103 |
| Hearing date: | December 14, 2020 |
| Applicant: | Waterford Construction & Development, Inc. |
| Request: | Rezone from Planned Development 06-0715 (8 single-family dwellings and 8 duplexes) to Planned Development (26,500 s.f. of professional/medical office space) |
| Location: | Northeast of the Dale Mabry Highway and Moran Road intersection, north of Moran Road |
| Parcel size: | 4.87 +/- acres |
| Existing zoning: | Planned Development 06-0715 |
| Future land use designation: | Residential-4 (4 du/ga; 0.25 FAR) |
| Service area: | Urban |
| Community planning area: | Greater Carrollwood-Northdale |

A. APPLICATION REVIEW

DEVELOPMENT SERVICES STAFF REPORT APPLICATION REVIEW SUMMARY AND RECOMMENDATION

1.0 SUMMARY

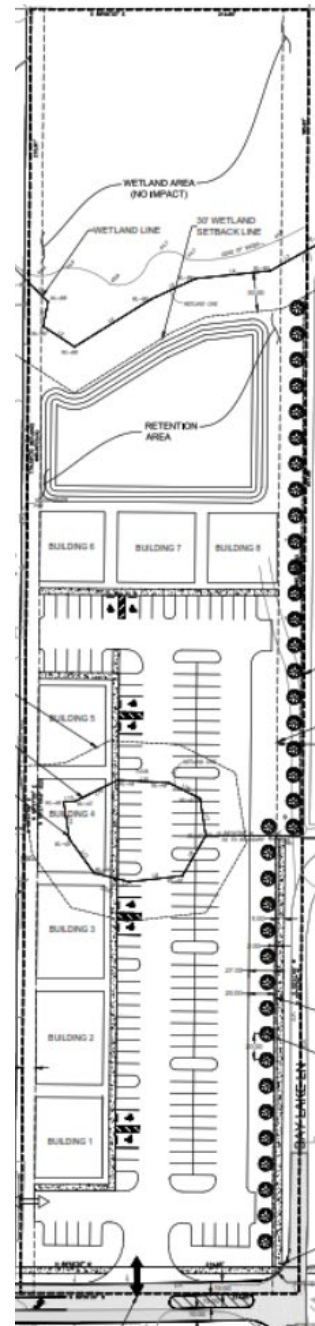
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Proposed development is for a maximum of 26,500 square feet of professional/medical office space (medical office maximum 24,500 square feet). There are eight proposed one-story structures to be between 2,000 and 4,500 square feet, architecturally designed with pitched roofs, landscaping, and to provide for residential character with the appearance of single-family homes.



ILLUSTRATIVE BUILDING ELEVATION



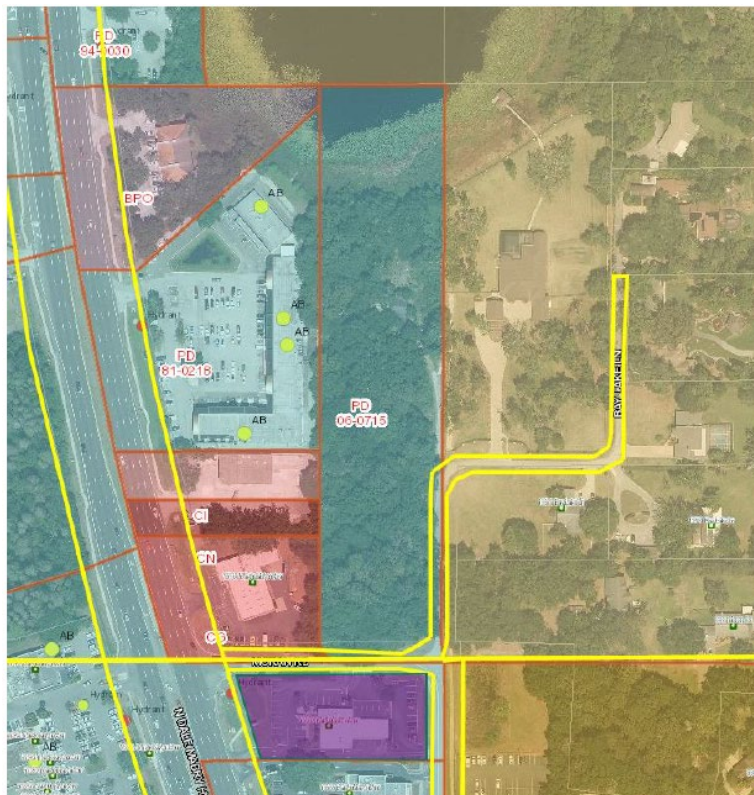
Proposed development standards are as follows:

- Maximum Buildings: eight
- Maximum Building size: 4,500 square feet
- Front yard setback: 10 feet
- Rear yard setback: 15 feet
- Side yard setback: 7.5 feet
- Maximum building height: 25 feet
- Maximum building coverage: 20 percent
- Maximum impervious surface ratio: 60 percent
- Maximum floor area ratio: .25
- Wetland setback: 30 feet

The project is in the R-4 Future Land Use Category which permits a maximum density of four units per acre.

Surrounding zoning and uses are:

| LOCATION | ZONING | USE / APPROVED FOR |
|----------|--|--|
| North | RSC-4 (Residential, Single-Family Conventional) | Little Bay Lake |
| South | PD (Planned Development) | Light commercial development |
| East | RSC-4 (Residential, Single-Family Conventional) | Single-family development |
| West | PD (Planned Development), Business Professional Office (BPO), Commercial Intensive (CI), Commercial Neighborhood (CN), and Commercial General (CG) | Light and heavy commercial development |



1.2 Compliance Overview with Land Development Code and Technical Manuals

The applicant is not asking for waivers or design variations. The applicant is requesting design exception and administrative variance from the Transportation Section (discussed below).

1.3 Evaluation of Existing and Planned Public Facilities

Water Resources Services offered the following comments:

This site is located within the Hillsborough County Urban Service Area therefore the subject property should be served by Hillsborough County Water and Wastewater Service. This comment sheet does not guarantee water or wastewater service or a point of connection. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site improvements as well as possible off-site improvements. There is an eight-inch water main exists adjacent to the site and is located within the north right-of-way of Moran Road. A four-inch wastewater force main exists approximately 180 feet from the site and is located west of the subject property within the east right of-way of N. Dale Mabry Highway.

The Transportation Section offered the following comments:

Transportation Review Section staff has no objection to the proposed rezoning, subject to the conditions proposed herein.

The proposed rezoning is anticipated to increase the number of trips potentially generated by development of the subject parcel (by 810 average daily trips, 62 a.m. peak hour trips, and 82 p.m. peak hour trips). The developer will be required to construct a minimum 5-foot wide sidewalks along its Bay Lakes Lane and Moran Road frontages. The developer will be required to dedicate and convey right-of-way to the County or provide an easement along Bay Lakes Lane. The project access will be via single connection to Moran Road. The developer is required to construct an eastbound to northbound left turn lane into the project driveway. The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. administrative variance request (dated November 5, 2020) to allow reduced access spacing. The request was found approvable by the County Engineer on December 2, 2020. If the rezoning is approved, the County Engineer will approve the variance. Moran Road is a substandard collector roadway. The applicant's Engineer of Record (EOR) submitted a Design Exception request (on November 20, 2020). The request was found approvable by the County Engineer on December 2, 2020. If the Design Exception is approved, the applicant will be required to make substandard road improvements consistent with the Design Exception. If the rezoning is approved, the County Engineer will approve the

Design Exception. The developer is proposing to modify the intersection of Bay Lakes Ln. and Moran Rd. such that it will be a 3-way stop controlled intersection. The developer is providing cross access along the western project boundary, as required by the LDC.

Impact fees for the proposed rezoning are estimated below (all rates are per 1,000 square feet):

| | | | |
|---|-------------|---|-------------|
| Non-Medical Office (Multi-tenant buildings) | | Single Tenant Office (non-medical) | |
| Mobility | \$5,374.00 | Mobility | \$5,410.00 |
| Fire | \$ 158.00 | Fire | \$ 158.00 |
| Total | \$5,532.00 | Total | \$5,568.00 |
| Medical Office (10,000 s.f. or less) | | Medical Office (greater than 10,000 s.f.) | |
| Mobility | \$11,553.00 | Mobility | \$16,821.00 |
| Fire | \$ 158.00 | Fire | \$ 158.00 |
| Total | \$11,711.00 | Total | \$16,979.00 |

1.4 Environmental/Natural Resources

Natural Resources reviewed the application and have no objections and have recommended conditions as the presence of a nearby bald eagle nest and the associated buffer zone that extends onto this site. Permits, buffers and timing restrictions as mandated by state and federal regulatory agencies must be adhered to with regards to disturbance of the nest. There are also trees that may qualify as Grand Oaks on the site.

The subject property contains wetlands that exist on two places including the northern portion and in the center of the property. The applicant has submitted for review to the Environmental Protection Commission (EPC) a request for approval of wetland impacts.

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:

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.

1. The site plan depicts wetland impacts that have not been authorized by the Executive Director of the EPC. The wetland impacts are indicated for office buildings and parking. EPC has received a wetland impact and mitigation

proposal that was submitted on April 23, 2020 and a request for additional information was issued on June 29, 2020. Wetland impacts must be authorized by the Executive Director of the EPC prior to a recommendation of construction plan approval.

2. 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.
3. 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.

1.5 Comprehensive Plan Consistency

The Planning Commission finds the request **CONSISTENT** with the Future of Hillsborough Comprehensive Plan. Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan. The rezoning request is compatible with the development pattern in the area. The office development would provide an appropriately scaled transition from the more intense commercial uses along Dale Mabry to single-family residential. The request would also facilitate the vision of the Greater Carrollwood- Northdale Community Plan.

1.6 Compatibility

In summary, the proposed rezoning provides appropriate buffer and screening and concentrates development away from nearby residential development. The applicant requests eight professional medical office buildings with a total of 26,500 sq. ft. The proposed professional/medical office buildings are being proposed along the west property line and site plan provides the required 20-foot buffer along the east boundary of the property. The proposed professional/medical office buildings use provides an appropriate transition to nearby single-family residential development. Based on the above consideration, staff finds the proposed rezoning compatible with the surrounding area. Other duplexes and RDC-12 districts exist in the area south of Broad Street, and a multifamily project less than 400 feet northwest of the site.

1.7 Agency Comments

The following agencies reviewed the application and offer no objections:

- Conservation and Environmental Lands Management
- Streets and Addresses

The following agencies have reviewed the request and offers conditions or comments:

- Environmental Protection Commission
- Impact & Mobility Fees
- Natural Resources
- Planning Commission
- Transportation Section
- Water Resources Services

1.8 Exhibits

Exhibit 1: Project Aerial

Exhibit 2: Zoning Map

Exhibit 3: Proposed General Site Plan: PD 20-0103

2.0 Recommendation

Prior to site plan certification the following changes shall be made to the general site plan:

1. Show the pavement/concrete for the required vehicular and pedestrian cross access connections extended to the western property boundary.
2. Change the label which reads "Cross Access per LDC" to "Proposed Vehicular and Pedestrian Cross Access".
3. Add all missing information to ensure the site plan meets minimum PD requirements. For example, required road information is missing.
4. Add an ADA compliant sidewalk connection between the sidewalk to be constructed along the Moran Rd. frontage and the internal sidewalk network.
5. Show accessible route pavement markings within the site.
6. Connecting the Building 6, 7 and 8 sidewalks with the internal sidewalk network for the remainder of the site. Sidewalk ramps within the parking lot shall not be offset (which could cause a visually impaired person difficulty). Please revise accordingly.
7. Correct roadway spelling "Dale Mabry" to read "Dale Mabry".
8. Delineate/label the existing Bay Lakes Ln. right-of-way. Label applicable area(s) as "Right-of-way/Easement Dedication Area – See Conditions of Approval".
9. Please modify the relevant note within the "Transportation" section to indicate "Right-of way dedication may occur at developer's option – see conditions of approval."

Approvable, subject to the conditions below, is based on the general site plan submitted January 2, 2020.

[Conditions enumerated in staff report.]

Staff's Recommendation: Approvable, Subject to Conditions.

B. HEARING SUMMARY

This case was heard by the Hillsborough County Land Use Hearing Officer on December 14, 2020. Mr. Brian Grady of the Hillsborough County Development Services Department Introduced the petition.

Applicant

Mr. Michael Horner spoke on behalf of the applicant, Waterford Construction & Development, Inc. Mr. Horner introduced the applicant's representatives, John Westfall and Nikki Baine of Waterford Construction and Development, and Michael Yates, Palm Traffic Engineering, who were all present in the hearing room. Mr. Horner also introduced Jeremy Couch of Tampa Civil Design, and Ken Jones, professional hydrogeologist, who appeared at the hearing remotely.

Mr. Horner stated the applicant has been working with staff for nearly a year on the proposed rezoning and is pleased to have recommendations from the Planning Commission and Development Services, which is recommending approval with conditions to which the applicant has no objections.

Mr. Horner explained the subject property is 4.8 acres located north of Moran Road, east of Dale Mabry. He stated that Dale Mabry is a 6-lane divided arterial highway and Moran Road is a collector roadway. Mr. Horner stated the subject property directly abuts a commercial corridor on Dale Mabry, with uses that include a Firestone automobile repair facility. He stated there is strip commercial on the west side directly abutting the proposed office park. Mr. Horner explained this pattern has existed for years. The subject property was originally zoned in 2006 for 16 attached and detached homes but remains undeveloped. He stated it is difficult to market single-family homes next to open service bays because it is noisy, and the operation is open all days of the week until evening hours.

Mr. Horner stated that approximately 1.2 acres of the 4.8-acre subject site have been delineated and designated wetland, with the remaining 3.6 acres of upland. He stated the proposed development does not encroach on Little Bay Lake, and the project will have a retention pond as a buffer so there will be no impacts or encroachments on the lake.

Mr. Horner stated there is an isolated .15-acre designated wetland internal to the site, which the Environmental Protection Commission is reviewing. He stated the applicant will seek permits and approvals or buying mitigation bank impact credits.

Mr. Horner asked Jeremy Couch of Tampa Civil Design, who appeared remotely, to share his computer screen showing the project site plan. Mr. Horner explained the applicant initially filed a site plan for 35,000 square feet, but staff had some objections. The initial plan had ten buildings, with 5 buildings on the east side of the site and 3 buildings on the west side. He stated the access point is aligned with the Grow Financial access south of the site. He explained that Bay Lake Lane encroaches onto the subject property by a substantial amount of 10 to 12 feet. The applicant modified its plan to allow for a buffer design variation that would have reduced the buffer to 9 feet and kept the 10 buildings. The applicant is giving to the County the encroached-upon part of the subject property. After further review and dialogue with staff, it was determined that design was insufficient. Staff expressed objections to the proximity of the buildings to Bay Lake Lane and the residence east of the subject property.

Mr. Couch shared his computer screen displaying the revised proposed site plan. Mr. Horner stated the applicant reconfigured the site plan, moving all buildings to the west side of the site and extending the buffer on the east side to the full 20-foot Type B, with full screening per Land Development Code section 6.06, with tree planting and fencing. Mr. Horner stated everything is being shifted to the west so that the County does not have to rebuild Bay Lake Lane further east. Mr. Horner stated the modified plan is a win-win because the County can leave Bay Lake Lane where it is, the residents have their access unchanged, and the site will have the full 20-foot buffer with tree planting.

Mr. Horner explained the applicant is now proposing 8 buildings with 26,500 square feet. He stated the subject property is designated Res-4 and it abuts OC-20, so with a more intensive project the applicant could flex the OC-20 and get a much higher FAR of .75.

Mr. Horner displayed the zoning map. He stated there is a bank south of the site and a Firestone business west of the site, both with access to Dale Mabry and to Moran Road. The applicant is providing cross access to the Firestone site. He pointed out the shopping center to the north and stated the subject property is behind those buildings. He stated that grease trap stations and service dumpsters are not an ideal transition for residential. The applicant thinks office is the most appropriate transitional district.

Mr. Horner stated that Bay Lake Lane will continue to serve the residents. He stated there is adequate buffer between the proposed use and the existing residences.

Going back to the site plan, Mr. Horner stated the Res-4 land use designation has a .25 FAR cap. He stated that even with the density transfer provisions for wetlands the applicant could still request up to 49,000 square feet on the 4.8-acre subject property. He stated the applicant never considered that, but did look at BPO, which

would provide .20 intensity and would have allowed 39,000 square feet. Mr. Horner stated he was providing this information as a comparison of intensity between maximum permitted, not entitlement. He stated it is the maximum that could be requested under BPO. The applicant is requesting 26,500 square feet, which is 13,000 square feet below the BPO standard.

Mr. Horner stated the applicant has worked hard with staff and gone through a number of provisions. He stated Moran Road comes through Dale Mabry from the east and curves to the south and then goes due east and connects with Lake Magdalene Boulevard and Orange Grove which run north-south. Mr. Horner stated Moran Road handles collector traffic and distributes that traffic to the arterial network, which is Dale Mabry Highway. The land uses to the south of Moran Road are the bank, also a synagogue, veterinary offices, and professional offices are on the west side of Moran. Mr. Horner stated that Office uses have clearly been an appropriate transitional use district throughout the Dale Mabry corridor.

Mr. Couch displayed on his shared screen an elevation depiction, and Mr. Horner explained the applicant agreed to condition the project with an illustrative elevation and is binding itself to buildings that are one-store and 25-feet in height. He stated the displayed elevation presents the idea of the architectural design features the applicant will construct. Mr. Horner stated the applicant has agreed not to exceed 4,500 square feet per building. However, the average building size will be between 2,000 and 4,000 square feet maximum to keep the total square feet at the threshold of 26,500 square feet.

Mr. Horner stated the applicant is also proposing sidewalks. The County has required sidewalks on the east side of the proposed project and the applicant wanted to construct sidewalks east of Bay Lake Lane where it has existing right-of-way. He explained that there is an existing termination of sidewalk east of Moran Road at the south side, and the applicant believed it would make sense to extend that on the east side of Bay Lake Lane and connect with where the residents are being served. However, the applicant was advised it could not place sidewalks there. Hence, the applicant is proposing to construct a new 5-foot-wide sidewalk next to the project's buffer, west of Bay Lake Lane. He stated the applicant will also construct sidewalks on Moran Road.

Mr. Horner stated the Planning Commission required a locational criteria waiver. The applicant does not agree a locational criteria waiver is necessary but did include the request in its narrative report.

Mr. Horner stated the applicant reached out to neighbors by conducting a Zoom meeting and has tried to address all the neighbors' concerns. He stated the applicant feels the amended site plan allows for a transition by clustering the buildings next to the most intensive OC-20 and CI uses to the west, then the parking lot and 20-foot buffer and sidewalk. He explained that office uses are transitional to residential because they are quiet and closed during evening hours

and weekends. Mr. Horner stated the applicant believes this is the ideal use, with the residential design and conditions.

Mr. Horner stated Jeremy Couch would address stormwater management and EPC issues and Michael Yates would address transportation improvements. The hearing officer advised Mr. Horner he had about one minute and a half left of his time. Mr. Horner said Mr. Yates would address transportation and he would go back on rebuttal.

Michael Yates of Palm Traffic stated the applicant has asked for a design exception for Moran Road and is proposing a three-lane section adding a left turn lane in Moran Road. He stated the applicant will maintain the existing 10-foot lane but shift it a little and install a Miami curb. He explained the applicant will create a T-intersection where Moran Road turns at Bay Lake Lane and install a Miami curb there. Mr. Yates stated the county engineer has found that design exception approvable.

Mr. Yates stated the applicant has also requested an administrative variance for driveway spacing. The driveway has been located to align with the Grow Financial access point. Through discussions with County staff the applicant determined that was the best location for the proposed project's access, and the applicant is requesting an administrative variance for the spacing.

Mr. Yates stated that the Florida Department of Transportation (FDOT) is looking at a safety upgrade for the Dale Mabry-Moran Road intersection that would potentially make that intersection a directional median opening and eliminate the left out turn that could occur there. Mr. Yates entered into the record the FDOT report.

The hearing officer asked the clerk to add one minute to the applicant's time. The hearing officer asked Mr. Yates to speak to the turn lane queue in design exception referred to in the record application materials. Mr. Yates stated the applicant was working with the County engineer on a left turn lane design exception but because of timing the applicant will work through that design exception as part of the construction plan process. He stated that was not needed for the rezoning.

The hearing officer asked Mr. Yates to explain more about the improvements FDOT has planned to make at the Dale Mabry-Moran Road intersection. Mr. Yates stated that FDOT did a safety analysis of the intersection and is looking at installing a directional median opening there. He stated this would eliminate the left out that currently can occur at that intersection. He stated the timing is questionable because it is not a typical Capital Improvements Project that is part of FDOT's operations group and the safety improvement. Mr. Yates again stated he was entering the FDOT report into the record.

Development Services Department

Ms. Laura Marley, Hillsborough County Development Services Department, presented a summary of the findings and analysis as detailed in the staff report previously submitted into the record. She stated Natural Resources staff has recommended conditions because of the presence of bald eagle nests. She stated Planning Commission found the request consistent. Development services staff finds the request approvable subject to the conditions based on the site plan submitted January 2, 2020.

Planning Commission

Ms. Yeneka Mills, Hillsborough County City-County Planning Commission, presented a summary of the findings and analysis as detailed in the Planning Commission report previously submitted into the record. Ms. Mills stated the request is consistent with the Residential-4 Future Land Use classification. She explained the subject property does not meet commercial locational criteria because Moran Road is not on the Highway Cost Affordable Map. She stated the applicant has requested a waiver to locational criteria. She stated the proposed development demonstrates a gradual transition from appropriately scaled office uses to single-family residential uses to the east and serves as a buffer between the more intense commercial uses on Dale Mabry. The proposal is compatible with the area and fulfills the intent of specific policies of the comprehensive plan and the Greater Carrollwood-Northdale Community Plan. Ms. Mills noted there are wetlands on the subject property, and that the Environmental Protection Commission has reviewed the proposed rezoning and determined a plan resubmittal is not required.

Ms. Mills stated the Planning Commission staff recommends the Hillsborough County Board of County Commissioners approve the locational criteria waiver. Planning Commission Staff finds the proposed rezoning consistent with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*, subject to conditions proposed by the Development Services staff.

Proponents

The hearing officer asked whether there was anyone at the hearing in person or online to speak in support of the application. There were none.

Opponents

The hearing officer asked whether there was anyone at the hearing in person or online to speak in opposition to the application. There were none.

Development Services Department

Mr. Grady stated there were no further comments for Hillsborough County Development Services.

Applicant Rebuttal

Mr. Horner introduced Ken Jones as an expert witness with Hydro Environmental Associates. Mr. Jones appeared remotely and stated he is a professional geologist licensed in the State of Florida. Mr. Jones stated he reviewed the testimony provided by Peter Schreuder and did agree with Mr. Schreuder's findings¹ except for one small difference. Mr. Jones stated a sinkhole is a breach in the aquifer that breaches the confining layer above the aquifer, which causes a direct conduit for contamination. He stated if there was any contamination coming off Dale Mabry into the sinkhole, then not being filtered could cause contamination of the groundwater. He stated the applicant's proposal to replace the sinkhole with a permanent stormwater pond is beneficial for the aquifer and the water quality as a whole.

The hearing officer asked Mr. Jones whether he was referring to the water body referred to as Bay Lake on the north side of the property. Mr. Jones stated he was talking about the small sinkhole in the middle of the property, which is depicted as a wetland on the site plan. Mr. Jones stated that he reviewed the testimony of Peter Schreuder, and that Mr. Schreuder is suggesting the flow off Dale Mabry is going into the sinkhole and creating a protective bubble around the area. Mr. Jones stated that he agreed the sinkhole is creating a bubble, but the bubble could contain contaminated water because it is not getting filtered. He explained a sinkhole does not provide good filtration because it is a direct conduit between the ground surface and the groundwater below.

The hearing officer asked Mr. Jones whether his point was that the retention area depicted in the site plan will collect the runoff or contamination and treat it. Mr. Jones confirmed the retention area will treat the contamination and create a much better quality of water that is allowed to recharge into the aquifer.

Mr. Horner stated that was the point he was trying to make on rebuttal. He stated the project will be engineered with a stormwater management system that will collect stormwater, filtration pond pretreat, then discharge into Bay Lake as much cleaner source water than that coming across Dale Mabry today.

C. EVIDENCE SUBMITTED

The applicant presented a packet of documentary evidence that included pages 1 and 2 from the Development Services staff report, and a District Wide Access Management Safety Studies report of the Moran Road/Dale Mabry intersection prepared for FDOT by Gresham Smith.

D. FINDINGS OF FACT

1. The subject property is approximately 4.8 acres, consisting of 3.6 acres of upland and 1.2 acres of wetlands. The property is located northeast of the Dale

¹ Peter Schreuder, FI P.G. 1043, CPG 08373, Hydrogeologist, did not appear at the hearing but did prior to the hearing submit a report in opposition to the rezoning.

Mabry and Moran Road intersection, on the north side of Moran Road and the west side of Bay Lake Lane.

2. The subject property is currently zoned PD 06-0715 for 8 single-family dwellings and 8 duplexes.
3. The subject property is designated Residential-4 on the Future Land Use Map. The subject property is within the Greater Carrollwood-Northdale Community Plan.
4. The subject property is within the Urban Service Area.
5. Surrounding properties are zoned RSC-4 to the north, PD to the south, RSC-4 to the east, and PD, BPO, CI, CN, and CG to the west. Uses include Little Bay Lake to the north, light commercial development to the south, single-family development to the east, and light and heavy commercial development to the west.
6. The applicant is requesting to rezone the subject property to a Planned Development to allow 8 professional/medical office buildings with a maximum total of 26,500 square feet, and with medical office space capped at a maximum of 24,500 square feet.
7. The subject property does not meet commercial locational criteria. The applicant has requested a waiver of locational criteria and provided the following justifications in support of the waiver:
 - a. This parcel is located directly east of a 6-lane divided arterial highway and an intersection with high volumes of thru traffic impacting future development of this site. Moran Road is functionally classified as a Collector Roadway on the adopted Functional Classification Map.
 - b. This parcel lies directly across and abuts property currently zoned for intense commercial uses including a automobile repair establishment with open bays directly to the west and a bank with several drive thru lanes south of Moran Road with cross access proposed thru Firestone repair center.
 - c. This parcel serves as an ideal transitional use as noted in the FLUE (Future Land Use Element) provisions where office is recognized as an appropriate land use between established commercial uses and shopping centers and existing residential uses with an FAR of .17, well below the FAR cap of .25 in RES 4 and .20 within the BP O district.
 - d. The applicant is proposing very restricted medical and general office space with limited building intensities, one story maximum height with

pitched roofs and no direct orientation or access to residential uses. A full 20' buffer is provided with no waivers to the residential lots to the east with new sidewalk and screening proposed eliminating any viewlines with buildings moved entirely to the western property line of this parcel.

- e. This parcel is a prime candidate for urban infill development given Urban Service Area location, proximity to urban services and utilities, development patterns and zoning districts in close proximity and low proposed FAR coverage. The applicant has agreed to construct a 3-lane roadway section on Moran Road to provide for improvements as well convert this roadway to a T stop sign controlled intersection.
8. Planning Commission staff reviewed the applicant's justifications and recommended the Hillsborough County Board of County Commissioners approve the waiver to commercial locational criteria.
 9. The applicant requested an administrative variance to LDC section 6.04.02.B. to allow reduced access spacing. The Hillsborough County Engineer found the request approvable, and if the rezoning is approved will the County Engineer will approve the administrative variance.
 10. The applicant requested a design exception to LDC section 6.04.04.D. and Transportation Technical Manual section 5.6 for turn lane and other improvements on Moran Road, which is a substandard roadway. The applicant has also proposed to redesign the free flow curve at Moran Road and Bay Lake Lane and as a "T" intersection with a three-way stop. The Hillsborough County Engineer found the design exception approvable, and if the rezoning is approved the County Engineer will approve the design exception.
 11. The site plan and rezoning conditions require buffering and screening to be in accordance with LDC section 6.06.06, and all lighting to be shielded and directed away from the single-family residences in accordance with LDC section 6.10.00.
 12. The requested rezoning provides appropriate buffering and screening and concentrates development away from nearby residential development.
 13. The requested rezoning will allow development that provides an appropriately scaled, gradual transition in land use from the more intense commercial development west of the subject property to the residential development east of the subject property.
 14. The requested rezoning, subject to the conditions enumerated in the Development Services Staff Report, is compatible with surrounding land uses.

15. The requested rezoning, subject to the conditions enumerated in the Development Services Staff Report, would allow for development that is consistent with the goals, objectives, and policies of the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough Avenue* and would facilitate the vision of the Greater Carrollwood-Northdale Community Plan.

E. FINDINGS OF COMPLIANCE OR NON-COMPLIANCE WITH COMPREHENSIVE PLAN

The rezoning request is in compliance with and does further the intent of the Goals, Objectives, and Policies of the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*.

F. CONCLUSIONS OF LAW


Based on the evidence and testimony submitted in the record and at the hearing, including reports and testimony of Development Services Staff and Planning Commission staff, applicant's testimony and evidence, there is substantial competent evidence demonstrating the requested rezoning is consistent with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough Avenue*, and does comply with the applicable requirements of the Hillsborough County Land Development Code.

G. SUMMARY

The applicant is requesting to rezone approximately 4.8 acres from Planned Development 06-0715 (eight single-family dwellings and eight duplexes) to a Planned Development (26,500 square feet of professional/medical office space). The proposed rezoning would allow development of the site with a maximum of 26,500 square feet of professional/medical office space, consisting of 8 one-story structures between 2,000 and 4,500 square feet each.

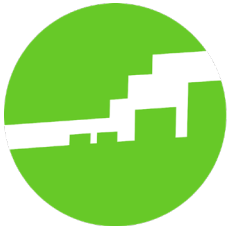
H. RECOMMENDATION

Based on the foregoing Findings of Fact and Conclusions of Law, this recommendation is for **APPROVAL** of the rezoning request.


Pamela Jo Hatley
Land Use Hearing Officer

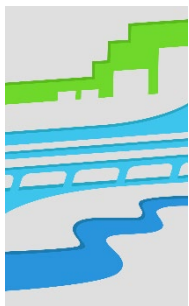
January 4, 2021

Date



**Hillsborough County
City-County
Planning Commission**

| Unincorporated Hillsborough County Rezoning | |
|---|--|
| Hearing Date: December 14, 2020 Report Prepared: December 14, 2020 | Petition: PD 20-0103 <i>Northeast of the Dale Mabry Highway and Moran Road intersection, north of Moran Road</i> |
| Summary Data: | |
| Comprehensive Plan Finding: | CONSISTENT |
| Adopted Future Land Use: | Residential-4 (4 du/ga; 0.25 FAR) |
| Service Area | Urban |
| Community Plan: | Greater Carrollwood-Northdale |
| Requested Rezoning: | Planned Development (PD 06-715) to Planned Development to allow for up to 26,500 sq. ft. of up to eight (8) one-story general and medical office buildings |
| Parcel Size (Approx.): | 4.87 +/- acres |
| Street Functional Classification: | Dale Mabry Highway – Principal Arterial Moran Road – Collector |
| Locational Criteria | The site does not meet location criteria; a waiver has been submitted |
| Evacuation Zone | The subject property is not located within an Evacuation Zone |



Context

- The approximately 4.87-acre property is generally located northeast of the Dale Mabry Highway and Moran Road intersection, north of Moran Road. The subject property is located within the Urban Service Area. It falls within the limits of the Greater Carrollwood-Northdale Community Plan.
- The subject property's Future Land Use designation is Residential-4 (RES-4). Typical uses of RES-4 include residential, suburban scale neighborhood commercial, office uses, multi-purpose projects, and mixed-use development. RES-4 primarily surrounds the property.
- The subject property is a single-family lot and zoned for Planned Development allowing for single-family residential development. Single-family lots with Residential Single-Family Conventional-4 (RSC-4) are located to the north and east of the subject property. Business Professional Office (BP-O) and Planned Development zoning allowing for light commercial development is located to the north and the west. Light and heavy commercial uses with Commercial Intensive (CI), Commercial Neighborhood (CN) and Commercial General (CG) zoning are located to the west along Dale Mabry Highway. A Planned Development is located to the south and developed with light commercial uses. A church and single-family uses are located southeast of the subject property with Residential Single-Family Conventional-6 (RSC-6) zoning.
- The applicant requests rezoning the subject property from Planned Development (PD 06-0715) to Planned Development to allow for up to 26,500 sq. ft. of up to eight (8) one-story general and medical office buildings.

Compliance with Comprehensive Plan:

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

Future Land Use Element

Urban Service Area (USA)

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

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

Neighborhood/Community Development

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

Policy 16.1: *Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as:*

- a. *locational criteria for the placement of non-residential uses as identified in this Plan;*
- b. *limiting commercial development in residential land use categories to neighborhood scale;*
- c. *requiring buffer areas and screening devices between unlike land uses;*

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

Policy 16.3: *Development and redevelopment shall be integrated with the adjacent land uses through:*

- a. *the creation of like uses; or*
- b. *creation of complementary uses; or*
- c. *mitigation of adverse impacts; and*
- d. *transportation/pedestrian connections*

Policy 16.16: Application of Densities to Lands Fronting Water Bodies: *In addition to the restrictions on the calculations of densities and on the prohibition against the use of naturally occurring open water bodies for density credits, the determination of the appropriate levels of density during the development review process for lands fronting on water bodies, as previously defined, shall be further limited to a density level comparable and compatible with other development parcels and lots fronting on lakes, streams and rivers. In the case of lakes, comparable and compatible development shall be determined by at least 51% of the land area adjacent to the lake having been developed in a similar fashion. In the case of streams and rivers, the 51% development pattern described above shall extend one-half mile from the subject parcel along either side of the stream or river. The purpose of this restriction is to insure the continuation and protection of the established large lot, lower density residential land uses and character of lands fronting on Hillsborough County's lakes, streams and rivers, and to prevent the application of other provisions in the Land Use Element from being construed as granting higher density uses in those locations*

Objective 22: *To avoid strip commercial development, locational criteria for neighborhood serving commercial uses shall be implemented to scale new commercial development consistent with the character of the areas and to the availability of public facilities and the market.*

Policy 22.7: *Neighborhood commercial activities that serve the daily needs of residents in areas designated for residential development in the Future Land Use Element shall be considered provided that these activities are compatible with surrounding existing and planned residential development and are developed in accordance with applicable development regulations, including phasing to coincide with long range transportation improvements.*

The locational criteria outlined in Policy 22.2 are not the only factors to be considered for approval of a neighborhood commercial or office use in a proposed activity center. Considerations involving land use compatibility, adequacy and availability of public services, environmental impacts, adopted service levels of effected roadways and other policies of the Comprehensive Plan and zoning regulations would carry more weight than the locational criteria in the approval of the potential neighborhood commercial use in an activity center. The locational criteria would only designate locations that could be considered, and they in no way guarantee the approval of a particular neighborhood commercial or office use in a possible activity center.

Policy 22.8: The Board of County Commissioners may grant a waiver to the intersection criteria for the location of commercial uses outlined in Policy 22.2. The waiver would be based on the compatibility of the use with the surrounding area and would require a recommendation by the Planning Commission staff. Unique circumstances and specific findings should be identified by the staff or the Board of County Commissioners which would support granting a waiver to this section of the Plan. The Board of County Commissioners may reverse or affirm the Planning Commission staff's recommendation through their normal review of rezoning petitions. The waiver can only be related to the location of the neighborhood serving commercial or agriculturally oriented community serving commercial zoning or development. The square footage requirement of the plan cannot be waived.

Conservation and Aquifer Recharge Element

Wetlands and Floodplain Resources

Objective 4: *The County shall continue to apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values provided by the functions performed by wetlands and other surface waters authorized for projects in Hillsborough County, consistent with the Uniform Mitigation Assessment Method. The County shall work with the Environmental Protection Commission, the Southwest Florida Water Management District, the Florida Department of Environmental Protection, and the Tampa Bay Estuary Program to achieve a measurable annual increase in ecological values provided by the functions performed by wetlands and other surface waters. It shall be the County's intent to maintain optimum wetland functions as well as acreage.*

Policy 4.1: *The County shall, through the land use planning and development review processes, and in cooperation with the Environmental Protection Commission, continue to conserve and protect wetlands from detrimental physical and hydrological alteration.*

Policy 4.3: *The County shall, through the land planning and development review processes, and in cooperation with the Environmental Protection Commission, continue to prohibit unmitigated encroachment into wetlands.*

Policy 4.12: *Priority shall be given to avoiding the disturbance of wetlands in the County and to encourage their use only for purposes which are compatible with their natural functions and environmental benefits.*

Policy 4.13: *Development which impacts wetlands may be deemed appropriate only as a last resort; where:*

1. *reasonable use of the property is otherwise unavailable and/or onsite preservation of a functioning wetland system is deemed unsustainable;*
2. *the adverse impact is offset by the benefit of the development to the public such that it is reasonable, in the public interest and an acceptable mitigation plan is proposed.*

This determination shall be made by Hillsborough County and/or the Environmental Protection Commission of Hillsborough County.

Policy 4.14: *The development review process, part of a comprehensive program for the protection of wetlands, shall make every effort to maintain natural undisturbed wetlands by way of a sequential review process that first evaluates all means of avoiding wetland impacts in regard to a particular project; if necessary, secondly, evaluates and requires measures to minimize wetland impacts; and if necessary, thirdly, evaluates and requires the mitigation of wetland impacts.*

Livable Communities Element

Greater Carrollwood – Northdale Community Plan

1. Community Growth/Revitalization

Encourage development and redevelopment opportunities that reflect the citizens' vision for an aesthetically pleasing, well designed, transit supported, mixed use activity centers and residential neighborhoods which promote a vibrant and economically sustainable community.

Goal 1: *Establish sustainable community activity centers that allow the citizens to live, work and play all within walking distance.*

Strategies:

- *Discourage new development of strip commercial in our community, mixed use development and redevelopment shall be focused at identified community activity center or intersections complying with the locational criteria.*
- *Priority shall be given to the following locations as community activity centers identified for revitalization and redevelopment using Transit Oriented Development (TOD) techniques: near the intersections of North Dale Mabry Highway and Handy Road, North Dale Mabry Highway, Florida Avenue and Fletcher Avenue/ Bearss Avenue, and at the intersections of Lynn Turner Road and Erlich Road, and Gunn Highway and Nixon Road. (see concept map)*
- *Establish incentives for redevelopment and revitalization programs (i.e. façade enhancement) for community activity centers, especially within non-residential portions along North Dale Mabry Highway and Florida Avenue.*
- *Encourage higher density development and redevelopment to coordinate with the adopted transit plans (TBARTA Master Plan) at community activity centers, especially along Dale Mabry Highway and Florida Avenue.*
- *At Handy Road along Dale Mabry Highway, allow expansion of existing commercial and residential uses; encourage hotels with family-friendly amenities; and multi-story buildings designed with retail and restaurants on ground floor and offices or residential on the upper floors.*
- *Create and adopt a redevelopment overlay for North Dale Mabry and Florida Avenue Corridors. Features of these overlays include:*
 - *Improve address numbering and readability.*

- *Traditional neighborhood development (TND) standards or form based codes to the extent possible for development and redevelopment projects.*
- *Architectural design standards for the redevelopment of the corridors.*
- *Sustainable building practices such as green roofs, cisterns, Florida Friendly landscaping, etc.*
- *Community facilities and residential support uses with appropriate parking and functional open space.*
- *Incentives for adaptive reuse of existing facilities and redevelopment activities.*
- *Explore transportation methods to improve cross access between businesses and to connect the network along Dale Mabry instead of single access points directly from Dale Mabry.*
- *Transportation planning methods to discourage traffic on North Dale Mabry Highway and Florida Avenue, especially circulator busses, or through identification of alternative network of parallel alleys or feeder/frontage roads.*

(Below) The TOD principle of designing places for people—a pleasant walking environment is created with street trees and human-scaled building elements.



- *Support non-residential architectural design that is consistent throughout the community.(i.e. appearance of a simple upscale professional area, not rural setting)*
- *Discourage expansion of commercial along North Dale Mabry Highway when not located in an identified activity center or redevelopment overlay area.*

Transit Oriented Development (TOD) is:

- **Dense** – *Higher densities should be concentrated within walking distance (¼ to ½ mile) of stations*
- **Designed for people** – *All transit users are pedestrians at one end of their trip, so transit oriented development is by necessity pedestrian friendly in its design*
- **Diverse** – *Providing a variety of uses within walking distance of the transit station allows transit riders to complete their daily activities without use of an automobile*



(Above) The TOD principle of diversity promotes vertical mixed use, such as buildings with retail on the bottom and office or residential on the upper levels.

Community Activity Centers shall be designed for people and:

- Offer a variety of uses
- Focus around existing and planned infrastructure and transit
- Provide access across property lines with interconnected parking areas that allow cross traffic of people and cars
- Encourage the location of buildings that are highly accessible to pedestrians, bicyclists and other forms of transportation
- Encourage the development of parking garages

Commercial Redevelopment and Revitalization areas shall be designed with the pedestrian in mind, allowing people to walk and bike to their destinations. Another component of redevelopment is the provision of functional public open space. As redevelopment intensifies, additional public open space needs to be provided to accommodate meeting and recreation needs of the areas as well as providing an aesthetic quality to the area.



(Above) The integration of retail uses on the lower level with office uses on the upper floors is one local example (Main Street at Hampton Lakes off Race Track Road) of vertically-integrated mixed use.

2. Community Design/Culture



Maintain and enhance community pride by promoting the areas' history, culture and volunteerism while preserving each community's value and unique character. As the area redevelops it is important that the existing residential neighborhoods remain suburban in nature.



Goal 2: Reinforce community identity through maintenance and enhancement of the community's unique characteristics, assets and physical appearance.

Strategies:

- Promote focal points and landmarks that reflect the uniqueness of the each neighborhood within community area.
- New development and redevelopment shall use compatibility design techniques to ensure the appearance (architectural style), mass and scale of development is integrated with the existing suburban nature of each neighborhood. (i.e. transitions, buffers etc).
- Preserve the character and integrity of existing neighborhoods through increased code enforcement.

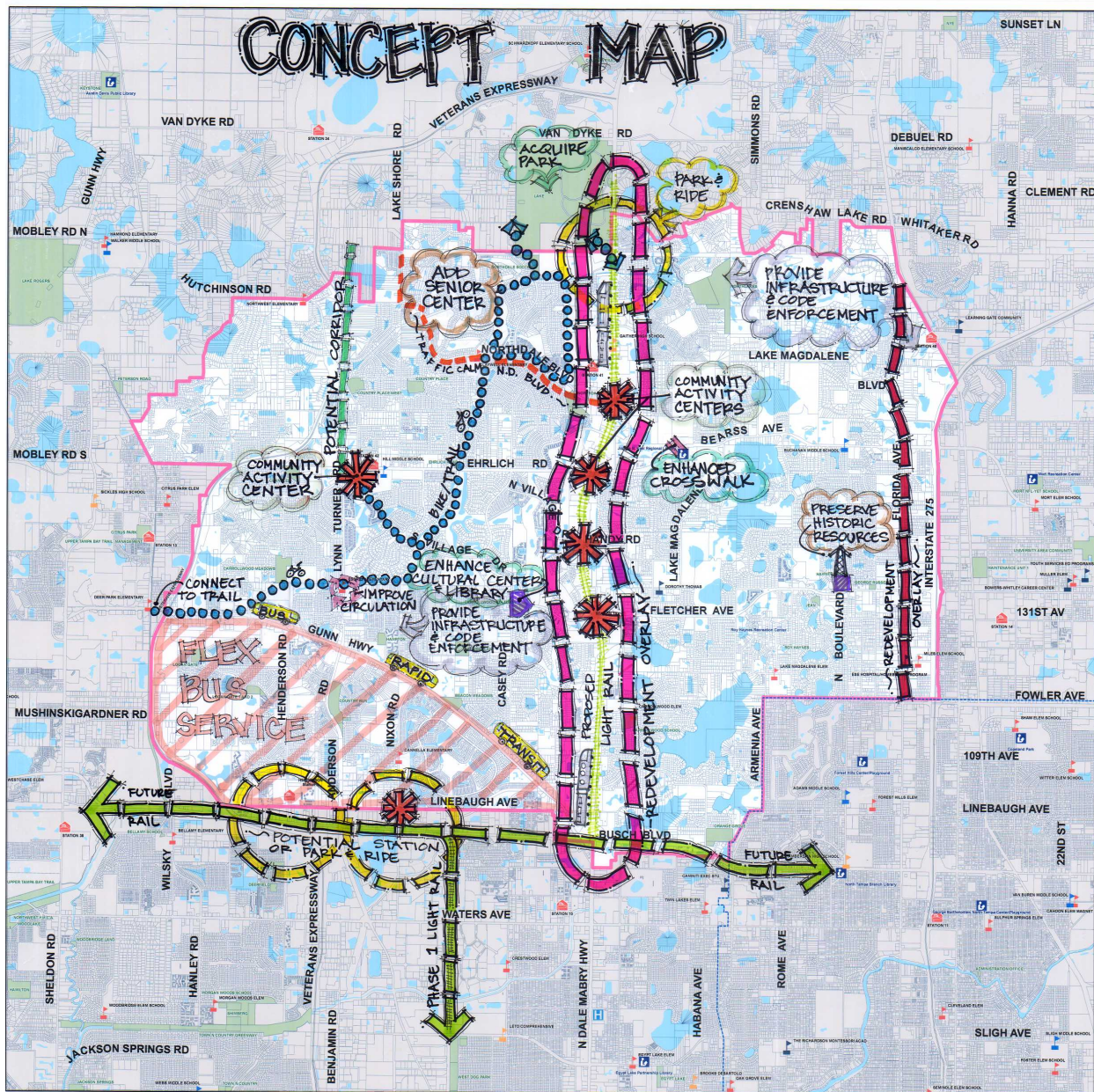


Figure 22A – Greater Carrollwood-Northdale Communities Plan Concept Map, Livable Communities Element, Unincorporated Hillsborough County Comprehensive Plan

Staff Analysis of Goals, Objectives and Policies:

The approximately 4.87-acre property is generally located northeast of the Dale Mabry Highway and Moran Road intersection, north of Moran Road. The subject property is located within the Urban Service Area. It is located within the limits of the Greater Carrollwood-Northdale Community Plan.

The applicant originally requested rezoning the subject property from Planned Development (PD 06-0715) to Planned Development to allow for up to 35,000 sq. ft. of up to ten (10) one-story general and medical office buildings. The application originally requested a variation from the Hillsborough Land Development Code to reduce the required buffer along the eastern property line abutting Bay Lake Lane to accommodate a County required 5-foot sidewalk and separation requirements. After meeting with Planning Commission and Development Services staff, the applicant now requests eight (8) general and medical office buildings with a total of 26,500 sq. ft. No buildings are being proposed along the eastern property line and site plan provides the required 20-foot buffer along the eastern boundary of the property.

The subject property does not meet commercial locational criteria and a waiver is required (Policy 22.8, FLUE). A waiver has been submitted for review. The waiver states that the subject parcel is located directly east of a 6-lane divided arterial highway and an intersection with high volumes of thru traffic impacting future development of this site. The waiver also asserts that the subject parcel lies directly across and abuts property currently zoned for intense commercial uses including an automobile repair establishment with open bays directly to the west and a bank with several drive thru lanes south of Moran Road. It asserts that the parcel serves as an ideal transitional use as noted in the Future Land Use Element provisions where office is recognized as an appropriate land use between established commercial uses and shopping centers and existing residential uses.

The waiver states that the applicant is proposing very restricted medical and general office space with limited building intensities, one story maximum height with pitched roofs and no direct orientation or access to residential uses including a building elevation for design element example. The required 20-foot buffer is provided with no waivers to the residential lots to the east with new sidewalk and screening proposed eliminating any view lines with buildings moved entirely to the western property line of this parcel. The waiver states the parcel is a prime candidate for urban infill development given Urban Service Area location, proximity to urban services and utilities, development patterns and zoning districts in close proximity and low proposed FAR coverage. The waiver asserts that Moran Road is currently classified as a Collector Roadway on the current Functional Classification Map for the connecting portion from Orange Grove Drive to Dale Mabry Highway due to high thru traffic movements between corridors.

Parcels along Dale Mabry Highway are designated Office Commercial-20 (OC-20) on the Future Land Use Map. The Land Use category then transitions to Residential-4 (RES-4), allowing for the development pattern to transition from commercial to residential uses to the east. The subject parcel is designated Residential-4. The specific intent of the category is for low density residential development. Suburban scale neighborhood, commercial, office and mixed-use projects serving the area may be permitted subject to locational criteria.

The Comprehensive Plan requires that established and planned neighborhoods and communities be protected by restricting incompatible land uses through mechanisms such as buffer areas and screening devices between unlike land uses (16.1, FLUE). The Comprehensive Plan also requires gradual transitions of intensities between different land uses be provided for as new development is proposed and approved, through the use of professional site planning, buffering and screening techniques and control of specific land uses (Policy 16.2, FLUE). Development and redevelopment are required to be integrated with the adjacent land uses through creation of complementary uses (Policy 16.3, FLUE). The Comprehensive Plan per policy 16.16, also requires staff to consider the current residential development pattern around lakes.

The subject parcel fronts Little Bay Lake where half of the development to the east of the subject site surrounding the lake are single-family residential lots. The proposed office use and scale provides a gradual transition into the single-family residential uses to the east. A storm water pond is proposed on the northern portion of the site which immediately fronts the lake. The site plan concentrates development below the storm water pond and toward the western side of the site. The site plan also provides the full 20-foot buffer and sidewalk to the east.

Per Policy 1.4 (FLUE), compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development. The proposed rezoning has demonstrated a gradual transition from appropriately scaled office uses to the single-family residential to the east through site planning, buffering and screening. The proposed office use also serves as a buffer between the more intense commercial uses along Dale Mabry and the single-family residential uses to east. The proposed rezoning is compatible with the area fulfills the intent of Policies 1.4, 16.1, 16.2 and 16.3 (FLUE). Planning Commission staff recommends the Hillsborough Board of County Commissioners approve the waiver to Commercial Locational Criteria.

The Greater Carrollwood Northdale Community Plan identifies several activity centers or intersections. One of the activity centers identified is the Handy Road and Dale Mabry Highway intersection. The Plan allows for the expansion of existing commercial and residential uses at the Handy Road and Dale Mabry intersection. Hotels with family-friendly amenities; and multi-story buildings designed with retail and restaurants on ground floor and offices or residential on the upper floors are encouraged at this intersection.

While the subject property is located south of the intersection, it is located within the limits of the Community Plan’s Development Overlay. Goal 2 of the Greater Carrollwood-Northdale Community Plan requires that new development and redevelopment use compatibility design techniques to ensure the appearance (architectural style), mass and scale of development is integrated with the existing suburban nature of each neighborhood. (i.e. transitions, buffers etc). The proposed rezoning provides appropriate buffer and screening and concentrates development away from nearby residential development. The proposed office use provides an appropriately scaled transition to nearby single-family residential development without the encroachment of intensive commercial development.

There are wetlands present on the subject property. The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed rezoning. The EPC has determined a resubmittal is not necessary for the site plan's current configuration. If the site plan changes, EPC staff will need to review the zoning again.

Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan. The rezoning request is compatible with the development pattern in the area. The office development would provide an appropriately scaled transition from the more intense commercial uses along Dale Mabry to single-family residential. The request would also facilitate the vision of the Greater Carrollwood-Northdale Community Plan.

Recommendation

Based upon the above considerations, the Planning Commission staff finds the proposed Major Modification **CONSISTENT** with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*, subject to conditions proposed by the Development Services Department.

HILLSBOROUGH COUNTY RZ PD 20-0103

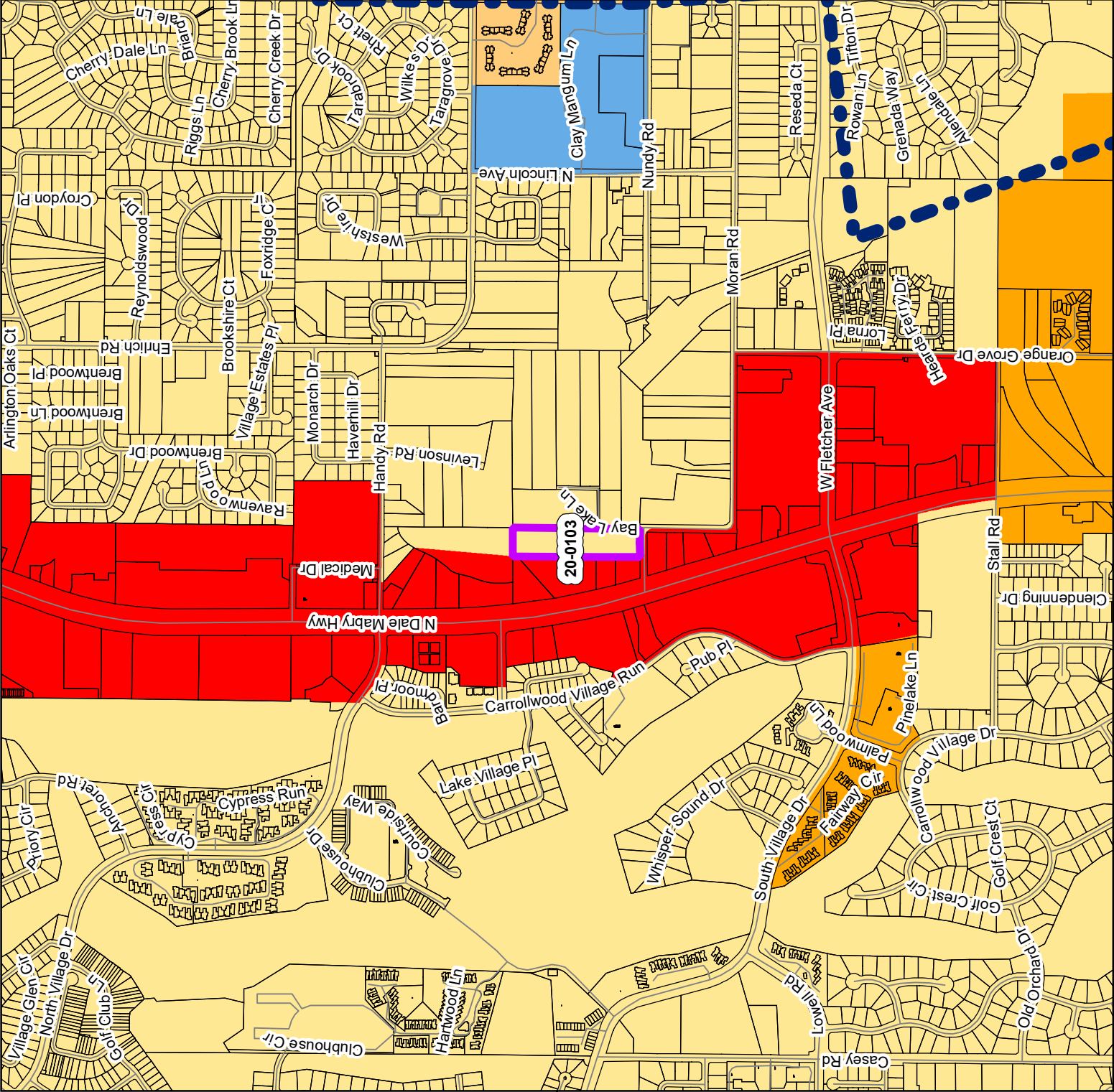
- Rezonings STATUS
- <all other values>
 - APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING

- Tampa Service Area
- Urban Service Area
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels
- AGRICULTURAL/MIXING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-12 (.25 FAR)
- AGRICULTURAL-110 (.25 FAR)
- AGRICULTURAL/RURAL-15 (.25 FAR)
- AGRICULTURAL ESTATE-12.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-8 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (9) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (1.0 FAR)
- RETAIL COMMERCIAL
- LIGHT INDUSTRIAL PLANNED (.50 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- HEAVY INDUSTRIAL (.50 FAR)
- PUBLIC/GROUPS/PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE



DATA SOURCES: Rezonings boundaries from The Planning Department, Hillsborough County Property Appraiser, and other public sources. This map may not be reproduced in part or full for any purpose without specific approval of Hillsborough County. ACCURACY: It is intended that the accuracy of this map comply with U.S. national map accuracy standards. Hillsborough County is not responsible for any errors or omissions in this map. For the most current data and information, use the appropriate source.

Map Printed from Rezoning System: 11/20/2019
 Author: Gregory E. Colangelo
 File: C:\Rezoning\SystemMap\Projects\RC\Reg_1\Rezoning.mxd





**GENERAL
SITE PLAN
FOR
CERTIFICATION**



DEVELOPMENT SERVICES

PO Box 1110, Tampa, FL 33601-1110

HILLSBOROUGH COUNTY
DEVELOPMENT SERVICES DEPARTMENT

GENERAL SITE PLAN REVIEW/CERTIFICATION

DEPUTY COUNTY ADMINISTRATOR

Lucia E. Garsys

Project Name: Bay Lake Professional Park

Zoning File: RZ-PD 20-0103 Modification: None

Atlas Page: None Submitted: 1/27/21

To Planner for Review: 1/28/21 Date Due: ASAP

Contact Person: Mike Horner Phone: 813.962.2395/mdhorner.aicp@gmail.com

Right-Of-Way or Land Required for Dedication: Yes No

- The Development Services Department HAS NO OBJECTION to this General Site Plan.
- The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:

Reviewed by: Laura Marley Date: 1/28/21

Date Agent/Owner notified of Disapproval:

PD APPLICATION: RZ 20-0103

LEGAL DESCRIPTION:

THAT CERTAIN PARCEL OF LAND, BEING 2.00 ACRES OF THE SOUTH 8900 FEET OF THE 5001.00 FEET WEST 1/2 OF SECTION 14, TOWNSHIP 28 SOUTH, RANGE 18 EAST, HILLSBOROUGH COUNTY, FLORIDA, LYING SOUTH, RANGE 18 EAST, HILLSBOROUGH COUNTY, FLORIDA, LYING EAST OF A LINE DESCRIBED AS FOLLOWS:

COMMENCING AT THE SW CORNER OF THE EAST 220.0 FEET OF THE DISTANCE OF 5.55 FEET TO A POINT OF BEGINNING; THENCE RUN N 89°50'07" E A DISTANCE OF 3.19 FEET FROM THE NW CORNER OF THE EAST 225 FEET OF THE SOUTH 8900 FEET LINE TO THE CORNER OF THE SE 1/4 OF SECTION 14, TOWNSHIP 28 SOUTH, RANGE 18 EAST;

NOTE:

BUILDING DIMENSIONS SUBJECT TO CHANGE AS LONG AS MAX BUILDING AREA IS NOT EXCEEDED AND MAX TOTAL BUILDING AREA OF 26,500 SF ARE UPHOLD.

TAMPA CIVIL DESIGN
1797 HUNTING BOW CR. S-102
LUTZ, FL 33558
(813) 920-2005 PHONE
(813) 482-9128 FAX

PROJECT: 056-03209
BAY LAKE PROFESSIONAL PARK
13512 BAY LAKE LN
TAMPA, FL 33618
(813) 962-6544
WCD HOLDING, LLC
91805 74
TAMPA, FL 33618

CLIENT:

LEGEND

- PROPOSED ASPHALT ADDITION
- PROPOSED PAVING AND OVERLAY
- PROPOSED CONCRETE
- EXISTING SHADE TREES PLANTED TO GC

SCALE: 1"=60'
GRAPHIC SCALE (IN FEET)

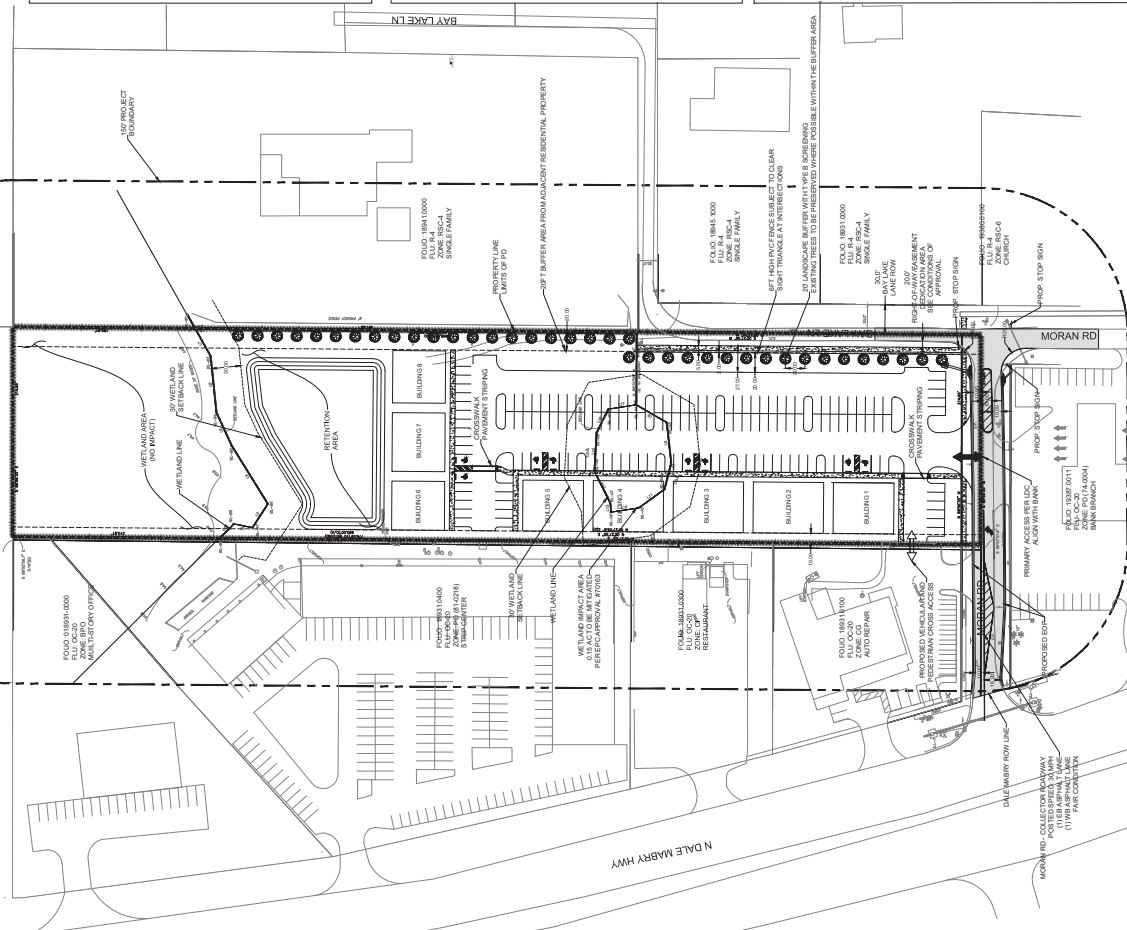
0 30 60 120 150 180

| | |
|--|--|
| ENVIRONMENTAL SENSITIVE AREAS | 1.5M AC WETLANDS (DEPENDENT ON CONSULTATION) |
| MANHOLE WATER BODIES | NONE |
| WETLAND WATER BODIES | NONE |
| GREATER CAROLWOOD NORTHCALLE | NONE |
| COMBATT PLANNING AREA | NONE |
| CITY DISTRICTS | NONE |
| SPECIAL ZONES | NONE |
| DESIGNATED BENCHMARK CORRIDORS (LOCAL AND STATE LANDMARKS) | NONE (WITHIN SITE AND WITHIN 100') |
| ARCHAEOLOGICAL LITERATURE | NONE |
| PLATS | NONE |
| NO PLAT OR PORTION OF A PLAT IS PROPOSED TO BE VACATED | 25 |
| PROPOSED USES | GENERAL OFFICE (70% MAX) |
| PROPOSED NON-RESIDENTIAL F.A.R. | 25 |
| MIN. FRONT YARD | 7' |
| MIN. SIDE YARD | 7.5' |
| MIN. REAR YARD | 7' |
| MAX. HEIGHT | 25' (ONE STORY) |

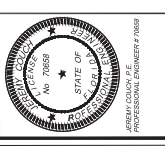
| | |
|----------------------------------|--|
| RESIDENTIAL DENSITY | N/A |
| PROJECT PARKING | NONE |
| COMMON OPEN SPACE | NONE (IMPROVATION AREA) |
| PUBLIC PARK/SCHOOLS SITES | NONE |
| WATER BODIES WITHIN PROJECT AREA | NONE |
| TYPICAL LOT LAYOUT | N/A |
| OPTIONAL BUILDING ELEVATIONS | NONE |
| MAX LOT COVERAGE | 20% BPO COMMERCIAL |
| MAX IMPERVIOUS AREA | 60% BPO COMMERCIAL |
| STREETS/ALLEYS | NONE |
| ROADS | AS SHOWN ON THE PLAN |
| PROPOSED CROSS ACES | AS SHOWN ON THE PLAN |
| R/W WITHIN PROJECT BOUNDARIES | NONE |
| ADDITIONAL R/W TO BE DEDICATED | RIGHT-OF-WAY DEDICATION MAY OCCUR AT APPROVAL |
| TRAFFIC CONTROL DEVICES | NONE |
| PUBLIC TRANSIT FACILITIES | NONE |
| PROPOSED MEDIAN OPENINGS | NO ADDITIONAL OPENINGS PROPOSED |
| SIDEWALK LOCATIONS IN R/W | PROPOSED ALONG FRONT PROPERTY LINE IN EXISTING SIDEWALK AREAS. NEW SIDEWALKS TO BE CONSTRUCTED IN EXISTING SIDEWALK AREAS SHOWN ON PLAN. |

PROJECT DATA FOR TOTAL PD

| | |
|-----------------------------------|--|
| FOLIO | 18938.0000 |
| TOTAL AC | 4.878 AC |
| UPLAND AREA | 3.855 AC |
| WETLAND AREA | 1.043 AC |
| FLOOD ZONE | X, AE (BFE = 47.8) FROM: 10355C0184H |
| ZONING | PD, RZ 20-0715 CV |
| FUTURE LAND USE | RES-4 |
| PROPOSED USES | GENERAL OFFICE MEDICAL OFFICE |
| DENSITY (PER COMP PLAN, 0.25 FAR) | 104 LAND AREA X .25 X .4 = 26.448 3.855 X 1.25 X .25 = 1.198 AC MAX SF ALLOWED = 48,481 SF |
| DENSITY (PER BPO, 0.20 FAR) | 3.855 X 1.25 X .25 = 0.959 AC MAX SF ALLOWED = 99,585 SF |
| DENSITY (PROPOSED MAX, 0.17 FAR) | MAX TOTAL BUILDING = 26,500 SF MAX BUILDING USE = 4,636 SF |
| UTILITIES | SEWER THROUGH COUNTY WATERFARND |
| PARKING | GENERAL - 3 SPACES PER 1,000 SF GFA MEDICAL - 3 SPACES PER 1,000 SF GFA |



ILLUSTRATIVE BUILDING ELEVATION





AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 09/03/2020

Revised: 12/06/2020

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: GCN/Northwest

PETITION NO: RZ 20-0103

- 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.

REPORT SUMMARY AND CONCLUSIONS

- The proposed rezoning is anticipated to increase the number of trips potentially generated by development of the subject parcel (by 810 average daily trips, 62 a.m. peak hour trips, and 82 p.m. peak hour trips).
- The developer will be required to construct a minimum 5-foot wide sidewalks along its Bay Lakes Ln. and Moran Rd. frontages. The developer will be required to dedicate and convey right-of-way to the County or provide an easement along Bay Lakes Ln.
- Project access will be via single connection to Moran Rd. The developer is required to construct an eastbound to northbound left turn lane into the project driveway.
- The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. administrative variance request (dated November 5, 2020) to allow reduced access spacing. The request was found approvable by the County Engineer on December 2, 2020. If the rezoning is approved, the County Engineer will approve the variance.
- Moran Rd. is a substandard collector roadway. The applicant's Engineer of Record (EOR) submitted a Design Exception request (on November 20, 2020). The request was found approvable by the County Engineer on December 2, 2020. If the Design Exception is approved, the applicant will be required to make substandard road improvements consistent with the Design Exception. If the rezoning is approved, the County Engineer will approve the Design Exception.
- The developer is proposing to modify the intersection of Bay Lakes Ln. and Moran Rd. such that it will be a 3-way stop controlled intersection.
- The developer is providing cross access along the western project boundary, as required by the LDC.
- Transportation Review Section staff has no objection to the proposed rezoning, subject to the conditions proposed hereinbelow.

CONDITIONS OF APPROVAL

New Conditions:

1. The developer shall construct an eastbound to northbound left turn lane on Moran Rd. into the project driveway. Notwithstanding anything shown on the PD site plan to the contrary, the length and design of the left turn lane will be subject to review and approval during the plat/site/construction plan review process.
2. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
3. The developer shall construct vehicular and pedestrian cross access stubouts to its western project boundary, as indicated on the PD site plan.
4. If PD 20-0103 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated November 5, 2020) which was found approvable by the County Engineer (on December 2, 2020). Approval of this Administrative Variance will permit reduction of minimum access spacing between the project driveway and next closet driveway to the west to +/- 100 feet, and minimum access spacing between the project driveway and Bay Lakes Ln. to +/- 90 feet.
5. If PD 20-0103 is approved, the County Engineer will approve a Design Exception (dated November 20, 2020) which was found approvable by the County Engineer (on December 2, 2020), for the Moran Rd. substandard road improvements. As Moran Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Moran Rd. between the project access and Dale Mabry Hwy., consistent with the Design Exception. Specifically:
 - a. The developer shall widen the pavement as necessary, such that there are two, minimum 10-foot wide travel lanes (the required turn lane is also permitted to be 10-feet in width); and,
 - b. The developer shall install 2-foot wide Miami-curb along both sides of the roadway.

Additionally, the developer will be required to convert the intersection of Moran Rd. and Bay Lakes Ln. into a 3-way stop-controlled intersection.

6. Concurrent with plat/site/construction plan review, the developer shall (at its option):
 - a. Dedicate and convey sufficient right-of-way to Hillsborough County to accommodate: a) the 7-foot wide area within which the required 5-foot wide sidewalk is to be constructed along Bay Lakes Ln.; and, b) the area between the 7-foot wide sidewalk area and existing Bay Lakes Ln. right-of-way; or,
 - b. Dedicate and convey an easement, for public access and maintenance purposes, to Hillsborough County for: a) the 7-foot wide area within which the required 5-foot wide sidewalk is to be constructed along Bay Lakes Ln.; and, b) the area between the 7-foot wide sidewalk area and existing Bay Lakes Ln. right-of-way.

Other Conditions:

- Prior to PD Site Plan Certification, the applicant shall revise the site plan to:
 - Show the pavement/concrete for the required vehicular and pedestrian cross access connections extended to the western property boundary.
 - Change the label which reads “Cross Access per LDC” to “Proposed Vehicular and Pedestrian Cross Access”.

- Add all missing information to ensure the site plan meets minimum PD requirements. For example, required road information is missing.
- Add an ADA compliant sidewalk connection between the sidewalk to be constructed along the Moran Rd. frontage and the internal sidewalk network.
- Show accessible route pavement markings within the site.
- Connecting the Building 6, 7 and 8 sidewalk with the internal sidewalk network for the remainder of the site. Sidewalk ramps within the parking lot shall not be offset (which could cause a visually impaired person difficulty). Please revise accordingly.
- Correct roadway spelling “Dale Maybry” to read “Dale Mabry”.
- Delineate/label the existing Bay Lakes Ln. right-of-way. Label applicable area(s) as “Right-of-way/Easement Dedication Area – See Conditions of Approval”.
- Please modify the relevant note within the “Transportation” section to indicate “Right-of-way dedication may occur at developer’s option – see conditions of approval.”

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a rezoning of a +/- 4.7 ac. parcel from Planned Development (PD) #06-0715 to PD. The existing PD currently is approved for up to 8 single-family dwelling units (either detached or duplex units). The applicant is seeking zoning approval to permit up to 26,500 s.f. of office uses, of which no more than 24,500 s.f. may be medical office uses.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Utilizing data from the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition, and based upon a generalized worst-case scenario, staff has prepared a comparison of the trip generation potential at project buildout under the existing and proposed zoning designations.

Existing Use:

| Land Use/Size | 24 Hour Two-Way Volume | Total Peak hour Trips | |
|---|------------------------|-----------------------|----|
| | | AM | PM |
| PD, 8 Single Family Detached Dwelling Units (ITE LUC 210) | 76 | 6 | 8 |

Proposed Use:

| Land Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|---|------------------------|-----------------------|----|
| | | AM | PM |
| PD, 24,500 s.f. Medical Office Uses (ITE LUC 720) | 854* | 64* | 85 |
| PD, 2,000 s.f. General Office Uses (ITE LUC | 32 | 4 | 5 |
| Subtotal: | 886 | 68 | 90 |

**Equations were utilized.*

Trip Generation Difference:

| Land Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|-------------------|------------------------|-----------------------|---------------|
| | | AM | PM |
| Difference | (+) 810 | (+) 62 | (+) 82 |

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Moran Rd. is a 2-lane, undivided, substandard, collector roadway characterized by a variable width right-of-way (according to the Hillsborough County right-of-way inventory it is between +/- 26 and 33 feet in width along the project frontage) with +/- 10-foot wide travel lanes in average condition. There are 5-foot wide sidewalks along the portions of the north and west portions, as well as the south and east portions, of Moran Rd. in the vicinity of the proposed project. There are no bicycle facilities (or paved shoulders) along Moran Rd. in the vicinity of the project. There are no sidewalks along the project's Moran Rd. or Bay Lake Ln. frontages.

Bay Lakes Ln. is a substandard, local roadway which lies within a +/- 28 to 30-foot wide right-of-way. During discussions with the applicant, they indicated that the existing Bay Lakes Ln. may encroach within the property which is the subject of this PD. County records indicate that Bay Lakes Ln. is potentially right-of-way by maintenance rather than by deed. Consistent with LDC policies requiring easement to be provided for public sidewalks which must be placed within private property due to insufficient right-of-way, staff has included a condition which will require the developer to provide such easement. Alternatively, at its option, the developer may choose to convey the underlying fee (i.e. property) to Hillsborough County.

SITE ACCESS AND CONNECTIVITY

Access to site will be via a single access connection to Moran Rd. As the proposed access does not meet minimum spacing requirements as required by Section 6.04.07, the applicant submitted a Section 6.04.02.B. administrative variance to the spacing requirement, as further described below.

Pursuant to Section 6.04.04.D. of the Hillsborough County Land Development Code, the developer is required to construct an eastbound to northbound left turn lane on Moran Rd. into the subject site. The developer is also proposing a cross access connection along its western project boundary, as required by Section 6.04.03.Q. of the LDC.

REQUESTED ADMINISTRATIVE VARIANCE (ACCESS SPACING)

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated November 5, 2020) from the Section 6.04.07. LDC requirement, governing spacing for the proposed Moran Rd. access. Per the LDC, Moran Rd. is a Class 6 roadway. Given its posted speed of 30 m.p.h., a minimum access spacing of 245 feet is required. The applicant is proposing a connection in a location which is +/- 100 feet from the adjacent driveway to the west, and +/- 90 feet from Bay Lakes Ln. (to the east). As such, the applicant is proposing a variance of 145 feet and 155 feet, respectively. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on December 2, 2020. If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance request.

REQUESTED DESIGN EXCEPTION

Moran Rd. is a substandard collector roadway. The applicant's Engineer of Record (EOR) submitted a Design Exception Request (dated November 20, 2020) for Moran Rd. to determine the specific improvements that would be required by the County engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable on December 2, 2020. The deviations from the TS-3 (non-residential) subtype include:

- The developer shall be permitted to utilize 10-foot wide travel lanes in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual (TTM) Typical Section – 3 (TS-3) non-residential subtype;

- In lieu of the 8-foot wide separation between the back of curb and sidewalk, the developer shall be permitted to utilize a 6-foot wide separation on the north side of Moran Rd. (between the back of curb and sidewalk) and a 5-foot separation on the south side of Moran Rd. (between the back of curb and right-of-way line); and,
- There is insufficient room within the available right-of-way to accommodate bicycle facilities or sidewalks along the south side of the roadway within the typical section. Sidewalks along the south side would be required to be placed within private property (in an easement acceptable to the County for public access and maintenance purposes) upon any future redevelopment of that property.

As a part of the Design Exception approval, the developer would be required to convert the intersection of Bay Lakes Ln. and Moran Rd. into a 3-way stop controlled intersection.

If this rezoning is approved, the County Engineer will approve the above referenced Design Exception request.

ROADWAY LEVEL OF SERVICE

Moran Rd. is not a regulated roadway and was not included within the Hillsborough County 2019 Level of Service (LOS) Report. As such, LOS information for this roadway cannot be provided.

From: Williams, Michael
Sent: Wednesday, December 2, 2020 3:33 PM
To: Michael Yates
Cc: PW-CEIntake; Ratliff, James; Padron, Ingrid; Tirado, Sheida; Michael Horner ; Marley, Laura
Subject: FW: 20-0103/Moran Road
Attachments: Letter-DesignException-20201120 rev signed.pdf; Letter-Admin Variance-Driveway-20201105 signed.pdf

Michael,

The attached design exception and variance are APPROVABLE. Please note that a stamped version of both documents was submitted to Zoning Intake and is in Optix.

Mike

From: Michael Yates <myates@palmtraffic.com>
Sent: Monday, November 23, 2020 9:54 AM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>; Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>; Padron, Ingrid <PadronI@hillsboroughcounty.org>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>; 'Michael Horner ' <mdhorner.aicp@gmail.com>; Marley, Laura <MarleyL@hillsboroughcounty.org>
Subject: [WARNING : MESSAGE ENCRYPTED] RE: 20-0103/Moran Road

[External]

Michael,

Attached is the revised DE with the suggested removals below. Not sure why the files were not in Optix, as they were filed. He will get these submitted again this morning. Thank you.



Michael Yates

Principal

(813) 359-8341 Direct

(813) 296-2595 Main

(813) 205-8057 Cell

myates@palmtraffic.com

From: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Sent: Monday, November 23, 2020 8:58 AM

To: Michael Yates <myates@palmtraffic.com>
Cc: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>; Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>; Padron, Ingrid <PadronI@hillsboroughcounty.org>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>; 'Michael Horner ' <mdhorner.aicp@gmail.com>; Marley, Laura <MarleyL@hillsboroughcounty.org>
Subject: RE: 20-0103/Moran Road

Michael,

This time I tried a different approach and was able to open both attachments. One or both of them does not appear to be in Optix at this time and will need to be submitted officially.

As for the merits of the requests, see below:

- Spacing – APPROVABLE
- Typical Section – The typical section itself is acceptable. However, the DE, as written, requests reduced queue and turn lane length, both of which would be DENIED. Please remove that part of the request and it can be found APPROVABLE. Also, the request includes an attachment that depicts the shorter turn lane. Since that part is not approvable, suggestion is to remove that sheet and just include a typical section.
- Turn lane length – It is acceptable to move this to the site plan phase, but understand that the design as currently proposed will not be approved.

Mike

From: Michael Yates <myates@palmtraffic.com>
Sent: Friday, November 20, 2020 7:42 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>; Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>; Padron, Ingrid <PadronI@hillsboroughcounty.org>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>; 'Michael Horner ' <mdhorner.aicp@gmail.com>
Subject: [WARNING : MESSAGE ENCRYPTED] RE: 20-0103/Moran Road

[External]

Michael,

Thank you for your email. I need just a little clarification. We had an administrative variance for driveway spacing and a design exception for the road. Were those both approvable? I understand your comment on the turn lane length design exception. Does that need to be approved as part of the zoning or can we make your requested modifications as we go through the zoning process on that component? Thank you again.



Michael Yates

Principal

(813) 359-8341 Direct
(813) 296-2595 Main
(813) 205-8057 Cell

myates@palmtraffic.com

From: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Sent: Friday, November 20, 2020 7:10 PM
To: Michael Yates <myates@palmtraffic.com>
Cc: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>; Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>; Padron, Ingrid <PadronI@hillsboroughcounty.org>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>; 'Michael Horner ' <mdhorner.aicp@gmail.com>
Subject: RE: 20-0103/Moran Road

Michael,

For the record, I was not able to open the two design exception PDF files submitted via this email chain. However, it was possible to review them in Optix and my disposition of each is below:

- Turn Lane Length – it seems that the turn lane could be significantly lengthened if the transition were eliminated and the widening extended to Dale Mabry. Based on this and that your turn lane is 100' of the required 245', this item will be DENIED as it is currently written.
- Substandard Road – This one is APPROVABLE.

If you have any questions, please let me know.

Mike

From: Michael Yates <myates@palmtraffic.com>
Sent: Tuesday, November 10, 2020 5:47 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>; Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>; Padron, Ingrid <PadronI@hillsboroughcounty.org>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>; 'Michael Horner ' <mdhorner.aicp@gmail.com>
Subject: [WARNING : MESSAGE ENCRYPTED] FW: 20-0103/Moran Road

[External]

Michael,

See below the responses to each of your comments. I have attached the Turn Lane Design Exception and the revised Design Exception for Moran Road. I have also attached the latest site plan that I believe

addresses your sidewalk comment. We will get this upload to zoning intake in the morning. Please let me know if you have any additional questions.

- A cross/typical section is needed to review this request. What is the ADT on this road? Per the Florida Greenbook, a wider shoulder may be necessary. What about drainage? Will there be a ditch? Have you considered curb and gutter to resolve some of these issues? Response: A typical section has been added to the request. We do not have an AADT for this section of Moran Road. With the pandemic, we were not able to do counts. The County LOS tables do not include any volumes on Moran. And we have researched all the sources we knew for counts, but could not find any counts. As suggested, we have modified the section to be a TS-3. As such, the existing swale will be replaced by Miami gutter that will route runoff to proposed inlets that connect to the existing storm infrastructure at the corner of Moran & Bay Lake.
- The turn lane is substandard in length per TTM and FDOT criteria. Is there a separate request for that? Response: The turn lane is substandard. We included that as part of the Design Exception request. However, as you have recommend we have prepared a separate request for that.
- What about driveway spacing? You do not appear to meet spacing per the LDC. Response: As to the driveway spacing, to be honest, we never reviewed that. It was not a comment in any of the previous reviews and was not brought up in any review or previous meetings. The LDC requires 235 feet, which is definitely beyond what can be provided. Therefore, we have submitted an Administrative Variance request for that.
- Is sidewalk on Bay Lake Lane being addressed through some other mechanism? Response: As for the sidewalk, on Bay Lake Lane, we have been working with the client and moved the buildings to the west side of the property and now have the sidewalk on the west side of Bay Lake Lane as requested by staff. I have attached the revised site plan for your reference.



Michael Yates

Principal

(813) 359-8341 Direct
(813) 296-2595 Main
(813) 205-8057 Cell

myates@palmtraffic.com

From: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Sent: Monday, November 2, 2020 6:15 PM
To: Michael Yates <myates@palmtraffic.com>

Cc: Ratliff, James <RatliffJa@hillsboroughcounty.org>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>; Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>; Padron, Ingrid <PadronI@hillsboroughcounty.org>; Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Subject: RE: 20-0103/Moran Road

Michael – For the record, this version of the DE was never sent to me. What I reviewed, based on this email request, was pulled out of Optix and is dated 9/22/20.

- A cross/typical section is needed to review this request. What is the ADT on this road? Per the Florida Greenbook, a wider shoulder may be necessary. What about drainage? Will there be a ditch? Have you considered curb and gutter to resolve some of these issues?
- The turn lane is substandard in length per TTM and FDOT criteria. Is there a separate request for that?
- What about driveway spacing? You do not appear to meet spacing per the LDC.
- Is sidewalk on Bay Lake Lane being addressed through some other mechanism?

Mike

From: Michael Yates <myates@palmtraffic.com>
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: Ratliff, James <RatliffJa@hillsboroughcounty.org>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Subject: RE: 20-0103/Moran Road

[External]

Michael,

Just wanted to follow up on the status of your review on the Design Exception for this project. Thank you.

<image005.png>

Michael Yates

Principal

<image003.png>

(813) 359-8341 Direct

(813) 296-2595 Main

(813) 205-8057 Cell

<image004.png>

myates@palmtraffic.com

From: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>

Sent: Wednesday, September 23, 2020 4:30 PM

To: Michael Yates <myates@palmtraffic.com>

Cc: Ratliff, James <RatliffJa@hillsboroughcounty.org>; 'Michael Horner ' <mdhorner.aicp@gmail.com>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>

Subject: RE: 20-0103/Moran Road

The attached Exception is ready for the County Eng consideration, Ben

From: Michael Yates <myates@palmtraffic.com>
Sent: Wednesday, September 23, 2020 3:30 PM
To: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Cc: Ratliff, James <RatliffJa@hillsboroughcounty.org>; 'Michael Horner ' <mdhorner.aicp@gmail.com>
Subject: [WARNING : MESSAGE ENCRYPTED] RE: 20-0103/Moran Road

[External]

Ben,

Below are our response to comments, and the updated Design Exception Request is attached:

- Provide justification, in the Exception, why sidewalk can't be provided on the south side of Moran Rd...RoW constraints?

Justification Included in the Exception. But correct, the sidewalk can not be provided on the south side due to ROW constraints.

- Indicate the 6 ft wide shoulder meets Green Book, may want to reference criteria...See Table 21 on page 3-66

We have check with our data, County data and FDOT data, but there were no pre-pandemic counts on this section of Moran Road. So we could not reference Table 21, however, we are providing the 6 foot shoulder and meets the minimum clear zone.

- Justification is needed, in the Exception, to support the substandard EBLTL....also Traffic info is necessary to explain how this will not impact Dale Mabry

Justification is provided in the Exception. We estimate the maximum eastbound left turn queue to be 50 feet. The turn lane will provide sufficient queue storage so the inbound project traffic does not impact the flow of traffic on Dale Mabry Highway.

- Clarify improves at the Bay Lake Rd intersection, indicate it's the "eastbound free flow" at the Moran Rd at Bay Lake intersection. can't hurt

Included in the Exception.

- Will the southside widening impact the Credit Union's throat depth (will it still meet criteria) and site circulation? I assume the landscaping impacts will be addressed in design.

Discussion add to the Exception. There will still be sufficient throat depth after the proposed improvement, due to the design of the driveway.

<image006.png>

Michael Yates

Principal

<image003.png>

(813) 359-8341 Direct

(813) 296-2595 Main

(813) 205-8057 Cell

<image004.png>

myates@palmtraffic.com

From: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>

Sent: Tuesday, September 22, 2020 5:06 PM

To: Michael Yates <myates@palmtraffic.com>

Cc: Ratliff, James <RatliffJa@hillsboroughcounty.org>

Subject: RE: 20-0103/Moran Road

Plz see below comments,

- Provide justification, in the Exception, why sidewalk can't be provided on the south side of Moran Rd...RoW constraints?
- Indicate the 6 ft wide shoulder meets Green Book, may want to reference criteria...See Table 21 on page 3-66
- Justification is needed, in the Exception, to support the substandard EBLTL....also Traffic info is necessary to explain how this will not impact Dale Mabry
- Clarify improves at the Bay Lake Rd intersection, indicate it's the "eastbound free flow" at the Moran Rd at Bay Lake intersection. can't hurt
- Will the southside widening impact the Credit Union's throat depth (will it still meet criteria) and site circulation? I assume the landscaping impacts will be addressed in design.

Please provide an update, *in this email chain, including responses to comments*. Helps with efficient review/approval thx, Ben

From: Ratliff, James <RatliffJa@hillsboroughcounty.org>
Sent: Tuesday, September 22, 2020 3:37 PM
To: Michael Yates <myates@palmtraffic.com>; Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Subject: RE: 20-0103/Moran Road

I need to defer to Ben on DEs. Ben, please see below/attached.

My recommendation would be to go ahead and get something in ASAP, even if it's not. You can always submit revised version up until 9/29.

From: Michael Yates <myates@palmtraffic.com>
Sent: Tuesday, September 22, 2020 3:07 PM

To: Ratliff, James <RatliffJa@hillsboroughcounty.org>

Subject: [WARNING : MESSAGE ENCRYPTED] RE: 20-0103/Moran Road

[External]

James,

Here is the Design Exception. I will get it uploaded if this is ok.

<image005.png>

Michael Yates

Principal

<image003.png>

(813) 359-8341 Direct

(813) 296-2595 Main

(813) 205-8057 Cell

<image004.png>

myates@palmtraffic.com

From: Michael Yates

Sent: Tuesday, September 1, 2020 9:10 AM

To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: 'Ben Kniesly' <KnieslyB@HillsboroughCounty.ORG>; 'PW-CEIntake' <PW-CEIntake@hillsboroughcounty.org>
Subject: RE: 20-0103/Moran Road

Michael,

I hate to bother you on this one, but we have our ZHM on Sept 14 and need to know if we are going to be able to move forward on that date. Thank you again for your help.

<image005.png>

Michael Yates

Principal

<image003.png>

(813) 359-8341 Direct

(813) 296-2595 Main

(813) 205-8057 Cell

<image004.png>

myates@palmtraffic.com

From: Michael Yates
Sent: Tuesday, August 25, 2020 12:26 PM
To: 'PW-CEIntake' <PW-CEIntake@hillsboroughcounty.org>
Cc: 'Ben Kniesly' <knieslyb@hillsboroughcounty.org>; Williams, Michael <williamsm@hillsboroughcounty.org>
Subject: RE: 20-0103/Moran Road

Just wanted to follow up and see if this administrative variance request has been found approvable? Today is our cutoff for modifications to the record for the zoning case. Thank you.

<image005.png>

Michael Yates

Principal

<image003.png>

(813) 359-8341 Direct

(813) 296-2595 Main

(813) 205-8057 Cell

<image004.png>

myates@palmtraffic.com

From: Michael Yates
Sent: Thursday, August 13, 2020 6:15 PM

To: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Cc: Ben Kniesly <knieslyb@hillsboroughcounty.org>
Subject: RE: 20-0103/Moran Road

Attached is a revised administrative variance request for the above referenced project. Please let me know if there are any questions or comments. Thank you.

<image006.png>

Michael Yates

Principal

<image003.png>

(813) 359-8341 Direct

(813) 296-2595 Main

(813) 205-8057 Cell

<image004.png>

myates@palmtraffic.com

From: Michael Yates [<mailto:myates@palmtraffic.com>]
Sent: Thursday, August 13, 2020 4:05 PM
To: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>

Cc: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Subject: FW: 20-0103/Moran Road

[External]

I was following up to see if this has been reviewed by Michael Williams. We're cleared on this for hearing on Sept 14th ZHM hearing with legal notices going out tomorrow. Thank you.

<image006.png>

Michael Yates

Principal

<image003.png>

(813) 359-8341 Direct

(813) 296-2595 Main

(813) 205-8057 Cell

<image004.png>

myates@palmtraffic.com

From: Michael Yates
Sent: Wednesday, July 29, 2020 5:48 PM

To: 'Kniesly, Benjamin' <KnieslyB@HillsboroughCounty.ORG>
Cc: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Subject: RE: 20-0103/Moran Road

Ben,

Attached is the revised Administrative Variance based on our email correspondence below. Please let me know if you have any further comments. Thank you.

<image007.png>

Michael Yates

Principal

<image003.png>

(813) 359-8341 Direct

(813) 296-2595 Main

(813) 205-8057 Cell

<image004.png>

myates@palmtraffic.com

From: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>

Sent: Wednesday, July 29, 2020 8:42 AM

To: Michael Yates <myates@palmtraffic.com>
Cc: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Subject: RE: 20-0103/Moran Road

See below ..if needed (up to you) send a meeting invite for today after
3:00 thx Ben

From: Michael Yates [<mailto:myates@palmtraffic.com>]
Sent: Tuesday, July 28, 2020 5:55 PM
To: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Cc: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Subject: RE: 20-0103/Moran Road

[External]

Ben,

Do you have a moment to chat today or tomorrow? See responses below.

<image008.png>

Michael Yates

Principal

<image003.png>

(813) 359-8341 Direct

(813) 296-2595 Main

(813) 205-8057 Cell

<image004.png>

myates@palmtraffic.com

From: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>

Sent: Tuesday, July 28, 2020 5:33 PM

To: Michael Yates <myates@palmtraffic.com>

Cc: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>

Subject: RE: 20-0103/Moran Road

Preliminary review;

- List existing and proposed LOS....if LOS is acceptable after project add to the doc NO LOS INFORMATION – MORAN ROAD IS NOT IN THE LOS REPORT, noted LOS helps particularly in zoning cases
- If you have access to accident data and the info is positive add to the doc WE DO NOT HAVE ACCESS TO THE ACCIDENT DATA noted , not needed but can help especially if reporting info that supports the application
- Under Pt 3, list the typical width of the grassed shoulder, especially if it meets TS-7 requirements of 8 ft. WE WILL ADDRESS
- Think this is an Exception due to adding sidewalk and rd work, remove the Variance parts “a” “b” and “c” from the Exception IN OUR CALL, WILLIAMS SAID IT WAS AN ADMINISTRATIVE VARANICE. ASKED SPECIFICLY BECAUSE IT IS UNIQUE. THE SIDEWALK IS PART OF THE ZONING REQUIREMENT. THE ROADWORK IS FOR THE ZONING AS WELL, NOT SUBSTANDARD ROAD. Noted, then reformat to a Variance only. Take the data and organize under parts a b and c, I get that
- Show milling and resurfacing adjacent the rd. widening per TTM THE IMPROVEMENTS WILL REQUIRE COMPLETE MILL AND RESURFACE OF MORAN ROAD FROM EAST OF FDOT ROW TO BAY LAKE LN. , show milling limits on the variance exhibit and indicate in the narrate... can't hurt.
- Provide a typical section with the Exception AGAIN, NOT DE PER OUR CALL. No problem (I don't recall but I trust your memory)
- Be sure your seal is on the same page as the County Eng. recommendation. UNDERSTOOD, JUST WANTED INITIAL REVIEW.

Please provide an update, *in this email chain, including responses to comments.* Helps with efficient review/approval thx Ben

From: Michael Yates [<mailto:myates@palmtraffic.com>]
Sent: Tuesday, July 28, 2020 3:58 PM
To: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Subject: RE: 20-0103/Moran Road

[External]

Ben

Attached is a draft of the administrative variance for Moran Road. Would you mind taking a review before we submit to Michael Williams?

<image006.png>

Michael Yates

Principal

<image003.png>

(813) 359-8341 Direct

(813) 296-2595 Main

(813) 205-8057 Cell

<image004.png>

myates@palmtraffic.com

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November 5, 2020

Mr. Michael Williams, P.E.
Hillsborough County Public Works
601 E. Kennedy Boulevard
Tampa, Florida 33602

RE: Bay Lake Moran PD (20-0103)
Administrative Variance Request
Palm Traffic Project No. T20037

Dear Mr. Williams:

The letter documents our request for an administrative variance to Hillsborough County Land Development Code (LDC) Section 6.04.07 (connection spacing) in association with the proposed development of up to 35,000 square foot office park (which will contain a mixture of office and medical office uses). This request is made based on our meeting on July 2, 2020. In attendance on the conference call were the following: Michael Williams, James Ratliff, Ben Kniesly, Michael Horner, Jeremy Couch and Michael Yates.

The project proposes to have one (1) full access to Moran Road. There is no access proposed to Bay Lake Lane which appears to be a private driveway for several homes. Moran Road is identified in the Hillsborough County Comprehensive Plan as a collector roadway. The subject parcel has approximately 215 feet of frontage on Moran Road.

This request is for a variance to the connection spacing criteria of the Hillsborough County Transportation Technical Manual in accordance with LDC Section 6.04.02.B, as follows: (a) there is an unreasonable burden on the applicant; (b) the variance would not be detrimental to the public health, safety and welfare; and; if applicable, (c) without the variance, reasonable access cannot be provided. These items are further discussed below.

a) *There is unreasonable burden on the applicant*

Moran Road is a Class 6 roadway with a posted speed limit of 30 mph. Therefore, the driveway spacing is 245 feet. The subject parcel only has approximately 215 feet of frontage on Moran Road. The proposed driveway is being located approximately in the middle of the frontage on Moran Road to maximize the distance from the driveway to the west (approximately 100 feet) and Bay Lake Lane to the east (approximately 90 feet). There is no feasible way for the applicant to meet the minimum spacing due to the limited frontage on Moran Road.

b) *The variance would not be detrimental to the public health, safety and welfare.*

The proposed driveway is being located in the middle of the frontage on Moran Road to maximize the distance from the driveway to the west and Bay Lake Lane to the east. The posted speed limit is 30 mph on Moran Road with 10-foot travel lanes and a minimum of 8 feet of grass shoulder. According to the Florida Green Book, on an urban collector in constrained areas where the speed limit is 35 mph or lower, ten-foot lanes may be used. As part of this project, an eastbound left turn lane is proposed to be constructed at the

only access to the site on Moran Road. As part of this construction, the free flow curve on Moran Road will be redesigned as a "T" intersection with traffic on all three legs having to stop. This design should improve safety along Moran Road. Based on this information, the requested variance would not be detrimental to public health, safety, or welfare.

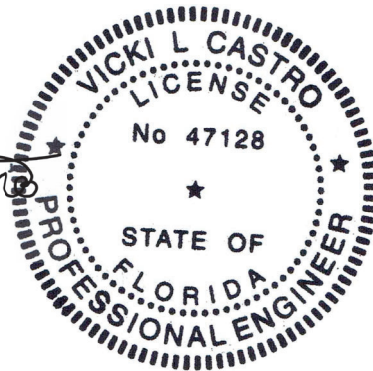
C) Without the variance, reasonable access cannot be provided.

There is no other access for this project, therefore the access on Moran Road is necessary.

Sincerely,
Palm Traffic

Vicki Castro
11-5-20

Vicki L Castro, P.E.
Principal



Based on the information provided by the applicant, this request is:

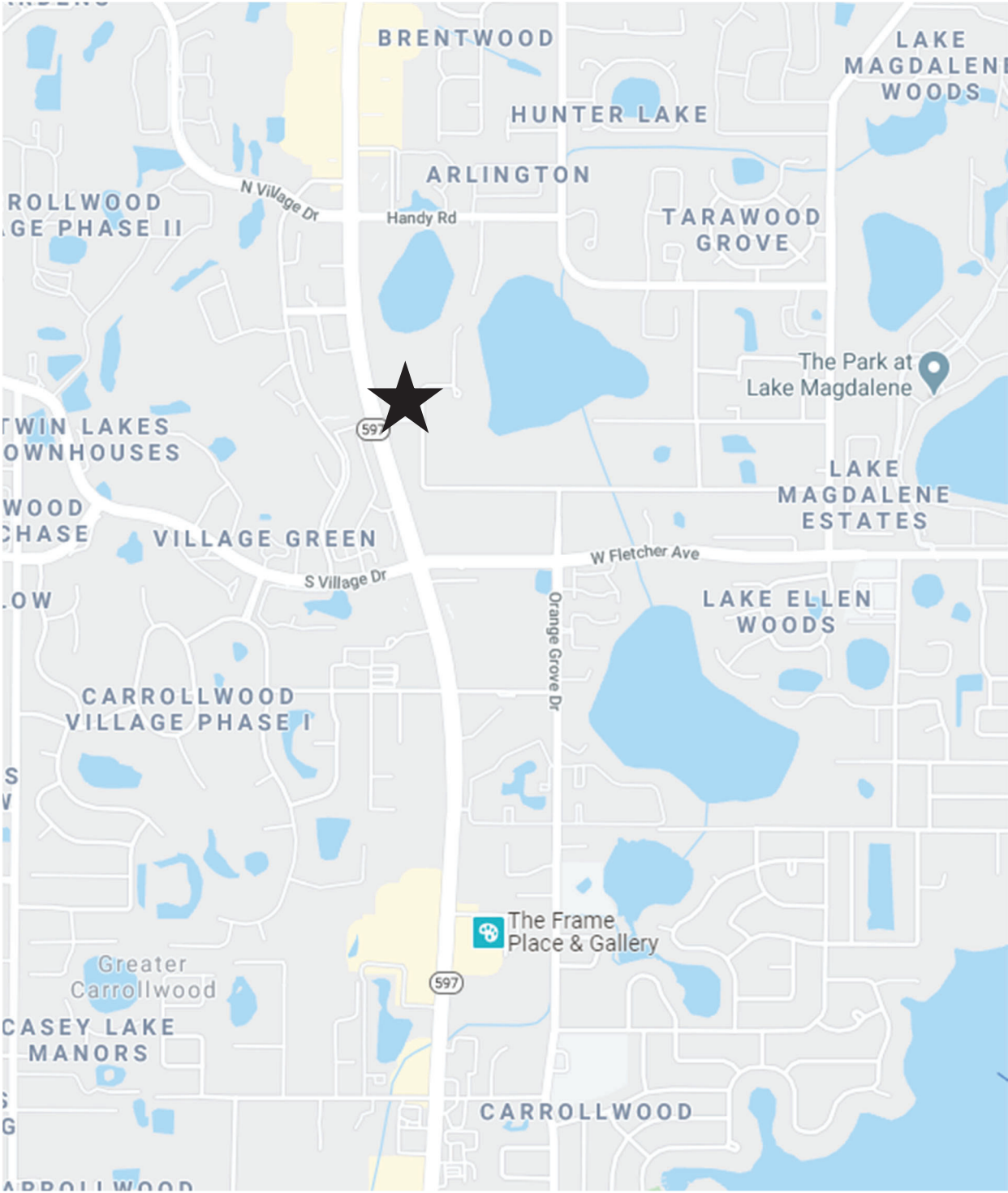
_____ Disapproved _____ Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E.

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Location Map



November 20, 2020

Mr. Michael Williams, P.E.
Hillsborough County Public Works
601 East Kennedy Boulevard
Tampa, Florida 33602

RE: Bay Lake Moran PD (20-0103)
Design Exception – Moran Road
Palm Traffic Project No. T20037

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception to Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed development of up to 35,000 square foot office park (which will contain a mixture of office and medical office uses). This request is made based on our meeting on July 2, 2020. In attendance on the conference call were the following: Michael Williams, James Ratliff, Ben Kniesly, Michael Horner, Jeremy Couch and Michael Yates.

The project proposes to have one (1) full access to Moran Road. Moran Road is identified in the Hillsborough County Comprehensive Plan as a collector roadway. Moran Road was identified during our meeting as a substandard road from Dale Mabry Highway to Bay Lake Lane.

This request is for an exception to the TS-3 typical section of the Hillsborough County Transportation Technical Manual. The requested exceptions to the TS-3 typical section are shown in Figure 2 and the justification is as follows:

1. Based on survey in vicinity of the project driveway and the Hillsborough County right-of-way (ROW) viewer, the ROW appears to be approximately 50 feet on Moran Road. A TS-3 requires 54 feet with 12-foot travel lanes, 8-foot shoulders, 5-foot sidewalk and Miami curb. There are existing 10-foot travel lanes, 8-foot shoulders, open drainage and sidewalk only on the north side between the proposed development and Dale Mabry Highway.
2. The request is to provide 10-foot lanes instead of 12-foot lanes. According to the Florida Green Book, on an urban collector in constrained areas where the speed limit is 35 mph or lower, 10-foot lanes may be used. The posted speed limit is 30 mph on Moran Road.
3. A 5-foot sidewalk will be provided only on the north side of Moran Road from its current terminus at Firestone to Bay Lake Lane. There is not sufficient ROW to provide a sidewalk on the south side of Moran Road due to the location of the existing development, Grow Financial. A 5-foot sidewalk currently exists along the east side of Moran Road, south of Bay Lake Lane. This will provide pedestrian connectivity that currently does not exist.
4. As part of this project, an eastbound left turn lane is proposed to be constructed at the only access to the site on Moran Road. As part of this construction, the free flow curve on Moran Road will be redesigned as a "T" intersection with traffic on all three legs having to stop. This design should improve safety along Moran Road by eliminating the free flow eastbound right turn movement.

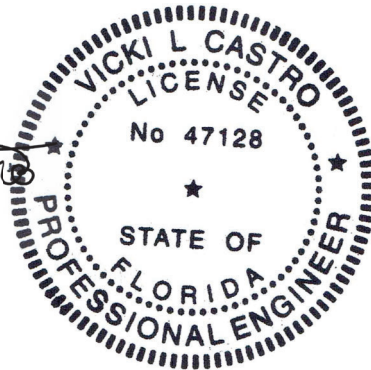
5. The proposed widening will have an impact on the Grow Financial driveway throat depth since the parking lot is built to the ROW line. However, the inbound movement is free flow and the first conflict point is not until the parking spaces along Dale Mabry Highway, approximately 90 feet with the new design. This is significantly more than the 50 feet required.

Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

Vicki Castro

11-20-20



Vicki L Castro, P.E.
Principal

Based on the information provided by the applicant, this request is:

_____ Disapproved _____ Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E.

Sincerely,

Michael J. Williams
Hillsborough County Engineer

FIGURE 1. LOCATION MAP

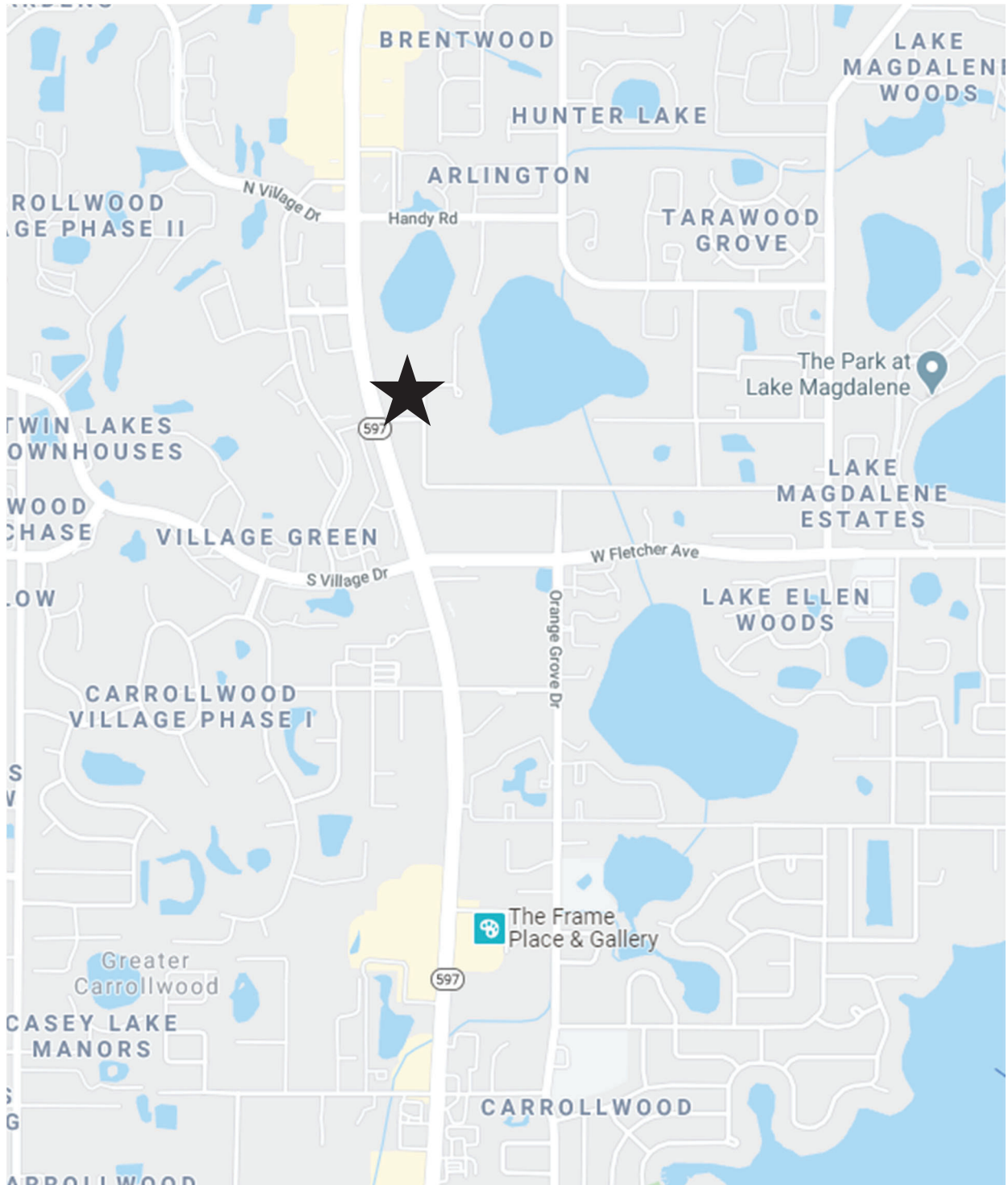
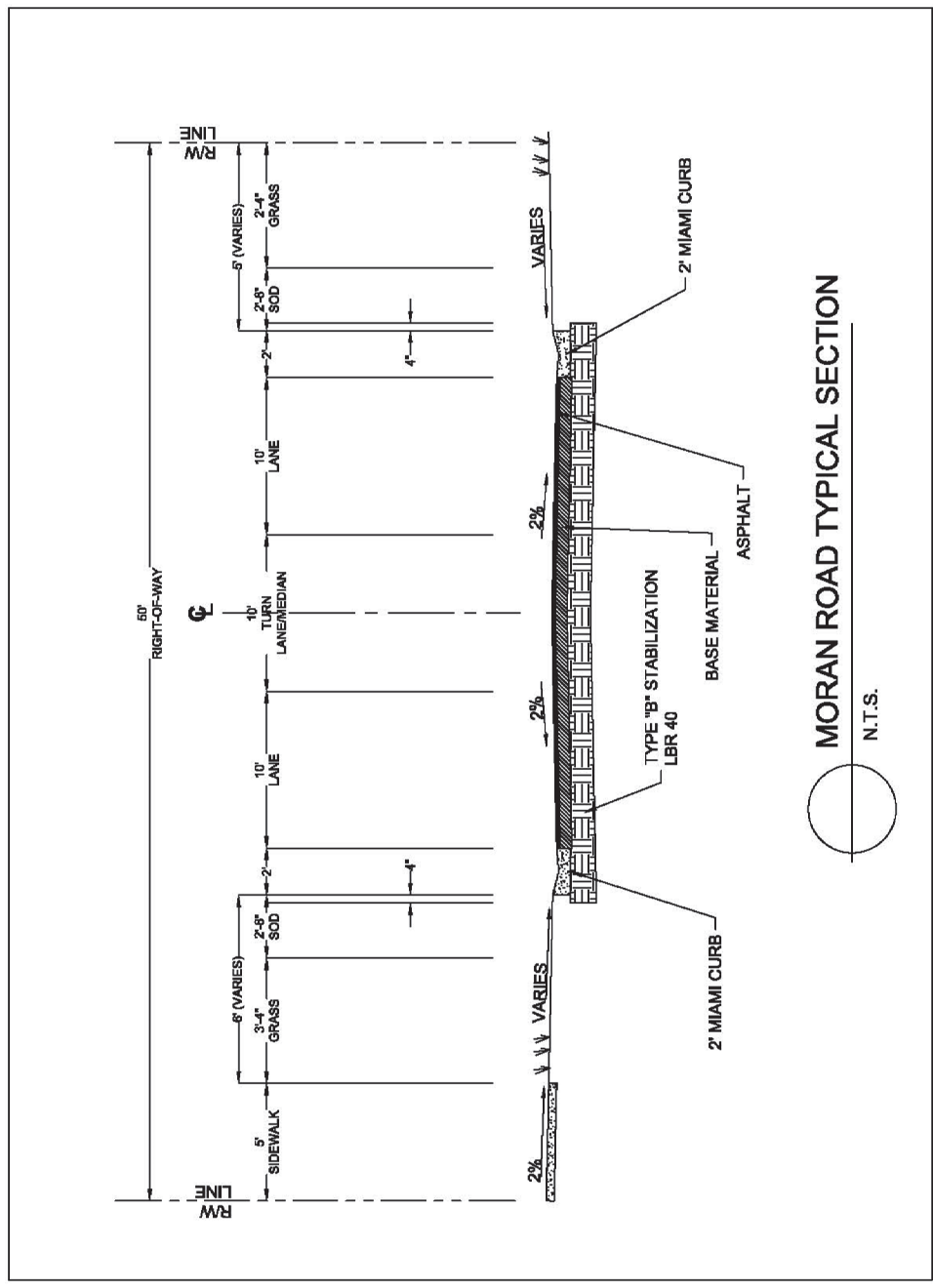


FIGURE 2. PROPOSED TYPICAL SECTION



Camacho, Juan

From: Clock, Dessa <clockd@epchc.org>
Sent: Tuesday, December 1, 2020 2:26 PM
To: Camacho, Juan
Cc: Sanchez, Silvia; Marley, Laura
Subject: RE: 20-0103

[External]

Good Afternoon,

The revised documents/plans for the above mentioned application do not change the previously issued comments by EPC Wetlands Division.

Thank you,

Dessa Clock

Environmental Supervisor I
Wetlands Division
(813) 627-2600 ext. 1158 | www.epchc.org

Environmental Protection Commission

3629 Queen Palm Drive, Tampa, FL 33619

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"Please be advised that due to the evolving COVID-19 crisis, you may experience delays in response time and processing. We are making every effort to continue to provide excellent customer service and appreciate your understanding."

From: Camacho, Juan <CamachoJu@hillsboroughcounty.org>

Sent: Tuesday, December 1, 2020 12:54 PM

To: Ackett, Kelli <AckettK@hillsboroughcounty.org>; Albert Marrero <marreroa@plancom.org>; Alvarez, Alicia <AlvarezA@hillsboroughcounty.org>; Amanda Shaw <ashaw@hcsotampa.fl.us>; Amber Dickerson <amber.dickerson@hcps.net>; Ayesha Brinkley <ayesha.brinkley@sdhc.k12.fl.us>; Blinck, James <BlinckJ@HillsboroughCounty.ORG>; Brown, Gregory <BrownGr@hillsboroughcounty.org>; Cabrera, Richard <CabreraR@HillsboroughCounty.ORG>; Castro, Jason <CastroJR@HillsboroughCounty.ORG>; Danny Santos <Daniel.Santos@dot.state.fl.us>; David Skrelunas <David.Skrelunas@dot.state.fl.us>; Dickerson, Ross <DickersonR@HillsboroughCounty.ORG>; Ellen Morrison <ellen.morrison@swfwmd.state.fl.us>; Franklin, Deborah <FranklinDS@hillsboroughcounty.org>; Holman, Emily <HolmanE@HillsboroughCounty.ORG>; Hudkins, Michael <HudkinsM@hillsboroughcounty.org>; Hummel, Christina <HummelC@hillsboroughcounty.org>; Impact Fees <ImpactFees@hillsboroughcounty.org>; Ivana Kajtezovic <lkajtezovic@tampabaywater.org>; James Hamilton <jkhilton@tecoenergy.com>; Jessica Rohr <jrohr@hcsotampa.fl.us>; Jiwuan Haley <haleyj@plancom.org>; KAISER, BERNARD <KAISERB@HillsboroughCounty.ORG>; Katz, Jonah <KatzJ@hillsboroughcounty.org>; Kelly O'Connor <kelly.oconnor@myfwc.com>; Dollman, Kyle <DollmanK@hillsboroughcounty.org>; Mineer, Lindsey <Lindsey.Mineer@dot.state.fl.us>; Lindstrom, Eric <LindstromE@hillsboroughcounty.org>; Mackenzie, Jason <MackenzieJ@hillsboroughcounty.org>; Matthew Pleasant <matthew.pleasant@hcps.net>; McGuire, Kevin <McGuireK@HillsboroughCounty.ORG>; Melanie Ganas <mxganas@tecoenergy.com>; Melissa Lienhard <lienhardm@plancom.org>; Martin, Monica <MartinMo@hillsboroughcounty.org>; Ortiz, Ines

<OrtizI@HillsboroughCounty.ORG>; Petrovic, Jaksa <PetrovicJ@HillsboroughCounty.ORG>; Pezone, Kathleen <PezoneK@hillsboroughcounty.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>; Hessinger, Rebecca <HessingerR@hillsboroughcounty.org>; Carroll, Richard <CarrollR@HillsboroughCounty.ORG>; Rochelle, Randy <RochelleR@HillsboroughCounty.ORG>; Rodriguez, Dan <RodriguezD@gohart.org>; Salma Ahmad <ahmads@plancom.org>; Sanchez, Silvia <sanchezs@epchc.org>; Schipfer, Andy <Schipfer@epchc.org>; Shelton, Carla <SheltonC@HillsboroughCounty.ORG>; Garantiva, Sofia <GarantivaS@hillsboroughcounty.org>; Tapley, Kimberly <tapleyk@epchc.org>; Thompson, Michael <Thompson@epchc.org>; Tony Mantegna <tmantegna@tampaairport.com>; Salisbury, Troy <SalisburyT@hillsboroughcounty.org>; Turbiville, John (Forest) <TurbivilleJ@HillsboroughCounty.ORG>; Valdez, Rick <ValdezR@HillsboroughCounty.ORG>; Yeneka Mills <millsy@plancom.org>
Cc: Marley, Laura <MarleyL@hillsboroughcounty.org>
Subject: 20-0103

Good Day All,
Please be advised, we have received and uploaded to Optix **revised documents/plans** for the above mentioned application. Please review and comment.
For further information regarding the change/update please contact the assigned planner.
Planner assigned:
Planner: LAURA MARLEY
Contact: MarleyL@hillsboroughcounty.org

All the best.

Juan Camacho MBA.
Planning & Zoning tech
Development Services

P: (813) 272-5595
E: CamachoJu@HCFLGov.net
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602
(813) 272-5900

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 Andy Schipfer, P.E. WETLANDS DIVISION
 Sterlin Woodard, P.E. AIR DIVISION

AGENCY COMMENT SHEET

| REZONING | |
|--|---|
| <p>HEARING DATE: 9/14/2020</p> <p>PETITION NO.: 20-0103</p> <p>EPC REVIEWER: Dessa Clock</p> <p>CONTACT INFORMATION: (813) 627-2600 X1158</p> <p>EMAIL: clockd@epchc.org</p> | <p>COMMENT DATE: 9/4/2020</p> <p>PROPERTY ADDRESS: 13512 Bay Lake Lane, Tampa, FL 33618</p> <p>FOLIO #: 018938-0000</p> <p>STR: 04-28-18E</p> |
| <p>REQUESTED ZONING: PD to PD</p> | |
| FINDINGS | |
| <p>WETLANDS PRESENT</p> | <p>YES</p> |
| <p>SITE INSPECTION DATE</p> | <p>11/21/2019</p> |
| <p>WETLAND LINE VALIDITY</p> | <p>Valid through 7/6/2025</p> |
| <p>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</p> | <p>One wetland is located in the northern portion of the property. Another wetland is approximately located in the center of the property.</p> |
| <p>PLEASE ALLOW THESE REVISED COMMENTS TO SUPERSEDE THE COMMENTS DATED JULY 7, 2020.</p> <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 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.

- Impacts for the construction of buildings and parking were approved by the Executive Director of EPC on August 5, 2020.
- 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.

dc/mst

AGENCY COMMENT SHEET

TO: **Zoning/Code Administration, Development Services Department**

FROM: **Reviewer:** Carla Shelton Knight **Date:** November 16, 2020

Agency: Natural Resources **Petition #:** 20-0103

- This agency has **no comment**
- This agency has **no objections**
- This agency has **no objections, subject to listed or attached conditions**
- This agency **objects, based on the listed or attached issues.**

1. An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property. Pursuant to the Land Development Code (LDC), a wildlife survey of any endangered, threatened or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plans through the Land Development Code's Site Development or Subdivision process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable, in consideration with the overall boundaries of this rezoning request.

Please note the presence of a nearby bald eagle nest and the associated buffer zone that extends onto this site. Permits, buffers and timing restrictions as mandated by state and federal regulatory agencies must be adhered to with regards to disturbance of the nest.

2. This site contains trees that may qualify as Grand Oaks as defined by the Land Development Code (LDC). All trees confirmed as a Grand Oak must be accurately located and labeled as such on the submitted preliminary plan through the Site Development Review process. Design efforts are to be displayed on the submitted preliminary plan to avoid adverse impacts to these trees. **This statement should be identified as a condition of the rezoning.**

3. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals and where land alterations are restricted.
4. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
5. The construction and location of any proposed environmental impacts are not approved by this correspondence but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
6. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.



**Hillsborough
County Florida**
Development Services

AGENCY REVIEW COMMENT SHEET

NOTE: THIS IS ONLY FOR ESTIMATE PURPOSES, BASED ON THE FEES AT THE TIME THE REVIEW WAS MADE. ACTUAL FEES WILL BE ASSESSED BASED ON PERMIT APPLICATIONS RECEIVED AND BASED ON THE FEE SCHEDULE AT THE TIME OF BUILDING PERMIT APPLICATION.

TO:

DATE:

REVIEWER:

APPLICANT:

PETITION NO:

LOCATION:

FOLIO NO:

Estimated Fees:

Project Summary/Description:

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management **DATE: 06/17/2020**

REVIEWER: Deborah S. Franklin, Streets and Addresses

PETITION NO: 20-0103

LOCATION: 13512 BAY LAKE LN

APPLICANT: WATERFORD CONSTRUCTION & DEVELOP. INC

FOLIO NO: 18938.0000

SEC: 04 TWN: 28 RNG: 18

- 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.

Timoteo, Rosalina

From: Marley, Laura
Sent: Thursday, May 7, 2020 2:23 PM
To: Michael Horner
Cc: Jiwuan Haley; Ratliff, James; Timoteo, Rosalina
Subject: RE: Moran Road - 20-0103 Hillsborough County

Thank you for checking with them. I will ask Rosa to place this email with the agency comments.

Regards,

Laura A. Marley
Principal Planner
Development Services Department

P: (813) 276-8393
F: (813) 635-7362
E: marleyl@HillsboroughCounty.org
W: HCFLGov.net

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

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From: Michael Horner <mdhorner.aicp@gmail.com>
Sent: Thursday, May 7, 2020 2:17 PM
To: Marley, Laura <MarleyL@hillsboroughcounty.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>
Cc: Jiwuan Haley <haleyj@plancom.org>
Subject: Fwd: Moran Road - 20-0103 Hillsborough County

[External]

FYI From FDOT

M

Sent from my iPhone. Please excuse any typos.

Michael D. Horner, AICP
14502 N. Dale Mabry Hwy, Suite 200

Tampa, FL 33618
813-962-2395

Begin forwarded message:

From: "Roth, Mecale" <Mecale.Roth@dot.state.fl.us>
Date: May 7, 2020 at 11:31:40 AM EDT
To: Michael Yates <myates@palmtraffic.com>
Cc: "Campbell, Matthew" <Matthew.Campbell@dot.state.fl.us>, Michael Horner <mdhorner.aicp@gmail.com>
Subject: RE: Moran Road - Hillsborough County

I do not see a need for a pre app. You are not accessing our road directly, and the property does not abut our ROW, it is not a frontage road, and that is not our pond. You will be dealing with all county on this one.

Lucky you!

Mecale' Roth

Permit Coordinator II
Tampa Operations
813 - 612 - 3237 Office*
813 - 460 -1121 Cell



From: Michael Yates <myates@palmtraffic.com>
Sent: Thursday, May 7, 2020 9:54 AM
To: Roth, Mecale <Mecale.Roth@dot.state.fl.us>
Cc: Campbell, Matthew <Matthew.Campbell@dot.state.fl.us>; 'Michael Horner ' <mdhorner.aicp@gmail.com>
Subject: Moran Road - Hillsborough County

EXTERNAL SENDER: Use caution with links and attachments.

Mecale,

We are going through a zoning review in Hillsborough County on Moran Road, east of Dale Mabry Highway. The County reviewer, Laura Marley, indicated Lindsey Mineer was requesting we come in to FDOT for review. This property is not taking access to a state road and is not contiguous to a state road (I have attached the site plan and property parcel information for your reference). Furthermore, the office park project is estimated to generate less than 50 peak hour project trip ends. I just wanted to confirm this is NOT something we need to do a pre-app meeting on. Thank you.



Michael Yates

Principal

(813) 359-8341 Direct

(813) 296-2595 Main

(813) 205-8057 Cell

myates@palmtraffic.com

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AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 25 Nov. 2019

REVIEWER: Bernard W. Kaiser, Conservation and Environmental Lands Management

APPLICANT: Michael Horner

PETITION NO: RZ-PD 20-0103

LOCATION: 13512 Bay Lake Ln., Tampa, FL 33618

FOLIO NO: 18938.0000

SEC: 04 TWN: 28 RNG: 18

- 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.

COMMENTS: _____.

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

PETITION NO.: PD20-0103

REVIEWED BY: Randy Rochelle

DATE: 11/5/2019

FOLIO NO.: 18938.0000

This agency would (support), (conditionally support) the proposal.

WATER

- The property lies within the Hillsborough County Water Service Area. The applicant should contact the provider to determine the availability of water service.
- No Hillsborough County water line of adequate capacity is presently available.
- A 8 inch water main exists (adjacent to the site), (approximately ___ feet from the site) and is located within the north Right-of-Way of Moran Road.
- Water distribution improvements may be needed prior to connection to the County's water system.
- No CIP water line is planned that may provide service to the proposed development.
- The nearest CIP water main (____ inches), will be located (adjacent to the site), (feet from the site at ____). Expected completion date is ____.

WASTEWATER

- The property lies within the Hillsborough County Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- No Hillsborough County wastewater line of adequate capacity is presently available.
- A 4 inch wastewater force main exists (adjacent to the site), (approximately 180 feet from the site) and is located west of the subject property within the east Right-of-Way of N. Dale Mabry Highway.
- Wastewater distribution improvements may be needed prior to connection to the County's wastewater system.
- No CIP wastewater line is planned that may provide service to the proposed development.
- The nearest CIP wastewater main (____ inches), will be located (adjacent to the site), (feet from the site at ____). Expected completion date is ____.

COMMENTS: This site is located within the Hillsborough County Urban Service Area, therefore the subject property should be served by Hillsborough County Water and Wastewater Service. This comment sheet does not guarantee water or wastewater service or a point of connection. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site improvements as well as possible off-site improvements.



VERBATIM TRANSCRIPT

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

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 ZONE HEARING MASTER)
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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: PAMELA JO HATLEY
 Land Use Hearing Master

DATE: Monday, December 14, 2020

TIME: Commencing at 6:00 p.m.
 Concluding at 8:36 p.m.

PLACE: Appeared via Webex videoconference

Reported By:

Christina M. Walsh, RPR
 Executive Reporting Service
 Ulmerton Business Center
 13555 Automobile Blvd., Suite 100
 Clearwater, FL 33762
 (800) 337-7740

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HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

ZONING HEARING MASTER HEARINGS
December 14, 2020
ZONING HEARING MASTER: PAMELA JO HATLEY

D1:
Application Number: RZ-PD 20-0103
Applicant: Waterford Construction &
Develop, Inc.
Location: 13512 Bay Lake Ln.
Folio Number: 018938.0000
Acreage: 4.8 acres, more or less
Comprehensive Plan: R-4
Service Area: Urban
Existing Zoning: PD (06-0715)
Request: Rezone to Planned Development

1 MR. GRADY: The next item then is agenda
2 item D-1, Rezoning-PD 20-0103. The applicant is
3 Waterford Construction & Development, Incorporated.

4 The request is for a rezoning from PD to PD.
5 Laura Marley with County Staff will provide staff
6 presentation after presentation by the applicant.

7 HEARING MASTER HATLEY: Thank you.

8 Applicant.

9 MR. HORNER: Good evening, Madam Hearing
10 Master. For the record, I'm Michael Horner, 14502
11 North Dale Mabry Highway, Tampa, 33618,
12 representing Mr. John Westfall Waterford
13 Construction Development, who's the applicant and
14 contract purchaser.

15 With me tonight is Mr. Westfall and Nikki
16 Baine of Waterford. We also have Mr. Michael
17 Yates, Palm Traffic Engineering. He'll be
18 testifying briefly as well. Remotely, we have
19 Mr. Jeremy Couch of Tampa Civil Design and possibly
20 on rebuttal, we'll have Mr. Ken Jones, professional
21 hydrogeologist.

22 So, Ms. Hatley, this is a little bit
23 interesting. I have a 43-year-old car that I
24 accidentally locked my keys in tonight, which
25 includes all of my files and notes and so forth.

1 However, I've worked on this case for almost
2 a year. So I'm more than prepared to proceed. But
3 I'm not wearing a suit coat, which is in the car,
4 so I apologize for that.

5 So staff and ourselves have been working
6 diligently, Ms. Hatley, for at least a good part of
7 a year. We had COVID delays, of course, and then
8 we ramped up our filing and reviews probably last
9 three months.

10 We are pleased to stand before you tonight
11 with unanimous recommendations from both the
12 Planning Commission and Development Services, who
13 are recommending approval with conditions that we
14 have no objections to.

15 This is a 4.8-acre site. It is located
16 north of Moran Road, east of Dale Mabry. Dale
17 Mabry is a six-lane divided arterial highway.
18 Moran Road as noted in the Planning Commission
19 report as a collector roadway.

20 We are directly abutting OC-20, commercial
21 corridor on North Dale Mabry. Those uses
22 specifically are a Firestone automobile service
23 station or actually a service repair facility. We
24 have strip commercial on the west side directly
25 abutting our client's proposed office park.

1 That pattern has existed for years. This
2 property was initially rezoned, I want to say, back
3 in 2006 for 16 attached and detached homes. You
4 can imagine why it's still undeveloped.

5 It's very difficult to market single-family
6 homes next to open service bays where they have
7 tire changes and pneumatic tools. It's rather
8 noisy and they're also open Saturday, Sunday,
9 Monday and through Friday, extended evening hours
10 till 6:00 or 7:00 o'clock, I believe.

11 This is 4.8 acres. Approximately 1.2 acres
12 are wetland designated by EPC. We do have that
13 delineation. We also have the balance of that
14 3.6 acres as upland. We are not encroaching at all
15 in Little Bay Lake. We actually have our proposed
16 retention pond as the buffer, and therefore, we
17 will not have any impacts or encroachments.

18 We do have a .15-acre EPC designated
19 isolated wetland internal, and that has gone to EPC
20 for review, and we'll be seeking those permits and
21 approvals in the next month or two or buying
22 credits to the mitigation impact bank.

23 I'm going to ask Jeremy Couch, who is
24 remote, if he could log on so that we can share a
25 screen, and we can go through the site plan that we

1 filed and the amendments to those plans.

2 Mr. Couch could go live. Perfect. If we
3 could just zoom out, Jeremy, a little bit, if
4 possible. So here's our -- Jeremy, let's go to the
5 first plan, please, the existing and then we'll go
6 to the proposed.

7 So, Ms. Hatley, this was initially filed for
8 35,000 square feet. And staff had some objections
9 to that. And we worked very hard on trying to come
10 up with solutions. That plan before you had ten
11 buildings. Five buildings on the east side,
12 including one a little bit north of the parking
13 bay, and three buildings on the west side.

14 Access remains unchanged. It's aligned with
15 the Grow Financial on the south side. However,
16 it's important to note that the Bay Lake Lane
17 actually encroaches onto my client's property that
18 he's purchasing.

19 You can imagine the hardships encountered
20 when the final surveys came in, and we realized
21 that the County has an existing roadway that serves
22 those residents to the east and north on our
23 property. Rather substantial encroachment, 10 to
24 12 feet.

25 So we modified our plan, and we allowed for

1 a buffer design variation that would have reduced
2 that buffer to 9 feet and still kept the ten
3 buildings.

4 Staff and us had further reviews and further
5 dialogue, and you can see that slight buffer on the
6 east side. Staff had concerns and expressed those
7 in several Zoom meetings that we had, and that that
8 was insufficient.

9 And they thought with Bay Lake Lane now
10 being reconstructed on the east side, we're giving
11 that property to the County at no charge. Those
12 buildings are a little closer to Bay Lake Lane, a
13 little bit closer to the eastern residence; and
14 therefore, they expressed some objections to that.

15 Next plan, Jeremy, to what we're proposing.
16 We went back to the drawing board and moved all of
17 those buildings, Ms. Hatley, to the west side. And
18 we reinstated that buffer on the east to the full
19 20-foot Type B, with full screening per
20 Section 6.06, and not only tree planting but
21 fencing.

22 We had the horizontal 20-foot buffer, and
23 again, you can see the encroachment of Bay Lake
24 Lane into our client's property. We are now
25 shifting everything to the west so the County does

1 not have to rebuild Bay Lake Lane further east.

2 Jeremy, if you can note that eastern
3 right-of-way line to existing Bay Lake Lane, I
4 mean, you can see that as a considerable distance
5 to the east. We felt that it was not necessary to
6 have the County relocate Bay Lake Lane at great
7 expense.

8 We've then modified our plan. Therefore,
9 it's a win-win. The County gets to keep Bay Lake
10 Lane where it is. We allowed for that
11 accommodation. The residents have their access
12 unchanged, and we now have reinstated the full
13 20-foot buffer with tree planting.

14 So the buildings that we are now proposing,
15 the last plan, was 35,000 square feet. Ten
16 buildings averaging 3500 square feet. We are now
17 at eight buildings at 26,500 square feet.

18 For comparative purposes, we are in RES-4,
19 although we're directly abutting OC-20. If we're
20 doing a more intensive project, we could flex that
21 OC-20 and get a much higher FAR of .75.

22 So here's the zoning map. You can see in
23 the south side. We have the bank on the west side.
24 You can see the Firestone footprint right there.
25 They have access to both Dale Mabry and to Moran

1 Road. We're providing cross access to Firestone.

2 You can see the shopping center directly
3 north, and we're behind all of those buildings.
4 Grease trap stations, you know, the service
5 Dumpsters not the most ideal transition for
6 residential. So we think office is the most
7 appropriate transitional district.

8 And then Bay Lake Lane continues to serve
9 those residents. The closest residents to the east
10 is over 200 feet, on the east side of Bay Lake
11 Lane. So it's certainly more than adequate buffer
12 between our proposed use and existing residences.

13 Let's go back to our plan, Jeremy, please.
14 For comparative purposes -- and, Allison, if I
15 could just get a flag at nine minutes, please. All
16 right. Very good.

17 For comparative purposes, Ms. Hatley, being
18 RES-4, you're aware of .25 is the FAR cap. Even
19 looking at the density transfer provisions for
20 wetlands for FAR, we could still request up to
21 49,000 square feet on this 4.8-acre tract.

22 That's a lot of square footage and we never
23 considered that. However, we did look at, perhaps,
24 a .20 intensity that would be a BPO level, not the
25 full max of the RES-4 .25. The BPO does allow .20.

1 Even that would allow 39,000 square feet.

2 So I provide that as a level of comparison
3 in terms of intensity between maximum permitted,
4 not an entitlement. It's the maximum that you can
5 request under BPO .25 or .20, and then we are at
6 26,500 square feet. 13,000 square feet under the
7 BPO standard.

8 We have worked hard with staff. We have gone
9 through a number of provisions. We stand before
10 you as I said with unanimous recommendation. Moran
11 Road does connect through. It comes through Dale
12 Mabry from the east side. It curtails to the
13 south, and then it goes due east.

14 And that connects all the way to Lake
15 Magdalene Boulevard and also Orange Grove further
16 east that runs north/south.

17 So this roadway certainly contains collector
18 traffic. It distributes that traffic to the
19 arterial network, which is Dale Mabry Highway. The
20 uses to the south of Moran Road are the bank.

21 We also have a synagogue on the side of
22 Moran Road near veterinariary offices and
23 professional offices on the west side of Moran. So
24 Office clearly has been an appropriate transitional
25 use district throughout the Dale Mabry corridor.

1 Lastly, we have also agreed -- and, Jeremy,
2 if you could just slide over to the elevation.
3 We've agreed to condition this with an illustrative
4 elevation. We're binding ourselves to one story,
5 25 feet in height.

6 Architectural design features. That's not
7 the exact building, but it gives you an idea of an
8 illustration exhibit of what my client will be
9 constructing.

10 So, again, the maximum size in addition to
11 those elevation requirements, we have agreed to not
12 to exceed 4500 square feet, which is a large
13 single-family home.

14 Now, 4500 times ten buildings is 45,000.
15 4500 times eight is around 40,000 square feet. You
16 can see that we are well below those thresholds at
17 26,500 square feet. Average building size,
18 somewhere between 2,000 and 4,000 square feet
19 maximum.

20 We are also proposing sidewalks. The County
21 has required sidewalks on the east side of our
22 project. We would have loved to have constructed
23 those sidewalks east of Bay Lake Lane where we have
24 the existing right-of-way.

25 However, we were advised that that is not

1 possible; that we could not ask for the placement
2 of sidewalk there. We have an existing termination
3 of sidewalk east of Moran Road at the south side.
4 It would make logical sense to extend straight up
5 on the east side of Bay Lake Lane and connect with
6 where those residents are being served.

7 That cannot take place. We're sorry it
8 can't. We think it's logical, but we now have
9 constructed or proposing to construct a brand-new
10 5-foot-wide sidewalk just next to our buffer, west
11 of Bay Lake Lane. We're also doing sidewalks on
12 Moran Road.

13 Planning Commission did require a locational
14 criteria waiver. We're not quite sure why that was
15 required. I think it's because of the adoptive
16 plan for 2040 as opposed to the needs plan. We are
17 well within the locational criteria nodal of 900
18 feet in RES-4. However, they asked for it and we
19 provided that and it's incorporated into my
20 narrative under my PD report.

21 We reached out to neighbors. Had a Zoom
22 meeting, tried to address all of their concerns.
23 We feel that this amended plan certainly allows for
24 that transition. We cluster our buildings next to
25 the most intensive OC-20 and CI uses to the west.

1 Then we have a passive parking lot and the
2 20-foot buffer and the sidewalk. Office uses are
3 transitional to residential because they're quiet.
4 They're closed during evening hours and they're
5 closed on weekends.

6 So with the residential design, the
7 conditions, we think this is the ideal use, and
8 we're pleased to stand before you with unanimous
9 recommendation of approval.

10 I'm going to have at this time Jeremy just
11 address stormwater management and EPC issues, and
12 then I'm going to have Mr. Yates address
13 transportation improvements briefly.

14 HEARING MASTER HATLEY: It looks you have
15 about one minute and a half.

16 MR. HORNER: Or the full 15. I wanted nine
17 minutes total. All right. So I'm going to have
18 Mr. Yates address briefly transportation. I think
19 I'll go back on rebuttal. So thank you very much.

20 HEARING MASTER HATLEY: Thank you.

21 MR. YATES: Good evening. Michael Yates,
22 Palm Traffic, and I have been sworn. 400 North
23 Tampa Street. I'll be very brief.

24 We have a -- let me see. Get this direction
25 right. There we go. So we have -- from a

1 transportation perspective, we have a design
2 exception for Moran Road. What we are proposing is
3 a three-lane section. Basically, adding a left
4 turn lane in Moran Road.

5 So we are going to maintain the existing
6 10-foot lane. So it'll shift a little bit, do a
7 Miami curb. And so, basically, at the intersection
8 of Bay Lake Lane and Moran Road where it turns
9 today, we're going to make that a T-intersection
10 and do Miami curb through here, through this
11 intersection.

12 So that is our design exception. The county
13 engineer has found that approvable. We also have
14 an administrative variance for driveway spacing.
15 We have located our driveway just to the east of
16 the curve here, but we're aligning with the Grow
17 Financial over here.

18 In discussions with staff, we figured that
19 was the best location. Keep that alignment, and
20 that's our administrative variance. The other
21 thing I just wanted to bring to your attention and
22 as part of the record is that in our discussions
23 with County Staff, DOT has a safety upgrade they're
24 looking at at the intersection of Dale Mabry and
25 Moran Road, which would potentially make that a

1 directional median opening. So eliminate the left
2 out that could occur there. I will enter that into
3 the record, the report from DOT.

4 HEARING MASTER HATLEY: Okay. Give him one
5 more minute, please.

6 Is there also a turn lane queue design
7 exception you wanted to speak to?

8 MR. YATES: So there is a -- there's a left
9 turn lane design exception. We were working
10 through those details with the county engineer, but
11 because of timing issue, we'll work through that
12 design exception as part of the construction plan
13 process. That wasn't needed for this zoning.

14 HEARING MASTER HATLEY: Okay. And you did
15 say that DOT -- you got 30 seconds. DOT is making
16 improvements on Dale Mabry?

17 MR. YATES: Yes.

18 HEARING MASTER HATLEY: Explain that a
19 little bit more, please.

20 MR. YATES: Sorry. So, basically, at the
21 intersection of Dale Mabry and Moran Road, DOT did
22 a safety analysis of this intersection and what
23 they're looking at doing is putting a directional
24 median opening in the intersection.

25 So, basically, eliminating the left out that

1 can occur there today to create -- given the safety
2 and operational issues that they have concerns
3 with. That will be a safety upgrade. So the
4 timing is a little questionable because it's not a
5 typical CIP project that's part of their operations
6 group and the safety improvement. But I'll enter
7 this report --

8 HEARING MASTER HATLEY: Thank you.

9 MR. YATES: -- into the record for your --

10 HEARING MASTER HATLEY: Okay. Thank you.

11 All right. That's it for the applicant.

12 Development Services, please.

13 MS. MARLEY: Good evening. Laura Marley,
14 Development Services.

15 The applicant is requesting to rezone
16 approximately 4. acres from Planned Development to
17 Planned Development 26,500 square feet of
18 professional, slash, medical office space.

19 Natural Resources reviewed their
20 application; have no objections and have
21 recommended conditions as a presence of nearby bald
22 eagle nests are on-site.

23 The Planning Commission finds the request
24 consistent, and staff finds the application
25 approvable subject to the conditions based on site

1 plan submitted January 2nd, 2020. Thank you.

2 HEARING MASTER HATLEY: All right. Thank
3 you.

4 Planning Commission.

5 MS. MILLS: Yeneka Mills, Planning
6 Commission staff.

7 The subject property is located within the
8 Residential-4 Future Land Use classification, the
9 Urban Service Area, and the Greater Carrollwood
10 North Dale Community Planning Area.

11 The request (connection interruption) in
12 medical office buildings, 500 square feet is
13 consistent with the Residential-4 Future Land Use
14 classification.

15 The subject property does not meet
16 commercial locational criteria due to Moran Road
17 not being on the Highway Cost Affordable Map. And
18 waiver to locational criteria two has been
19 requested.

20 The proposed rezoning has demonstrated a
21 gradual transition from appropriately scaled office
22 uses to single-family residential uses to the east
23 through site planning, buffering, and screening.

24 The proposed Office use also serves as a
25 buffer between the more intense commercial uses

1 along Dale Mabry and the single-family residential
2 uses to the east. The proposed rezoning is
3 compatible with the area and fulfills the intent of
4 Policies 1.4, 16.1, 16.2, and 16.3 of the Future
5 Land Use Element.

6 Planning Commission staff recommends that
7 Hillsborough County Board of County Commissioners
8 approve the waiver to locational criteria.

9 Goal 2 of the Greater Carrollwood Northdale
10 Community Plan requires that new development and
11 redevelopment use compatibility -- compatibility
12 design techniques to ensure the appearance
13 architextural style, mass, and scale of development
14 is integrated with the existing suburban nature of
15 each neighborhood.

16 The proposed office provides an
17 appropriately scaled transition to nearby
18 single-family residential development without the
19 encroachment of intensive commercial development
20 consistent with the vision of the Carrollwood
21 Northdale Community Plan.

22 There are wetlands on the subject property.
23 The Environmental Protection Commission wetlands
24 division has reviewed the proposed rezoning. The
25 EPC has determined that a resubmittal is not

1 necessary for the plan's current configuration.

2 Overall, the proposed rezoning would allow
3 for a development that is consistent with the
4 goals, objectives, and policies of the Future Land
5 Use Element of unincorporated Hillsborough County.

6 And based on those considerations, Planning
7 Commission staff finds the proposed Major
8 Modification consistent with the Future of
9 Hillsborough Comp Plan. Thank you.

10 HEARING MASTER HATLEY: Thank you.

11 All right. Are there any proponents for
12 this item, 20-0103? Any proponents in the room or
13 online who wish to speak? All right. I don't see
14 any.

15 Are there any opponents who wish to speak to
16 this item in the room or online? All right. None
17 thank you.

18 County Development Services, any changes?

19 MR. GRADY: Nothing further.

20 HEARING MASTER HATLEY: Okay. Applicant.

21 MR. HORNER: Thank you, Ms. Hatley. Michael
22 Horner, again, for the record.

23 We do have an expert that I'd like to at
24 least introduce himself just because there's
25 testimony and written work product filed in the

1 record regarding that wetland and potential
2 concerns over contamination.

3 Our expert has looked at it, and if I can
4 have Ken Welch -- excuse me, Ken Jones, if he could
5 just jump online and address his qualifications
6 first, Ken, and then address the basic of your
7 findings on that contamination issue.

8 Thank you very much, and I'll close on
9 rebuttal.

10 MR. JONES: Hello? Can you hear me?

11 MR. LAMPE: Yes, we can. Go ahead.

12 MR. JONES: Good deal. My name is Ken
13 Jones. I'm a professional geologist. Licensed in
14 the state of Florida. There you go. That's
15 better.

16 Anyway, a professional geologist licensed in
17 the state, and I have listened to some testimony
18 provided by Peter Schroeder, and I agree with the
19 findings of his testimony with one small
20 difference.

21 And, basically, a sinkhole is a breach in
22 the aquifer, and it breaches the confining layer
23 above the acquifer that causes a direct conduit for
24 contamination. So if there was any contamination
25 that is coming off of Dale Mabry into that

1 sinkhole, then it is being not filtered, and it can
2 cause contamination of the groundwater.

3 Our proposal to replace that sinkhole with a
4 permanent stormwater pond is actually much
5 beneficial for the Florida aquifer and the water
6 quality as a whole. That's basically it in a
7 nutshell.

8 THE CLERK: Can you please state your
9 address for the record.

10 MR. JONES: Sure. It's 4806 West Azeele
11 Street, and the name of the company is Hydro
12 Environmental Associates.

13 HEARING MASTER HATLEY: Just a quick
14 question. Are you referring to the -- we've been
15 calling it Bay Lake on the north side of the
16 property. Is that the sinkhole you're referring to
17 or are you just speaking in general to sinkholes?

18 MR. JONES: No, ma'am. There's -- in the
19 middle of that property, it's actually considered a
20 wetland in the -- on the drawings. There you go,
21 right in the middle. That is actually a little
22 bitty sinkhole what's being referred to as a
23 sinkhole.

24 In Peter Schroeder's testimony, he's
25 suggesting the flow off of Dale Mabry Highway is

1 going into that sinkhole and creating a protective
2 bubble around the area. And what I'm trying to
3 suggest is that, yes, it's creating a bubble, but
4 that bubble could be contaminated water because
5 it's not getting filtered.

6 A sinkhole does provide a good filtration.
7 It's a direct conduit between the ground surface
8 and the groundwater below.

9 HEARING MASTER HATLEY: So then your point
10 is the retention area that's going to be -- that's
11 part of the site plan, that retention area will
12 collect that runoff or contamination and treat it
13 at that point. Is that what you're saying?

14 MR. JONES: Yes, ma'am. It will treat it
15 and it will actually create a much -- much better
16 quality of water that's allowed to recharge into
17 the aquifer. Much better --

18 HEARING MASTER HATLEY: I understand. Thank
19 you.

20 MR. HORNER: Thank you, Ms. Hatley.

21 HEARING MASTER HATLEY: Mr. Horner.

22 MR. HORNER: Yes. That was the point that
23 we were trying to make on rebuttal. In fact, this
24 will all be engineered through a stormwater
25 management system.

1 We will collect it and we have fewer
2 buildings, less impervious surface, discharge it,
3 filtration pond pretreat, and then discharge into
4 Bay Lake as a much cleaner source water that's
5 currently coming across Dale Mabry today.

6 We thank you for your time. Look for your
7 recommendation. Thank you very much.

8 HEARING MASTER HATLEY: Thank you,
9 Mr. Horner.

10 Mr. Grady, next item.

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HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: JAMES SCAROLA and SUSAN FINCH
Land Use Hearing Masters

DATE: Monday, November 16, 2020

TIME: Commencing at 6:00 p.m.
Concluding at 11:38 p.m.

PLACE: Appeared via Webex Videoconference

Reported By:

Christina M. Walsh, RPR
Executive Reporting Service
Ulmerton Business Center
13555 Automobile Blvd., Suite 100
Clearwater, FL 33762
(800) 337-7740

1 Development Services Department.

2 Good evening, Brian.

3 MR. GRADY: Good evening, Mr. Scarola.

4 Again, Brian Grady, Hillsborough County Development
5 Services.

6 We have no changes to the published agenda.
7 I'll go through the published withdrawals and
8 continuances on page 4 of the agenda. The first
9 item is item A-1, Major Mod Application 19-0521.
10 This application is out of order to be heard and is
11 being continued to the December 14th, 2020, Zoning
12 Hearing Master Hearing.

13 Item A-2, Rezoning Planned Development
14 20-0103. This application will be continued by
15 staff to the December 14th, 2020, Zoning Hearing
16 Master Hearing.

17 Item A-3, Major Mod Application 20-0108.
18 This application is being withdrawn from the Zoning
19 Hearing Master Hearing process.

20 Item A-4, Rezoning Standard 20-0144. This
21 application is out of order to be heard and is
22 being continued to the December 14th, 2020, Zoning
23 Hearing Master Hearing.

24 Item A-5, Rezoning PD 20-0286. This
25 application is out of order to be heard and is

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: SUSAN FINCH
Zoning Hearing Master

DATE: Monday, October 19, 2020

TIME: Commencing at 6:00 p.m.
Concluding at 8:57 p.m.

PLACE: Cisco Webex Video Conference

Reported By:
Diane T. Emery, CMRS, FPR
Executive Reporting Service
Ulmerton Business Center, Suite 100
Clearwater, FL 33762

1 MR. GRADY: I will now go to the published
2 withdrawals and continuances beginning on page 4
3 of the agenda. The first item is item A.1.,
4 major mod application 19-0521. This application
5 is out of order to be heard and is being continued
6 to the November 16, 2020, Zoning Hearing Master
7 hearing.

8 Item A.2., rezoning PD 19-1344. This
9 application is being continued by the applicant to
10 the November 16, 2020, Zoning Hearing Master
11 hearing.

12 Item A.3., rezoning PD 20-0103. This
13 application is being continued by staff to the
14 November 16, 2020, Zoning Hearing Master hearing.

15 Item A.4., rezoning PD 20-0154. This
16 application is being continued by the applicant to
17 the November 16, 2020, Zoning Hearing Master
18 hearing.

19 Item A.5., rezoning PD 20-0286. This
20 application is being continued by the applicant to
21 the November 16, 2020, Zoning Hearing Master
22 hearing.

23 Item A.6., rezoning standard 20-0312. This
24 application is out of order to be heard and is
25 being continued to the November 16, 2020, Zoning

1 and filing to be able to speak at the Land Use
2 meeting that corresponds with the cases on this
3 agenda, we'll go into more details regarding some
4 relevant dates regarding oral argument deadlines
5 and the report filing deadline at that time on the
6 agenda.

7 The other change on the agenda is on page 5
8 of the agenda, item D-1, Rezoning Application PD
9 20-0103. The applicant's Waterford Construction &
10 Development, Incorporated. The applicant is
11 requesting to move this to the October 19th, 2020,
12 Zoning Hearing Master Hearing.

13 I believe the applicant is online virtually
14 to explain the reason for the requested
15 continuance.

16 MR. HORNER: Madam Hearing Master, can you
17 hear me?

18 MR. LAMPE: Can you try again?

19 MR. HORNER: Madam Hearing Master, can you
20 hear me?

21 MR. LAMPE: Yes, we can. Go ahead.

22 MR. HORNER: All right. Michael Horner,
23 14502 North Dale Mabry Highway, Tampa, 33618,
24 representing Waterford Construction & Development.

25 We are seeking a continuance of this case

1 being continued to the March 16th, 2020, Zoning
2 Hearing Master Hearing.

3 Item A-6, RZ-PD 20-0090. This application is
4 out of order to be heard and is being continued to
5 the March 16th, 2020, Zoning Hearing Master
6 Hearing.

7 Item A-7, RZ-PD 20-0103. This application is
8 out of order to be heard and is being continued to
9 the March 16th, 2020, Zoning Hearing Master
10 Hearing.

11 Item A-8, RZ Standard 20-0144. This
12 application is out of order to be heard and is
13 being continued to the April 13th, 2020, Zoning
14 Hearing Master Hearing.

15 Item A-9, RZ-PD 20-149. The application is
16 to be continued by the applicant to the April 13th,
17 2020, Zoning Hearing Master Hearing.

18 Item A-10, RZ-PD 20-0154. This application
19 is being continued by the applicant to the
20 April 13th, 2020, Zoning Hearing Master Hearing.

21 Item A-11, RZ-PD 20-0170. This application
22 is being continued by the applicant to the
23 March 16th, 2020, Zoning Hearing Master Hearing.

24 Item A-12, RZ Standard 20-0312. This
25 application is out of order to be heard and is

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

In Re:

ZONING HEARING MASTER HEARINGS

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: JAMES SCAROLA
Zoning Hearing Master

DATE: January 21, 2020

TIME: Commencing at 6:00 p.m.
Concluding at 10:38 p.m.

PLACE: Hillsborough County Center
2nd Floor Boardroom
601 East Kennedy Boulevard
Tampa, Florida 33601

Executive Reporting Services
13555 Automobile Boulevard, Suite 100
Clearwater, Florida 33762
(727) 823-4155

Executive Reporting Service

1 Applicant to the February 18th, 2020, Zoning
2 Hearing Master Hearing.

3 Item A.13, RZ-PD 20-0102. This
4 application is out of order to be heard and
5 is being continued to the February 18th,
6 2020, Zoning Hearing Master Hearing.

7 Item A.14, RZ-PD 20-0103. This
8 application is out of order to be heard and
9 is being continued to the February 18th,
10 2020, Zoning Hearing Master Hearing.

11 Item A.15, Major Mod 20-0108. This
12 application is out of order to be heard and
13 is being continued to the February 18th,
14 2020, Zoning Hearing Master Hearing.

15 Item A.16, RZ-PD 20-0118. This
16 application is being continued by the
17 Applicant to the February 18th, 2020, Zoning
18 Hearing Master Hearing.

19 Item A.17, RZ-Standard 20-0144.
20 This application is out of order to be heard
21 and is being continued to the February 18th,
22 2020, Zoning Hearing Master Hearing.

23 Item A.18, RZ-Standard 20-0149.
24 This application is out of order to be heard
25 and is being continued to the February 18th,



**EXHIBITS SUBMITTED
DURING THE ZHM HEARING**



Hillsborough County Florida

STAFF REPORT

| | | | |
|-------------------------|--|----------------------------|-------------------------------|
| SUBJECT: | RZ PD 20-0103 | PLANNING AREA: | Greater Carrollwood Northdale |
| REQUEST: | Rezoning to Planned Development (PD) | SECTOR: | Central |
| APPLICANT: | Waterford Construction & Development, Inc. | | |
| Existing Zoning: | Planned Development | Comp Plan Category: | R-4 |



Immediate Aerial Zoning Map

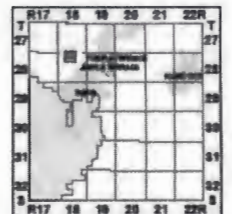
RZ-PD 20-0103

Folio: 18938.0000

- Application Site
- Zoning Boundary
- Parcels



STR: 4-28-18



©2018 Hillsborough County Florida. All rights reserved. This map is provided for informational purposes only. It is not intended to be used as a legal document. The user assumes all responsibility for the accuracy and completeness of the information contained herein. Hillsborough County Florida is not responsible for any errors or omissions in this map. The user assumes all responsibility for the accuracy and completeness of the information contained herein.

Application No. 20-0103
 Name: Michael Horner
 Entered at Public Hearing: 7:45M
 Exhibit # 1 Date: 12/14/2020

Application Review Summary and Recommendation

1.0 Summary

1.1 Project Narrative

The applicant is requesting to rezone approximately 4.8 acres (3.6 acres of upland and 1.2 acres of wetlands) from Planned Development 06-0715 (eight single-family dwellings and eight duplexes) to a Planned Development (26,500 square feet of professional/medical office space). The site currently is developed with a single-family dwelling that was built in 1942. There are wetlands to the north of the parcel. The site is located within the Greater Carrollwood Northdale Plan Area and within the Urban Service Area. The site is located on Moran Road, a two-lane, undivided, substandard local roadway in fair condition. There are sidewalks along certain portions of Moran Road in the vicinity of the proposed project. There are no bicycle facilities along Moran Road in the vicinity of the proposed project.

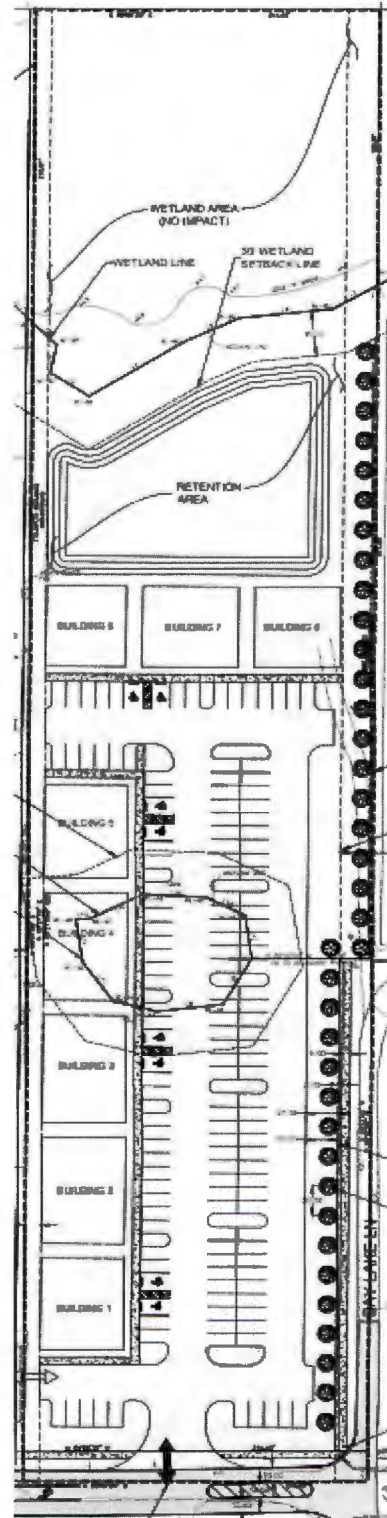
Proposed development is for a maximum of 26,500 square feet of professional/medical office space (medical office maximum 24,500 square feet). There are eight proposed one-story structures to be between 2,000 and 4,500 square feet, architecturally designed with pitched roofs, landscaping, and to provide for residential character with the appearance of single-family homes.



ILLUSTRATIVE BUILDING ELEVATION

Proposed development standards are as follows:

- Maximum Buildings: eight
- Maximum Building size: 4,500 square feet
- Front yard setback: 10 feet
- Rear yard setback: 15 feet
- Side yard setback: 7.5 feet
- Maximum building height: 25 feet
- Maximum building coverage: 20 percent
- Maximum impervious surface ratio: 60 percent
- Maximum floor area ratio: .25
- Wetland setback: 30 feet



District Wide Access Management Safety Studies

SR 597 (N Dale Mabry Highway)

Moran Road Intersection
Hillsborough County, Florida

Financial Project No. 433390-1-32-02
Federal Project No. 8886-834-A

Prepared for:



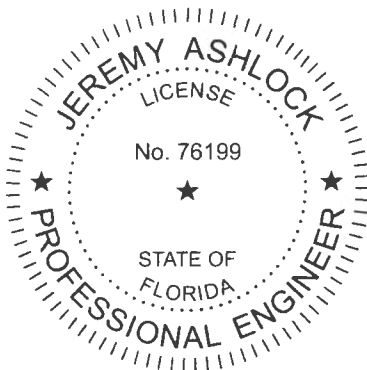
District Seven

Prepared by:

Gresham Smith

302 Knights Run Avenue, Suite 900
Tampa, Florida 33602

Application No. 20-0103
Name: Michael Yates
Entered at Public Hearing: ZHM
Exhibit # 2 Date: 12/14/2020



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Jeremy
Ashlock

Digitally signed by Jeremy
Ashlock
Date: 2020.06.11 09:55:52
-04'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE
NOT CONSIDERED SIGNED AND SEALED
AND THE SIGNATURE MUST BE VERIFIED
ON ANY ELECTRONIC COPIES.



32. SR 597 (N Dale Mabry Highway) at Moran Road

Hillsborough County | Severity Index – 85.0

Roadway ID – 10160000 | Milepost – 5.091 | 2019 AADT – 65,500

Existing Roadway Conditions

The intersection of SR 597 (N Dale Mabry Highway) at Moran Road (shown in Figure 32-1) is located in northwestern Hillsborough County. It is a full median opening that serves mainly residential to the east and retail shopping plaza to the west.

SR 597 (N Dale Mabry Highway) is a seven-lane divided (raised median), urban other principal arterial with curb and gutter. The roadway runs north-south and has a width of approximately 125 feet, shoulder to shoulder, near Moran Road. Northbound and southbound left-turn auxiliary lanes exist at the median opening. The posted speed limit in the study area is 45 miles per hour (mph) for SR 597 (N Dale Mabry Highway) and 30 mph for Moran Road.

Per FDOT Rule 14-97, the minimum spacing standards shown in Table 32-1 below are applicable to SR 597 (N Dale Mabry Highway). Based on these standards, SR 597 (N Dale Mabry Highway) is designated as an Access Class 5 facility according to the adopted District 7 Access Management Classification System.

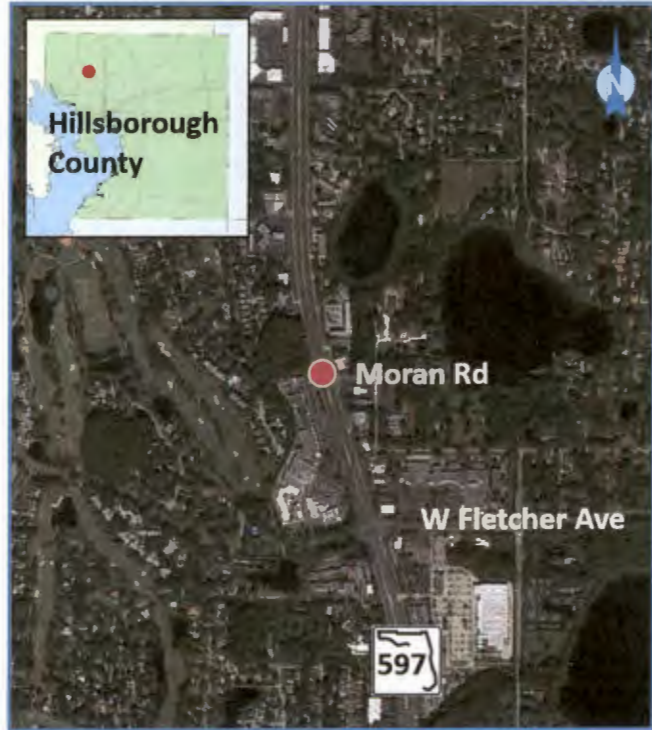


Figure 32-1. Location Map

Table 32-1. Summary of Median Opening Spacing

| Access Class | Speed Limit (Mph) | FDOT Minimum Spacing Standards (Feet) | | Existing Median Opening Spacing (Feet) | | Meets Standards? |
|--------------|-------------------|---------------------------------------|-------|--|------------------------------|------------------|
| | | Directional | Full | North of Intersection (Full) | South of Intersection (Full) | |
| 5 | 45 | 660 | 1,320 | 1,120 | 880 | NO |

As shown in the table above, the nearest median opening on SR 597 (N Dale Mabry Highway) to the north of the Moran Road intersection is a full median opening nearly 1,120 feet away. The nearest median opening on SR 597 (N Dale Mabry Highway) to the south of the Moran Road intersection is a signalized full median opening approximately 880 feet away. *Consequently, the spacing of the adjacent full median openings do not meet Class 5 access management standards to the north nor to the south.*

Safety Evaluation

Collision Analysis

A total of 47 crashes were reported at this intersection for the years 2012-2016. Based on the crash data obtained, a collision diagram was prepared to illustrate the crash patterns at this intersection. The collision diagram is shown on Page A-1 of the Appendix. Also, a summary of the crash history by severity is shown in Table 32-2.

Table 32-2. Summary of Collisions by Severity

| Year | Fatal Crashes | Injured Crashes | PDO* | Total Crashes |
|---------------|---------------|-----------------|-----------|---------------|
| 2012 | - | 1 | 3 | 4 |
| 2013 | - | 6 | 1 | 7 |
| 2014 | - | 4 | 6 | 10 |
| 2015 | - | 4 | 9 | 13 |
| 2016 | - | 4 | 9 | 13 |
| Totals | 0 | 19 | 28 | 47 |

*PDO – Property Damage Only

The most frequent type of collision was “Angle” crashes, followed by “Rear-End” and “Left-Turn” crashes. These collisions made up approximately seventy-five percent (35 of 47) of the crashes that occurred at the study intersection. Fifty-six percent (10 of 18) of the angle crashes that occurred were between eastbound vehicles exiting the Village Center plaza and southbound vehicles on SR 597 (N Dale Mabry Highway). The majority of rear-end crashes were in the northbound (5 of 10) and southbound (3 of 10) SR 597 (N Dale Mabry Highway) travel lanes. Additionally, sixty-six percent (4 of 7) of the left-turn crashes were between southbound left-turn vehicles and northbound thru vehicles, predominantly in the outside northbound thru lane during the PM period while traffic was backed up through the study intersection from the signal at Handy Road. A summary of the collision types is shown in Table 32-3.

Table 32-3. Summary of Collisions by Type

| Type | 2012 | 2013 | 2014 | 2015 | 2016 | Total |
|--------------|----------|----------|-----------|-----------|-----------|-----------|
| Angle | 3 | 2 | 4 | 3 | 6 | 18 |
| Rear-end | 1 | - | 3 | 3 | 3 | 10 |
| Left-turn | - | 4 | - | 2 | 1 | 7 |
| Sideswipe | - | - | 2 | 1 | 2 | 5 |
| Right-turn | - | 1 | 1 | 1 | - | 3 |
| Misc | - | - | - | 3 | - | 3 |
| Bike/Ped | - | - | - | - | 1 | 1 |
| Total | 4 | 7 | 10 | 13 | 13 | 47 |

Pedestrian and Bicycle Activity and Facilities

Sidewalk connectivity generally exists in the immediate area surrounding the intersection. SR 597 (N Dale Mabry Highway) currently has 5 to 6-foot-wide sidewalks on both sides of the roadway. SR 597 (N Dale Mabry Highway) currently has no existing bike lanes. There are 4 to 5 foot paved shoulders along the corridor within the vicinity of the study intersection. There are no marked crosswalks across the Village Center plaza driveway or Moran Road. Moran Road currently has no existing bike lanes. A sidewalk is present along the northern side of Moran Road extending for about 110 feet before coming to an end. A field review indicated low to moderate pedestrian and bicycle volumes during the PM period.

Operational Review and Deficiencies

A PM field review of the SR 597 (N Dale Mabry Highway) at Moran Road/Village Center driveway intersection was conducted. The site visit revealed low to moderate crossing and turning movement traffic from Moran Road and Village Center driveway during the PM period. Westbound vehicles were observed to often have a queue of 5 to 7 vehicles. Left-turn vehicle conflicts proved to be a significant issue at this intersection. Left-turns from the minor streets often unsuccessfully complete their maneuver in one stage. This resulted in vehicles storing in the median opening until a second gap was found. In the process, the crossing vehicle would block left-turns from the mainline and/or reduce the driver's line of sight. Often, multiple left-turning vehicles would stack side-by-side in the median opening, causing confusion as to which driver has the right-of-way. An example of this can be seen in Figure 32-2.



Figure 32-2. Vehicles Storing in Median



Figure 32-3. Southbound Queue Past Intersection (Looking Westbound)

The field review also revealed a heavy southbound traffic flow during the PM period. As a result of this heavy southbound flow, vehicles were often queued from the signal at SR 597 (N Dale Mabry Highway) and Fletcher Avenue intersection past the opening at Moran Road/Village Center driveway, as shown in Figure 32-3.

Further observation showed that the area is moderately traversed by pedestrians and bicyclists in the PM period. It was common for both pedestrians and bicyclists to use the sidewalks

when traveling parallel to SR 597 (N Dale Mabry Highway). It was also common for these nonmotorists to cross midblock when trying to get from one side of SR 597 (N Dale Mabry Highway) to the other, as shown in Figure 32-4. There are no crosswalks present at the Moran Road/Village Center driveway intersection or along this area of SR 597 (N Dale Mabry Highway), except at signalized intersections.



Figure 32-4. Nonmotorist Crossing Midblock

Recommendation

The recommendations for intersection improvements were based on a detailed analysis of the location’s collision history, as well as any traffic operational issues noted during site visits. A conceptual plan is provided on Page A-2 of the Appendix that includes an aerial view of the study intersection and identifies the proposed improvements. Page A-3 of the Appendix shows the operational improvements to the Fire Station/Village Center driveway signalized intersection to accommodate U-turn maneuvers. Table 32-4 summarizes the recommendations that were determined.

Table 32-4. Summary of Recommended Improvements

| Recommendations | |
|-----------------|---|
| Short-Term | Construct a bi-directional opening, using quick curb, in the median to restrict the eastbound and westbound thru movements and left-turns from Moran Road and Village Center driveway. |
| | Install supplementary “RIGHT TURN ONLY” signs at Moran Road and at the Village Center driveway. |
| | Install “DO NOT ENTER” signs in the median. |
| | Stripe high-emphasis crosswalks across the Village Center driveway and Moran Road intersection to clearly indicate a crossing. |
| Mid-Term | Construct a concrete bi-directional median opening at the intersection of SR 597 (N Dale Mabry Highway) and Moran Road. |
| Long-Term | Consider constructing a southbound U-turn lane at the Fire Station/Village Center driveway signalized intersection, to serve existing eastbound left-turns from the Village Center driveway opposite Moran Road. <i>(Note: As a result, remove the existing southbound “NO LEFT-TURN” sign from the median and signal.)</i> |
| | Subsequently, modify and retime the signal at the Fire Station/Village Center driveway signalized intersection to accommodate the southbound U-turn movement and to coordinate better with adjacent signals. |
| | Subsequently, restripe existing southbound left-turn lane at the Fire Station/Village Center driveway signalized intersection as a “Thru Only” lane and lengthen the lane by approximately 70 feet. |
| | Subsequently, install a southbound post-mounted “U-TURN ONLY” and “THRU TO FLETCHER AVE” guide sign in the median, north of the Fire Station/Village Center driveway signalized intersection. |

The proposed recommendations will eliminate the conflict between eastbound and westbound left-turns and thru movements from Moran Road/Village Center driveway and the northbound and southbound thru movements on SR 597 (N Dale Mabry Highway). In the short-term and mid-term, the eastbound left-turns and thru movements will subsequently be relocated to the signalized intersection south of Moran Road/Village Center driveway, at W Fletcher Avenue as U-turns. Similarly, the westbound left-turns and thru movements at Moran Road/Village Center driveway will be relocated to the full median opening north of Moran Road/Village Center driveway, at Executive Center Drive as U-turns.

In the long-term, if deemed necessary due to moderate to high eastbound to northbound traffic volumes, the former eastbound left-turns and thru movements at Moran Road/Village Center driveway will be relocated to the signalized intersection south of Moran Road/Village Center driveway, at the Fire Station/Village Center driveway as U-turns. Due to the effects of the proposed recommendations at Moran Road/Village Center driveway on the left-turn lanes of the adjacent intersections, it is further recommended that turning movement counts at Moran Road/Village Center driveway and its adjacent

intersections be collected, to assess the adequacy of these turn lanes to store the proposed traffic being routed to their locations.

Cost Evaluation

Preliminary benefit-cost (B/C) and net present value (NPV) analyses were completed for the recommended improvements at the study intersection. The purpose of this assessment is to help identify if a project should be undertaken, based on whether it is economically viable (the life-cycle benefits are greater than the cost of the improvements). The cost and crash reduction benefit calculated for the study intersection were developed and applied as separate mid-term and long-term improvement projects. This procedure was selected due to the more crash-related nature of the mid-term safety improvement as opposed to the long-term operational improvements. As a result, the cost generated for the study intersection's long-term improvements is comprehensive and no crash-reduction benefit was recognized from these recommendations. The cost generated for the study intersection's mid-term improvement is inclusive of the signage improvements recommended in the short-term, while the crash-reduction benefit was recognized solely from the recommended bi-directional median opening.

Based on previous cost estimates provided to the District, it is assumed that maintenance of traffic (MOT) is an additional 25% of project costs, project unknowns are an additional 20% of project costs and design fee and construction engineering inspection (CEI) are an additional 15% of project costs. (*Note: It should be noted that this is a concept-level construction cost estimate only and should not be used for project design estimates.*) A summary of the cost estimates of the improvements can be found on Page A-4 and Page A-5 of the Appendix.

Estimates and Calculations

Per the Crash Modification Factor (CMF) Clearinghouse, replacing the direct left-turn movement with a right-turn/U-turn movement at Moran Road/Village Center driveway yields a crash reduction factor of 36% for all angle collisions. For the study intersection, that results in an estimated total of 6.48 collisions being reduced over a 5-year period (0.36 crash reduction factor * 18 angle collisions = 6.48 crashes reduced).

Installing high-visibility crosswalks across Moran Road and the Village Center driveway will bring awareness to drivers of the other alternative transportation modes using the roadway. Since there is no pedestrian and bicycle crash history at this location, this recommendation is considered preventative and not corrective.

In the long-term, constructing a southbound U-turn lane at the Fire Station/Village Center driveway signalized intersection, to serve existing eastbound left-turns from the Village Center driveway opposite Moran Road, modifying and retiming the signal at the Fire Station/Village Center driveway signalized intersection to accommodate the southbound U-turn movement, restriping the existing southbound left-turn lane at the Fire Station/Village Center driveway signalized intersection as a "Thru Only" lane, extending the southbound "Thru Only" lane and installing a southbound post-mounted "U-TURN ONLY" and "THRU TO FLETCHER AVE" guide sign in the median north of the Fire Station/Village Center driveway signalized intersection do not yield crash reduction factors according to the Crash Modification Factor (CMF) Clearinghouse. Also, per the crash data obtained, there is no definitive correlation that could be made to determine just how many crashes would be reduced by these mainly operational improvements along SR 597 (N Dale Mabry Highway). Therefore, a benefit for these improvements was not recognized.

The crash reduction benefit calculation side of the B/C and NPV accounts for the FDOT statewide average crash costs by facility type found in the *FDOT Design Manual, January 2018*. Based on this data, a crash cost of \$123,598 was assumed for crash reduction benefit calculations (6+ Lanes, Urban, Divided). The assumed lifespan for the recommended improvement was 20 years with an estimated 4% interest rate

(per data provided by the FDOT). A discount rate was applied to each year of the project life and was used to determine the lifecycle benefit of the project. Table 32-5 summarizes the B/C and NPV analyses for the study intersection.

Table 32-5. Summary of Benefit-Cost and Net-Present Value Analysis

| Recommendation | Crash Reduction Benefit | | | | Cost of Improvement | B/C** | NPV** |
|---|--|--------------------------|----------------------|-------------------|---------------------|-------|---------|
| | Number of Crashes Reduced (5 Years) | FDOT Average Crash Cost* | Service Life (Years) | Lifecycle Benefit | | | |
| Mid-Term | | | | | | | |
| Construct a bi-directional median opening | 6.48 | \$123,598 | 20 | \$2.18 M | \$30,890 | 70.47 | \$2.15M |
| Long-Term | | | | | | | |
| Construct a southbound U-turn lane | - | - | 20 | - | \$136,288 | 0.00 | -\$136K |
| Lengthen southbound left-turn lane | | | | | | | |
| Restripe southbound left-turn lane | | | 2 | | | | |
| Install median guide sign | | | 6 | | | | |
| Change signal phasing and timing | <i>FDOT District 7 Five Year Work Program Project (2018 – 2022): Arterial Traffic Management</i> | | | | | | |

*Florida Department of Transportation, Plans Preparation Manual, Volume 1

**Combined mid-term and long-term improvements generate a B/C ratio of 13.02 and NPV calculation of \$2.01M.

Benefit-Cost and Net Present Value

The estimated B/C ratio of 70.47 and NPV calculation of \$2.15M summarized in Table 32-5 indicate a significant cost-benefit to completing the mid-term improvements as recommended. The long-term improvement recommendation would be an operational improvement, with no benefit quantified in this report.

While there is no quantifiable crash reduction benefit for constructing the long-term improvements, field-observations indicate the potential for ineffective coordinated intersection operations between the Fire Station/Village Center driveway and at the Fletcher Avenue intersections. The improvements being proposed will address these potential operational deficiencies. Consequently, despite a lack of stand-alone benefit and a negative NPV, there is operational value in constructing the recommended long-term improvements. Furthermore, there is positive cost-benefit and NPV to completing the long-term improvements in conjunction with the mid-term improvements.

Appendix

COLLISION DIAGRAM - INTERSECTION (2012 - 2016)



COLLISION SYMBOLS LEGEND

- | | | | | |
|-----------------------|-------------------|----------------------|----------------------|--------------------------|
| ① CRASH WITH INJURY | ← VEHICLE | ⇄ REAR-END COLLISION | ⇄ OUT OF CONTROL | ■ FIXED OBJECT COLLISION |
| ⊗ CRASH WITH FATALITY | ⇄ BACKING VEHICLE | ⇄ HEAD-ON COLLISION | ⊗ OVERTURNED VEHICLE | ↘ RIGHT ANGLE COLLISION |
| ⊠ CRASH WITH PDO | ⋯ PEDESTRIAN | ⇄ SIDE SWIPE | ↘ TURNING COLLISION | ↘ U-TURN COLLISION |



Median ID: # 32 OF TOP 100
 Major Street: SR 597/N DALE MABRY HIGHWAY
 Intersecting Street: MORAN ROAD
 County: HILLSBOROUGH

Drawn by: AAP
 Project No.: 42282.07
 Date: JANUARY 2020

Date: 6/10/2020 7:16:33 AM Project: 42282.07 - SR 597/N Dale Mabry Highway - Collision Diagram - Hillsborough County

RECOMMENDED MID-TERM IMPROVEMENTS



- RECOMMENDED IMPROVEMENTS**
- INSTALL "RIGHT TURN ONLY" SIGNS.
 - INSTALL "DO NOT ENTER" SIGNS IN THE MEDIAN.
 - CONSTRUCT CONCRETE BI-DIRECTIONAL MEDIAN OPENING (BOLLARDS NOT SHOWN).
 - INSTALL HIGH EMPHASIS CROSSWALKS ALONG BOTH SIDES OF THE SIDE STREETS.



Median ID: # 32 OF TOP 100
 Major Street: SR 597/N DALE MABRY HIGHWAY
 Intersecting Street: MORAN ROAD
 County: HILLSBOROUGH

Drawn by: AAP
 Project No.: 42282.07
 Date: JANUARY 2018

RECOMMENDED LONG-TERM IMPROVEMENTS



RECOMMENDED IMPROVEMENTS

- CONSTRUCT A SOUTHBOUND U-TURN LANE TO SERVE EXISTING EASTBOUND U-TURNS.
- RESTRIPE EXISTING SOUTHBOUND LEFT-TURN LANE AS A "THRU ONLY" LANE AND LENGTHEN BY 70 FT.
- INSTALL POSTMOUNTED GUIDE SIGN.



Median ID: # 32 OF TOP 100
 Major Street: SR 597/N DALE MABRY HIGHWAY
 Intersecting Street: MORAN ROAD
 County: HILLSBOROUGH

Drawn by: AAP
 Project No.: 42282.07
 Date: JANUARY 2018

Summary of Mid-Term Intersection Improvement Construction Cost Estimate

| Pay Item No. | Item Description | Unit | Quantity | Historical Cost | |
|--------------------------------|---|------|----------|-----------------|---------------------|
| | | | | Unit Cost | Total Cost |
| 110 1 1 | CLEARING & GRUBBING | AC | 0.10 | \$ 11,471.45 | \$ 1,147.15 |
| 520 70 | CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDTH | SY | 32.40 | \$ 150.00 | \$ 4,860.00 |
| 700 1 11 | SINGLE POST SIGN, F&I GM, UP TO 12 SF | AS | 3.00 | \$ 550.00 | \$ 1,650.00 |
| 700 3 101 | SIGN PANEL, F&I GM, UP TO 12 SF | EA | 1.00 | \$ 304.48 | \$ 304.48 |
| 705 11 1 | DELINEATOR, FLEXIBLE TUBULAR | EA | 30.00 | \$ 225.00 | \$ 6,750.00 |
| 711 11 123 | THERMOPLASTIC, STD, WHITE, SOLID, 12" | LF | 188.50 | \$ 8.32 | \$ 1,568.32 |
| 711 11 125 | THERMOPLASTIC, STD, WHITE, SOLID, 24" | LF | 241.60 | \$ 7.86 | \$ 1,898.98 |
| Subtotal | | | | | \$ 18,178.92 |
| MOT (10%) | | | | | \$ 1,817.89 |
| Mobilization (10%) | | | | | \$ 1,817.89 |
| Project Unknowns (20%) | | | | | \$ 4,362.94 |
| Design Fee & CEI (16%) | | | | | \$ 4,188.42 |
| Constructability Analysis (2%) | | | | | \$ 523.55 |
| Total | | | | | \$ 30,889.62 |

Units Legend:

| | |
|--------------|-----------------|
| Abbreviation | Unit of Measure |
| AC | Acre |
| SY | Square Yard |
| AS | Assembly |
| EA | Each |
| LF | Linear Foot |

Notes:

FY 18-20 Design Build Push Botton (DBPB) unit costs were used

Summary of Long-Term Intersection Improvement Construction Cost Estimate

| Pay Item No. | Item Description | Unit | Quantity | Historical Cost | |
|--------------------------------|--|------|----------|-----------------|----------------------|
| | | | | Unit Cost | Total Cost |
| 110 1 1 | CLEARING & GRUBBING | AC | 0.30 | \$ 11,471.45 | \$ 3,441.44 |
| 285 709 | OPTIONAL BASE,BASE GROUP 09 | SY | 452.50 | \$ 65.00 | \$ 29,412.50 |
| 327 70 1 | MILLING EXIST ASPH PAVT, 1" AVG DEPTH | SY | 386.80 | \$ 5.10 | \$ 1,972.68 |
| 334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | 43.00 | \$ 180.00 | \$ 7,740.00 |
| 337 7 25 | ASPH CONC FC,INC BIT,FC-5,PG76-22 | TN | 31.28 | \$ 295.00 | \$ 9,227.60 |
| 520 1 10 | CONCRETE CURB & GUTTER, TYPE E | LF | 148.40 | \$ 37.00 | \$ 5,490.80 |
| 520 5 11 | TRAF SEP CONC-TYPE I, 4' WIDE | LF | 185.50 | \$ 75.00 | \$ 13,912.50 |
| 700 1 11 | SINGLE POST SIGN, F&I GM | AS | 1.00 | \$ 550.00 | \$ 550.00 |
| 711 11 170 | THERMOPLASTIC, STD, WHITE, ARROW | EA | 6.00 | \$ 101.40 | \$ 608.40 |
| 711 14 160 | THERMOPLASTIC, PREFORMED, WHITE, MESSAGE | EA | 6.00 | \$ 1,248.00 | \$ 7,488.00 |
| 711 15 201 | THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6" | GM | 0.06 | \$ 5,948.80 | \$ 363.47 |
| Subtotal | | | | | \$ 80,207.39 |
| MOT (10%) | | | | | \$ 8,020.74 |
| Mobilization (10%) | | | | | \$ 8,020.74 |
| Project Unknowns (20%) | | | | | \$ 19,249.77 |
| Design Fee & CEI (16%) | | | | | \$ 18,479.78 |
| Constructability Analysis (2%) | | | | | \$ 2,309.97 |
| Total | | | | | \$ 136,288.39 |

Units Legend:

| | |
|--------------|-----------------|
| Abbreviation | Unit of Measure |
| AC | Acre |
| SY | Square Yard |
| TN | Ton |
| LF | Linear Foot |
| AS | Assembly |
| EA | Each |
| GM | Gross Mile |

Notes:

Milling and resurfacing is used to tie to existing pavement
 Type E Curb & Gutter is used to match existing
 FY 18-20 Design Build Push Botton (DBPB) unit costs were used



**PARTY OF
RECORD**

Email: FW: opposition to the planned rezoning (reference RZ-PD 20-0103) (2 Pages)

From: Hearings
Sent: Friday, January 10, 2020 10:21 AM
To: Le Blanc, Cindy-Jean
Cc: Marley, Laura; ginger.willms@gmail.com
Subject: FW: opposition to the planned rezoning (reference RZ-PD 20-0103)
Attachments: Eagle Nest.pdf

Testimony has been received via the @Hearings email box, please add to the file 20-0103

Fernando J. Quiñones

Manager (Hearing Operations)

Development Services Department (DSD)

From: Ginger Willms [mailto:ginger.willms@gmail.com]
Sent: Wednesday, January 8, 2020 8:59 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>
Subject: opposition to the planned rezoning (reference RZ-PD 20-0103)

[External]

I am opposed to RZ-PD 20-0103. This proposal requests changing the zoning from residential to commercial. The property is located on the east side of Dale Mabry Hwy (behind the Firestone and just north of Grow Financial).. I oppose the request to build 11 small business offices.(commercial on this site)

This parcel is heavily wooded. The total size of the parcel is about 4.7 acres. There is a wetland at the northern end of the property that seems to be a little more than 1-acre in size and is a transition to Bay Lake. There is another 0.6-acre "isolated" wetland/ pond described in the application on the parcel. Based on the plan it seems the 0.6 acre "isolated" wetland/ pond will be paved over. The wetland at the northern end of the property may or may not be impacted but the plan is not clear. **We cannot lose our wetlands.**

In addition to the wetland impacts there is also an eagle nest located close by (within the 600' buffer identified on the Hillsborough County Map Viewer). This must be preserved.

We have plenty of open office space and several of these small buildings for sale within a 2 mile radius of this site. There is no need to rezone this site as commercial We need to preserve our wetlands and the Eagle's Nest.

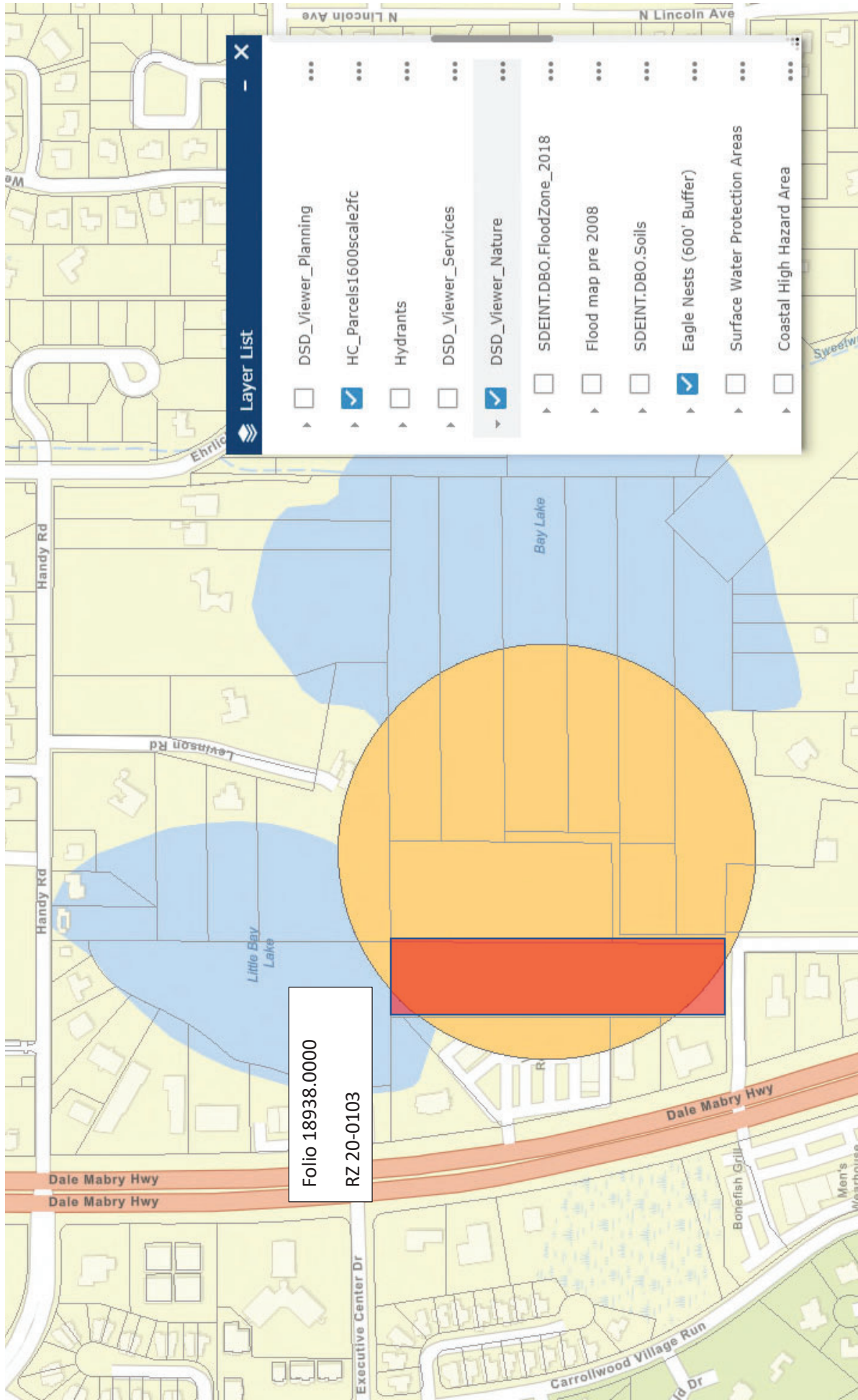
Thank you -

--

Ginger Willms

ginger.willms@gmail.com

This email is from an **EXTERNAL** source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.



Source:

Map Hillsborough Viewer 2.5

<https://maps.hillsboroughcounty.org/MapHillsborough/MapHillsborough.html>

From: Hearings
Sent: Wednesday, January 15, 2020 8:30 AM
To: Le Blanc, Cindy-Jean
Cc: Monsanto, Israel; Marley, Laura; nanzarlaz@gmail.com
Subject: FW: Wetland overbuilding hurts Carrollwood

Testimony has been received via the @Hearings email box, please add to the file 20-0103 and 19-1169 respectively

Fernando J. Quiñones
Manager (Hearing Operations)
Development Services Department (DSD)

-----Original Message-----

From: Na La La [mailto:nanzarlaz@gmail.com]
Sent: Wednesday, January 15, 2020 5:28 AM
To: Hearings <Hearings@HillsboroughCounty.ORG>
Subject: Wetland overbuilding hurts Carrollwood

[External]

To the locally elected board,

Please protect the remaining wetlands in Carrollwood at the meeting on Jan 21. Don't let builders claim they won't impact eagles nesting sites at RPZ 20-0103 as well as the proposed MM191169 site to destroy the last natural areas along Dale Mabry. This letter is in place of my attendance in support of local government standing up to powerful developers.

Nancy Williams
Northdale resident
Avid nature lover and school bus driver.

This email is from an EXTERNAL source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.



December 6, 2019

Mike Merrill
P.O. Box 1110
Tampa, FL 33601

Re: Application number: RZ-PD 20-0103

Dear Mr. Merrill:

I reside at 13914 Hayward Place, Tampa, and am writing to oppose application number: RZ-PD 20-0103 filed by 13512 BAY LAKE LANE LAND TRUST SEGAL & SCHUH LAW GROUP P L TRUSTEE. Changing the zoning will have significant negative impacts on my and my neighbors' quality of life, including excessive noise, odors and light pollution, significantly increased traffic, and reduced property values.

Further, the proposed development will result in the destruction of a large portion of the wetlands on the property and will adversely impact on an Eagle's nest located in the wetlands.

The owner has not shown that "[t]he variation is necessary to achieve creative, innovative, and/or mixed use development that could not be accommodated by strict adherence to current regulations" as required by section 5.03.06 of the Land Development Code. Nor has it shown any "practical difficulties or unnecessary hardship" as required by section 11.04.02 A.

The other objections I have are that the variance is not in harmony with the County's Comprehensive Plan and that it will substantially interfere with or injure the rights of the property owners abutting the site as mentioned above.

I specifically request that I be given an opportunity to speak at the hearing on January 21. I also request that I be allowed to cross examine other witnesses. Thank you.

Sincerely,

Randall O. Reder

Certified mail
7018 3090 0001 2235 1433

RECEIVED

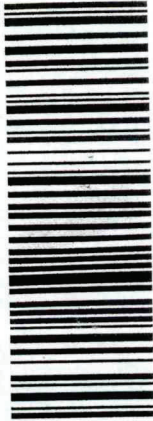
JAN 09 2020

Building Services Division
Development Services Dept

7018 3090 0001 2235 1433

PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT OF THE RETURN ADDRESS, FOLD AT DOTTED LINE

CERTIFIED MAIL®



7018 3090 0001 2235 1433

7018 3090 0001 2235 1433

U.S. Postal Service™
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Domestic Mail Only

For delivery information, visit our website at www.usps.com®.

OFFICIAL USE

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|--|----|
| Certified Mail Fee | \$ |
| Extra Services & Fees (check box, add fee as appropriate) | |
| <input type="checkbox"/> Return Receipt (hardcopy) | \$ |
| <input type="checkbox"/> Return Receipt (electronic) | \$ |
| <input type="checkbox"/> Certified Mail Restricted Delivery | \$ |
| <input type="checkbox"/> Adult Signature Required | \$ |
| <input type="checkbox"/> Adult Signature Restricted Delivery | \$ |

| | |
|---------|----|
| Postage | \$ |
|---------|----|

| | |
|------------------------|----|
| Total Postage and Fees | \$ |
|------------------------|----|

Postmark
Here

| | |
|-----------------------------------|-----------------|
| Sent To | Mike Merrill |
| Street and Apt. No. or PO Box No. | P.O. Box 1110 |
| City, State, Zip+4® | Tampa, FL 33601 |

PS Form 3809, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Mike Merrill
P.O. Box 1110
Tampa, FL 33601



9590 9402 4621 8323 2967 52

2. Article Number (Transfer from service label)

COMPLETE THIS SECTION ON DELIVERY

| | |
|--------------|------------------------------------|
| A. Signature | <input type="checkbox"/> Agent |
| X | <input type="checkbox"/> Addressee |

| | |
|-------------------------------|---------------------|
| B. Received by (Printed Name) | C. Date of Delivery |
|-------------------------------|---------------------|

D. Is delivery address different from item 1? Yes
If YES, enter delivery address below: No

| | |
|--|---|
| 3. Service Type | |
| <input type="checkbox"/> Adult Signature | <input type="checkbox"/> Priority Mail Express® |
| <input type="checkbox"/> Adult Signature Restricted Delivery | <input type="checkbox"/> Registered Mail™ |
| <input type="checkbox"/> Certified Mail® | <input type="checkbox"/> Registered Mail Restricted Delivery |
| <input type="checkbox"/> Certified Mail Restricted Delivery | <input type="checkbox"/> Return Receipt for Merchandise |
| <input type="checkbox"/> Collect on Delivery | <input type="checkbox"/> Signature Confirmation™ |
| <input type="checkbox"/> Collect on Delivery Restricted Delivery | <input type="checkbox"/> Signature Confirmation Restricted Delivery |
| <input type="checkbox"/> Insured Mail | |
| <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500) | |

PS Form 3811, July 2015 PSN 7530-02-000-9053

Domestic Return Receipt

Camacho, Juan

From: Hearings
Sent: Wednesday, September 2, 2020 10:52 AM
To: Camacho, Juan
Subject: FW: Office of the Zoning Administrator regarding Application RZ-PD 20-0103

Bianca O. Vazquez
Planning and Zoning Technician
Development Services Department

P: (813) 276-2156
F: (813) 635-7362
E: vazquezb@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd. 20th Floor, Tampa, FL 33602

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Please make use of CenterPass to make appointment requests online at
<https://www.hillsboroughcounty.org/en/businesses/permits-and-records/centerpass>

-----Original Message-----

From: Roberta Lipschutz <roberta@tampabay.rr.com>
Sent: Tuesday, September 1, 2020 5:28 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>
Subject: Office of the Zoning Administrator regarding Application RZ-PD 20-0103

[External]

My husband, Dr. Fred Lipschutz and I live on Big Bay Lake and absolutely oppose the rezoning of the property on Bay Lake Lane for the numerous reasons stated by both Peter Schreuder and David Alexander.

Roberta and Fred Lipschutz
3417 Nundy Rd
Tampa, FL 33618
813 7288078

This email is from an EXTERNAL source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.

From: **Deborah Alexander** mojodeb@mac.com 

Subject: **APPLICATION RZ 20-0103**

Date: **August 27, 2020 at 10:21 PM**

To: Hearings@HCFLGov.net

Cc: **Debbie email** mojodeb@mac.com, **David Alexander** dtacollectibles@gmail.com, **Roberta Lipschutz** roberta@tampabay.rr.com,
Joe Belt jbelt@bellengineering.com



RE: 13512 Bay Lake Lane, Tampa, FL 33618; RZ 20-0103 for office park

Hillsborough County Development Services Dept,

This is the second time I and my fellow lake community residents have come before the Hillsborough County Commissioners to plea our case to reject a rezoning request by Waterford Construction & Development for an office park to go into a residential area, and at this very location. I'm writing to you today asking you to look at what I am submitting in writing, and also what my husband David Alexander is submitting with photos. I have attached his letter and photos to this email.

The first time we countered Mr Horner and the Waterford Construction & Development intent to purchase and develop this same property, ended with the Commissioners accepting our lake community residents concerns and evidence to not allow an office development at this residential location. We are a community more open to housing development, but not open to offices that would be invading a residential area unnecessarily. The main point is because there are more than enough office spaces available within 10-15 blocks from the Bay Lake property, right on North Dale Mabry Hwy. My husband has provided addresses and also the photos as proof for most of those locations for lease or for sale. Most recently Stein Mart has posted Store Closing sign, and will be available as well.

Many years ago, when I stood before the Commissioners, I addressed the issue of traffic. I had provided a video to the office for the commissioners to look at from that time period. As you well know, if you have lived in Tampa a long time or as long as my 30 years, the traffic in this area and on North Dale Mabry has only increased due to population growth. At that meeting I shared a time when I almost witness my youngest daughter coming close to being hit by a car, driven by a person rushing Westbound on Moran Rd and heading to North Dale Mabry Hwy. My daughter was about to cross the street to get on her school bus. I was so thankful her bus driver made eye contact with my daughter and stopped her, even with the near dark visibility of an early Winter morning. I was helpless in my car to stop that rushing car, while I was waiting to see my daughter get on her bus in the early morning light. Even today, there are individual walking on Moran Rd and around Bay Lake Lane who go to work at Grow Financial Credit Union, the Doctors Village and the Vet hospital. They are of various ages and some walk their dogs also. And I haven't even mentioned the fact that the Jewish synagogue, Kol Ami has large number of cars lined along Moran Road and Bay Lake Lane during their high holy days and special events. An office park would potentially have issues with losing parking spots during those days by attendees to Kol Ami during those days.


There are daily cars with individuals who do not live on Moran Rd, or Bay Lake Lane. They use our residential road has a cut through between Fletcher Ave and North Dale Mabry Hwy, and this might include access to Lake Magdalene Blvd as well. If an office park goes in at Bay Lake Lane, it would only increase the traffic and even cause more motorist to create more hazards with children living in the area. My neighbors on Bay Lake Lane have small children and the property in question is directly across from their home. For that matter, anyone who walks along these streets with their children and pets could be facing traffic hazards. In addition, Google Maps has the GPS wrong for my home address and many drivers are directed to go up Bay Lake Lane to locate my address. I've done what I can to get that change, but with no results at this time.

Anyway, all this to say that I would like to keep my stance on the traffic issues for our neighborhood streets and also for the Bay Lake Lane property, and the hazards that would increase with the development of an office park.

Please consider rejecting the Waterford Construction & Development, and Mr Honer's request for developing an office park at 13512 Bay Lake Lane in the Carrollwood residential area.



DTA County Aug
2020 L...er.docx

From: **Deborah Alexander** mojodeb@mac.com 

Subject: **Vandalism on Dale Mabry**

Date: **August 27, 2020 at 11:58 AM**



August 27, 2020

Re: Rezoning Property at Moran Rd and Bay Lake Lane for Commercial Use

Although the subject property is near Dale Mabry it does not have a Dale Mabry address and is in a residential area. The historic Moran Rd neighborhood was not conceived as a route to commercial establishments and is currently over burdened by cut through traffic headed for Dale Mabry. Because of the curves on Moran, the intersection of Moran Rd and Dale Mabry is not adequate to stack cars at the stop sign and has been the scene of numerous accidents. Broken glass from the last incident is still visible at this location.

The three mile corridor on Dale Mabry between Lake Carroll Way and Ehrlich Rd is overwhelmed with commercial office and retail space for lease. Virtually every building that offers multiple occupancy has space for lease. The following addresses on Dale Mabry have leasing opportunities:

10017
10901
10935
11040
11209
13005
13705
14310
14398
14404
14436
14454
14497
14502
14608
14703
14802

And there are a few other addresses that I did not get. If anyone wants to set up shop in this area they currently have plenty of opportunities and could probably negotiate a couple months free rent for pulling the trigger now.

Dale Mabry between Lake Carroll Way and Ehrlich Rd is polluted with "For Lease" signs offering available buildings and offices. There is clearly very low demand for office space in this area. Actually it looks like there is currently no demand. (See 3 attachment pdf photos)

The complex at the corner of Floyd Rd and Dale Mabry is surrounded by fencing and appears headed for major rebuilding. While the fence has been in place for several months the structure has caught the eyes of graffiti artists or gang members who have tagged this building and several adjacent areas. No one wants this problem in our area but we deep concerns that construction time and prolonged vacancies would attract the graffiti gangsters to this out of the way location on Moran Rd.

Our plea is that you do not allow unnecessary and unwanted commercial construction in our neighborhood.

Thanks for your consideration and please let us live in peace,
David Alexander

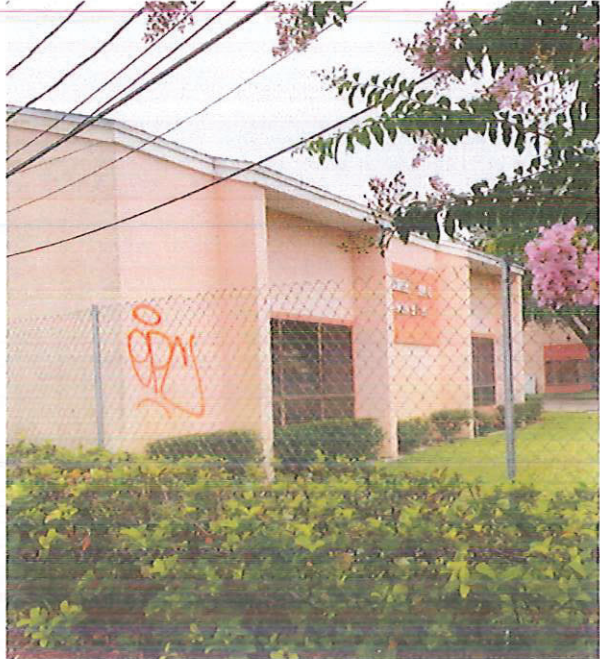


From: Deborah Alexander mojodeb@mac.com
Subject: Office Leases pic#2
Date: August 20, 2020 at 10:55 AM
To: Debbie email mojodeb@mac.com



Sent from my iPad

From: Deborah Alexander mojodeb@mac.com
Subject: Vandalism on Dale Mabry
Date: August 20, 2020 at 10:58 AM
To: Debbie email mojodeb@mac.com



Sent from my iPad

From: Hearings
Sent: Tuesday, September 1, 2020 3:18 PM
To: Timoteo, Rosalina
Subject: FW: APPLICATION RZ 20-0103
Attachments: DTA County Aug 2020 Letter.docx; ATT00001.htm

Bianca O. Vazquez

Planning and Zoning Technician
Development Services Department

P: (813) 276-2156
F: (813) 635-7362
E: vazquezb@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd. 20th Floor, Tampa, FL 33602

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Please make use of CenterPass to make appointment requests online at
<https://www.hillsboroughcounty.org/en/businesses/permits-and-records/centerpass>

From: Deborah Alexander <mojodeb@mac.com>
Sent: Thursday, August 27, 2020 10:27 PM
To: Debbie email <mojodeb@mac.com>
Cc: Hearings <Hearings@HillsboroughCounty.ORG>; David Alexander <dtacollectibles@gmail.com>;
Roberta Lipschutz <roberta@tampabay.rr.com>; Joe Belt <jbelt@beltengineering.com>
Subject: Re: APPLICATION RZ 20-0103

[External]

I apologize, I meant to send the current letter from my husband. See the revised attachment with date on the letter.

August 27, 2020

Re: Rezoning Property at Moran Rd and Bay Lake Lane for Commercial Use

Although the subject property is near Dale Mabry it does not have a Dale Mabry address and is in a residential area. The historic Moran Rd neighborhood was not conceived as a route to commercial establishments and is currently over burdened by cut through traffic headed for Dale Mabry. Because of the curves on Moran, the intersection of Moran Rd and Dale Mabry is not adequate to stack cars at the stop sign and has been the scene of numerous accidents. Broken glass from the last incident is still visible at this location.

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Thanks for your consideration and please let us live in peace,
David Alexander

Debbie Alexander
mojodeb@mac.com

On Aug 27, 2020, at 10:21 PM, Deborah Alexander <mojodeb@mac.com> wrote:

RE: 13512 Bay Lake Lane, Tampa, FL 33618; RZ 20-0103 for office park

Hillsborough County Development Services Dept,

This is the second time I and my fellow lake community residents have come before the Hillsborough County Commissioners to plea our case to reject a rezoning request by Waterford Construction & Development for an office park to go into a residential area, and at this very location. I'm writing to you today asking you to look at what I am submitting in writing, and also what my husband David Alexander is submitting with photos. I have attached his letter and photos to this email.

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Many years ago, when I stood before the Commissioners, I addressed the issue of traffic. I had provided a video to the office for the commissioners to look at from that time period. As you well know, if you have lived in Tampa a long time or as long as my 30 years, the traffic in this area and on North Dale Mabry has only increased due to population growth. At that meeting I shared a time when I almost witness my youngest daughter coming close to being hit by a car, driven by a person rushing Westbound on Moran Rd and heading to North Dale Mabry Hwy. My daughter was about to cross the street to get on her school bus. I was so thankful her bus driver made eye contact with my daughter and stopped her, even with the near dark visibility of an early Winter morning. I was helpless in my car to stop that rushing car, while I was waiting to see my daughter get on her bus in the early morning light. Even today, there are individual walking on Moran Rd and around Bay Lake Lane who go to work at Grow Financial Credit Union, the Doctors Village and the Vet hospital. They are of various ages and some walk

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Please consider rejecting the Waterford Construction & Development, and Mr Honer's request for developing an office park at 13512 Bay Lake Lane in the Carrollwood residential area.

<DTA County Aug 2020 Letter.docx>
<Vandalism on Dale Mabry.pdf>
<Office Leases pic2.pdf>
<DaleMabryOfficeLeases#1.pdf>

Thank you for reading my message and looking at my husband's submissions. I hope you will make the right decision to keep Bay Lake Lane a residential area and keep office parks where they belong, in mainstreet office areas. Thank you for your time to may your consideration in this matter.

Debbie Alexander
mojodeb@mac.com

This email is from an **EXTERNAL** source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.

From: **Deborah Alexander** mojodeb@mac.com 

Subject: **APPLICATION RZ 20-0103**

Date: **August 27, 2020 at 10:21 PM**

To: Hearings@HCFLGov.net

Cc: **Debbie email** mojodeb@mac.com, **David Alexander** dtacollectibles@gmail.com, **Roberta Lipschutz** roberta@tampabay.rr.com, **Joe Belt** jbelt@bellengineering.com



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DTA County Aug
2020 L...er.docx

From: **Deborah Alexander** mojodeb@mac.com 

Subject: **Vandalism on Dale Mabry**

Date: **August 27, 2020 at 11:58 AM**



August 27, 2020

Re: Rezoning Property at Moran Rd and Bay Lake Lane for Commercial Use

Although the subject property is near Dale Mabry it does not have a Dale Mabry address and is in a residential area. The historic Moran Rd neighborhood was not conceived as a route to commercial establishments and is currently over burdened by cut through traffic headed for Dale Mabry. Because of the curves on Moran, the intersection of Moran Rd and Dale Mabry is not adequate to stack cars at the stop sign and has been the scene of numerous accidents. Broken glass from the last incident is still visible at this location.

The three mile corridor on Dale Mabry between Lake Carroll Way and Ehrlich Rd is overwhelmed with commercial office and retail space for lease. Virtually every building that offers multiple occupancy has space for lease. The following addresses on Dale Mabry have leasing opportunities:

10017
10901
10935
11040
11209
13005
13705
14310
14398
14404
14436
14454
14497
14502
14608
14703
14802

And there are a few other addresses that I did not get. If anyone wants to set up shop in this area they currently have plenty of opportunities and could probably negotiate a couple months free rent for pulling the trigger now.

Dale Mabry between Lake Carroll Way and Ehrlich Rd is polluted with "For Lease" signs offering available buildings and offices. There is clearly very low demand for office space in this area. Actually it looks like there is currently no demand. (See 3 attachment pdf photos)

The complex at the corner of Floyd Rd and Dale Mabry is surrounded by fencing and appears headed for major rebuilding. While the fence has been in place for several months the structure has caught the eyes of graffiti artists or gang members who have tagged this building and several adjacent areas. No one wants this problem in our area but we deep concerns that construction time and prolonged vacancies would attract the graffiti gangsters to this out of the way location on Moran Rd.

Our plea is that you do not allow unnecessary and unwanted commercial construction in our neighborhood.

Thanks for your consideration and please let us live in peace,
David Alexander

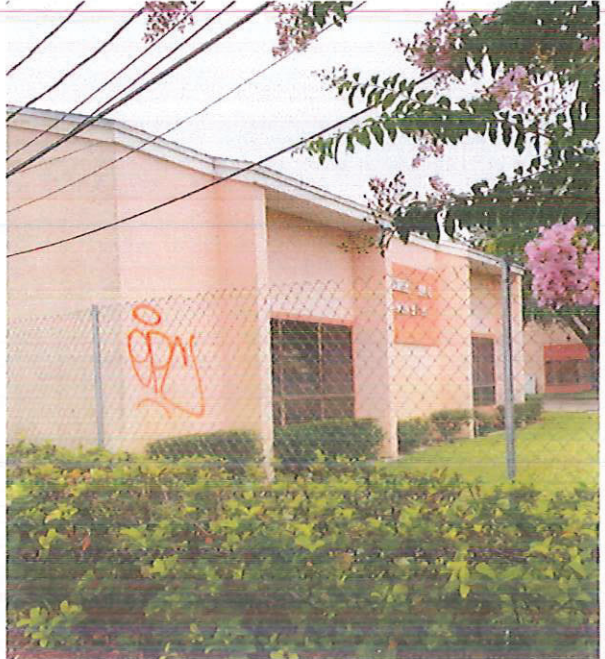


From: Deborah Alexander mojodeb@mac.com
Subject: Office Leases pic#2
Date: August 20, 2020 at 10:55 AM
To: Debbie email mojodeb@mac.com



Sent from my iPad

From: Deborah Alexander mojodeb@mac.com
Subject: Vandalism on Dale Mabry
Date: August 20, 2020 at 10:58 AM
To: Debbie email mojodeb@mac.com



Sent from my iPad

From: Hearings
Sent: Tuesday, September 1, 2020 3:28 PM
To: Timoteo, Rosalina
Subject: FW: RZ-PD20-0103
Attachments: good ol boys letter.pdf; traffic letter.pdf; TS3.pdf; TS-4.pdf

Bianca O. Vazquez
Planning and Zoning Technician
Development Services Department

P: (813) 276-2156
F: (813) 635-7362
E: vazquezb@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd. 20th Floor, Tampa, FL 33602

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<https://www.hillsboroughcounty.org/en/businesses/permits-and-records/centerpass>

From: Joe Belt <jbelt@beltengineering.com>
Sent: Monday, August 31, 2020 4:58 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>
Subject: RZ-PD20-0103

[External]

Attn: Office of the Zoning Administrator

To Whom it may concern:

I own two of the properties due East of the subject rezoning. I have lived on these properties for sixty-three years.

I've attached some ramblings that I feel are relevant to the decision making in this rezoning. I request your consideration of these in carrying out your administrative duties.

I am an engineer and I am not opposed to progress. I fully understand that something will be done with this parcel.

Should your wisdom tend towards approval of this development I would like to see the following items considered to reduce the impact on my community.

1. Widening of Moran Road and a right hand turn lane onto Dale Mabry.
2. Heavy consideration as to the protection of the historical sinkhole and related possible aquifer pollution.
3. An exceptional buffer along the east boundary.
4. Preclusion of offices which might invite drug addicts, perverts and pedophiles into my neighborhood.
5. Extension of water and sewer past this parcel so that this neighborhood could have easier access to same.
6. Consideration for the stormwater that runs west from the crown of Bay Lake Lane. On several developments in this area the historical conveyances (ditches) have been ignored and filled and puddles are the result.

Thank you for the often thankless work that you do.
I truly appreciate your time.

Joseph W. Belt
13521 Bay Lake Lane
Tampa, Florida 33618

Stay Healthy!
Stay Happy!
Stay Productive!

Joseph W. Belt P.E.
813.961.3075

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RE: 20-0103

Attn: Zoning Staff

I believe that this property is currently zoned (RSC-4) for a maximum of 16 single family homes if developed according to Hillsborough County standards (bring in water and sewer and provide stormwater treatment and holding elements)or..... they can (without following the serious Subdivision Regulations) divide it into two residential lots and serve them with well and septic systems.

The planned rezoning is to change it to commercial / Professional office space.

But you say, Why not? It is logical that The Commercial Zoning on Dale Mabry transition to residential with Professional office. And I agree.....except thatThe Good Ol' Boys... were involved in rezoning the Dale Mabry Properties to Commercial. Those Dale Mabry Frontage should have been the Professional Offices per the County's long term plans.

Don't Remember the Good Ol' Boys?; County Commissioners Joe Kotvas, Fred Anderson and Bob Curry? These fellas did time at Club Fed for Bribery and Racketeering in Hillsborough County rezoning cases. <https://www.upi.com/Archives/1985/05/24/County-leaders-indicted-on-racketeering-charges/6826485755200/>

We fought these cases back in the 80's and were dumbfounded by the Commission's decisions to make these properties Commercial. We knew something was amiss and the FBI investigation confirmed our concerns. But the zonings had already been passed and the commercial buildings constructed.

I do not believe that there would be a rezoning request today if those Dale Mabry Commercial building Had become Professional Offices.

How many times must the entire neighborhood be punished for the obvious wrong-doings of criminals?

Please consider this in making your recommendations.

Thank you for your time.
Joseph W. Belt, P.E.
13521 Bay Lake lane
Tampa Florida 33618

RE: 20-0103

Attn: Zoning Staff

I believe that this property is currently zoned for a maximum of 16 single family homes if developed according to Hillsborough County standards (bring in water and sewer and provide stormwater treatment and holding elements)or..... they can (without following the serious Subdivision Regulations) divide it into two residential lots and serve them with well and septic systems.

A commercial / Professional office project would have far more vehicular use (80 to 100 parking spaces + transient traffic) I did not find a traffic study in their documents nor an exact parking count.

Moran road as it intersects with Dale Mabry is and has been (60 years +) a 20' wide Rural Road. There is no right turn lane onto Dale Mabry, so one car turning left can cause a back-up of numerous cars on this little piece of road.

Under the county's current design Guidelines (see TS3 above); this road would have to have a 24' pavement width plus 2' curb/gutter on each side and sidewalks. only the addition of sidewalks are indicated on the PD re-zoning plan. Their current plan appears to dump all of the additional traffic onto an already sub-standard road without making any improvements to the traffic infrastructure (other than sidewalks).

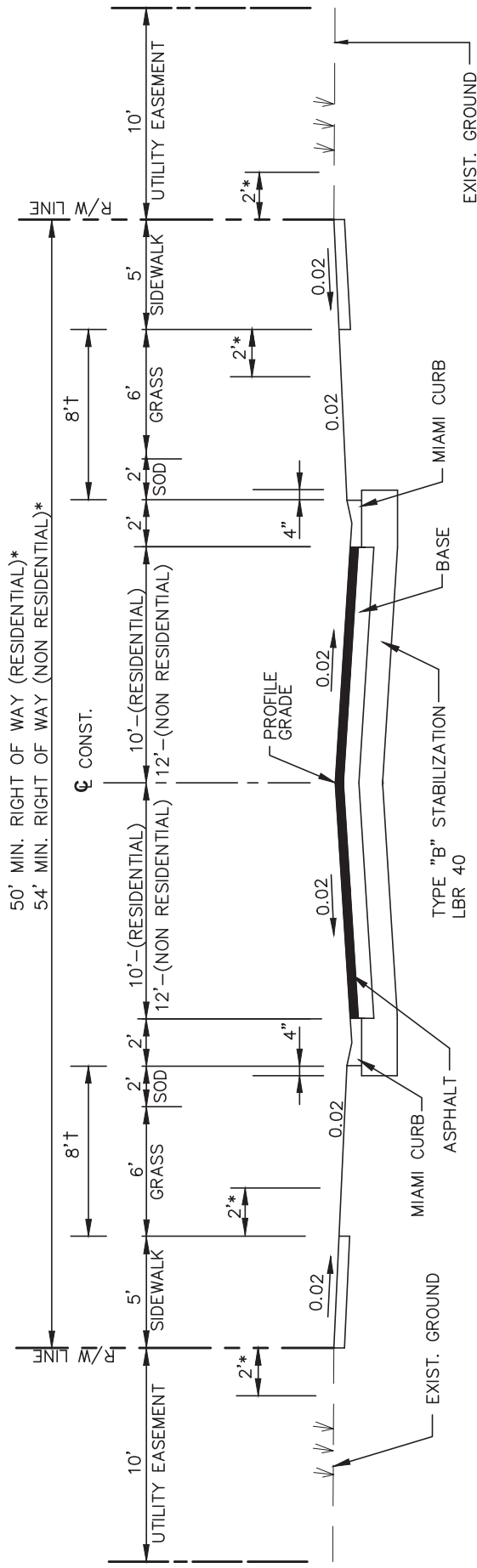
Without a right turn lane onto Dale Mabry and other improvements to Moran Road, I believe that there a considerable increase in congestion. This would be especially true during evening rush and exacerbated on heavy banking days. (one of the entry/exit connections of the bank across Moran Road appears to align directly across from the proposed entry/exit to this Proposed Facility [see 20-103 SP10-24-19 second sheet]).

Congestion would be far less if the present zoning is maintained.

Please consider this in your recommendations.

Thank you for your time.

Joseph W. Belt, P.E.
13521 Bay Lake lane
Tampa Florida 33618



TYPICAL SECTION

N.T.S.

LESS THAN 5,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 35 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

REVISION DATE:
10/17

**TRANSPORTATION
TECHNICAL
MANUAL**

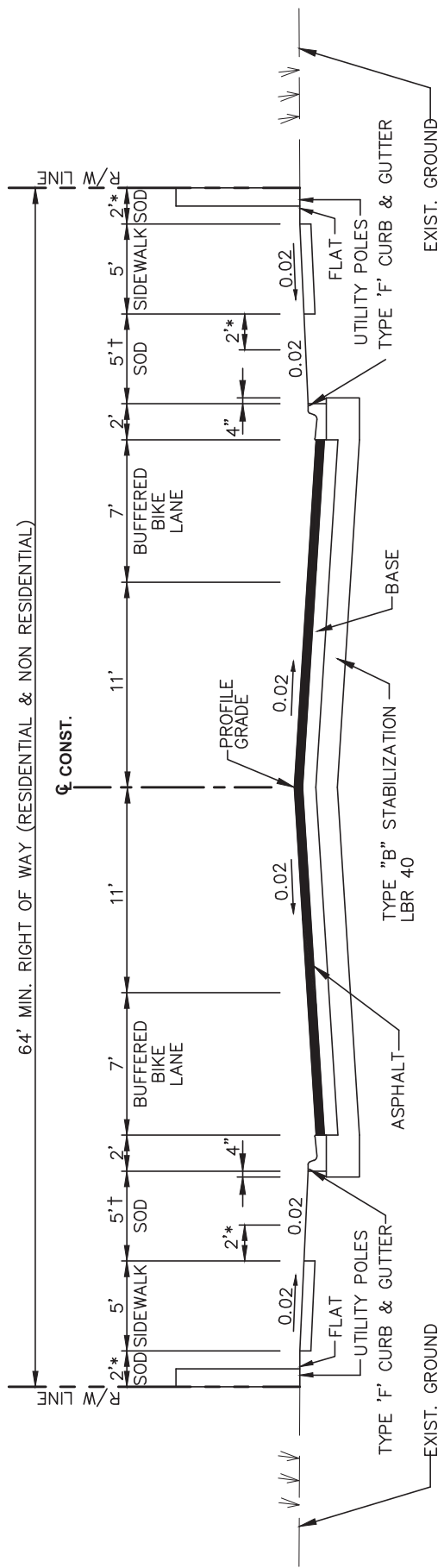


**Hillsborough
County Florida**

**LOCAL URBAN ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. **TS-3**

SHEET NO. 1 OF 1



TYPICAL SECTION

N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 40 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

REVISION DATE:
10/17

**TRANSPORTATION
TECHNICAL
MANUAL**



**Hillsborough
County Florida**

**URBAN COLLECTORS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. **TS-4**

SHEET NO. 1 OF 1

From: Hearings
Sent: Tuesday, September 1, 2020 3:27 PM
To: Timoteo, Rosalina
Subject: FW: Regarding RZ-PD 20-0103

Bianca O. Vazquez
Planning and Zoning Technician
Development Services Department

P: (813) 276-2156
F: (813) 635-7362
E: vazquezb@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd. 20th Floor, Tampa, FL 33602

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From: Sahar F <saharza79@yahoo.com>
Sent: Monday, August 31, 2020 4:01 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>
Subject: Regarding RZ-PD 20-0103

[External]

Dear Re-zoning Committee,

My family has lived at Bay lake Lane for for over thirty years. This is a tranquil community with a narrow one way road.

I would like for you to take the following into consideration when considering the re zoning of the Bay Lake area.

1) Traffic: This will cause a huge spike in traffic. Our community only has a one way road and it has only one point of entry/exit.

Our community is adjacent to a bank, eye clinic, medical plazam and Kol Ami synoagogue on Moran road. Re-zoning the current residential area will Cause a huge traffic burden for the community and ultimately the city.

2) Safety: Due to Covid-19 , crime has been increasing and placing a commercial place of business adjacent to family homes simply invites

Safety risks.

Thank you for your consideration.

Sincerely,

Sahar Faghih
(On behalf of The Faghih Family)
13525 Bay Lake Lane
Tampa, Fl 33618

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From: Hearings
Sent: Tuesday, September 1, 2020 3:27 PM
To: Timoteo, Rosalina
Subject: FW: Attention Office of the Zoning Administrator Application RZ-PD 20-0103
Attachments: Schreuder August 31 2020 Objection to Rezoning Property on Bay Lake Lane.pdf; Schreuder Signature Page Aug 31 2020.pdf

Bianca O. Vazquez

Planning and Zoning Technician
Development Services Department

P: (813) 276-2156

F: (813) 635-7362

E: vazquezb@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd. 20th Floor, Tampa, FL 33602

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From: Peter Schreuder <peterfrits37@gmail.com>
Sent: Monday, August 31, 2020 4:20 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>
Cc: Townsend Belt <townsend@beltfirm.com>; Roberta Lipschutz <roberta@tampabay.rr.com>
Subject: Attention Office of the Zoning Administrator Application RZ-PD 20-0103

[External]

Office of the Zoning Administrator regarding Application RZ-PD 20-0103

Sir;

I hereby respectfully submit my report describing my objections to the proposed construction of the project on the property at Bay lake Lane. It will have a very high potential of impacting the health and well being of the residents just to the east of the proposed development. The potential impacts are described in the attached report.

Sincerely submitted;

Peter Schreuder

Resident on Bay Lake

Hydrogeologist FL P.G. 1043

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August 31, 2020

Objection to Rezoning of Property on Bay Lake Lane

Peter Schreuder, Hydrogeologist
And Resident on Big Bay Lake

1) Potential Threat to Health of Nearby Residents from Proposed Rezoned Property

A) Locations of Endangered Residents

The location of the proposed development (20-0103 PD) and the 8 nearby residents to the east of the proposed rezoning parcel's location is shown in Figure 1. The general locations of the private household/drinking water supply wells on each residents property is also shown on the map in Figure 1.

B) Source of Groundwater Contamination

The location of the N. Dale Mabry Highway near the project area is shown in Figure 2. It is a well established fact that street run-off from the pavement of roadways following small to intermediate rainfall events contains significant concentrations of organic and inorganic contaminants. This run-off is contained in the rather deep stormwater ditches along the N. Dale Mabry Highway. This is then the source of the recharge of this highly contaminated surface water into the underlying aquifer.

C) Direction of Groundwater Flow

The direction of groundwater flow generally follows the slope of the land surface. The topography (land-surface elevation) map in the area is shown in Figure 3. The inferred direction of groundwater flow is shown by the black lines-arrows drawn on the map in Figure 3. It clearly shows that the groundwater contaminated by the recharge of contaminated surface water run-off from N. Dale Mabry Highway flows across the rezoned property towards the residents along Bay Lake.

D) Groundwater Contamination Protection

According to the testimony during a rezoning hearing on June 20, 2006 the Applicant testified as shown in the attached document that: "The green area is a depressional area that we have not shown any lots on at this point because it – it currently takes some drainage from the properties to the west." A depression in a landlocked area is generally a sinkhole feature which allows surface water to drain vertically downward into the underlying limestone formation containing the Upper Floridan Aquifer. It is from this zone which wells from private home owners draw the groundwater for their use at their home including as drinking water. The vertical downward recharge of uncontaminated surface water through this sinkhole will form a local groundwater bubble of

uncontaminated groundwater which will help to divert or block the flow of contaminated groundwater from the N. Dale Mabry Highway to the private wells of the residents.

E) Location of Sinkhole on Rezoning Property

The land surface contours on the rezoning property are shown in Figure 4. The contour interval is one (1) foot, thus a presents a very detailed representation of the surface of the land on the property. The image on this map clearly shows a depression with a closed elevation contour of 48 feet . This is the location of the sinkhole through which the underlying Upper Floridan Aquifer is being recharged to form the protective ground water bubble.

2) Reasons to Reject Zoning Request

A) Factual

The factual reasons for the rejection of the zoning request are illustrated above. To fully assess the potential threat of ground water contamination and the potential prevention of this threat to the health of the adjacent residents should have been fully investigated by a Florida Licensed hydrogeologist. This would have involved the installation of shallow and deeper monitor wells at various locations, the temporary continuous monitoring of ground water levels in both the shallow and deeper monitor well network. In addition the applicant should have fully investigated this interception of contamination prevention by collecting ground water samples and having these chemically analyzed for the presence and concentrations of the chemicals of concern. This should have been done for at least one (1) year to ascertain that all seasonal climatic conditions were investigated.

B) Procedural

The undersigned requested any information regarding the above referenced items from the applicant's representative in July. No information was provided (see Attachment B)

Conclusion

Finally the obvious is clear. The proposed new development plan as shown in Figure 5 will eliminate any uncontaminated fresh water recharge into the underlying Upper Floridan Aquifer to form the "bubble" to protect the health of adjacent residents.

Respectfully submitted;

Peter J. Schreuder, FI P.G. 1043, CPG 08373
Hydrogeologist
813 695-1308
peter@schreuderwater.us

Figures

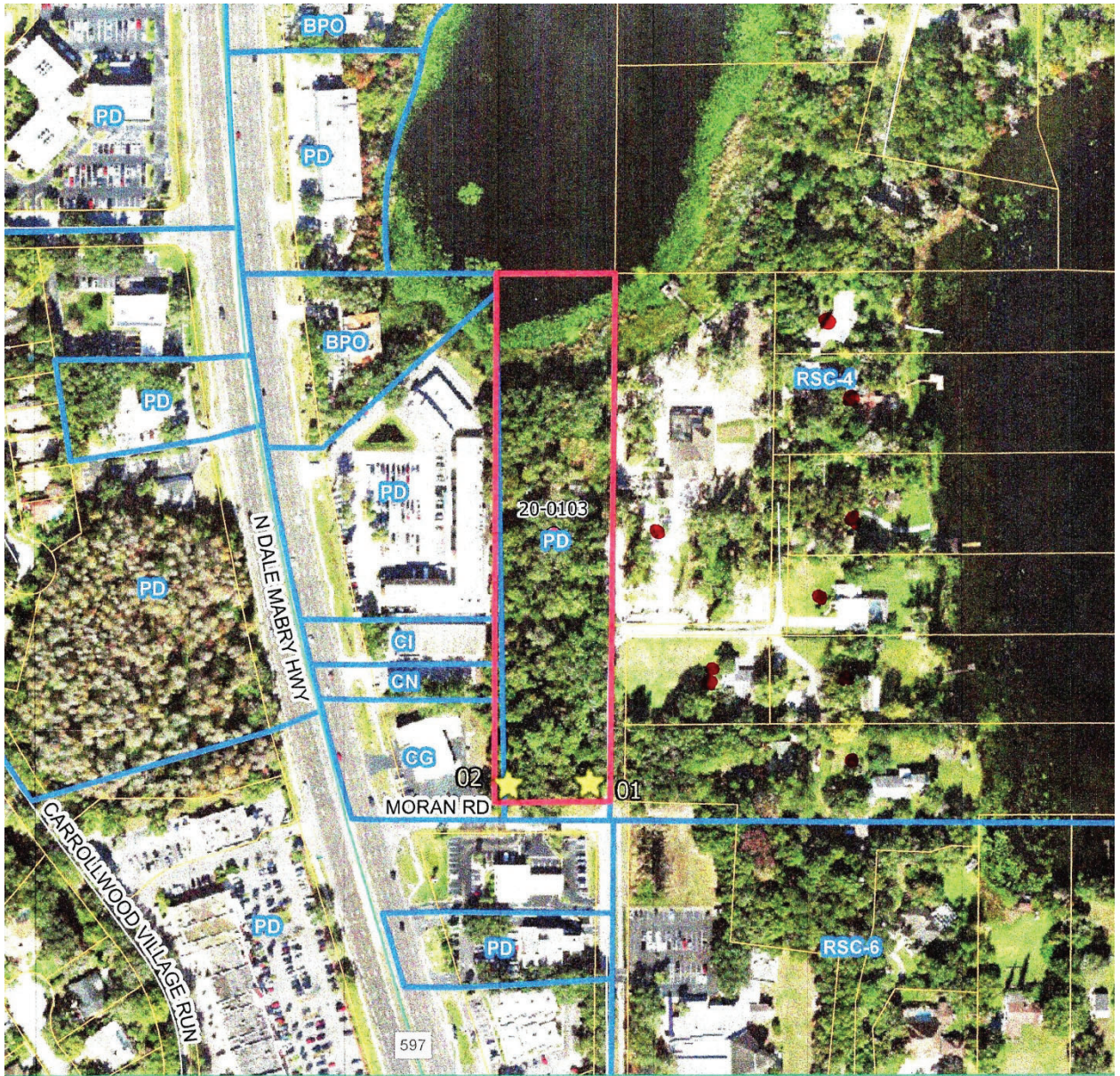


Figure 1: Location of Properties

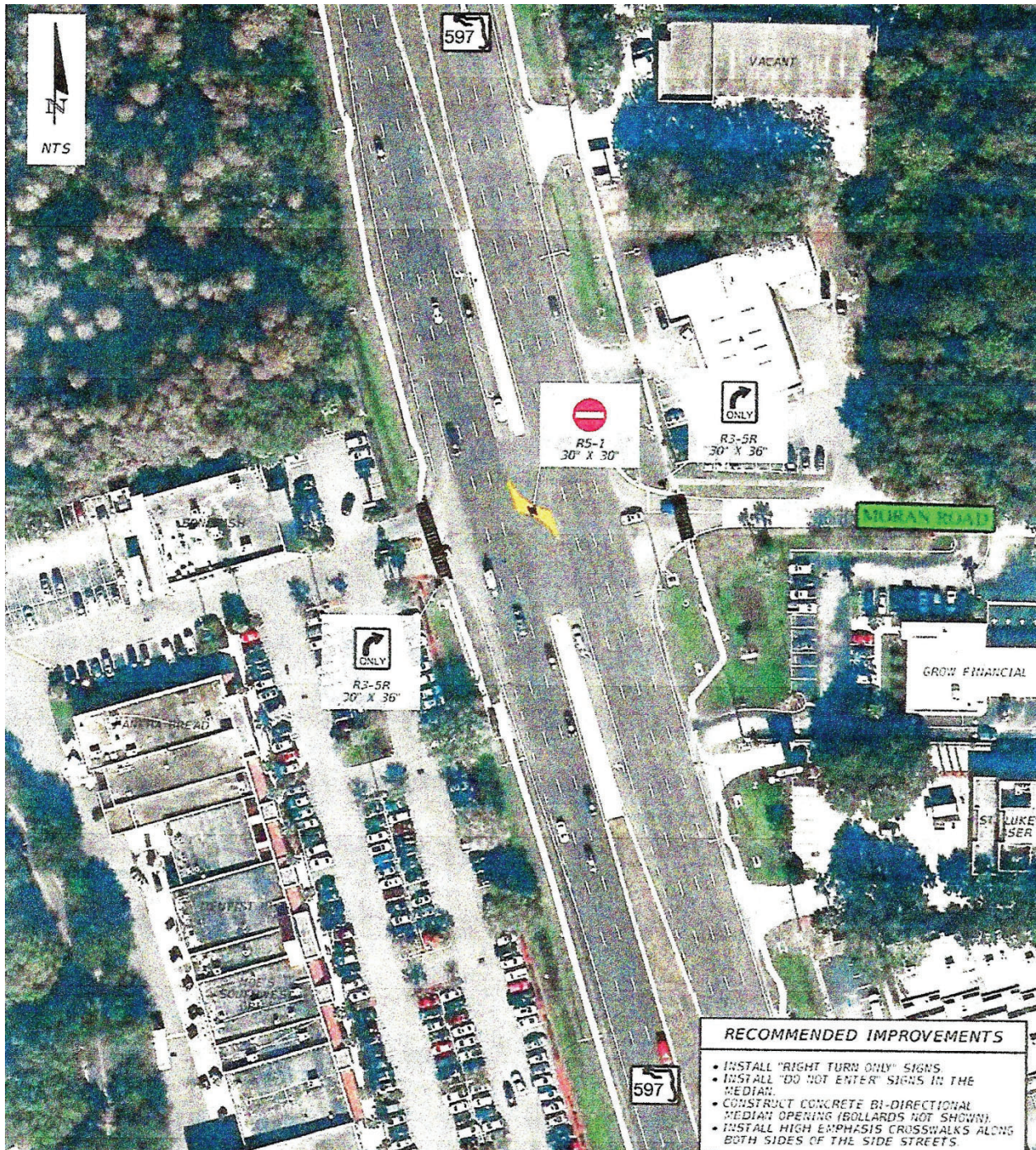


Figure 2: N. Dale Mabry Highway

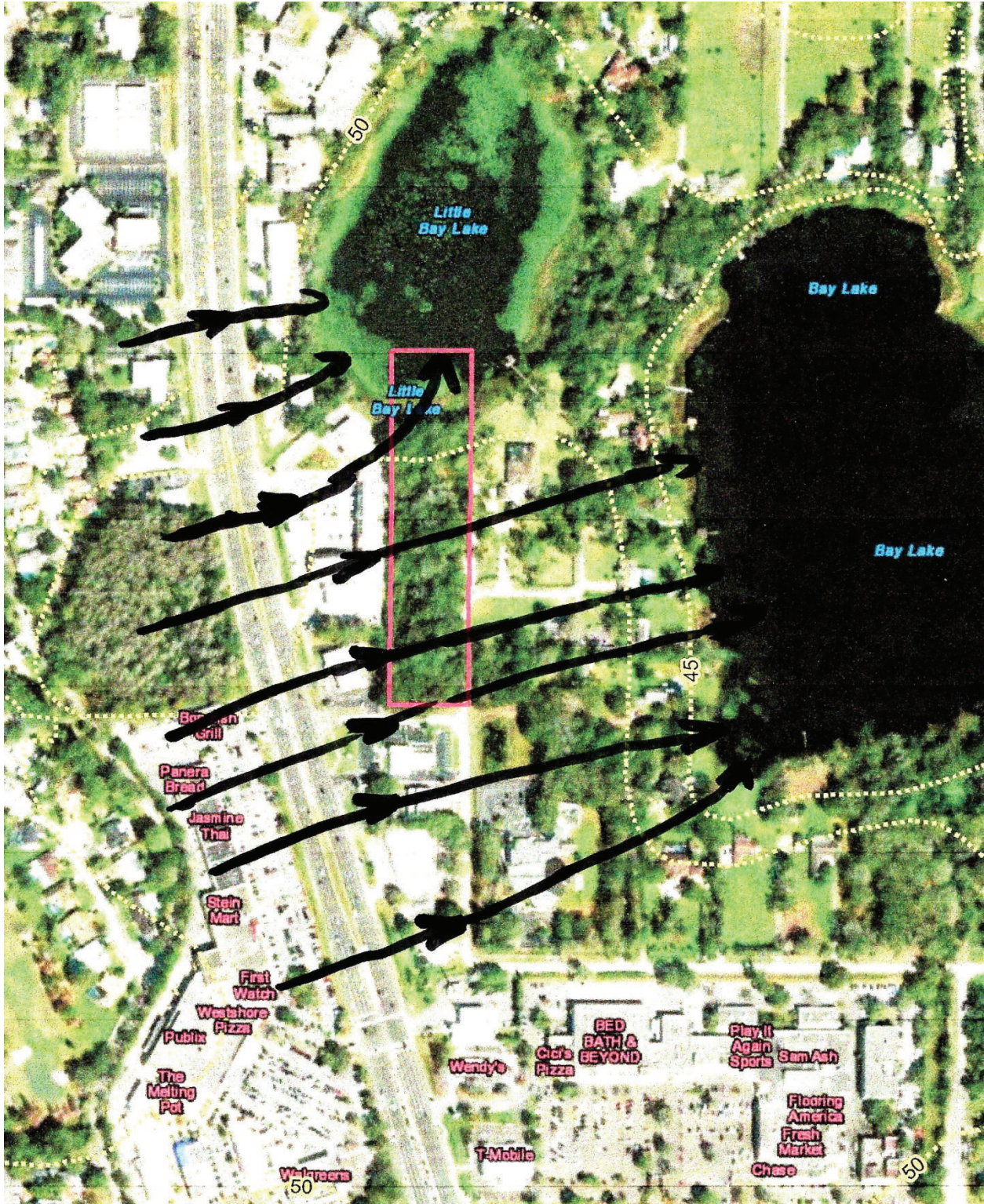


Figure 3: Topographic map and ground water flow lines



Figure 4: One (1) foot land surface contour elevations

PD APF

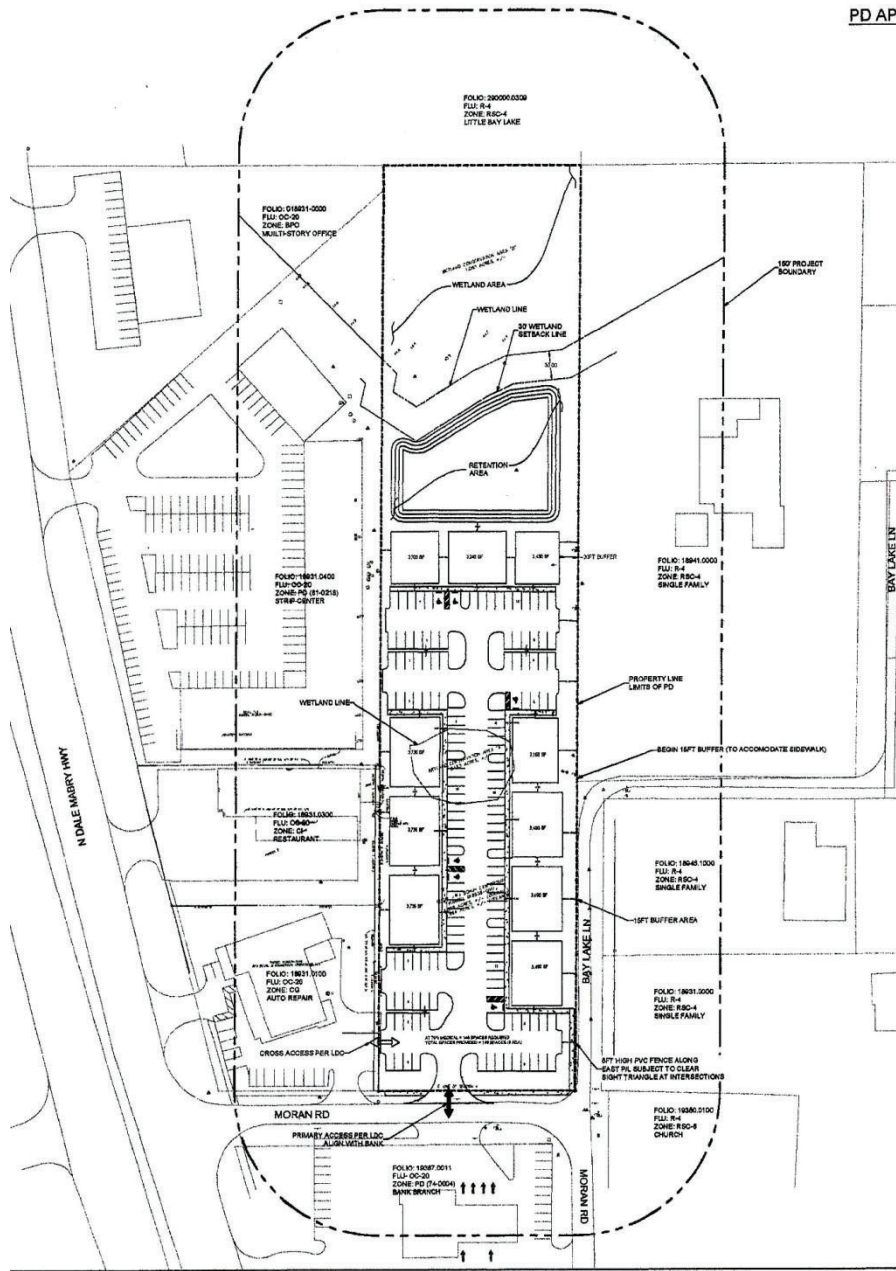


Figure 5: Proposed Office Development

Attachments

A: Extract 2006 Hearing Document

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ZONING HEARING MASTER HEARING

JUNE 20, 2006

ZONING HEARING MASTER: JAMES SCAROLA

12 Application Number: RZ 06-0715 CW
Applicant: Jim Stutzman
Location: NW corner of Moran Rd.
& Bay Lake Lane
Folio Number: 18938.0000
Sec/Twn/Rng: 4/28/18
Acreage: 4.89 acres +/-
Comprehensive Plan: Res-4
Service Area: Urban
Impact Fees: Fees Required
Existing Zoning: RSC-4
Request: Rezoning to PD for take-out
Single-Family Attached and
Detached Residential Units (6
duplex Townhomes and 6
Single-Family Detached Homes)

SPEAKERS:

| | |
|---------------|---------------|
| Mr. Grady | Mr. Alexander |
| Mr. Marchetti | Ms. Alexander |
| Mr. Stutzman | Ms. Faghieh |
| Mr. Belluccia | Mr. Craft |
| Ms. McGee | |
| Mr. Hey | |
| Mr. Whitehead | |

1 line the lake. About 45 percent of the lake
2 does have commercial or office development on
3 the west side. But, again, we feel we are
4 consistent with the RSC-4 development
5 standards, and we feel that the way the project
6 is designed it is consistent with the
7 development in the area and compatible with the
8 way it has been designed.

9 This is a rendered version of the site
10 plan, I have tried to make the duplex units,
11 the townhouse units, a little darker. They are
12 on the western side, again, providing that
13 transition and intensity from the retail and
14 commercial uses on Dale Mabry to the
15 single-family to the east. These are the three
16 lots that do front the lake.

17 The entire site is just under 5 acres,
18 and we have about, just over 4 acres of
19 uplands, so our density with the 16 units comes
20 in at just under the four units per acre.

21 The access will be on Moran Road and
22 that does lead directly then to Dale Mabry. We
23 have purposely not had any access on the local
24 road that leads back to the residential
25 neighborhood. The green area is a depressional

1 area that we have not shown any lots on at this
2 point because it -- it currently takes some
3 drainage from the properties to the west. So
4 that is something that is going to have to be
5 dealt with during the construction plan phase.

6 So, in summary, we feel the project is
7 compatible and is designed to be consistent
8 with the plan. Thank you.

9 MR. BELLUCCIA: Good evening,
10 Mr. Hearing Master. Angelo Belluccia,
11 transportation engineer, 10006 North Dale Mabry
12 Highway. The project's access point is along
13 Moran Road which is a two lane county roadway.
14 Bay Lake Lane, which runs on the east side of
15 the property, deadends in the back and serves
16 several residents back there.

17 The trip generation coming out is very
18 low. The project is -- consists of 8
19 single-family homes and 8 duplexes. The total
20 trip generation, the p.m. peak hour for that,
21 is 14 p.m. peak hour trips. As you can see,
22 that is very low trip generation. The overall
23 trip generation is below the transportation
24 rezoning requirements to perform a traffic
25 study, so no study was performed.

THE REPORTERS GROUP, INC.

B: Horner E-mail



Peter Schreuder <peterfrits37@gmail.com>

Moran Road PD

9 messages

Michael Horner <mdhorner.aicp@gmail.com>
To: peterfrits37@gmail.com

Tue, Jul 7, 2020 at 3:55 PM

Hey Peter, it was a pleasure speaking with you recently regarding our pending PD rezoning at Moran Road for an office park. I have reviewed your website and found it most impressive. Our Engineer also indicated they have reviewed your prior work and perhaps worked together.

<http://www.schreuderwater.us/Peter.htm>

As you are aware, the current zoning application is for land use and zoning compatibility determinations only. Subsurface anomalies will need to be evaluated and potentially remediated for any development of the site, whether it be residential or office. During the design phase of the project we will engage a geotechnical engineer to evaluate the subsurface soil conditions and provide site preparation guidance. As such, we have significant more work to do prior to physical construction, however the applicant/developer will undertake this additional scrutiny after rezoning entitlements are obtained and a project is actually defined.

I am attaching our current site plan w/ report, however please note as discussed, we are in the middle of several FDOT and Co Transp reviews given Bay Lake Lane encroaching into our site and impacts to sidewalks and turn lanes need to be worked out w/ Public Works and staff.

We will be retaining most likely Brown Testing Labs to do subsequent geotechnical borings, testing, soil profiles etc prior to any construction plan filing.

I appreciate your time and look forward to working with you and your neighbors as we move forward. The July hearing will be postponed accordingly ...

M>

Michael D. Horner, AICP
14502 North Dale Mabry Highway
Suite 200
Tampa, FL 33618

Phone: (813) 962-2395

Fax: (813) 265-4559

2 attachments

 **Westfall Moran PD revised plan 3.pdf**
1434K

 **Westfall Moran PD PIng Rept Revised 2.pdf**
69K

Peter Schreuder <peterfrits37@gmail.com>
To: Michael Horner <mdhorner.aicp@gmail.com>

Tue, Jul 7, 2020 at 4:38 PM

Bcc: Joe Belt <jbelt@beltengineering.com>, Roberta Lipschutz <roberta@tampabay.rr.com>, Kim Haag <kimber5200@aol.com>

Michael;

Thanks for your quick response. I appreciate your clients willingness to share the requested information. Last question: Is the July 20th hearing officially postponed and if so has a new hearing date been set?

Peter Schreuder

[Quoted text hidden]

uncontaminated groundwater which will help to divert or block the flow of contaminated groundwater from the N. Dale Mabry Highway to the private wells of the residents.

E) Location of Sinkhole on Rezoning Property

The land surface contours on the rezoning property are shown in Figure 4. The contour interval is one (1) foot, thus a presents a very detailed representation of the surface of the land on the property. The image on this map clearly shows a depression with a closed elevation contour of 48 feet . This is the location of the sinkhole through which the underlying Upper Floridan Aquifer is being recharged to form the protective ground water bubble.

2) Reasons to Reject Zoning Request

A) Factual

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B) Procedural

The undersigned requested any information regarding the above referenced items from the applicant's representative in July. No information was provided (see Attachment B)

Conclusion

Finally the obvious is clear. The proposed new development plan as shown in Figure 5 will eliminate any uncontaminated fresh water recharge into the underlying Upper Floridan Aquifer to form the "bubble" to protect the health of adjacent residents.

Respectfully submitted;



Peter J. Schreuder, FI P.G. 1043, CPG 08373
Hydrogeologist
813 695-1308
peter@schreuderwater.us

From: Hearings
Sent: Tuesday, September 1, 2020 3:24 PM
To: Timoteo, Rosalina
Subject: FW: (WEB mail) - Proposed RZ-PD 20-0366 To Build (57) Homes On Gallagher Road
Attachments: 51883785_PETITION OPPOSING THE PROPOSED.docx

Bianca O. Vazquez
Planning and Zoning Technician
Development Services Department

P: (813) 276-2156
F: (813) 635-7362
E: vazquezb@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd. 20th Floor, Tampa, FL 33602

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From: Denney, Eric <DenneyE@hillsboroughcounty.org>
Sent: Monday, August 31, 2020 12:57 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>
Cc: AIDES <AIDES@HillsboroughCounty.ORG>
Subject: FW: (WEB mail) - Proposed RZ-PD 20-0366 To Build (57) Homes On Gallagher Road

FYI. See attached and below.
Please record if it has not already been done.
Thank you,

Eric Denney

Legislative Aide to

Commissioner Ken Hagan – District 2

P: (813) 272-5452

M: (813) 459-4843

F: (813) 272-7047

E: denneye@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#)

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From: formstack@hillsboroughcounty.org <formstack@hillsboroughcounty.org>

Sent: Monday, August 31, 2020 11:56 AM

To: Commissioner District 2 <ContactDistrict2@hillsboroughcounty.org>

Subject: (WEB mail) - Proposed RZ-PD 20-0366 To Build (57) Homes On Gallagher Road

The following Commissioner(s) received a direct copy of this email:

- 1 | Commissioner Sandy Murman (District 1)
 - 2 | Commissioner Ken Hagan (District 2)
 - 3 | Commissioner Les Miller (District 3)
 - 4 | Commissioner Stacy White (District 4)
 - 5 | Commissioner Mariella Smith (District 5)
 - 6 | Commissioner Pat Kemp (District 6)
 - 7 | Commissioner Kimberly Overman (District 7)
-

Date and Time Submitted: Aug 31, 2020 11:55 AM

Name: Gilbertina Wright

Address: 13209 Emerald Acres Ave
Dover, FL 33527

Phone Number: (813) 463-6171

Email Address: majorybor1@gmail.com

Subject: Proposed RZ-PD 20-0366 To Build (57) Homes On Gallagher Road

Message:

Due to several cancellations of the Rezone Hearings, I want to resubmit my letter of opposition again. This is to refresh the many reasons for my opposition with each Commissioner and to advise of the current building of a Hungry Howie's Pizza next to the RV Rental Park on the already congested two-lane McIntosh Road.

654582867

*Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)
Chrome/84.0.4147.135 Safari/537.36*

**PETITION OPPOSING THE PROPOSED
RZ-PD-20-0366
TO BUILD 57 HOMES ON GALLAGHER ROAD**

The homeowners of Emerald Acres Sub-Division are opposing the granting of a rezone to build 57 new homes in an area that is already combating traffic congestion.

Gallagher which turns into Gore heading south to McIntosh Road is the most direct route to I-4 entrance east and west. The rapid growth and development in this area have included the following.

- **Residential Sub-Division on Gallagher Road ½ mile from Gore**
- **Camping World RV on McIntosh and Gore intersection**
- **Storefront Plaza on McIntosh and Gore intersection**
- **Independence Academy School on Hwy 92 & McIntosh intersection**
- **Driscoll's Produce Truck Warehouse on Hwy 92 & McIntosh Intersection**

- **RV Rental Park on McIntosh south of I-4**
- **McDonald's fast food on McIntosh south of I-4**
- **Burger King fast food on McIntosh across from McDonald's**
- **Seven-Eleven Convenience Store and Gas on McIntosh south of I-4**
- **Raceway Convenience Store and Gas across from 7/11 Store**
- **Recently opened Dunkin Donuts and Shell Convenience Store & Gas just north of I-4**

Some of this growth and development has been done without any thought of McIntosh being a **two-lane** road with only a center turn lane at the recently opened Dunkin/Shell location. It is ridiculous to have this much traffic traveling on McIntosh attempting to gain entrance to I-4 or to exit I-4.

The increased development has been problematic during the morning and evening rush hours. Gallagher Road is **two lanes** and is the most direct route to access I-4. It is extremely difficult to turn left onto McIntosh from Gore to access I-4 or go straight onto Muck Pond Road.

The proposed building of the 57 homes will be directly in front of a current Sub-Division, and just less than a ¼ mile from the Emerald Acres Sub-Division. That will be three Sub-Division utilizing a two-lane road to get to Gore and McIntosh to access the I-4 or go south or north on McIntosh.

Due to the challenges that we all are facing in combating the Covid-19, please consider the fact that farmland used for food will no longer be available which will also eliminate many needed jobs.

Current Development:

Since my initial opposition letter, the County has approved the building of Hungry Howie's Pizza on McIntosh next to the RV Rental Park, again adding additional traffic to an already congested two-lane roadway.

From: Hearings
Sent: Tuesday, September 1, 2020 3:28 PM
To: Timoteo, Rosalina
Subject: FW: RZ-PD20-0103
Attachments: good ol boys letter.pdf; traffic letter.pdf; TS3.pdf; TS-4.pdf

Bianca O. Vazquez

Planning and Zoning Technician
Development Services Department

P: (813) 276-2156
F: (813) 635-7362
E: vazquezb@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd. 20th Floor, Tampa, FL 33602

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From: Joe Belt <jbelt@beltengineering.com>
Sent: Monday, August 31, 2020 4:58 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>
Subject: RZ-PD20-0103

[External]

Attn: Office of the Zoning Administrator

To Whom it may concern:

I own two of the properties due East of the subject rezoning. I have lived on these properties for sixty-three years.

I've attached some ramblings that I feel are relevant to the decision making in this rezoning. I request your consideration of these in carrying out your administrative duties.

I am an engineer and I am not opposed to progress. I fully understand that something will be done with this parcel.

Should your wisdom tend towards approval of this development I would like to see the following items considered to reduce the impact on my community.

1. Widening of Moran Road and a right hand turn lane onto Dale Mabry.
2. Heavy consideration as to the protection of the historical sinkhole and related possible aquifer pollution.
3. An exceptional buffer along the east boundary.
4. Preclusion of offices which might invite drug addicts, perverts and pedophiles into my neighborhood.
5. Extension of water and sewer past this parcel so that this neighborhood could have easier access to same.
6. Consideration for the stormwater that runs west from the crown of Bay Lake Lane. On several developments in this area the historical conveyances (ditches) have been ignored and filled and puddles are the result.

Thank you for the often thankless work that you do.
I truly appreciate your time.

Joseph W. Belt
13521 Bay Lake Lane
Tampa, Florida 33618

Stay Healthy!
Stay Happy!
Stay Productive!

Joseph W. Belt P.E.
813.961.3075

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RE: 20-0103

Attn: Zoning Staff

I believe that this property is currently zoned (RSC-4) for a maximum of 16 single family homes if developed according to Hillsborough County standards (bring in water and sewer and provide stormwater treatment and holding elements)or..... they can (without following the serious Subdivision Regulations) divide it into two residential lots and serve them with well and septic systems.

The planned rezoning is to change it to commercial / Professional office space.

But you say, Why not? It is logical that The Commercial Zoning on Dale Mabry transition to residential with Professional office. And I agree.....except thatThe Good Ol' Boys... were involved in rezoning the Dale Mabry Properties to Commercial. Those Dale Mabry Frontage should have been the Professional Offices per the County's long term plans.

Don't Remember the Good Ol' Boys?; County Commissioners Joe Kotvas, Fred Anderson and Bob Curry? These fellas did time at Club Fed for Bribery and Racketeering in Hillsborough County rezoning cases. <https://www.upi.com/Archives/1985/05/24/County-leaders-indicted-on-racketeering-charges/6826485755200/>

We fought these cases back in the 80's and were dumbfounded by the Commission's decisions to make these properties Commercial. We knew something was amiss and the FBI investigation confirmed our concerns. But the zonings had already been passed and the commercial buildings constructed.

I do not believe that there would be a rezoning request today if those Dale Mabry Commercial building Had become Professional Offices.

How many times must the entire neighborhood be punished for the obvious wrong-doings of criminals?

Please consider this in making your recommendations.

Thank you for your time.
Joseph W. Belt, P.E.
13521 Bay Lake lane
Tampa Florida 33618

RE: 20-0103

Attn: Zoning Staff

I believe that this property is currently zoned for a maximum of 16 single family homes if developed according to Hillsborough County standards (bring in water and sewer and provide stormwater treatment and holding elements)or..... they can (without following the serious Subdivision Regulations) divide it into two residential lots and serve them with well and septic systems.

A commercial / Professional office project would have far more vehicular use (80 to 100 parking spaces + transient traffic) I did not find a traffic study in their documents nor an exact parking count.

Moran road as it intersects with Dale Mabry is and has been (60 years +) a 20' wide Rural Road. There is no right turn lane onto Dale Mabry, so one car turning left can cause a back-up of numerous cars on this little piece of road.

Under the county's current design Guidelines (see TS3 above); this road would have to have a 24' pavement width plus 2' curb/gutter on each side and sidewalks. only the addition of sidewalks are indicated on the PD re-zoning plan. Their current plan appears to dump all of the additional traffic onto an already sub-standard road without making any improvements to the traffic infrastructure (other than sidewalks).

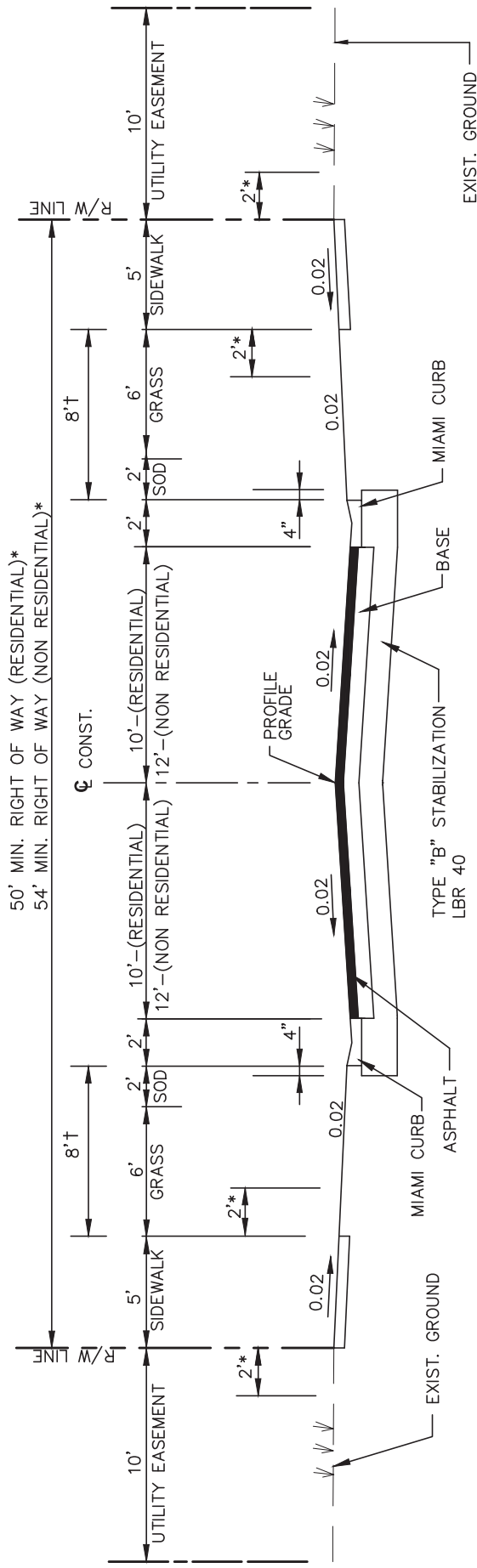
Without a right turn lane onto Dale Mabry and other improvements to Moran Road, I believe that there a considerable increase in congestion. This would be especially true during evening rush and exacerbated on heavy banking days. (one of the entry/exit connections of the bank across Moran Road appears to align directly across from the proposed entry/exit to this Proposed Facility [see 20-103 SP10-24-19 second sheet]).

Congestion would be far less if the present zoning is maintained.

Please consider this in your recommendations.

Thank you for your time.

Joseph W. Belt, P.E.
13521 Bay Lake lane
Tampa Florida 33618



TYPICAL SECTION

N.T.S.

LESS THAN 5,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 35 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

REVISION DATE:
10/17

**TRANSPORTATION
TECHNICAL
MANUAL**

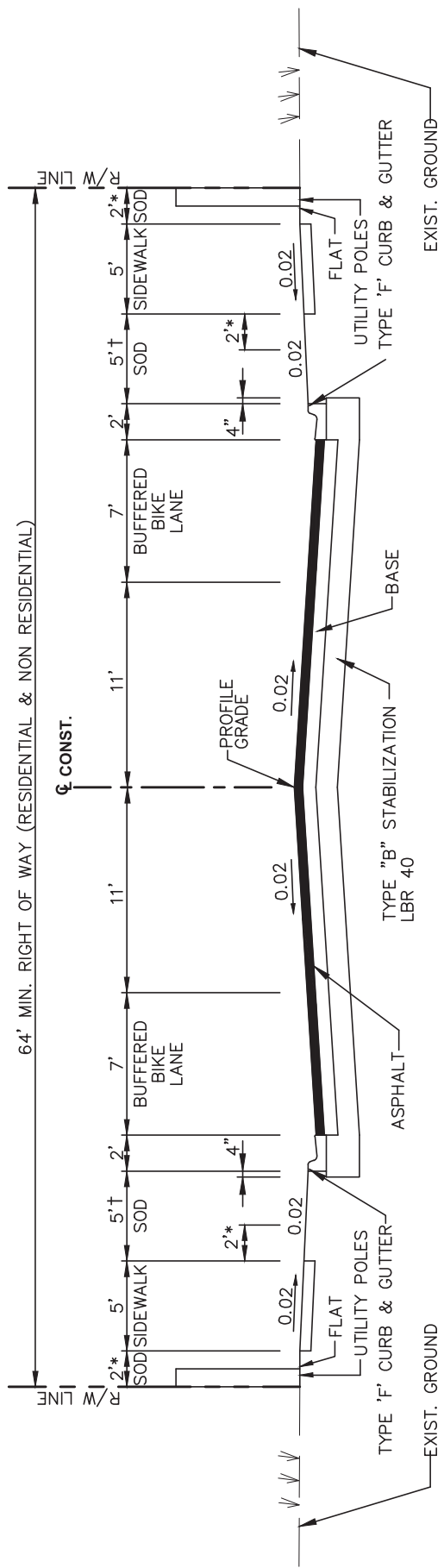


**Hillsborough
County Florida**

**LOCAL URBAN ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. **TS-3**

SHEET NO. 1 OF 1



TYPICAL SECTION

N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 40 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

REVISION DATE:
10/17

**TRANSPORTATION
TECHNICAL
MANUAL**



**Hillsborough
County Florida**

**URBAN COLLECTORS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. **TS-4**

SHEET NO. 1 OF 1

From: Hearings
Sent: Wednesday, September 2, 2020 7:35 AM
To: Timoteo, Rosalina
Subject: FW: Office of the Zoning Administrator regarding Application RZ-PD 20-0103

Bianca O. Vazquez
Planning and Zoning Technician
Development Services Department

P: (813) 276-2156
F: (813) 635-7362
E: vazquezb@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd. 20th Floor, Tampa, FL 33602

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-----Original Message-----

From: Roberta Lipschutz <roberta@tampabay.rr.com>
Sent: Tuesday, September 1, 2020 5:28 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>
Subject: Office of the Zoning Administrator regarding Application RZ-PD 20-0103

[External]

My husband, Dr. Fred Lipschutz and I live on Big Bay Lake and absolutely oppose the rezoning of the property on Bay Lake Lane for the numerous reasons stated by both Peter Schreuder and David Alexander.

Roberta and Fred Lipschutz
3417 Nundy Rd
Tampa, FL 33618
813 7288078

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From: Hearings
Sent: Tuesday, September 1, 2020 3:27 PM
To: Timoteo, Rosalina
Subject: FW: Attention Office of the Zoning Administrator Application RZ-PD 20-0103
Attachments: Schreuder August 31 2020 Objection to Rezoning Property on Bay Lake Lane.pdf; Schreuder Signature Page Aug 31 2020.pdf

Bianca O. Vazquez

Planning and Zoning Technician
Development Services Department

P: (813) 276-2156

F: (813) 635-7362

E: vazquezb@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd. 20th Floor, Tampa, FL 33602

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From: Peter Schreuder <peterfrits37@gmail.com>
Sent: Monday, August 31, 2020 4:20 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>
Cc: Townsend Belt <townsend@beltfirm.com>; Roberta Lipschutz <roberta@tampabay.rr.com>
Subject: Attention Office of the Zoning Administrator Application RZ-PD 20-0103

[External]

Office of the Zoning Administrator regarding Application RZ-PD 20-0103

Sir;

I hereby respectfully submit my report describing my objections to the proposed construction of the project on the property at Bay lake Lane. It will have a very high potential of impacting the health and well being of the residents just to the east of the proposed development. The potential impacts are described in the attached report.

Sincerely submitted;

Peter Schreuder

Resident on Bay Lake

Hydrogeologist FL P.G. 1043

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August 31, 2020

Objection to Rezoning of Property on Bay Lake Lane

Peter Schreuder, Hydrogeologist
And Resident on Big Bay Lake

1) Potential Threat to Health of Nearby Residents from Proposed Rezoned Property

A) Locations of Endangered Residents

The location of the proposed development (20-0103 PD) and the 8 nearby residents to the east of the proposed rezoning parcel's location is shown in Figure 1. The general locations of the private household/drinking water supply wells on each residents property is also shown on the map in Figure 1.

B) Source of Groundwater Contamination

The location of the N. Dale Mabry Highway near the project area is shown in Figure 2. It is a well established fact that street run-off from the pavement of roadways following small to intermediate rainfall events contains significant concentrations of organic and inorganic contaminants. This run-off is contained in the rather deep stormwater ditches along the N. Dale Mabry Highway. This is then the source of the recharge of this highly contaminated surface water into the underlying aquifer.

C) Direction of Groundwater Flow

The direction of groundwater flow generally follows the slope of the land surface. The topography (land-surface elevation) map in the area is shown in Figure 3. The inferred direction of groundwater flow is shown by the black lines-arrows drawn on the map in Figure 3. It clearly shows that the groundwater contaminated by the recharge of contaminated surface water run-off from N. Dale Mabry Highway flows across the rezoned property towards the residents along Bay Lake.

D) Groundwater Contamination Protection

According to the testimony during a rezoning hearing on June 20, 2006 the Applicant testified as shown in the attached document that: "The green area is a depression area that we have not shown any lots on at this point because it – it currently takes some drainage from the properties to the west." A depression in a landlocked area is generally a sinkhole feature which allows surface water to drain vertically downward into the underlying limestone formation containing the Upper Floridan Aquifer. It is from this zone which wells from private home owners draw the groundwater for their use at their home including as drinking water. The vertical downward recharge of uncontaminated surface water through this sinkhole will form a local groundwater bubble of

uncontaminated groundwater which will help to divert or block the flow of contaminated groundwater from the N. Dale Mabry Highway to the private wells of the residents.

E) Location of Sinkhole on Rezoning Property

The land surface contours on the rezoning property are shown in Figure 4. The contour interval is one (1) foot, thus a presents a very detailed representation of the surface of the land on the property. The image on this map clearly shows a depression with a closed elevation contour of 48 feet . This is the location of the sinkhole through which the underlying Upper Floridan Aquifer is being recharged to form the protective ground water bubble.

2) Reasons to Reject Zoning Request

A) Factual

The factual reasons for the rejection of the zoning request are illustrated above. To fully assess the potential threat of ground water contamination and the potential prevention of this threat to the health of the adjacent residents should have been fully investigated by a Florida Licensed hydrogeologist. This would have involved the installation of shallow and deeper monitor wells at various locations, the temporary continuous monitoring of ground water levels in both the shallow and deeper monitor well network. In addition the applicant should have fully investigated this interception of contamination prevention by collecting ground water samples and having these chemically analyzed for the presence and concentrations of the chemicals of concern. This should have been done for at least one (1) year to ascertain that all seasonal climatic conditions were investigated.

B) Procedural

The undersigned requested any information regarding the above referenced items from the applicant's representative in July. No information was provided (see Attachment B)

Conclusion

Finally the obvious is clear. The proposed new development plan as shown in Figure 5 will eliminate any uncontaminated fresh water recharge into the underlying Upper Floridan Aquifer to form the "bubble" to protect the health of adjacent residents.

Respectfully submitted;

Peter J. Schreuder, FI P.G. 1043, CPG 08373
Hydrogeologist
813 695-1308
peter@schreuderwater.us

Figures

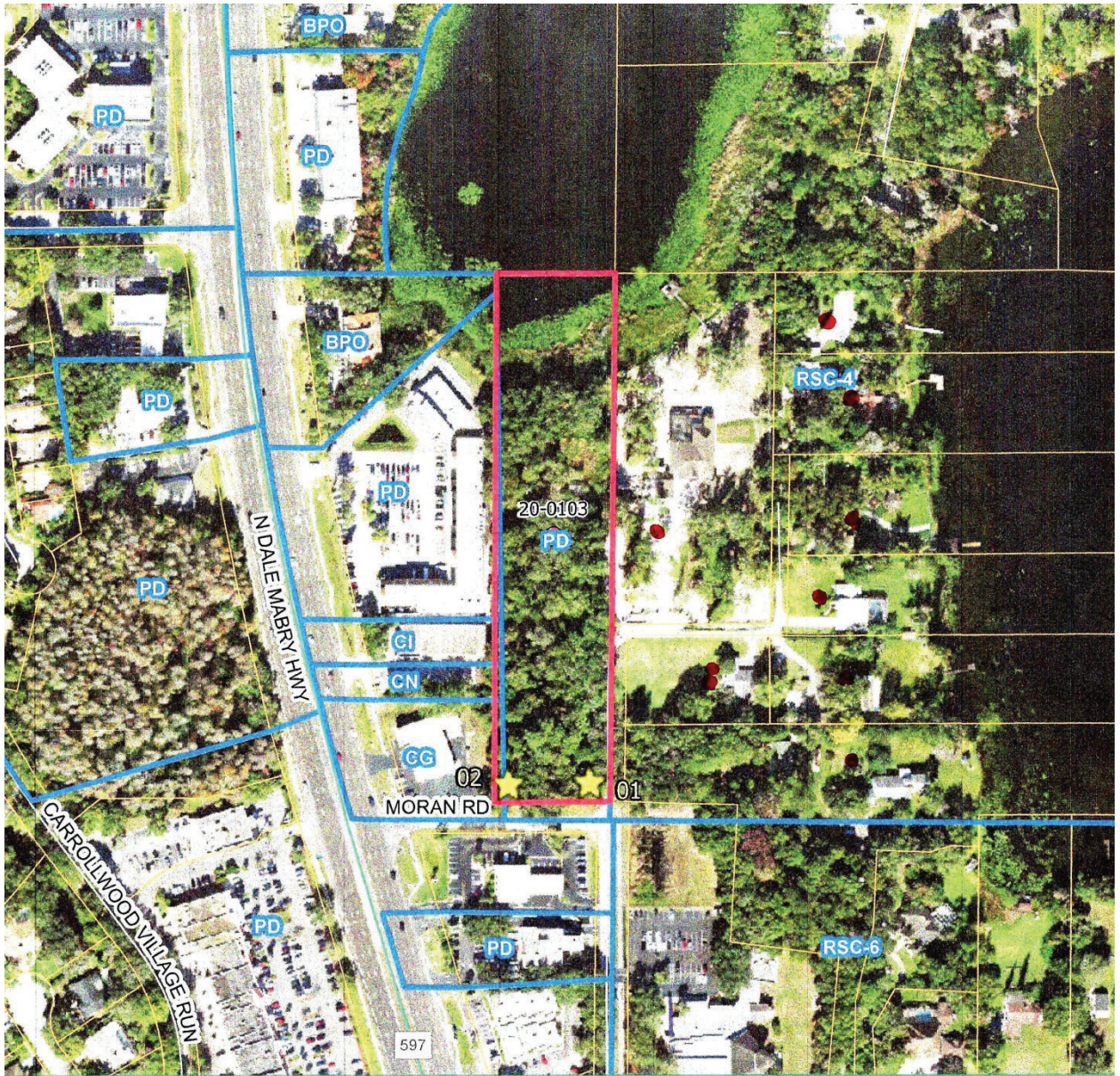


Figure 1: Location of Properties

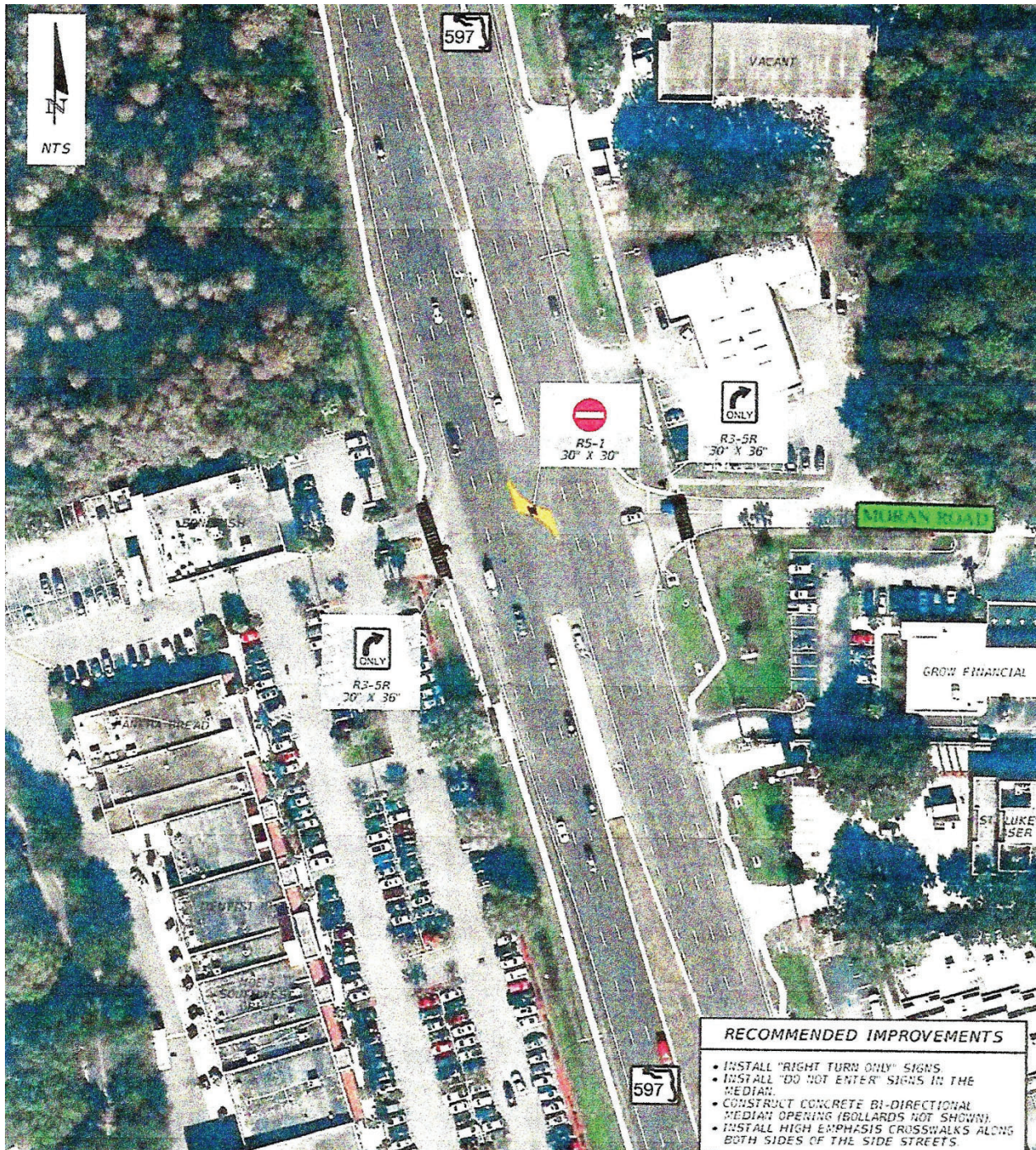


Figure 2: N. Dale Mabry Highway

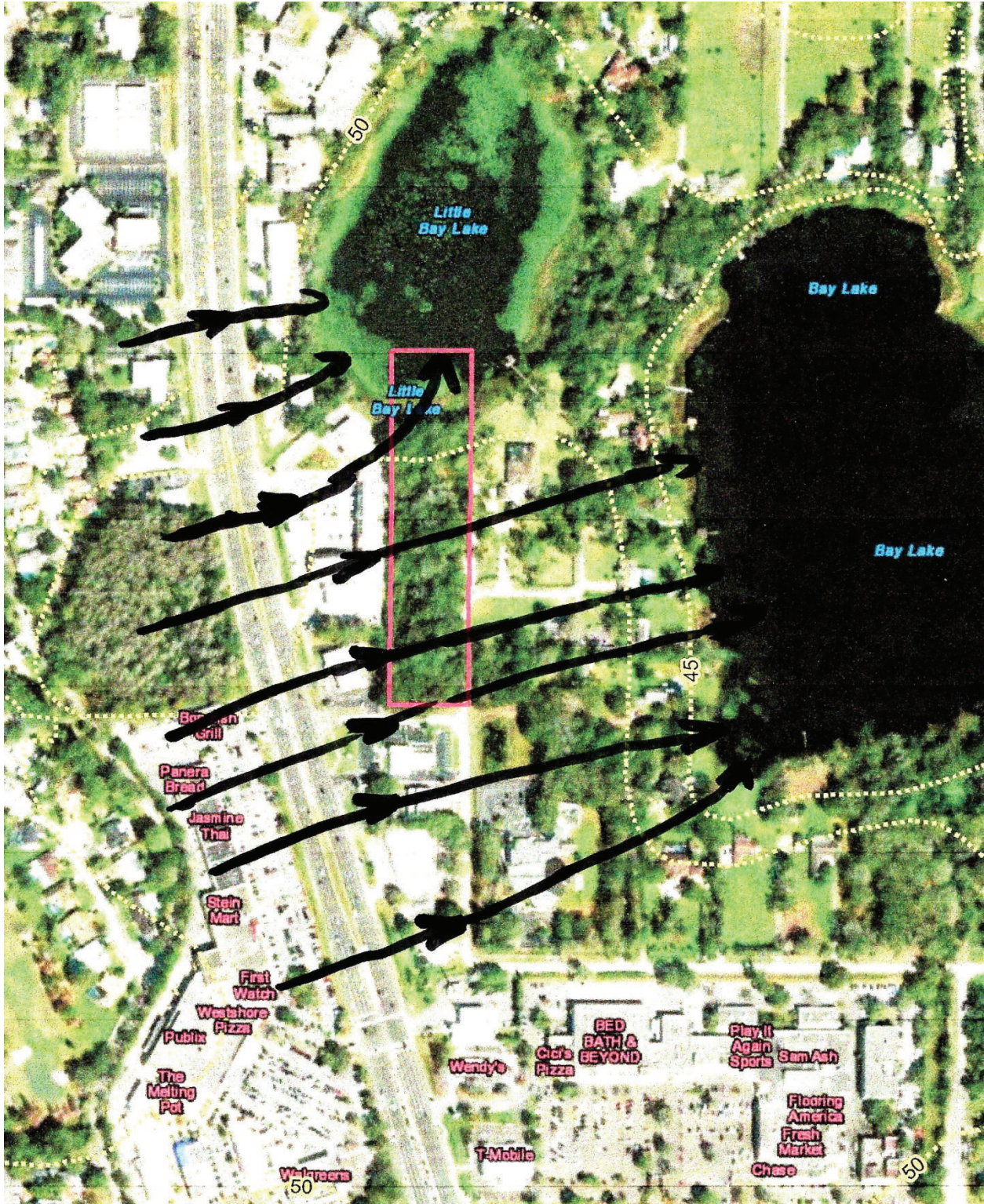


Figure 3: Topographic map and ground water flow lines



Figure 4: One (1) foot land surface contour elevations

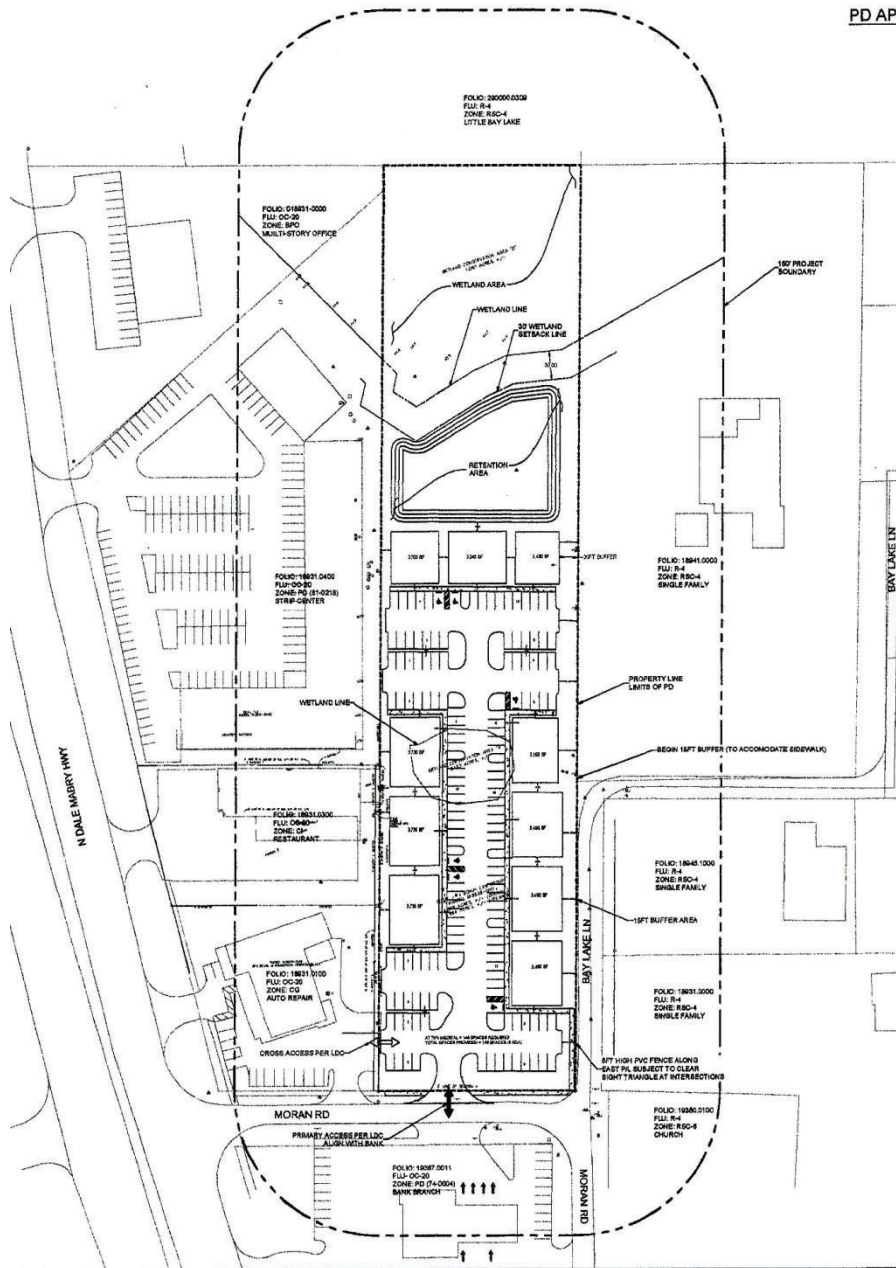


Figure 5: Proposed Office Development

Attachments

A: Extract 2006 Hearing Document

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ZONING HEARING MASTER HEARING

JUNE 20, 2006

ZONING HEARING MASTER: JAMES SCAROLA

12 Application Number: RZ 06-0715 CW
Applicant: Jim Stutzman
Location: NW corner of Moran Rd.
& Bay Lake Lane
Folio Number: 18938.0000
Sec/Twn/Rng: 4/28/18
Acreage: 4.89 acres +/-
Comprehensive Plan: Res-4
Service Area: Urban
Impact Fees: Fees Required
Existing Zoning: RSC-4
Request: Rezoning to PD for take-out
Single-Family Attached and
Detached Residential Units (6
duplex Townhomes and 6
Single-Family Detached Homes)

SPEAKERS:

| | |
|---------------|---------------|
| Mr. Grady | Mr. Alexander |
| Mr. Marchetti | Ms. Alexander |
| Mr. Stutzman | Ms. Faghieh |
| Mr. Belluccia | Mr. Craft |
| Ms. McGee | |
| Mr. Hey | |
| Mr. Whitehead | |

1 line the lake. About 45 percent of the lake
2 does have commercial or office development on
3 the west side. But, again, we feel we are
4 consistent with the RSC-4 development
5 standards, and we feel that the way the project
6 is designed it is consistent with the
7 development in the area and compatible with the
8 way it has been designed.

9 This is a rendered version of the site
10 plan, I have tried to make the duplex units,
11 the townhouse units, a little darker. They are
12 on the western side, again, providing that
13 transition and intensity from the retail and
14 commercial uses on Dale Mabry to the
15 single-family to the east. These are the three
16 lots that do front the lake.

17 The entire site is just under 5 acres,
18 and we have about, just over 4 acres of
19 uplands, so our density with the 16 units comes
20 in at just under the four units per acre.

21 The access will be on Moran Road and
22 that does lead directly then to Dale Mabry. We
23 have purposely not had any access on the local
24 road that leads back to the residential
25 neighborhood. The green area is a depressional

1 area that we have not shown any lots on at this
2 point because it -- it currently takes some
3 drainage from the properties to the west. So
4 that is something that is going to have to be
5 dealt with during the construction plan phase.

6 So, in summary, we feel the project is
7 compatible and is designed to be consistent
8 with the plan. Thank you.

9 MR. BELLUCCIA: Good evening,
10 Mr. Hearing Master. Angelo Belluccia,
11 transportation engineer, 10006 North Dale Mabry
12 Highway. The project's access point is along
13 Moran Road which is a two lane county roadway.
14 Bay Lake Lane, which runs on the east side of
15 the property, deadends in the back and serves
16 several residents back there.

17 The trip generation coming out is very
18 low. The project is -- consists of 8
19 single-family homes and 8 duplexes. The total
20 trip generation, the p.m. peak hour for that,
21 is 14 p.m. peak hour trips. As you can see,
22 that is very low trip generation. The overall
23 trip generation is below the transportation
24 rezoning requirements to perform a traffic
25 study, so no study was performed.

THE REPORTERS GROUP, INC.

B: Horner E-mail



Peter Schreuder <peterfrits37@gmail.com>

Moran Road PD

9 messages

Michael Horner <mdhorner.aicp@gmail.com>
To: peterfrits37@gmail.com

Tue, Jul 7, 2020 at 3:55 PM

Hey Peter, it was a pleasure speaking with you recently regarding our pending PD rezoning at Moran Road for an office park. I have reviewed your website and found it most impressive. Our Engineer also indicated they have reviewed your prior work and perhaps worked together.

<http://www.schreuderwater.us/Peter.htm>

As you are aware, the current zoning application is for land use and zoning compatibility determinations only. Subsurface anomalies will need to be evaluated and potentially remediated for any development of the site, whether it be residential or office. During the design phase of the project we will engage a geotechnical engineer to evaluate the subsurface soil conditions and provide site preparation guidance. As such, we have significant more work to do prior to physical construction, however the applicant/developer will undertake this additional scrutiny after rezoning entitlements are obtained and a project is actually defined.

I am attaching our current site plan w/ report, however please note as discussed, we are in the middle of several FDOT and Co Transp reviews given Bay Lake Lane encroaching into our site and impacts to sidewalks and turn lanes need to be worked out w/ Public Works and staff.

We will be retaining most likely Brown Testing Labs to do subsequent geotechnical borings, testing, soil profiles etc prior to any construction plan filing.

I appreciate your time and look forward to working with you and your neighbors as we move forward. The July hearing will be postponed accordingly ...

M>

Michael D. Horner, AICP
14502 North Dale Mabry Highway
Suite 200
Tampa, FL 33618

Phone: (813) 962-2395

Fax: (813) 265-4559

2 attachments

 **Westfall Moran PD revised plan 3.pdf**
1434K

 **Westfall Moran PD PIng Rept Revised 2.pdf**
69K

Peter Schreuder <peterfrits37@gmail.com>
To: Michael Horner <mdhorner.aicp@gmail.com>

Tue, Jul 7, 2020 at 4:38 PM

Bcc: Joe Belt <jbelt@beltengineering.com>, Roberta Lipschutz <roberta@tampabay.rr.com>, Kim Haag <kimber5200@aol.com>

Michael;

Thanks for your quick response. I appreciate your clients willingness to share the requested information. Last question: Is the July 20th hearing officially postponed and if so has a new hearing date been set?

Peter Schreuder

[Quoted text hidden]

uncontaminated groundwater which will help to divert or block the flow of contaminated groundwater from the N. Dale Mabry Highway to the private wells of the residents.

E) Location of Sinkhole on Rezoning Property

The land surface contours on the rezoning property are shown in Figure 4. The contour interval is one (1) foot, thus a presents a very detailed representation of the surface of the land on the property. The image on this map clearly shows a depression with a closed elevation contour of 48 feet . This is the location of the sinkhole through which the underlying Upper Floridan Aquifer is being recharged to form the protective ground water bubble.

2) Reasons to Reject Zoning Request

A) Factual

The factual reasons for the rejection of the zoning request are illustrated above. To fully assess the potential threat of ground water contamination and the potential prevention of this threat to the health of the adjacent residents should have been fully investigated by a Florida Licensed hydrogeologist. This would have involved the installation of shallow and deeper monitor wells at various locations, the temporary continuous monitoring of ground water levels in both the shallow and deeper monitor well network. In addition the applicant should have fully investigated this interception of contamination prevention by collecting ground water samples and having these chemically analyzed for the presence and concentrations of the chemicals of concern. This should have been done for at least one (1) year to ascertain that all seasonal climatic conditions were investigated.

B) Procedural

The undersigned requested any information regarding the above referenced items from the applicant's representative in July. No information was provided (see Attachment B)

Conclusion

Finally the obvious is clear. The proposed new development plan as shown in Figure 5 will eliminate any uncontaminated fresh water recharge into the underlying Upper Floridan Aquifer to form the "bubble" to protect the health of adjacent residents.

Respectfully submitted;



Peter J. Schreuder, FI P.G. 1043, CPG 08373
Hydrogeologist
813 695-1308
peter@schreuderwater.us

Camacho, Juan

From: Timoteo, Rosalina
Sent: Tuesday, October 6, 2020 9:45 AM
To: Camacho, Juan
Subject: FW: Rezoning request 20-0103

Juan:

This need to be uploaded in Optix and OnBase – please add email to POR list on G:drive master list. Let me know when it is done!

Thank you!

From: Joe Belt <jbelt@beltengineering.com>
Sent: Monday, October 5, 2020 9:04 PM
To: Marley, Laura <MarleyL@hillsboroughcounty.org>
Subject: Rezoning request 20-0103

[External]

Ms. Marley and Staff,

Thank you for your work and fine Staff Report.

We met with the developer and Michael Horner and reviewed what I believe to be a slightly modified plan.

I would like to state the following as briefly as I can:

1. Again, this would be fine residential property had the criminals not approved the adjacent Dale Mabry Frontage Properties for more intense uses than recommended by the Hillsborough County Horizon 2000 Plan. This property owner bought the property as Residential Property with those intense uses in place. It has been utilized as Residential Property for > 63 years of my personal Knowledge. It should stay Residential Property.
2. A residential P.D. has been approved for this parcel. It was then deemed to be suitable for Residential Occupancy. This would have impacted us far less than the current proposal. If completed similarly to the previously approved PD zoning I believe that it would provide a far better noise buffer for us
3. This same developer and same Michael Horner previously tried to rezone this property to an office park and were turned down. How many times do we have to voice the same concerns?
4. At our meeting we were informed that The Developer already has EPC permission to fill the historic sinkhole/wetland. In the published Staff Report it is indicated that the EPC had reviewed the prior plan, but in no manner did they give permission. I believe that we were purposely misled. Please help us protect our wells/drinking water.
5. The traffic issues were glossed over at the meeting and an indication was made that a North-bound R.H. turn lane (Westbound Moran road to northbound Dale Mabry) was in the works with FDOT. I believe that to be because of the CURRENT 5:15 p.m. back-up onto Moran road. This development should not even be considered until FDOT has the planning completed and the funding in the pipeline for this improvement. They want to shoehorn a left turn lane into little bitty Moran road. They want to add a stop sign and re-configure the turn at Moran road East-bound to Moran Road South-bound. If they want to make Moran a commercial road, then please require that they bring it fully up to commercial standards with a right turn lane onto Dale Mabry and full sidewalks and proper utilities and drainage treatment and conveyances.
6. The east property line buffer is nearly non-existent in the current plan. If you make any approval of this development, then please at least require the same buffer that was mandated in Residential PD zoning that was previously approved. Don't we at least deserve to be buffered from this commercial development in a manner equal to that which was previously approved for residential uses?

7. if an approval were made then who will maintain the sidewalk and drainage improvements (stormwater from the crown of Bay Lake Lane running West) that will be east of their fence. Currently these right-of-way improvements appear to be maintained (some poorly) by the adjacent property owners. Is the County going to require this development to provide this maintenance or will the County be providing it? It can get shabby in a hurry.

Again I want to thank you for doing a relatively thankless job. I am not anti-progress, but I believe that this project has far too many issues/waivers to move forward as proposed.

Thank you for your time.

Joe

Stay Healthy!
Stay Happy!
Stay Productive!

Joseph W. Belt P.E.
813.961.3075

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Camacho, Juan

From: Timoteo, Rosalina
Sent: Wednesday, October 7, 2020 6:58 AM
To: Camacho, Juan
Subject: FW: Application RZ-PD 20-0103
Attachments: Letter to the Office of the Zoning Administrator 2020.10.05.pdf

Juan:

Hearing date: 10/19/20

This need to be uploaded in Optix and OnBase – please add email to POR list on G:drive master list. Let me know when it is done!

Thank you!

From: Hearings <Hearings@HillsboroughCounty.ORG>
Sent: Tuesday, October 6, 2020 7:44 AM
To: Timoteo, Rosalina <TimoteoR@HillsboroughCounty.ORG>
Subject: FW: Application RZ-PD 20-0103

Bianca O. Vazquez
Planning and Zoning Technician
Development Services Department

P: (813) 276-2156
F: (813) 635-7362
E: vazquezb@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd. 20th Floor, Tampa, FL 33602

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<https://www.hillsboroughcounty.org/en/businesses/permits-and-records/centerpass>

From: Townsend Belt <townsend@beltfirm.com>
Sent: Monday, October 5, 2020 9:13 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>
Cc: Joe Belt <jbelt@beltengineering.com>
Subject: Application RZ-PD 20-0103

[External]

To whom it may concern,

Please find correspondence attached regarding Application RZ-PD 20-103. In addition, please see the email below from my father and neighbor Joe Belt. We appreciate your consideration of our concerns.

TOWNSEND BELT | Attorney at Law

t. 813.251.8630
e. townsend@beltfirm.com
a. 238 East Davis Boulevard
Suite 312
Tampa, Florida 33606
w. www.beltfirm.com



COVID 19: Due to concerns about the spread of COVID-19 and orders from our state and local governments to stay at home, our physical offices are closed, and we are doing our best to work remotely. Because the employees of the firm have children who are also ordered to stay at home, our employees' hours are limited, and our ability to review and respond to emails may be delayed.

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From: Joe Belt <jbelt@beltengineering.com>
Sent: Monday, October 5, 2020 9:04 PM
To: marleyl@HillsboroughCounty.org
Subject: Rezoning request 20-0103

Ms. Marley and Staff,

Thank you for your work and fine Staff Report.

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Joe

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Stay Happy!
Stay Productive!

Joseph W. Belt P.E.
813.961.3075

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October 5, 2020

Office of the Zoning Administrator
Emailed to: Hearings@HCFLGov.net

Re: Application RZ-PD 20-0103

To whom it may concern:

I am writing to follow up on the correspondence I sent on August 31, 2020. Since the last correspondence, some of the neighbors and I were able to meet with the developer and its representatives (the Development Team) for a video conference on September 28, 2020. On the video conference, the Development Team showed the neighbors and I their intended plans and the discussed the some of the changes that they wish to make to seek approval for the rezoning.

In short, the revised proposal does not address the concerns that I raised in my previous correspondence. I do not believe it is necessary to restate those concerns here. In addition, the proposal that the Development Team reviewed with the neighbors did not address the following concerns raised by Ms. Laura A. Marley in the County's Application Review Summary and Recommendation including providing a 20' buffer along Bay Lake Lane; requesting a design exception for Moran Road, which is already a substandard road; it does not appear that an EPC permit has been issued; and the Future of Hillsborough Comprehensive Plan-Staff found that he project was inconsistent with the plan.


One of the themes that I picked up on during the conference held with the Development Team is that the justification for the commercial development is that "the site is not suitable for residential development." The reason provided by the Development Team that no one would want the noise and general operation of a tire and auto repair shop in their backyard. Such was the concern of the neighborhood when the rezoning application for the Firestone and the parcel to the north of the Firestone in the 1980's. The neighborhood and the County fought against that Firestone rezoning. Unfortunately, the rezoning was approved above their objections. I would encourage the Department to review the zoning plan that was in place at the time that the Firestone and property to the north were developed. The fact is that the Firestone never should have been there. Several people on the Board at that time eventually went to prison for accepting bribes from the very people that accomplished the rezoning for the Firestone and property to the north. Still, more than 20 years later, the Firestone rezoning has left a taint on the neighborhood that cannot now be expunged. And it should not be utilized as the basis for further rezoning to commercial next to residential neighbors and above the neighbors' objections.

Finally, as noted in the County's review, the site has been utilized as a dwelling since 1942. As a bit of background, I now live in the first house I ever lived in and I am 42 years old and my father now lives in the house next door that he lived in more than 60 years ago. To my knowledge, Mr. Graves was the last person to both own and occupy the property. When Mr.

Graves passed away in the late 1990s, the property passed to Gretchen Bauer through probate and Gretchen Bauer immediately sold the property to Tamara and Victor Bobo in 1999. Hossein and Shahla Tehrani purchased the property in 2002, long after the Firestone was built. In 2019, the Tehrani's quitclaimed the property to the 13512 Bay Lake Lane Land Trust, with Segal and Schuh Law Group to serve as the trustee. Presumably the Tehranis are the beneficiaries of the land trust and have retained ownership in that way. Hossein and Shahla Tehrani do not appear to own any other property in Hillsborough County and I do not believe that they ever lived in or had any other connection to the neighborhood. Given that nearly 20 years has passed since they purchased the property, and the Tehrani's have shown no interest in living here, it appears that the property was purchased purely for speculation. With this understanding, we can acknowledge that the sole purpose of rezoning the property for commercial development is to provide the highest profit to the Tehrani's. There is no need for the County to rezone the property to maximize the speculators' profits. The fact is that the property can and has been utilized for residential purposes for nearly 80 years, and, recently, was approved for a residential development. The only hindrance to residential development in accord with the County's plan, and the neighbors' wishes, is reluctance on the part of the owner.

In sum, the improper rezoning of the Firestone development and reluctant speculation should not be rewarded by rezoning the property to commercial use over the neighbors' objections. Thank you for your consideration of our concerns.

Respectfully submitted,


Townsend J. Belt
13517 Bay Lake Ln.
Tampa, FL 33618

Camacho, Juan

From: Timoteo, Rosalina
Sent: Wednesday, October 7, 2020 6:58 AM
To: Camacho, Juan
Subject: FW: Office of the Zoning Administrator regarding Application RZ-PD 20-0103

Juan:

This need to be uploaded in Optix and OnBase – please add email to POR list on G:drive master list. Let me know when it is done!

Thank you!

-----Original Message-----

From: Hearings <Hearings@HillsboroughCounty.ORG>
Sent: Tuesday, October 6, 2020 7:54 AM
To: Timoteo, Rosalina <TimoteoR@HillsboroughCounty.ORG>
Subject: FW: Office of the Zoning Administrator regarding Application RZ-PD 20-0103

Bianca O. Vazquez
Planning and Zoning Technician
Development Services Department

P: (813) 276-2156
F: (813) 635-7362
E: vazquezb@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd. 20th Floor, Tampa, FL 33602

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-----Original Message-----

From: Roberta Lipschutz <roberta@tampabay.rr.com>

Sent: Tuesday, September 1, 2020 5:28 PM

To: Hearings <Hearings@HillsboroughCounty.ORG>

Subject: Office of the Zoning Administrator regarding Application RZ-PD 20-0103

[External]

My husband, Dr. Fred Lipschutz and I live on Big Bay Lake and absolutely oppose the rezoning of the property on Bay Lake Lane for the numerous reasons stated by both Peter Schreuder and David Alexander.

Roberta and Fred Lipschutz

3417 Nundy Rd

Tampa,FL 33618

813 7288078

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