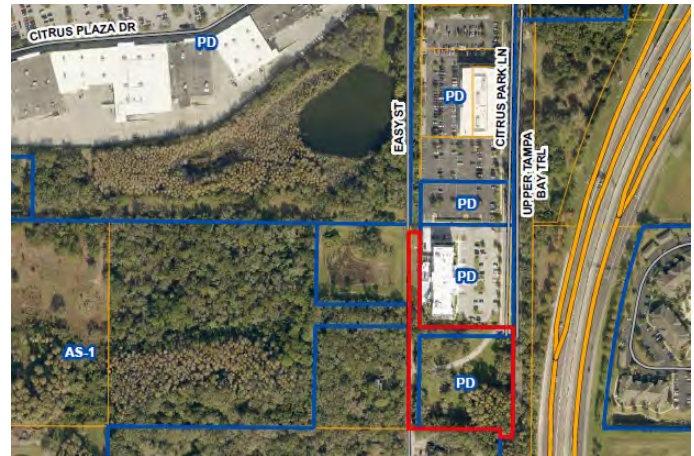


Rezoning Application: PD 23-0993
Zoning Hearing Master Date: February 20, 2024
BOCC Land Use Meeting Date: April 9, 2024

1.0 APPLICATION SUMMARY

Applicant: Cpi-3607, LLC & Citrus Park Investors, LLC
FLU Category: UMU-20
Service Area: Urban
Site Acreage: 2.45 +/- Acres
Community Plan Area: Northwest
Overlay: None
Special District: N/A


Introduction Summary:

The applicant is requesting to rezone PD 16-0559 and a portion of PD 22-0856 with two different development options. PD 16-0559 is currently approved for 81,798 SF of hotel, business, and/or professional office (BPO) uses with restrictions. PD 22-0856 is approved for 283,777 SF of hotel, ancillary commercial, BPO uses, and retail and 103,000 SF of mini-warehouse uses. Approximately a .5-acre portion of Easy St. within this PD would be vacated under a companion PRS to be filed concurrently with this application. Under PD 23-0993, the first development option, the land would remain as it is currently entitled. Under the second option, no entitlements are proposed; the land would be divided into two tracts. Tract A would be used for the proposed multi-family project 23-0994 directly to the west. Tract B would be used for the extension of Citrus Park Lane to the proposed PD to the south (PD 24-0031) while preserving the existing wetlands onsite.

Zoning:	Existing	Proposed	
District(s)	PD 16-0559 PD 22-0856	PD Option 1	PD Option 2
Typical General Use(s)	PD 16-0559: BPO, Office and Hotel PD 22-0856: Land only	Retain Existing Entitlements BPO Office and Hotel	Multi Family Residential Roadway extension
Acreage	PD 16-0559 2.12 +/- Acres PD 22-0856: 0.3 +/- Acres	2.45 +/- Acres	2.45
Density/Intensity	PD 16-0559: 0.88 F.A.R. PD 22-0856: Land only	0.76 F.A.R.	n/a
Mathematical Maximum*	PD 16-0559: 81,798 SF PD 22-0856: Land only	81,798 SF	0

*number represents a pre-development approximation

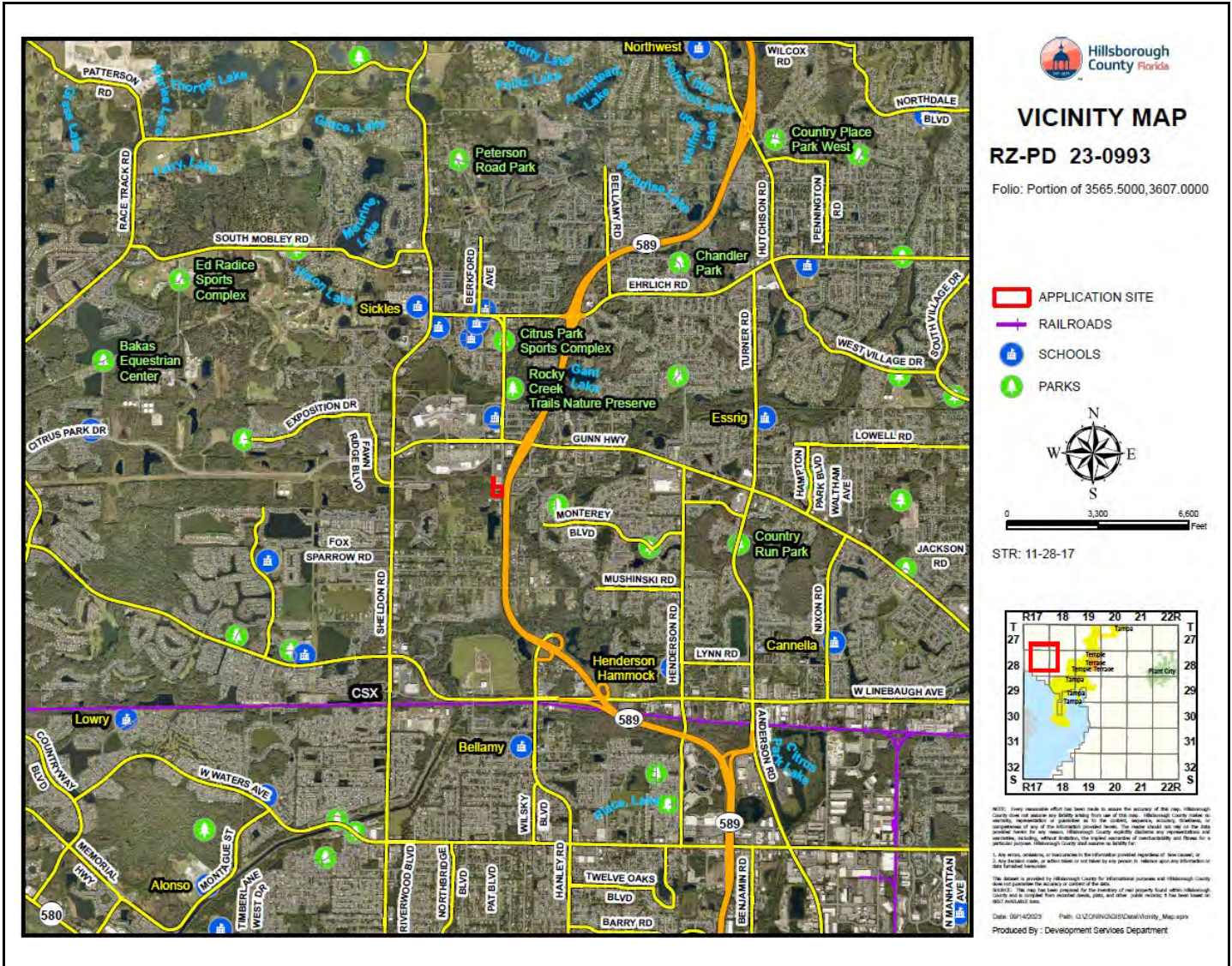
Development Standards:	Existing	Proposed	
District(s)	PD 16-0559	PD Option1	PD Option 2 per PD 23-0994
Lot Size / Width	n/a	n/a	n/a
Setbacks/Buffering and Screening	0' Front 0' Rear 10' Sides (South)	0' Front 0' Rear 10' Sides (South)	20' Front 20' Side 20' Rear
Height	100'	100'	100'

Additional Information:

PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	None requested as part of this application
Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

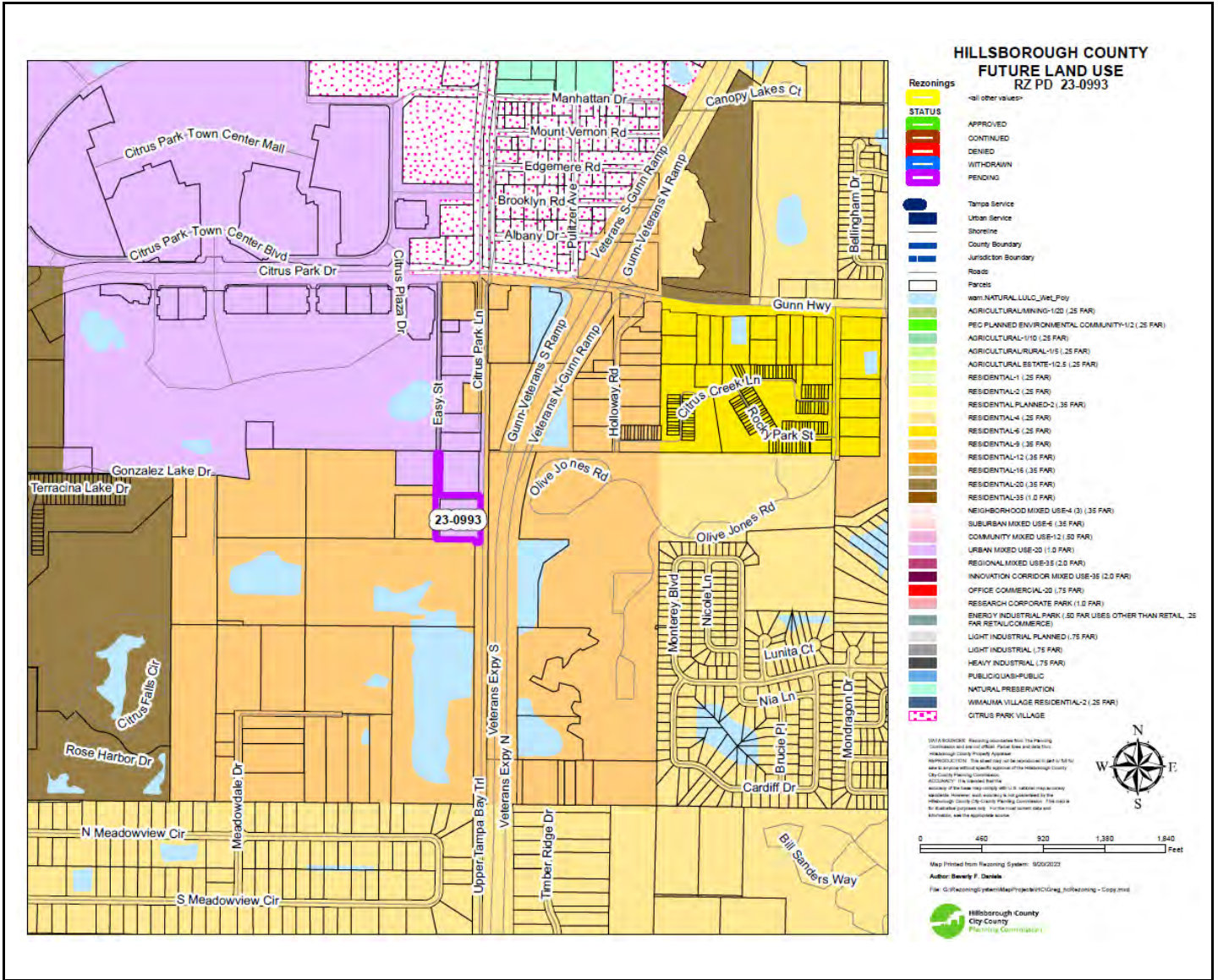


Context of Surrounding Area:

The property is situated west of the Veterans Expressway, at a distance of 0.15 miles. It faces the Citrus Park Drive commercial corridor and is surrounded by various large-scale commercial, office, and medical offices in its immediate vicinity. Towards the south and east, is the Big Cat Rescue. Additionally, the property is adjacent to the Citrus Park Mall overlay district in the north and the Upper Tampa Bay Trail to the east.

2.0 LAND USE MAP SET AND SUMMARY DATA

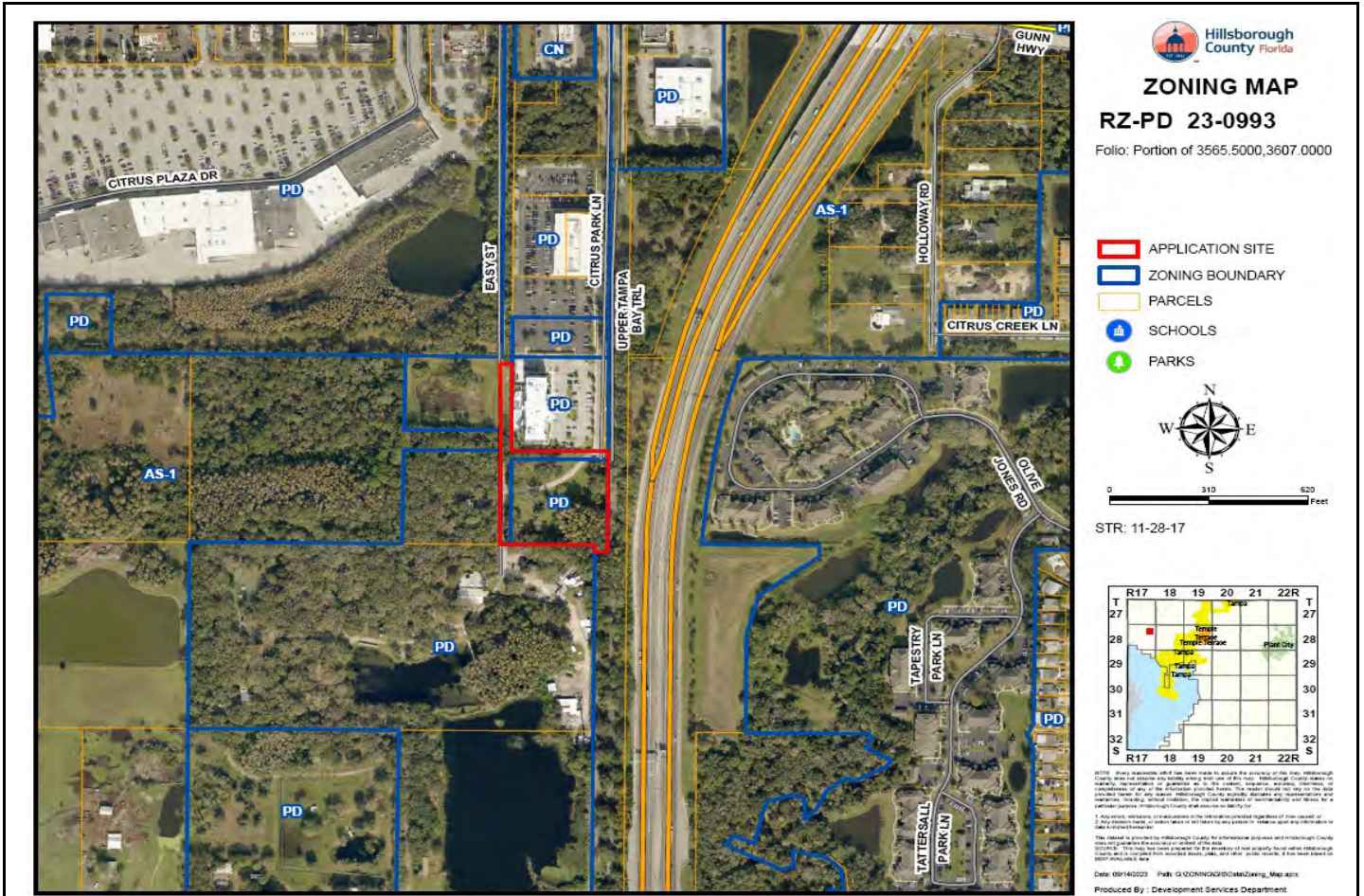
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Urban Mixed Use (UMU-20)
Maximum Density/F.A.R.:	20 DU/ Acre 1.0 FAR
Typical Uses:	Residential, regional scale commercial uses such as a mall, office, and business park use, research corporate park uses, light industrial, multi-purpose, and clustered residential and/or mixed-use projects at appropriate locations.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

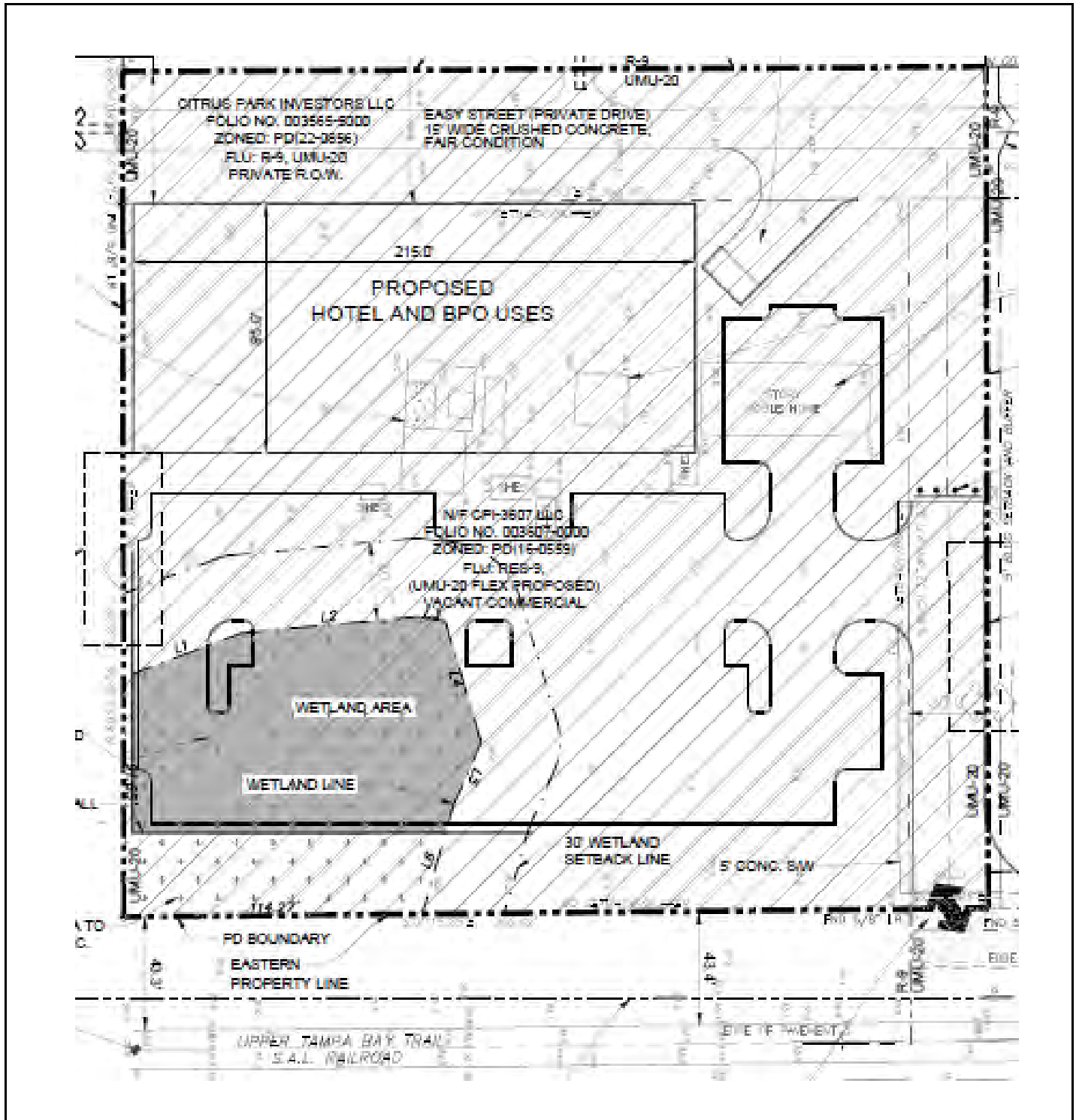


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 14-0813	1.0 F.A.R.	Hotel and BPO uses	Hotel
South	PD 04-0058 (pending PD 24-0031)	FAR.50	Animal Sanctuary, museum, Education, Vet Clinic, Ancillary Retail, Cell Tower	Wildlife Preserve
East	Govt.	n/a	Public Institutional	Upper Tampa Bay Trail
West	PD 04-0058 (pending PD 23-0994)	FAR.50	Animal Sanctuary, museum, Education, Vet Clinic, Ancillary Retail, Cell Tower	Wildlife Preserve

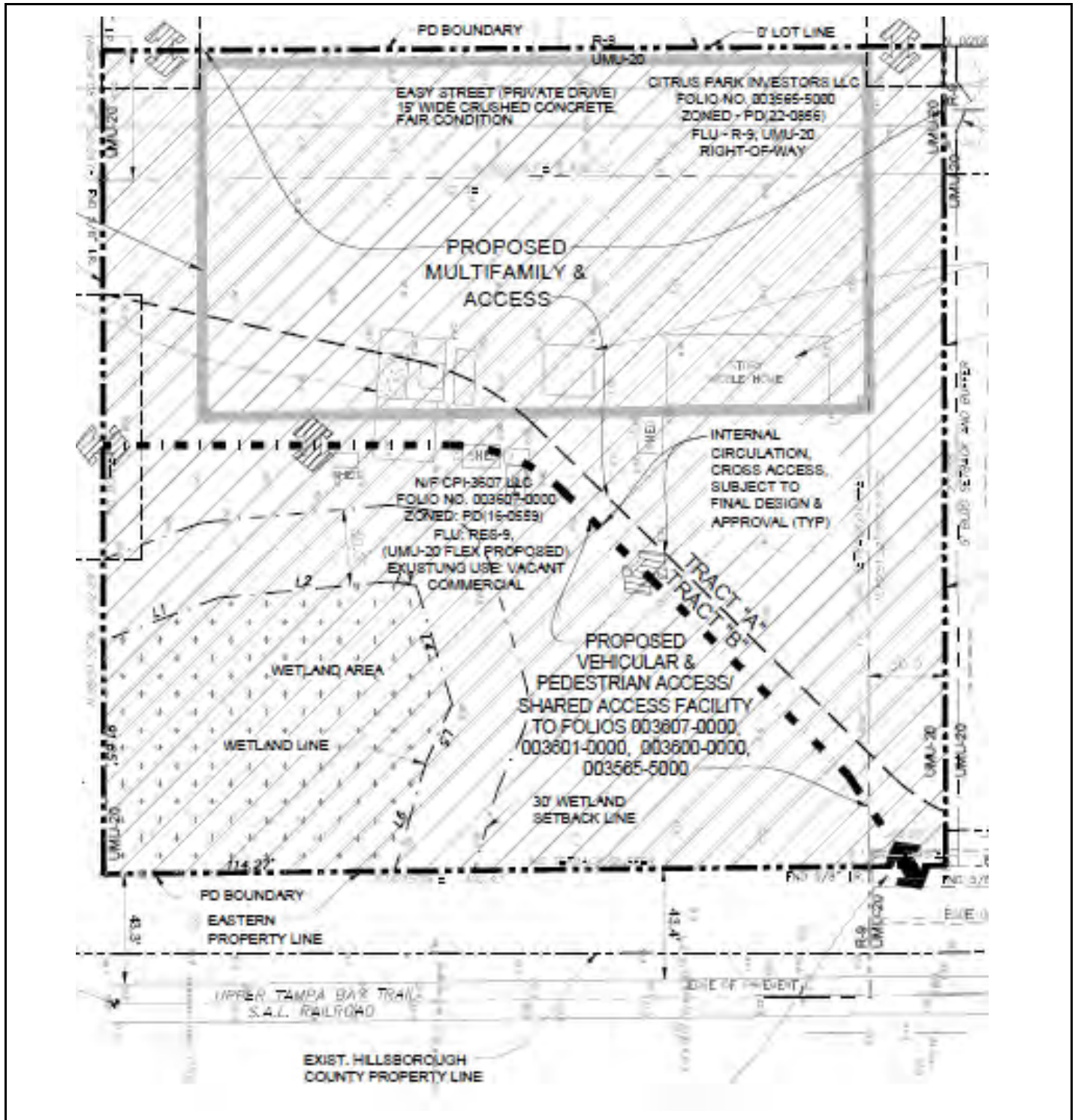
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Option 1 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Option 2 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Citrus Park Ln.	Multiple Classifications (Collector/Local/Driveway)	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Option 2) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	N/A	N/A	N/A
Proposed	0	0	0
Difference (+/-)	No Change	No Change	No Change

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Citrus Park Ln./ Substandard Rd.	Design Exception Requested	Approvable
Citrus Park Ln./ New Rd. Standards Deviation	Design Exception Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees: *** See IF Report for 23-0994				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Option 1 was previously approved under PD 16-0559 for a project allowing Business Professional Office and hotel uses of up to 81,798 SF. Currently, the parcel remains undeveloped. The proposed changes to Option 1 include the addition of approximately 0.32 acres from PD 22-0856, which consists of parts of “Easy Street” along the western project boundary, as well as a section of private “right of way” running along the northern project boundary via a companion PRS to remove the acreage from 22-0586. No transfer of entitlements from 22-0856 is being proposed.

The proposed Option 2 development will be part of a unified development with PD 23-0994 to the immediate west, which has been approved for multi-family attached units.

Staff has not found any compatibility issues related to the request.

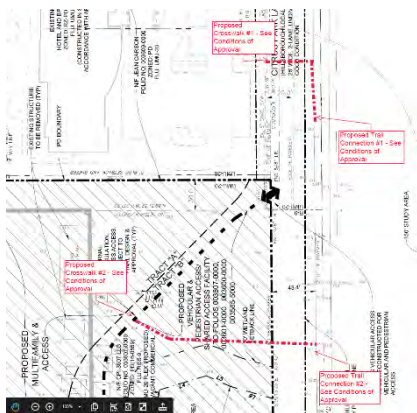
5.2 Recommendation

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

6.0 PROPOSED CONDITIONS

Prior to PD Site Plan Certification, the developer shall revise the PD Option 2 site plan to:

1. Replace the proposed square footage of 106,609 SF with the existing entitlement of 81,798 SF in the "Site Data" table.
2. Modify the "Site Data" data table to add a line underneath the Maximum Density Line which reads as follows: "Proposed Density: None*". Add a Note underneath the table reading as follows "**Although no vertical entitlements are proposed within this PD, blending of entitlements are permitted subject to restrictions – see conditions of approval."
3. Replace Site Note 9 with a note stating "All existing easements on-site and within 150 feet of the site are as shown. Regardless of any easement which may exist, no access other than those specified in the zoning conditions shall be permitted."
4. Replace Site Note 25 with a note stating "Proposed vehicular access connections shall be as shown on the PD site plan. All other access connections shall be closed/discontinued."
5. Modify the label for that portion of Easy St. within the 23-0993 boundary which states, "Easy Street (Private Drive) 15' Wide Crushed Concrete, Fair Condition" to instead state "Easy Street (Private Drive) 15' Wide Crushed Concrete, Fair Condition (To Be Removed)".
6. Add to labels on applicable adjacent properties as follows "Pending Modification: PD 23-0994" and "Pending Modification: PD 24-0031".



7. Add location of required ADA compliant trail connections and crosswalks as shown left. Label the two connections as follows: "Proposed Crosswalk #1 – See Conditions of Approval", "Proposed Trail Connection #1 – See Conditions of Approval", "Proposed Crosswalk #2 – See Conditions of Approval", and "Proposed Trail Connection #2 – See Conditions of Approval".

8. Change all existing arrows on the plan to Black Arrows. Add a new arrow white/cross-hatched arrow to Easy St. Modify the legend for the white/cross-hatched arrow to read "Proposed Limited Purpose Vehicular Access – See Conditions of Approval".
9. Delete the label stating, "Existing Connection to be Relocated". *[Staff notes this deletion will be handled in the 23-0994 PD request.]*

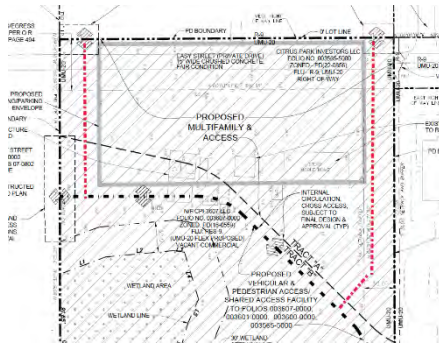
TRANSPORTATION NOTE:

THE PROJECT IS UNDER THE SAME OWNERSHIP AS THE PROJECT KNOWN AS CITRUS PARK CROSSINGS AND SHALL UTILIZE THE REMAINING TRIPS VESTED IN THE PROJECT'S CONCURRENCY APPROVAL AND COMPLETED OFFSITE IMPROVEMENTS.

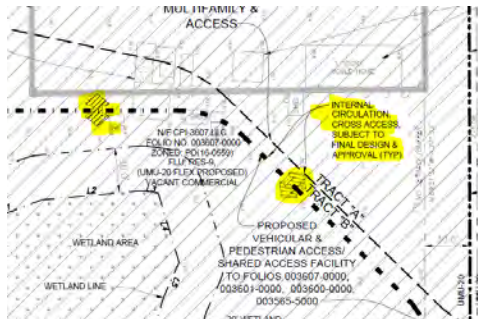
REFER TO HILLSBOROUGH COUNTY PROJECT PI#2658

- 10. Delete the Transportation Note and language shown left (i.e. dealing with vested trips) from this plan option sheet.

- 11. "Change the label within the legend stating, "Internal Vehicular and Pedestrian Circulation" to instead state "Proposed Citrus Park Ln. Extension".



- 12. Add a new line type and label within the legend called "Conceptual Vehicular and Pedestrian Circulation". Add linework corresponding to the new line type in the locations shown left. [Staff notes that additional internal circulation can be shown if desired, but at a minimum, you must show the arrows to adjacent PDs connecting to the Citrus Park Ln. Extension line.]



- 13. Delete the two yellow arrows and the label highlighted in yellow to the left. [Staff notes that there may be more/different connections than just those shown. Since this is occurring within the PD, and on a lower volume section of the roadway, they need not be shown (and this will maximize flexibility at the time of plat/site/construction plan review. Staff notes that access to the Citrus Park Ln. extension will be subject to compliance with Sec. 6.04.07 access spacing standards and other applicable regulations at the time of plat/site/construction plan review.)]

Approval- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted January 31, 2024.

Development in the PD shall be limited to the following two options:

OPTION 1

1. Development Option 1 shall be permitted a maximum of 81,798 square feet for the following uses: hotel, business, and/or professional office (BPO) uses (unless specified herein).

2. The parking garage, if unenclosed, shall not be counted toward the overall Floor Area Ratio (FAR).

3. The following uses shall not be permitted:

- Stand Alone Convenience Stores;
- Stand Alone Fast Food Restaurants (Either with or Without Drive Thru Windows);
- Stand Alone Banks (Either with or Without Drive Thru Windows)

4. Development standards for Option 1 shall be as follows:

Maximum Building Height	100 feet high (8-story buildings)
Parking garage	55 feet high (5-story building, 6 levels of parking)
Maximum impervious	85 percent

5. The facades of the parking structure shall incorporate a pattern that includes color, texture, and material change (paint does not suffice for this requirement). Predominant exterior building material shall include architectural or split face block, brick, cement plaster, Exterior Insulation Finish Systems (E.I.F.S.), stone, or concrete with architectural finish. Vertical elements, reveals, ribs, and/or offsets shall be incorporated in the facades. The structure shall conform to the façade requirements of Land Development Code (LDC) Sections 3.10.14 A-1 through 3.10.14 A-3 and 3.10.14 M-2 and 3.10.14 M-3. Openings may be used in lieu of windows to provide the required open-air ventilation.

5.1 The structure shall comply with LDC Sections 3.10.14.D and 3.10.14.H. The sloping nature of the interior ramps/structure, necessary in a garage shall not be repeated on the outside face.

5.2 In addition to meeting the LDC Section 3.10.14.1 and all other LDC lighting requirements, the lights shall not exceed the structural height of the garage (55 feet) and shall not be directed offsite.

5.3 The elevator and stair shafts/towers shall be topped with architectural accents, not to exceed 55 feet high, and shall not be located along the southern property boundary.

5.4 Subject to the approval of the reviewing agencies for open air ventilation, along the south façade of the parking structure a partial height wall of screening device shall be constructed at each level and be a minimum of 42 inches tall for the purposes of sheltering the view of vehicles. In the open areas above these partial walls on the south facade, mesh, grates, open fencing, trellis structures, or similar trims shall be installed to minimize offsite lighting. A maximum of 50 percent openings shall be required on the south side of the building.

- 5.5 Pedestrian entrances to the parking structure shall be well defined, signed, and connected via sidewalks and/or crosswalks as needed to provide connection to the development.
6. Structures are exempt from being setback an additional two feet for every one foot of structure height over 20 feet (Per Section 6.01.01 endnote 8).
7. Prior to or concurrent with the initial increment of development, the developer shall construct one (1) vehicular and pedestrian cross-access stub out to the northern PD boundary, and one (1) vehicular and pedestrian cross-access stub out to the southern PD boundary. The location of the cross access shall occur within the bounding boxes shown on the PD site plan, subject to compliance with Hillsborough County Land Development Code (LDC) and Transportation Technical Manual (TTM) requirements. Cross-access to the parcel to the north shall be permitted.
8. A site impact traffic analysis, which will include the Citrus Park Drive/Gunn Highway intersection, shall be required at the time of site plan approval.
9. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission 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. Final design of buildings, stormwater retention ponds, ingress/egress, and other infrastructure associated with the development are subject to change pending formal agency permitting.
10. An evaluation of the property identified a number of existing trees that may qualify as Grand Oaks as defined by the Land Development Code. If applicable, the existence of these trees shall require identification of their location on the submitted preliminary plan/plat through the Site Development/Subdivision Review process. Design efforts are to be displayed on the submitted preliminary plan to avoid adverse impacts to these trees.
11. Connection to the trail shall be subject to the approval of Hillsborough County. If approved by the county, the applicant shall be required to install a bicycle rack.
12. 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.
13. 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.

OPTION 2

14. Development Option 2 shall permit two tracts— Tract A and Tract B. Tract A shall permit the location of multi-family from PD 23-0994 to the west. Tract B shall permit an extension of Citrus Park Drive to serve PD 24-0031 to the south.
15. No new development may occur within PD 23-0994 or PD 24-0031, until such time as development plans have been approved within PD 23-0993, or concurrent unified development plans for PD 23-0993 and 24-0031 and/or 23-0994 have been approved. Additionally:
 - a. If PD 23-0993 obtains construction plan approvals for Option 2:
 - i. PD 23-0994 may develop; and,
 - ii. PD 24-0031 may develop under Option 2 or may continue to operate under current Option 1 (if they are able to operate without access to Easy St. and comply with the 24-0031 Option 1 conditions including trip generation and other restrictions).
 - b. If PD 23-0993 obtains construction plan approvals for Option 1:
 - i. PD 23-0994 may not develop (as that PD cannot be developed under its current configuration); and,
 - ii. PD 24-0031 may develop under its Option 1 only.
16. Once site development plans have been approved under either Option, no development approvals may be issued using the Option not initially selected.
17. Residential units may be blended between the areas encompassing Tract A of PD 23-0993 (Option 2) and PD 23-0994 under the following conditions:
 - a. The developer submits site construction plans proposing to develop the overall land as a single unified development, and thereafter submits all future submittals and modifications consistent with the same; and,
 - b. The maximum density of the unified plan for Tract A of PD 23-0993 (Option 2) and PD 23-0994 does not exceed the 312 units and all other conditions of the respective planned development approvals are met; and,
 - c. The sum total of units constructed within Tract A of PD 23-0993 and straddling PD 23-0994 and 23-0993 boundary shall not exceed 152 units.
18. Lots/units shall be permitted to be partially located in both Tract A of PD 23-0993 and PD 23-0994 as a part of a unified development plan. These lots shall follow the development standards of PD 23-0994.
19. Notwithstanding any easements which may be shown in the site plan, otherwise may exist, and/or anything on the PD site plan to the contrary, the project shall be served by, and with respect to vehicular access limited to, the following vehicular and pedestrian access connections:
 - a. One (1) connection to Citrus Park Ln. and one (1) connection to the southern project boundary (to accommodate the Citrus Park Ln. Extension as further described below);

- b. Two (2) connections along the western project boundary; and,
 - c. One (1) limited purpose connection along the northern project boundary (to Easy St.) for the purposes of construction and maintenance of County or other authorized utilities, solid waste providers, and official emergency service vehicles only. The gate shall be closed and locked at all times when not in immediate use for the above listed limited purposes.
20. Notwithstanding anything herein to the contrary, bicycle and pedestrian access may be permitted anywhere along the project's PD boundaries.
21. Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections (excluding limited purpose or emergency only connections). The developer shall include a note in each site/construction plan submittal which indicates same.
22. In addition to the above, as well as any sidewalks required pursuant to Sec. 6.02.08 of the Hillsborough County Land Development Code (LDC), Sec. 6.03.02 of the LDC, and as may otherwise be required herein these conditions, the developer shall construct two (2) connections to the Upper Tampa Bay Trail (UTBT) and associated pedestrian crosswalks across Citrus Park Ln. Specifically, prior to or concurrent with the initial increment of development, the developer shall:
 - a. Construct a connection between the existing sidewalk system on the west side of Citrus Park Ln. and the UTBT, as generally shown on the PD site plan. The pedestrian crosswalk may occur at (or shall otherwise be in the general vicinity of) the existing staircase/connection to the UTBT located east of folio 3609.0000 unless otherwise necessary to meet vehicular sight distance standards to the newly constructed Citrus Park Ln. Extension. The trail connection (which may be a new connection or a modification of the existing staircase connection) shall occur in whatever location is necessary to obtain approval and achieve a design which meets County and Americans with Disabilities Act (ADA) standards (see 1.c., below). This shall require the developer to install curb ramps on both the east and west sides of Citrus Park Ln. (including within a portion of folio 3609.0000).
 - b. Construct a connection between the sidewalk system to be constructed along the west side of the Citrus Park Ln. Ext., within PD 23-0996. The pedestrian crosswalk shall be constructed as generally shown on the PD site plan (i.e. just north of the wetland setback area). The developer shall be required to install curb ramps on both the east and west sides of the Citrus Park Ln. extension.
 - c. All above referenced trail connections and crosswalks shall be a minimum of 5-feet in width and comply with the Americans with Disabilities Act (ADA) Standards for Accessible Design, and applicable sections of the Florida Accessibility Code. The pedestrian crosswalks and trail connections shall require review and approval of Hillsborough County Development Services. Additionally, the developer shall be required to obtain approval of the Hillsborough County Conservation and Environmental Lands Management Department (CELMD) for the two (2) required trail connections, who shall sign off on the final location and design of the trail connections.
23. The Citrus Park Ln. Extension and any internal driveways serving development within PD 23-0993 shall be considered Shared Access Facilities. Prior to or concurrent with final plat/site/construction plan approval, the developer/property owner shall record easements or other instruments sufficient to

ensure that all development within PD 23-0993, 23-0994, and 23-0031 has access to Citrus Park Ln., which shall be the sole vehicular means of access to development within these projects (except as may otherwise described in the conditions within those PDs), and to ensure that development within these three PDs have access to the two (2) above described connections to the Upper Tampa Bay Trail.

24. If PD 23-0993 is approved, the County Engineer will approve a Design Exception requested (dated February 9, 2024, Revision No. 4) which was found approvable (with conditions and clarifications) by the County Engineer (on February 12, 2024) for the Citrus Park Ln. substandard roadway/driveway improvements. As the majority of Citrus Park Ln. is a substandard local road, (with other segments consisting of substandard collector roadway and private driveway, both with public access easements), the developer will be required to make certain improvements to Citrus Park Ln. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development within PD 23-0993, the developer shall construct certain pedestrian crosswalk and Upper Tampa Bay Trail connections as specified in condition 22.a., hereinabove.
25. If PD 23-0993 is approved, the County Engineer will approve a Design Exception request (dated February 12, 2024) which was found approvable (with conditions and clarifications) by the County Engineer (on February 12, 2024) for the Citrus Park Ln. Extension. The applicant's Engineer of Record (EOR) has requested certain deviations from the Typical Section – 3 (TS-3) standard. Specifically, the developer will be permitted to eliminate the sidewalk along the east side of the roadway and utilize F-type curb in lieu of Miami curb; however, the developer will be required to construct certain pedestrian crosswalks and Upper Tampa Bay Trail connections as specified in condition 22.b., hereinabove, as well as construct 12-foot-wide travel lanes.
26. The developer shall construct the following site access improvements prior to or concurrent with the initial increment of development. Specifically, the developer shall construct an extension of Citrus Park Ln. between the northern and southern project boundaries, as generally shown on the PD site plan. Additionally:
 - i. The facility may be located all or partially within either Tracts A or B.
 - ii. The facility shall be constructed in accordance with the Design Exception described in condition 8, above, and shall be privately maintained and ungated. Development within Tract A (other than the Citrus Park Ln. Extension) may be gated, subject to compliance with Typical Detail – 9 (TD-9) of the Hillsborough County Transportation Technical Manual (TTM).
27. To ensure compliance with Sec. 6.04.04.A.3. of the LDC, the area shown on the PD site plan as Tract A (within PD 23-0993), together with all lands within PD 23-0994, shall be submitted for concurrent plan review and approval via a unified site/construction plan submittal. Nothing herein this condition shall be construed as prohibiting the phasing or sub-phasing of pockets, phases, or individual buildings, to the extent which may otherwise be permitted.
28. Notwithstanding the foregoing, Citrus Park Ln. Extension and other required site access and other improvements shall not be phased.

This condition, together with conditions 19-28 hereinabove, shall be considered Critical Design Features. As such, modification of these conditions shall be subject to the rules and regulations outlined within Sec. 5.03.07.A. of the LDC.

- 29. 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.
- 30. 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.
- 31. 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).
- 32. 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.
- 33. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the 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.
- 34. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

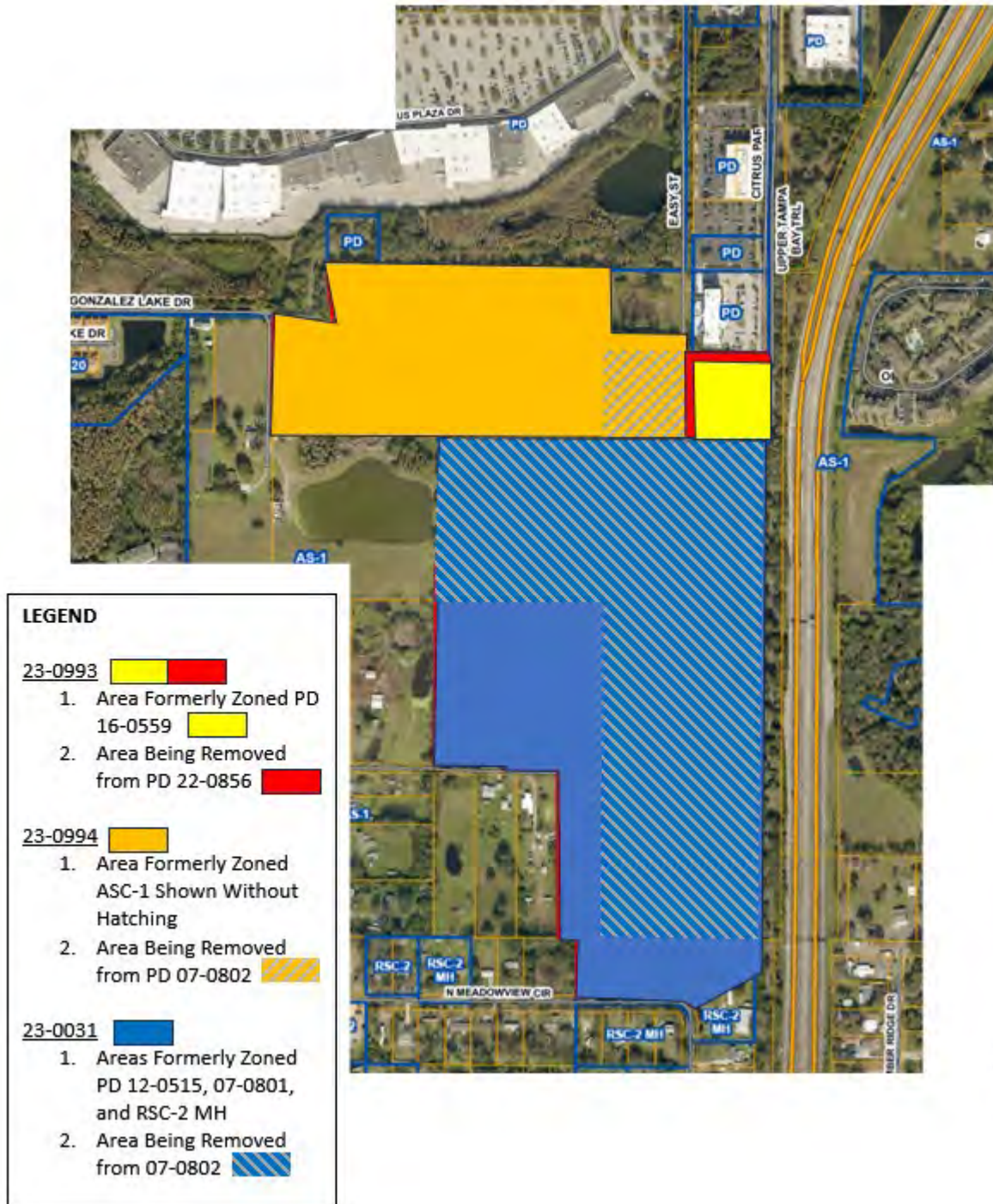
Zoning Administrator Sign-Off:

J. Brian Grady

SITE, SUBDIVISION, AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtaining all necessary building permits for on-site structures.

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS



APPLICATION NUMBER: PD 23-0993

ZHM HEARING DATE: February 20, 2024

BOCC LUM MEETING DATE: April 9, 2024

Case Reviewer: Camille Krochta

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 02/12/2024

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: Northwest/ NWH

PETITION NO: RZ 23-0993

- 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.

CONDITIONS OF APPROVAL

Transportation related conditions to be applied to specific options as follows:

Option 1 – Conditions Carried Forward from Previous Approval (Unmodified)

1. A site impact traffic analysis, which will include the Citrus Park Drive/Gunn Highway intersection, shall be required at the time of site plan approval.

Option 1 – Conditions Carried Forward from Previous Approval (With modifications Shown)

2. Prior to or concurrent with the initial increment of development, the developer shall construct one (1) vehicular and pedestrian cross access stubout to the northern PD boundary, and one (1) vehicular and pedestrian cross access stubout to the southern PD boundary. The location of the cross access shall occur within the bounding boxes shown on the PD site plan, subject to compliance with Hillsborough County Land Development Code (LDC) and Transportation Technical Manual (TTM) requirements. ~~Cross access to the parcel to the north shall be permitted.~~

[Staff is proposing to modify this condition to match the labeling changes made by the applicant on the proposed Option 1 plans. Staff notes that the applicant modified the note language to, among other things, remove the word “Optional” from the label.]

Option 2 – New Conditions

3. Notwithstanding any easements which may be shown in the site plan, otherwise may exist, and/or anything on the PD site plan to the contrary, the project shall be served by, and with respect to vehicular access limited to, the following vehicular and pedestrian access connections:
 - a. One (1) connection to Citrus Park Ln. and one (1) connection to the southern project boundary (to accommodate the Citrus Park Ln. Extension as further described below);
 - b. Two (2) connections along the western project boundary; and,
 - c. One (1) limited purpose connection along the northern project boundary (to Easy St.) for the

purposes of construction and maintenance of County or other authorized utilities, solid waste providers, and official emergency service vehicles only. The gate shall be closed and locked at all times when not in immediate use for the above listed limited purposes.

4. Notwithstanding anything herein to the contrary, bicycle and pedestrian access may be permitted anywhere along the project's PD boundaries.
5. Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections (excluding limited purpose or emergency only connections). The developer shall include a note in each site/construction plan submittal which indicates same.
6. In addition to the above, as well as any sidewalks required pursuant to Sec. 6.02.08 of the Hillsborough County Land Development Code (LDC), Sec. 6.03.02 of the LDC, and as may otherwise be required herein these conditions, the developer shall construct two (2) connections to the Upper Tampa Bay Trail (UTBT) and associated pedestrian crosswalks across Citrus Park Ln. Specifically, prior to or concurrent with the initial increment of development, the developer shall:
 - a. Construct a connection between the existing sidewalk system on the west side of Citrus Park Ln. and the UTBT, as generally shown on the PD site plan. The pedestrian crosswalk may occur at (or shall otherwise be in the general vicinity of) the existing staircase/connection to the UTBT located east of folio 3609.0000 unless otherwise necessary to meet vehicular sight distance standards to the newly constructed Citrus Park Ln. Extension. The trail connection (which may be a new connection or a modification of the existing staircase connection) shall occur in whatever location is necessary to obtain approval and achieve a design which meets County and Americans with Disabilities Act (ADA) standards (see 1.c., below). This shall require the developer to install curb ramps on both the east and west sides of Citrus Park Ln. (including within a portion of folio 3609.0000).
 - b. Construct a connection between the sidewalk system to be constructed along the west side of the Citrus Park Ln. Ext., within PD 23-0996. The pedestrian crosswalk shall be constructed as generally shown on the PD site plan (i.e. just north of the wetland setback area). The developer shall be required to install curb ramps on both the east and west sides of the Citrus Park Ln. extension.
 - c. All above referenced trail connections and crosswalks shall be a minimum of 5-feet in width and comply with the Americans with Disabilities Act (ADA) Standards for Accessible Design, and applicable sections of the Florida Accessibility Code. The pedestrian crosswalks and trail connections shall require review and approval of Hillsborough County Development Services. Additionally, the developer shall be required to obtain approval of the Hillsborough County Conservation and Environmental Lands Management Department (CELMD) for the two (2) required trail connections, who shall sign off on the final location and design of the trail connections.
7. The Citrus Park Ln. Extension and any internal driveways serving development within PD 23-0993 shall be considered Shared Access Facilities. Prior to or concurrent with final plat/site/construction plan approval, the developer/property owner shall record easements or other instruments sufficient to ensure that all development within PD 23-0993, 23-0994, and 23-0031 has access to Citrus Park Ln., which shall be the sole vehicular means of access to development within these projects (except as may otherwise described in the conditions within those PDs), and to ensure that development within these three PDs have access to the two (2) above described connections to the Upper Tampa Bay Trail.
8. If PD 23-0993 is approved, the County Engineer will approve a Design Exception requested (dated February 9, 2024, Revision No. 4) which was found approvable (with conditions and clarifications)

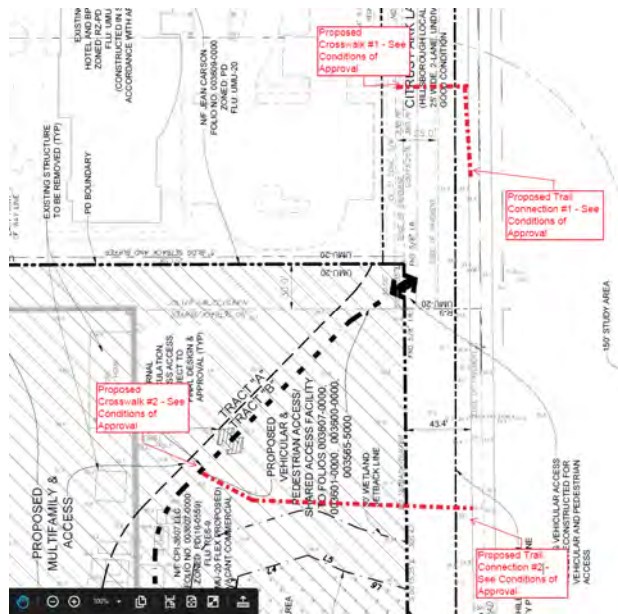
by the County Engineer (on February 12, 2024) for the Citrus Park Ln. substandard roadway/driveway improvements. As the majority of Citrus Park Ln. is a substandard local road, (with other segments consisting of substandard collector roadway and private driveway, both with public access easements), the developer will be required to make certain improvements to Citrus Park Ln. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development within PD 23-0993, the developer shall construct certain pedestrian crosswalk and Upper Tampa Bay Trail connections as specified in **condition 6.a.**, hereinabove.

9. If PD 23-0993 is approved, the County Engineer will approve a Design Exception request (dated February 12, 2024) which was found approvable (with conditions and clarifications) by the County Engineer (on February 12, 2024) for the Citrus Park Ln. Extension. The applicant's Engineer of Record (EOR) has requested certain deviations from the Typical Section – 3 (TS-3) standard. Specifically, the developer will be permitted to eliminate the sidewalk along the east side of the roadway and utilize F-type curb in lieu of Miami curb; however, the developer will be required to construct certain pedestrian crosswalk and Upper Tampa Bay Trail connections as specified in **condition 6.b.**, hereinabove, as well as construct 12-foot-wide travel lanes.
10. The developer shall construct the following site access improvements prior to or concurrent with the initial increment of development. Specifically, the developer shall construct an extension of Citrus Park Ln. between the northern and southern project boundaries, as generally shown on the PD site plan. Additionally:
 - i. The facility may be located all or partially within either Tracts A or B.
 - ii. The facility shall be constructed in accordance with the Design Exception described in condition 8, above, and shall be privately maintained and ungated. Development within Tract A (other than the Citrus Park Ln. Extension) may be gated, subject to comply with Typical Detail – 9 (TD-9) of the Hillsborough County Transportation Technical Manual (TTM).
11. To ensure compliance with Sec. 6.04.04.A.3. of the LDC, the area shown on the PD site plan as Tract A (within PD 23-0993), together with all lands within PD 23-0994, shall be submitted for concurrent plan review and approval via a unified site/construction plan submittal. Nothing herein this condition shall be construed as prohibiting the phasing or sub-phasing of pockets, phases or individual buildings, to the extent which may otherwise be permitted. Notwithstanding the foregoing, the Citrus Park Ln. Extension and other required site access and other improvements shall not be phased.
12. This condition, together with **conditions 3-11** hereinabove, shall be considered Critical Design Features. As such, modification of these conditions shall be subject to the rules and regulations outlined within Sec. 5.03.07.A. of the LDC.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD Option 2 site plan to:
 - Modify the “Site Data” data table to add a line underneath the Maximum Density Line which reads as follows: “Proposed Density: None*”. Add a Note underneath the table reading as follows “*Although no vertical entitlements are proposed within this PD, blending of entitlements are permitted subject to restrictions – see conditions of approval.”

- Replace Site Note 9 with a note stating “All existing easements on-site and within 150 feet of the site are as shown. Regardless of any easement which may exist, no access other than those specified in the zoning conditions shall be permitted.”
- Replace Site Note 25 with a note stating “Proposed vehicular access connections shall be as shown on the PD site plan. All other access connections shall be closed/discontinued.”
- Modify the label for that portion of Easy St. within the 23-0993 boundary which states “Easy Street (Private Drive) 15’ Wide Crushed Concrete, Fair Condition” to instead state “Easy Street (Private Drive) 15’ Wide Crushed Concrete, Fair Condition (To Be Removed)”.
- Add to labels on applicable adjacent properties as follows “Pending Modification: PD 23-0994” and “Pending Modification: PD 24-0031”.
- Add location of required ADA compliant trail connections and crosswalks as shown below. Label the two connections as follows: “Proposed Crosswalk #1 – See Conditions of Approval”, “Proposed Trail Connection #1 – See Conditions of Approval”, “Proposed Crosswalk #2 – See Conditions of Approval”, and “Proposed Trail Connection #2 – See Conditions of Approval”.



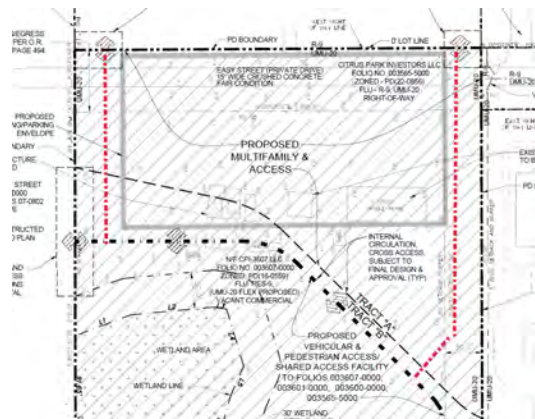
- Change all existing arrows on the plan to Black Arrows. Add a new arrow white/cross-hatched arrow to Easy St. Modify the legend for the white/cross-hatched arrow to read “Proposed Limited Purpose Vehicular Access – See Conditions of Approval”.
- Delete the label stating “Existing Connection to be Relocated”. [Staff notes this deletion will be handled in the 23-0994 PD request.]
- Delete the Transportation Note and language show below (i.e. dealing with vested trips) from this plan option sheet.

TRANSPORTATION NOTE:

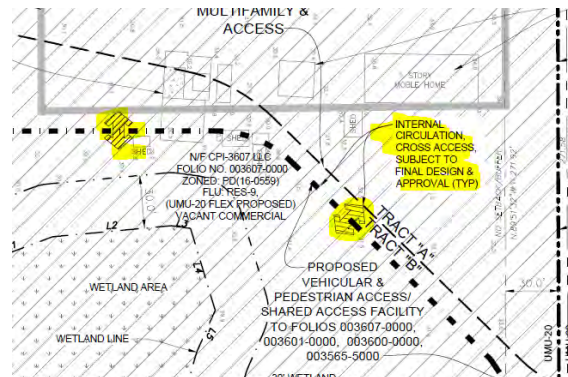
THE PROJECT IS UNDER THE SAME OWNERSHIP AS THE PROJECT KNOWN AS CITRUS PARK CROSSINGS AND SHALL UTILIZE THE REMAINING TRIPS VESTED IN THE PROJECT'S CONCURRENCY APPROVAL AND COMPLETED OFFSITE IMPROVEMENTS.

REFER TO HILLSBOROUGH COUNTY PROJECT PI#2658

- “Change the label within the legend stating “Internal Vehicular and Pedestrian Circulation” to instead state “Proposed Citrus Park Ln. Extension”.
- Add a new line type and label within the legend called “Conceptual Vehicular and Pedestrian Circulation”. Add linework corresponding to the new line type in the locations shown below. *[Staff notes that additional internal circulation can be shown if desired, but at a minimum you must show the arrows to adjacent PDs connecting to the Citrus Park Ln. Extension line.]*



- Delete the two yellow arrows and the label highlighted in yellow below. *[Staff notes that there may be more/different connections that just those shown. Since this is occurring within the PD, and on a lower volume section of the roadway, they need not be shown (and this will maximize flexibility at the time of plat/site/construction plan review. Staff notes that access to the Citrus Park Ln. Extension will be subject to compliance with Sec. 6.04.07 access spacing standards and other applicable regulations at the time of plat/site/construction plan review.)]*



PROJECT OVERVIEW & TRIP GENERATION

The applicant is requesting to rezone a +/- 2.447 ac. area (consisting of one parcel and a portion of another parcel) from Planned Development (PD) 22-0856 and PD 16-0559 to a new PD. PD 16-0559 currently has approvals which permit up to 81,798 s.f. of the following uses: hotel, business and/or professional office (BPO) uses (except as otherwise noted in the zoning conditions). This option is being carried forward largely “as-is” (minor changes being proposed by the applicant are described below). The developer is proposing to add a second development option. This option has no entitlements on its own; however, the developer is proposing to utilize the parcel for the purposes of the Citrus Park Ln. Extension, as well as associated infrastructure. The applicant is also proposing two conditions which will allow a portion of entitlements from 23-0994 to be constructed straddling the PD boundary and/or within the subject PD, i.e. 23-0993. Issues surrounding these adjacent projects, which are inexorably linked to the subject PD, are further described below. While the developer of the subject PD has yet to file the required PRS to remove portions of 22-0856 from the that PD so they can be added to this PD, staff understands such application is imminent (and will be required prior to this PD being allowed to proceed forward to a BOCC hearing, as the two items must be heard together). There are also substantial issues surrounding the ability of PD 23-0994 and 24-0031 to develop if the developer of PD 23-0993 elects to develop under its Option 1. County staff has worked to develop conditions for each of the three zonings which specify what development rights (if any) each project has given that elections within the subject PD alter the ability of those other projects to develop under all or certain of their development scenarios. These conditions have been presented by zoning staff and are critical to ensure safe access for development within these projects moving forward. Further issues regarding the relationship between these PDs are described below. For reference, a key sheet showing the various portions of the proposed related PDs have been included below.

The applicant has also proposed certain limited changes to the Option 1 plan set. Specifically, the developer has modified the labels such that the nature of the cross access connections was altered from “optional” to required. Although these cross access connections are not required pursuant to Sec. 6.04.03.Q. of the LDC and staff is unsure why the applicant is desired to make such change, staff has no objection to this request.

Existing Citrus Park Ln.

Citrus Park Ln. south of Gunn Hwy. consists of segment of publicly maintained roadway as well as sections which are considered private driveways (since they are not platted with common ownership areas in accordance with applicable sections of Sections 6.02.01 and 6.03.01 of the LDC); however, those private sections apparently do have public access easements over those segments. The applicant was unable to provide specific information about the geographic information of specific segments, and staff notes that the County’s GIS viewer does not contain accurate information with respect to ownership and maintenance responsibilities. Regardless, the County Engineer has approved a Design Exception which addresses the standard nature of the facilities. These are discussed in the Design Exception Request #1 section, hereinbelow.

The Citrus Park Ln Extension

The developer is proposing a privately owned and maintained extension of Citrus Park Ln., to be constructed within the subject PD. The Subject PD is bifurcated into two project areas (Tract A and Tract B) and the roadway may be constructed wholly within either, or partially within both. In lieu of constructing the roadway to Transportation Technical Manual (TTM) standards, the applicant is requesting a Design Exception which will allow certain deviations to the new roadway. These are discussed in the Design Exception Request #2 section, hereinbelow.

Compliance with the Northwest Area Community Plan/ Trail Connections

The projects are located within the Northwest Area Community Plan (NWACP), as specified in the Livable Communities Element of the Hillsborough County Comprehensive Plan. Section C within the Strategies

portion of the NWACP states in part that “Flexible and innovative mobility options have been identified to offset the deficient street network by: Connecting neighborhoods with employment, retail and education centers through Greenways of equestrian, pedestrian and bicycle trails...and ensuring that major streets do not act merely as vehicular throughfares but serve pedestrians and bicyclists equally well.” Staff notes that the project is being required to provide two connections to the Upper Tampa Bay Trail system (located just east of the site) with associated crosswalks across Citrus Park Ln. One (1) crosswalk and trail connection is being proposed as a part of the Design Exception request as mitigation for the existing substandard segments of Citrus Park Ln. (and will be constructed just north of the subject PD), and one (1) crosswalk and trail connection is being proposed to support the requested modifications to the newly constructed Extension of Citrus Park Ln. (and will be constructed within the subject PD). While required by the respective Design Exceptions, these PDs also support the above referenced NWACP requirements.

Section C within the same section of the NWACP also has other relevant sections, including “Requiring new development to be designed with a continuous local network of roads characterized by short blocks within minimal use of cul-de-sacs. This network separates community based trips from long-distance through traffic, and provides a variety of alternative routes and itineraries that connect to adjacent neighborhoods as often as possible.” The subject PD complies with these requirements by providing an option which extends the local street system such that is able to serve PD 23-0994 and is extended to the northern boundary of proposed PD 24-0031.

Issues Concerning Transportation Analysis and Impacts

The applicant submitted trip generation and site access analyses which fails to accurately demonstrate impacts from area project to Citrus Park Ln. and/or demonstrates expected trip impacts to the proposed Citrus Park Ln. Extension, as was required pursuant to the Development Review Procedures Manual (DRPM). Since this project is not generating any trips in and of itself within Option 2, and the trips associated with existing approved Option 1 were studied in previous zoning actions for the subject PD, the subject change does not result in a direct increase in the maximum trip generation potential of the subject site. Staff notes that the zoning applications for 23-0994 and 24-0031 will contain an accurate study which examines trip impacts for existing approved and proposed projects along the Citrus Park Ln. corridor (south of Gunn Hwy.), although the study was not ready in time to be included within this action. As such, and for the above specified reasons, the Administrator has waived the required study, consistent with Section 6.2.1.C. of the DRPM.

Relationship to Existing PD 22-0856 and Unfiled Personal Appearance

The applicant is proposing to add portions of PD 22-0856 to the subject PD (23-0993). Specifically, those portions of the PD which constitute a part of the private substandard driveway named Easy St., together with a strip of property along the northern boundary of the PD, are being added into the subject PD. PD 22-0856 contains significant unbuilt entitlements which are being factored into the above described traffic analysis which is being prepared but is not a part of the subject PD zoning file. Staff notes that due to constraints at the intersection of Gunn Hwy. and Citrus Park Ln., the intersection is unable to safely and efficiently accommodate project traffic from the newly proposed related PDs (24-0031 and 23-0994), when added to existing approved entitlements within approved PDs which have not yet been constructed. As such, the applicant will also be adding a trip cap condition as a part of the (as yet unfiled) modification to PD 22-0856, which will be critical in ensuring that only a certain amount of development occurs along the Citrus Park Ln. corridor (unless the applicant comes back through the zoning modification process for at PD and can demonstrate how site access impacts can be safely and efficiently accommodated).

Largely Discontinued Use of Easy St./ Relationship to Existing Easements

Under the Option 2 proposal, development of these above-described areas (as shown on the Option 2 site plan) will also result in the inability of this and the other related projects to utilize Easy St. for any vehicular or pedestrian traffic except for the limited purposes proposed by the applicant (and as specified in the

proposed conditions of approval). Specifically, under Option 2 Easy St. may only be utilized for the purposes of construction and maintenance of County or other authorized utilities, solid waste providers, and official emergency service vehicles only. Staff has proposed a condition requiring that the gate be closed and locked at all times when not in immediate use for the above listed limited purposes.

Any existing easements over these areas which are inconsistent with the proposed Limited Purpose Restriction should be vacated by the easement holders (in favor of the new access arrangement being proposed, i.e. that the pedestrian and vehicular access to these area projects be solely via the Citrus Park Ln. Extension) and as further described in the conditions. For the avoidance of doubt, staff notes that any other easements utilizing Easy St. or other access connections not proposed as a part of the PD zoning, whether disclosed as required per the DRPM or otherwise undisclosed, shall be rendered unusable due to the access restrictions proposed within the subject PD modification. Staff notes this applies to Option 2 only (Option 1 retains the existing configuration and use of Easy St. for 24-0031 Option 1, and 23-0994 will be unable to develop without coming in for a modification to its PD, since its only access will be via Easy St. (which is unsuitable for the type and amount of development proposed). As stated above, this issue is being addressed by a set of important conditions being provided by zoning staff.

Relationship to Proposed PD 23-0994

Adjacent PD 23-0994 is proposing to abandon its existing entitlements, which largely consist of ASC-1 over a majority of the property, as well as those entitlements associated with the portion of its property which was formerly located within PD 07-0802. Those unretained entitlements currently only have access via Easy St., which is substandard and could not be improved to accommodate vehicular and pedestrian infrastructure necessary to support the 312 multi-family dwelling units proposed within that project. As such, if the developer of the subject PD (23-0993) chooses to develop under Option 1, that project will be unable to develop and will be required to come through the zoning modification process.

If the developer of the subject PD chooses to develop under Option 2, then 23-0994 will take its sole legal access through the subject PD. As such, staff has proposed a condition designating infrastructure within 23-0993 as Shared Access Facilities and requiring the developer provide all access easements or other plans features (e.g. common ownership parcels) necessary to support such arrangement. Additionally, in order to comply with the LDC Sec. 6.04.04.A.3. restrictions governing maximum driveway length for certain projects (i.e. no driveway serving a residential project may be more than 250 feet in length), the applicant has agreed to a condition which requires Tract A within the subject PD to be developed concurrently with lands within PD 23-0994 via a unified site/construction plan submittal. Without such condition, 23-0994 could not demonstrate compliance with the above referenced section of the LDC, and staff would be obligated to recommend denial of that related petition.

Relationship to Proposed PD 24-0031

Adjacent PD 24-0031 has stated they are contractually obligated to retain their existing entitlements, which consist of the entire land area of two PDs (12-0515 and 07-0801), an area zoned RSC-2 MH, as well as an areas containing those entitlements associated with the portion of its property which was formerly located within PD 07-0802 (see area project map provided herein for reference). With the exception of the RSC-2 MH areas, those retained entitlements currently only have access via Easy St. with the exception of an additional restricted access to Meadowview Cir. which is governed by condition 10 within existing PD 07-0801 which states, "The development shall not be permitted to generate more than an average of 240 daily trips on N. Meadowview Circle. Within 30 days of a request by the County, the developer shall provide the County with a report of attendance at the Wildlife Sanctuary and an analysis demonstrating that the cumulative traffic from the Wildlife Sanctuary and this development does not exceed the limits of this condition."

Easy St. is substandard and could not be improved to accommodate the vehicular and pedestrian infrastructure necessary to support the 230 residential townhome units proposed within that project. As

such, if the developer of the subject PD (23-0993) chooses to develop under its Option 1, then the 24-0031 project will be required to develop under its Option 2 plan (and would likely be unable to remain in operation under its Option 1 plan unless it could abide by the 240 daily trip restriction contained within 07-0801.

If the developer of the subject PD chooses to develop under Option 2, then 24-0031 will take its sole legal access through the subject PD. As such, staff has proposed a condition designating infrastructure within 23-0993 as Shared Access Facilities and requiring the developer provide all access easements or other plans features (e.g. common ownership parcels) necessary to support such arrangement. Under currently proposed Option 2 for proposed PD 24-0031, only bicycle/pedestrian and gated emergency access to Meadowview Circle is proposed.

EXISTING TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Citrus Park Ln. is a 2-lane transportation facility, which has varying levels of functional classification. The northern portions of the roadway are considered a collector roadway due to traffic volumes present on that segment, while the other segments south of that are either local roadway segment or considered a named private driveway with a public access easement. The facility is characterized by +/- 12-foot-wide travel lanes along a majority of the facility, except that +/- 11-foot-wide travel lanes are present on the immediate approach to its intersection with Gunn Hwy. The roadway is lies within a +/- 85-foot-wide right-of-way for the first +/- 550 feet of the facility, and thereafter exists in differing states as noted above. The pavement is in average condition. There are no on-street bicycle facilities present on the facility. There are +/- 5-foot-wide sidewalk along the western side of the facility. The Upper Tampa Bay Trail is present along the eastern side of the facility.

SITE ACCESS AND CONNECTIVITY

Access to the project remains unchanged for Option 1. Cross access notations for this Option have been modified, as described hereinabove.

Option 2 is proposing to primary vehicular and pedestrian access for the subject PD (23-0993) and adjacent PDs 23-0994 and 24-0031, as described hereinabove (including for construction traffic). A limited purpose access is being proposed along the northern project boundary (to Easy St.) for the purposes of construction/maintenance of County or other authorized utilities, solid waste providers, and official emergency service vehicles only. Staff has proposed a condition requiring the gate top be closed and locked at all times when not in immediate use for the above listed limited purposes. Further discussions about the Citrus Park Ln. Extension and Shared Access Facilities within this project (serving the adjacent projects) is detailed in various sections hereinabove.

Since Option 2 does not have any vertical entitlements, no auxiliary turn lane improvements are warranted pursuant to Sec. 6.04.04.D. of the LDC; however, staff notes that the traffic generated by adjacent PDs 23-0994 and 24-0031 (which are traveling through the subject PD) will generate significant traffic that will require modification to the existing westbound to southbound left turn lane on Gunn Hwy. onto Citrus Park Ln. Conditions governing those improvements will be included within those adjacent PDs.

Two trail connections to the Upper Tampa Bay Trail are proposed, as further described in the conditions of approval and Design Exception request summaries.

DESIGN EXCEPTION #1 – CITRUS PARK LN. – SUBSTANDARD RD.

As the existing portions of Citrus Park Ln. is a substandard local roadway/collector roadway/driveway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated February 9, 2024, Revision No. 4) 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 with conditions (on February 12, 2024). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-3 Typical Section (for 2-Lane Urban Local Roadways) and TS-4 Typical Section (for 2-Lane, Urban Collector Roadways), as applicable, are as follows:

- The applicant is proposing to utilize the existing 11-foot-wide travel lanes, in lieu of the 12-foot-wide lanes required per TS-3, or the 11-foot wide lanes with 7-foot wide adjacent buffered bicycle lanes required per TS-4; and,
- The applicant is proposing to eliminate the bicycle lanes on the west side of the roadway, and notes that the Upper Tampa Bay Trail (UTBT) provides pedestrian and bicycle accommodation along the eastern side of the facility in lieu of the buffed bicycle lanes provided per TS-4.

As alternative mitigation and to enhance safety along the roadway, the developer is proposing to construct a connection between the existing sidewalk system on the west side of Citrus Park Ln. and the UTBT, as generally shown on the PD site plan. The pedestrian crosswalk may occur at (or shall otherwise be in the general vicinity of) the existing staircase/connection to the UTBT located east of folio 3609.0000 unless otherwise necessary to meet vehicular sight distance standards to the newly constructed Citrus Park Ln. Extension.

The trail connection (which may be a new connection or a modification of the existing staircase connection) shall occur in whatever location is necessary to obtain approval and achieve a design which meets County and Americans with Disabilities Act (ADA) standards. This shall require the developer to install curb ramps on both the east and west sides of Citrus Park Ln. (including within a portion of folio 3609.0000) which is located outside of the proposed PD.

The County Engineer found the request approvable with certain conditions, specifically that the approval is contingent upon the applicant filing a zoning modification to adjacent 22-0856 which restricts trips in accordance with a study to be prepared by applicant and approved by Hillsborough County which restricts the maximum trip impacts through the Gunn Hwy. and Citrus Park Ln. intersection (in order to ensure safety and operation efficiency). This Design Exception shall also apply to authorized development within the as yet unfiled modification (i.e. development occurring within that PD which does not exceed the trip cap). The County Engineer also imposed a condition that clarifies that the Upper Tampa Bay Trail connection shall include a crosswalk across Citrus Park Ln., as specified in the zoning conditions contained hereinabove.

If PD 23-0993 is approved, the County Engineer will approve the Design Exception request with the conditions and clarifications specified above.

DESIGN EXCEPTION #2 – CITRUS PARK LN. – NEW ROADWAY SECTION

The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated February 12, 2024) to request a deviation from the Hillsborough County Transportation Technical Manual (TTM) TS-3 Typical Section (for 2-Lane Urban Local Roadways) standards for the Citrus Park Ln. Extension occurring within PD 23-0993. Based on factors presented in the Design Exception request, the County Engineer found the request approvable with conditions (on February 12, 2024). The deviations from the TS-3 Typical Section are as follows:

- The applicant is proposing to utilize the existing 12-foot-wide travel lanes, in lieu of the 10-foot-wide lanes required per TS-3;
- The applicant is proposing to eliminate the sidewalk along the east side of the roadway;
- The applicant is proposing to reduce the grass/sod strip separating the sidewalk from the travel lanes on the west side of the roadway, from the minimum 8-foot-wide separator required per TS-3 to a 5-foot-wide separator; and,

- The applicant is proposing to utilize Type-F curb in lieu of the Miami Curb required per TS-3.

As alternative mitigation and to enhance safety along the new roadway, the developer is proposing to construct a connection between the sidewalk system to be constructed on the west side of the Citrus Park Ln. Extension and the UTBT, as generally shown on the PD site plan. The pedestrian crosswalk shall occur just north of the wetland setback area.

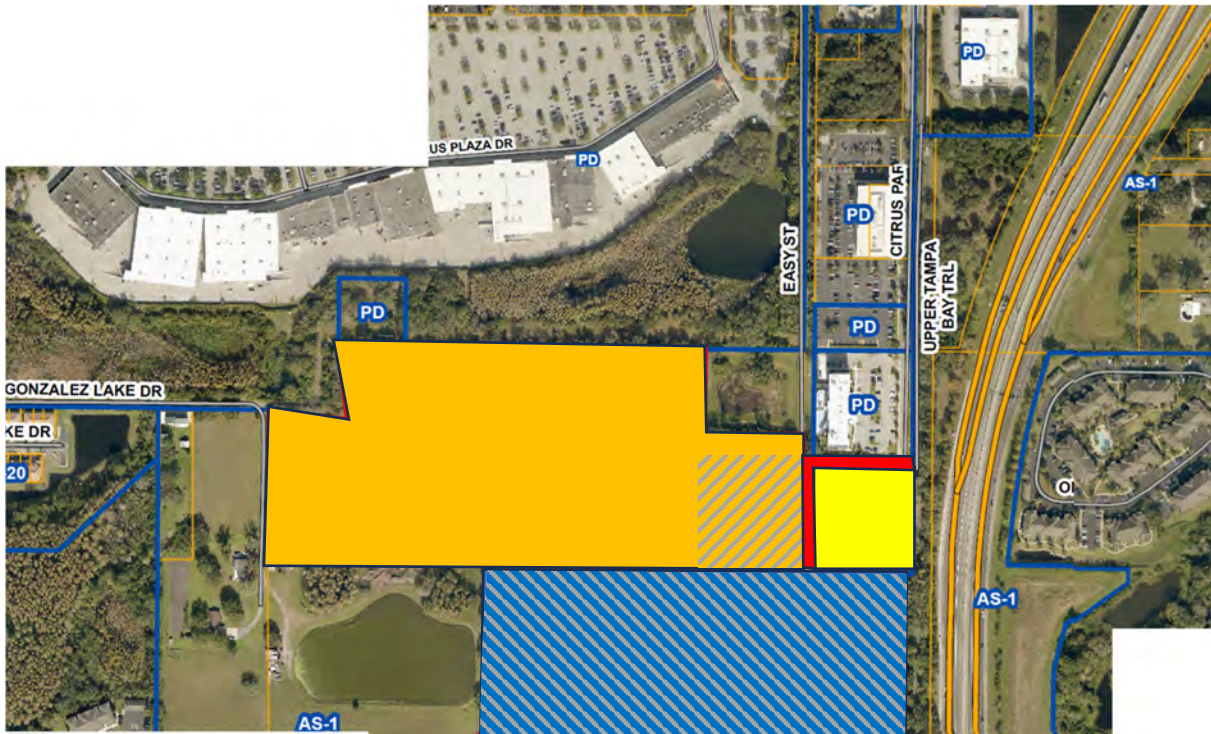
The trail connection (which shall be a new connection) shall occur in whatever location is necessary to obtain approval and achieve a design which meets County and Americans with Disabilities Act (ADA) standards. This shall require the developer to install curb ramps on both the east and west sides of the Citrus Park Ln. Extension.

The County Engineer found the request approvable with certain conditions, specifically that this Design Exception shall apply to specific projects and entitlement options specified therein. The County Engineer also imposed a condition that clarifies references to the Upper Tampa Bay Trail, and that the Upper Tampa Bay Trail connection shall include a crosswalk across Citrus Park Ln., as specified in the zoning conditions contained hereinabove.

If PD 23-0993 is approved, the County Engineer will approve the Design Exception request with the conditions and clarifications specified above.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Citrus Park Ln. was not evaluated as a part of the 2020 Hillsborough County Level of Service (LOS) Report. As such, LOS information for that facility cannot be provided. Staff notes that, according to the report, Gunn Hwy. (between Citrus Park Dr. and the Veterans Expressway) is operating at a LOS C with an adopted LOS Standard E.



LEGEND

23-0993



1. Area Formerly Zoned PD 16-0559
2. Area Being Removed from PD 22-0856

23-0994

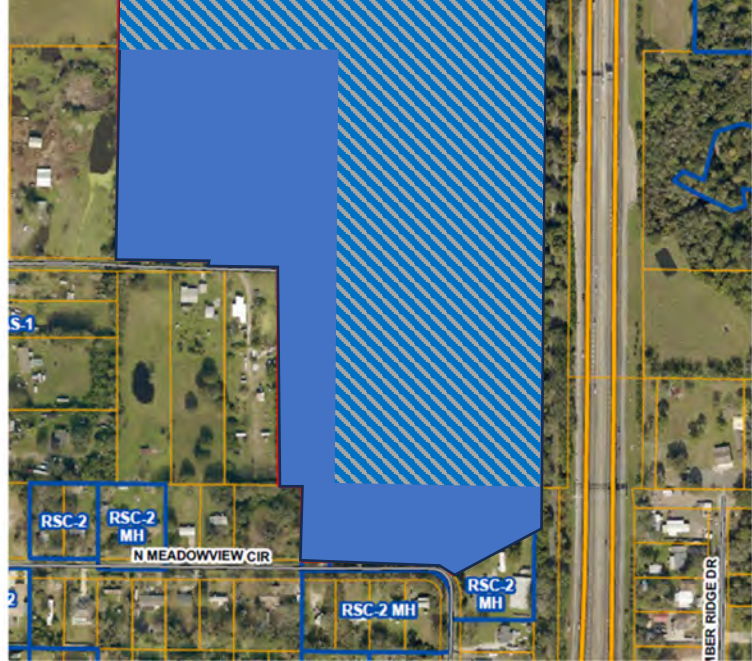


1. Area Formerly Zoned ASC-1 Shown Without Hatching
2. Area Being Removed from PD 07-0802

23-0031



1. Areas Formerly Zoned PD 12-0515, 07-0801, and RSC-2 MH
2. Area Being Removed from 07-0802



Ratliff, James

From: Williams, Michael
Sent: Monday, February 12, 2024 7:21 PM
To: Michael D. Raysor (mdr@raysor-transportation.com); Steven Henry
Cc: wmolloy@mjlaw.us; Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ PD 23-0993 - Design Exception Review
Attachments: 23-0993+DEAdd+02-09-24_AWC.pdf; 23-0993+DEReq+02-12-24_AWC.pdf

Importance: High

Mike/Steve,

I have found the attached Design Exceptions (DE) for PD 23-0993 APPROVABLE with CONDITIONS. Conditions for each DE are listed on the attached documents. It should also be noted that these DEs will also be applicable to other zoning cases currently in process, which are noted on the documents themselves.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hcfl.gov or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

If the BOCC denies the PD zoning or PD zoning modification request, staff will request that you withdraw the AV/DE. In such instance, notwithstanding the above finding of approvability, if you fail to withdraw the request, I will deny the AV/DE (since the finding was predicated on a specific development program and site configuration which was not approved).

Once I have signed the document, it is your responsibility to submit the signed AV/DE(s) together with your initial plat/site/construction plan submittal. If the project is already in preliminary review, then you must submit the signed document before the review will be allowed to progress. Staff will require resubmittal of all plat/site/construction plan submittals that do not include the appropriate signed AV/DE documentation.

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hcfl.gov

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, February 12, 2024 6:40 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: RZ PD 23-0993 - Design Exception Review
Importance: High

Hello Mike,

The attached DEs are Approvable With Conditions to me, please include the following people in your response:

mdr@raysor-transportation.com
shenry@lincks.com
wmolloy@mjlw.us
wmolloy@mjlw.us
ratliffja@hcfl.gov

Best Regards,

Sheida L. Tirado, PE *(she/her/hers)*
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@hcfl.gov
W: <https://hcfl.gov/>

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

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



Hillsborough
County Florida
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpaf.fl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Existing Facilities	<input type="checkbox"/> 4.	<input type="checkbox"/> 5.
	<input type="checkbox"/> 2.	<input type="checkbox"/> 3.	<input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>			
Project Name/ Phase	MULTIPLE		
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>			
Folio Number(s)	3565.5000, 3607.0000, 3600-0000, 3611-0000, 3585-0000, 3601.0000, 3612.0000, 3613.0000, 3614.0000, 3931.0000, 3932.0000, 3932.0050, & 3933.0000		
	<input checked="" type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers		
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>			
Name of Person Submitting Request	Michael D. Raysor, P.E.		
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>			
Current Property Zoning Designation	MULTIPLE		
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>			
Pending Zoning Application Number	PD 23-0993 (OPTION 2) & PD 23-0994 & PD 24-0031		
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>			
Related Project Identification Number (Site/Subdivision Application Number)	N/A		
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>			



February 9, 2024 (Revision No. 4)

Michael J. Williams, P.E.
County Engineer/Director, Development Review Division
Hillsborough County Development Services
601 East Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

SUBJECT: EXISTING FACILITIES DESIGN EXCEPTION
PD 23-0993 (OPTION 2) & PD 23-0994 & PD 24-0031
FOLIO NO'S. 3565.5000, 3607.0000, 3600-0000, 3611-0000, 3585-0000, 3601.0000, 3612.0000, 3613.0000, 3614.0000,
3931.0000, 3932.0000, 3932.0050, & 3933.0000

Dear Mr. Williams,

This letter documents a request for a DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with Planned Development Rezoning for **PD 23-0993 (OPTION 2) & PD 23-0994 & PD 24-0031**.

The subject PD's are located south of Citrus Park Drive and west of Citrus Park Lane, in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The project sites are currently vacant and are proposed for development as detailed below. Refer to **ATTACHMENT B** for the PD General Development Plans.

- **PD 23-0993 (OPTION 2)**
No Entitlements
- **PD 23-0994**
Multifamily @ 312 units
- **PD 24-0031**
Townhomes @ 230 units

County Engineer's Clarification:

This Design Exception applies to those projects listed at left, as well as the project listed in the Approval with Conditions section, herein below.

Pursuant to LDC §6.04.03.L, the following is applicable to the existing segment of Citrus Park Lane in regard to the subject project:

Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.

Per Hillsborough County's Local Functional Classification Map, Citrus Park Lane is a local roadway; however, pursuant to **ATTACHMENT C**, the northern portion of Citrus Park Lane has daily traffic volumes in excess of 5,000 vph, thus functions as a collector roadway. A DESIGN EXCEPTION is requested for relief from the above-referenced requirement to improve Citrus Park Lane to meet current roadway standards for a two-lane undivided local/collector urban roadway (TS-3/TS-4) as a condition of zoning approval for the subject project; where in lieu of meeting the full TS-3/TS-4 typical sections, alternative improvements are proposed. The County typical sections for two-lane undivided local/collector urban roadways (TS-3/TS-4) are provided as **ATTACHMENT D**.

A review of Hillsborough County's Crash Data Management (CDM) system identified that zero crashes have occurred on Citrus Park Lane south of Citrus Park Drive/Gunn Highway within the prior five year period from September 1, 2018 to August 31,

MICHAEL J. WILLIAMS, P.E.
EXISTING FACILITIES DESIGN EXCEPTION
PD 23-0993 (OPTION 2) & PD 23-0994 & PD 24-0031
FEBRUARY 9, 2024 (REVISION NO. 4)
PAGE 2 OF 3



2023. These findings indicate that the substandard roadway conditions identified for Citrus Park Lane have not historically contributed to a safety deficiency, as evidenced by a lack of crashes attributable to those substandard conditions. Further, the referenced crash history does not exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project.

Citrus Park Lane is a two-lane undivided roadway, which is currently approximately 1,600 feet in length between its signalized intersection with Citrus Park Drive/Gunn Highway and its (current) southern terminus (dead-end). The following summarizes the characteristics of the existing segment of Citrus Park Lane, with supporting photographs provided in **ATTACHMENT E**.

RIGHT-OF-WAY: Citrus Park Lane has an existing right-of-way width of ± 85 feet for its first 550' from Citrus Park Drive southward, where this right-of-way also accommodates the Upper Tampa Bay Trail. South of the referenced segment, Citrus Park Lane is located on private property, noting that County right-of-way exists easterly adjacent to Citrus Park Lane to accommodate the Upper Tampa Bay Trail. The foregoing values were measured from the *Hillsborough County Property Appraiser* website.

SPEED LIMIT: Citrus Park Lane does not have a posted speed limit; noting that the roadway can be characterized as low-speed due to its location/area type and its design features.

LANE WIDTH: Citrus Park Lane has a typical lane width of 12', noting that the lane width reduces to 11' on the immediate approach to Citrus Park Drive/Gunn Highway (within the $\pm 200'$ segment with turn lanes).

BICYCLE LANES: Citrus Park Lane does not have bicycle lanes.

SIDEWALKS: Citrus Park Lane currently has a sidewalk continuously along its west side, with no sidewalk on its east side. However, it is noted that the Upper Tampa Bay Trail runs parallel to Citrus Park Lane along the roadway's entire length and beyond.

CURB: Citrus Park Lane has curb & gutter continuously along both sides of the road.

In comparison to the applicable TS-3/TS-4 typical sections, the above characteristics indicate that **Citrus Park Lane is substandard in regard to bicycle lanes & sidewalks** as there are no bicycle lanes (applicable to TS-4) and a sidewalk only exists on the west side of the road (applicable to TS-3 & TS-4). However, it is noted that the Upper Tampa Bay Trail is located adjacent to Citrus Park Lane on the roadway's east side, and runs parallel to Citrus Park Lane along the roadway's entire length and beyond. The trail is offset from Citrus Park Lane by ± 20 feet; except near Citrus Park Drive/Gunn Highway where it is adjacent to the roadway. The Upper Tampa Bay Trail accommodates the pedestrian and bicycle mobility needs that would have otherwise been accommodated by bicycle lanes and a sidewalk on the east side of Citrus Park Lane, as intended by the TS-3/TS-4 typical sections. Therefore, the intent of the TS-3/TS-4 typical sections is met by the Upper Tampa Bay Trail. However, convenient access to the Upper Tampa Bay Trail in the context of the subject and referenced project is not currently provided; with pedestrian access via stairs located ± 180 feet from the current southern terminus of Citrus Park Lane, and pedestrian & bicycle access via a curb ramp located ± 650 feet from the current southern terminus of Citrus Park Lane (refer to **ATTACHMENT F** for details).

As an alternative to meeting the bicycle/sidewalk requirements of the TS-3/TS-4 typical sections, the applicant(s) propose to construct an ADA compliant ramp connection between Citrus Park Lane and the Upper Tampa Bay Trail, as conceptually located pursuant to **ATTACHMENT G**. As noted, the referenced location plan is conceptual, and is thus subject to change in regard to exact location, which will be determined during the design phase subject to field conditions. The referenced ramp connection will improve connectivity to the trail for the future residents of the subject project, as well as for other existing and future development in the area; and thus will benefit the citizenry of Hillsborough County through increased pedestrian/bicycle safety and increased pedestrian/bicycle mobility.



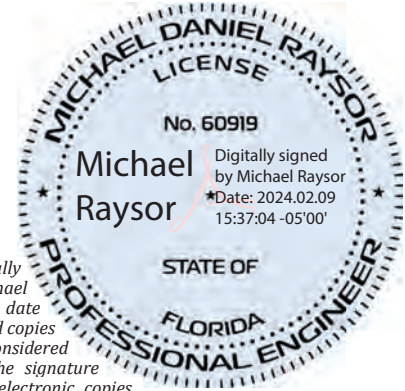
MICHAEL J. WILLIAMS, P.E.
EXISTING FACILITIES DESIGN EXCEPTION
PD 23-0993 (OPTION 2) & PD 23-0994 & PD 24-0031
FEBRUARY 9, 2024 (REVISION NO. 4)
PAGE 3 OF 3

The foregoing documents a request for a DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with Planned Development Rezoning for **PD 23-0993 (OPTION 2) & PD 23-0994 & PD 24-0031**, and is recommended for approved by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President



This item has been digitally signed and sealed by Michael Daniel Raysor P.E., 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.

BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY

APPROVED.....

APPROVED WITH CONDITIONS.....

DENIED.....

MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER date
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

- Conditions of Approval:**
- 1) Subject to Filing a PRS on 22-0856 which restricts trips in accordance with a study to be prepared by applicant and approved by Hillsborough County which restricts the maximum trip impacts through the Gunn Hwy. and Citrus Park Ln. intersection in order to ensure safety and operation efficiency. This Design Exception shall also apply to authorized development within the as yet unfiled PRS (i.e. development occurring within that PD which does not exceed the trip cap).
 - 2) Clarification that Upper Tampa Bay Trail connection shall include a crosswalk across Citrus Park Ln., as specified in the zoning conditions.

ATTACHMENT A



PD 23-0993 & PD 23-0994 & PD 24-0031
Project Site Location Map

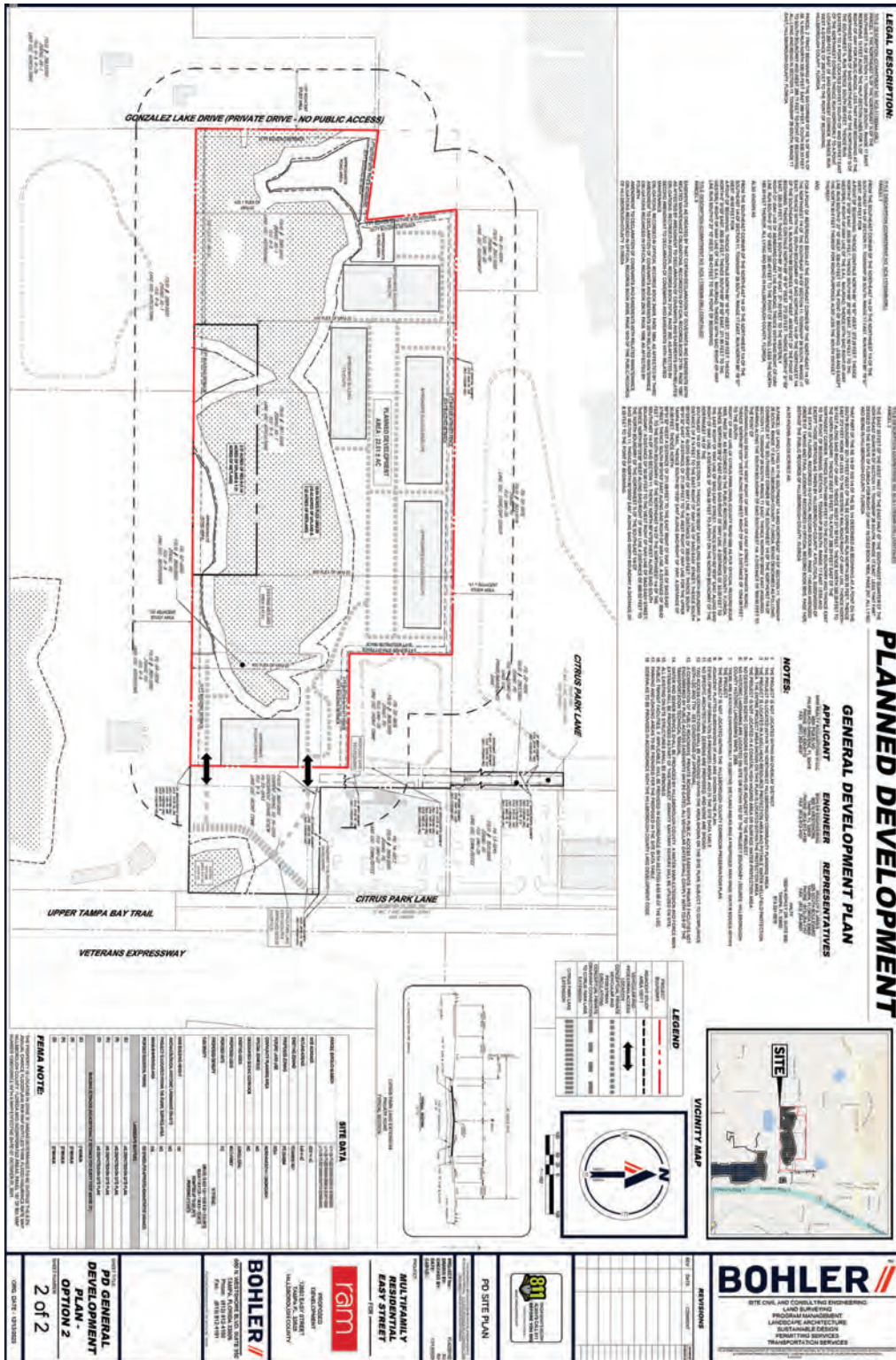


ATTACHMENT B



PD 23-0993 & PD 23-0994 & PD 24-0031

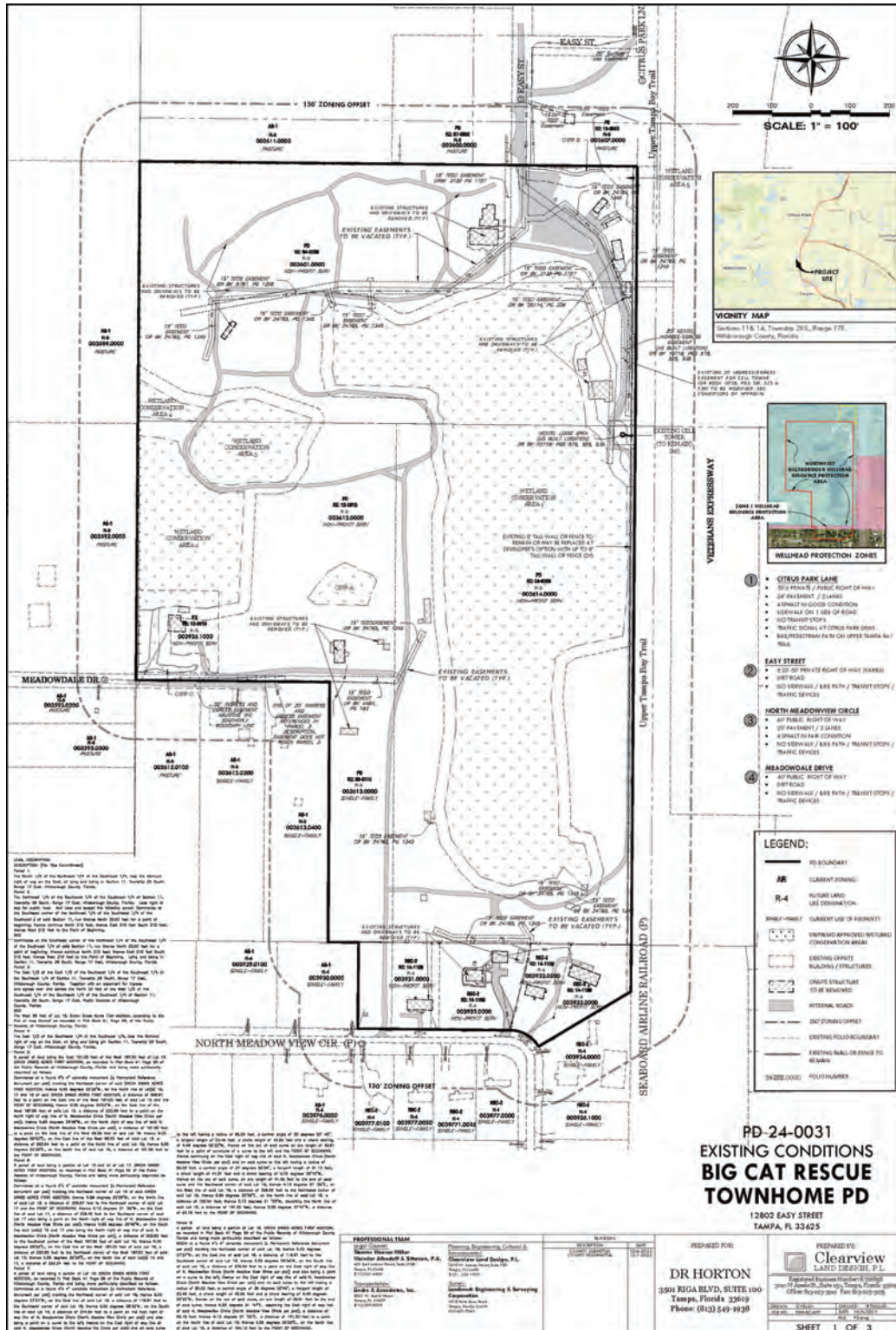
PD General Development Plan (PD 23-0093 Option 2 & PD 23-0094)



ATTACHMENT B



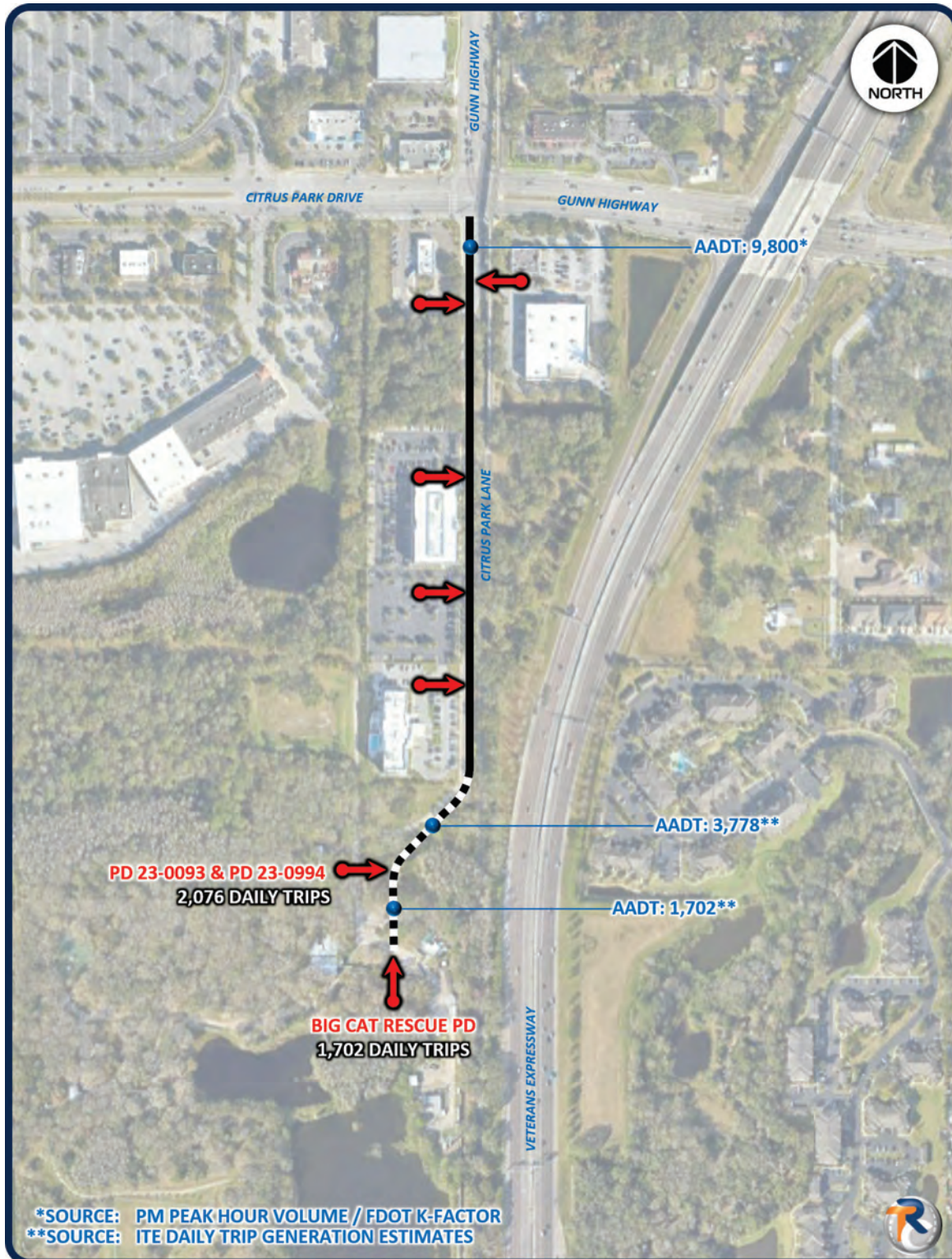
PD 23-0993 & PD 23-0994 & PD 24-0031
PD General Development Plan (PD 24-0031)



ATTACHMENT C



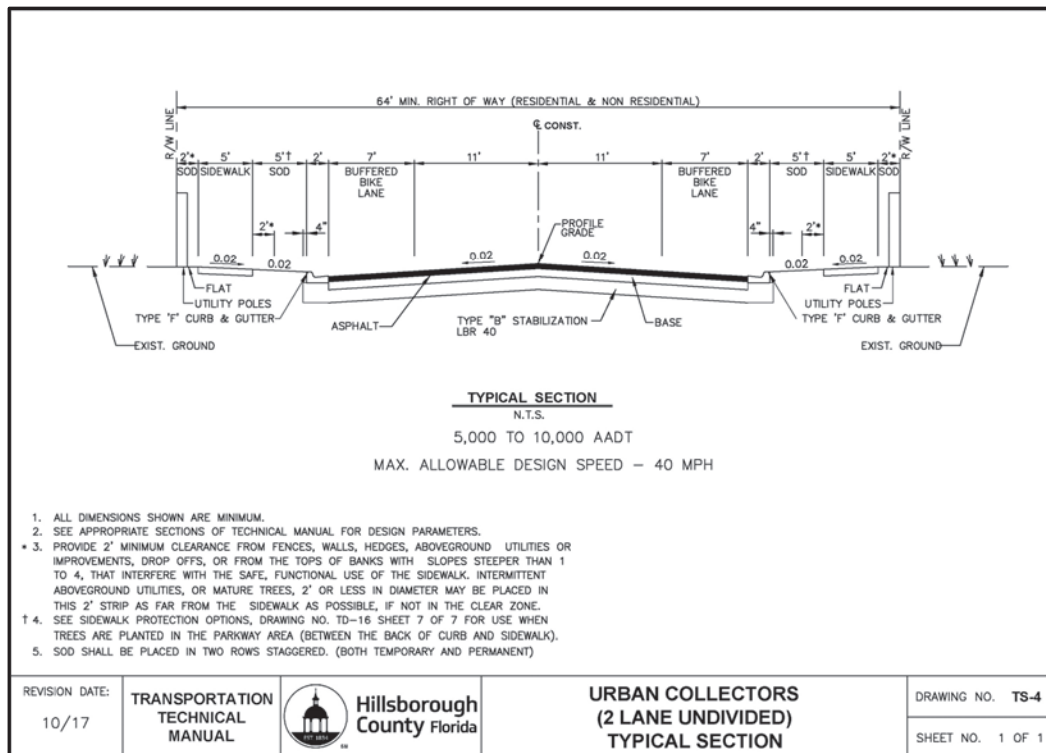
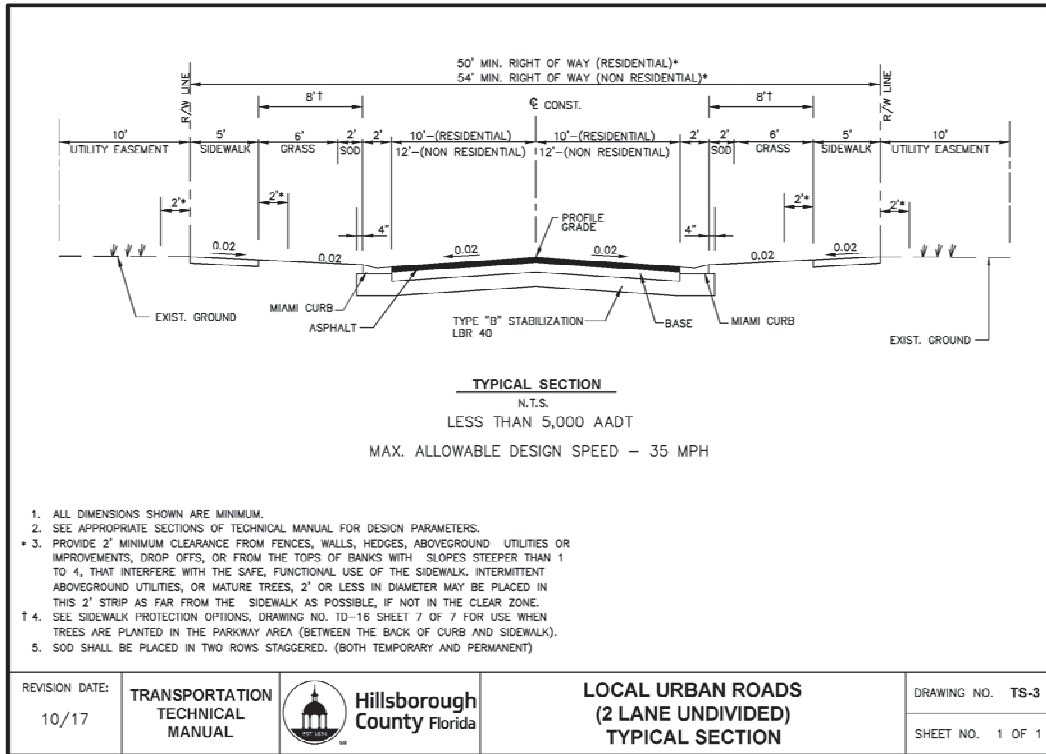
PD 23-0993 & PD 23-0994 & PD 24-0031
Citrus Park Lane Daily Traffic Volumes



ATTACHMENT D



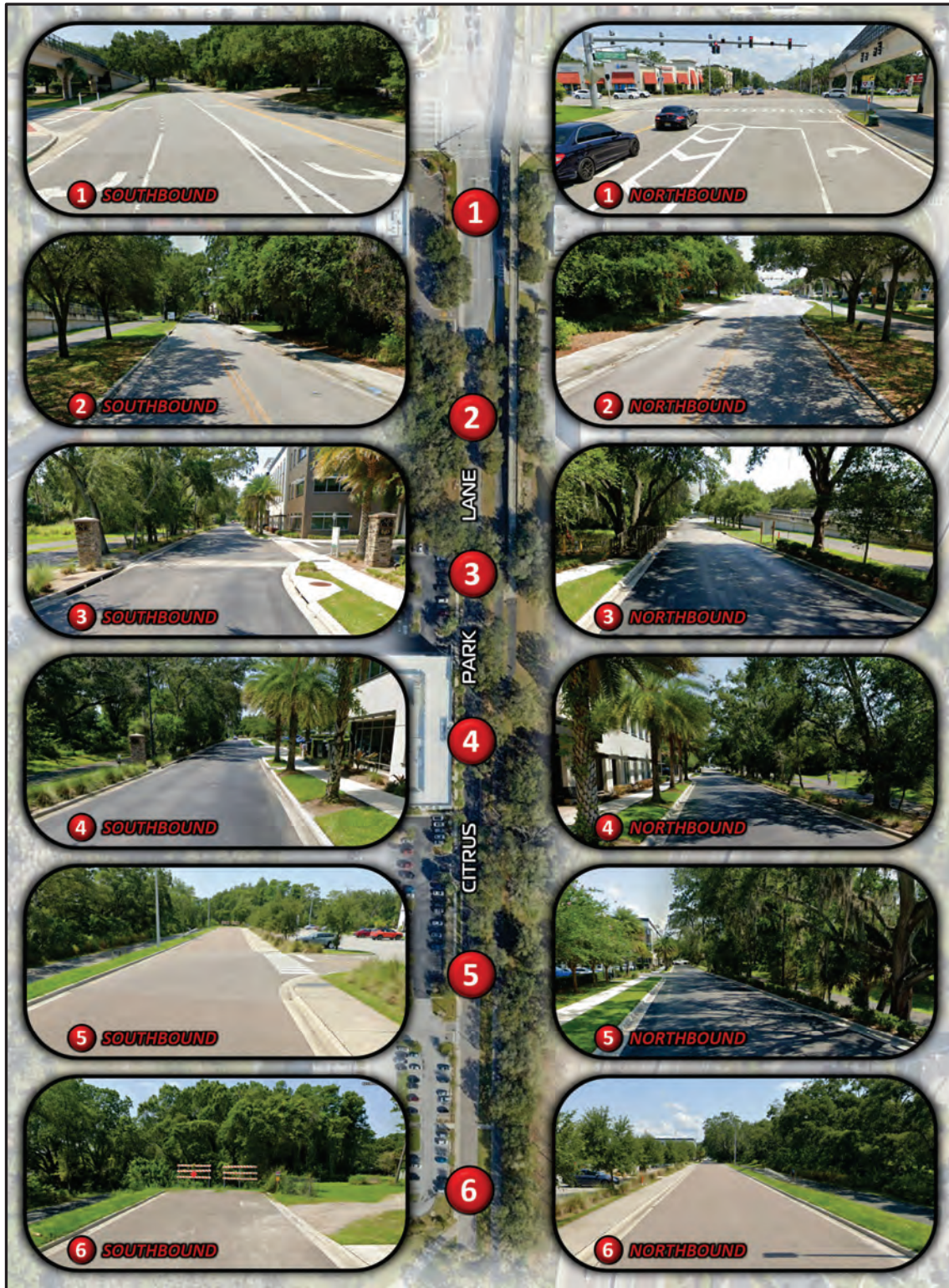
PD 23-0993 & PD 23-0994 & PD 24-0031
Hillsborough County TS-3 & TS-4 Typical Sections



ATTACHMENT E



PD 23-0993 & PD 23-0994 & PD 24-0031
Citrus Park Lane Photographs



ATTACHMENT F



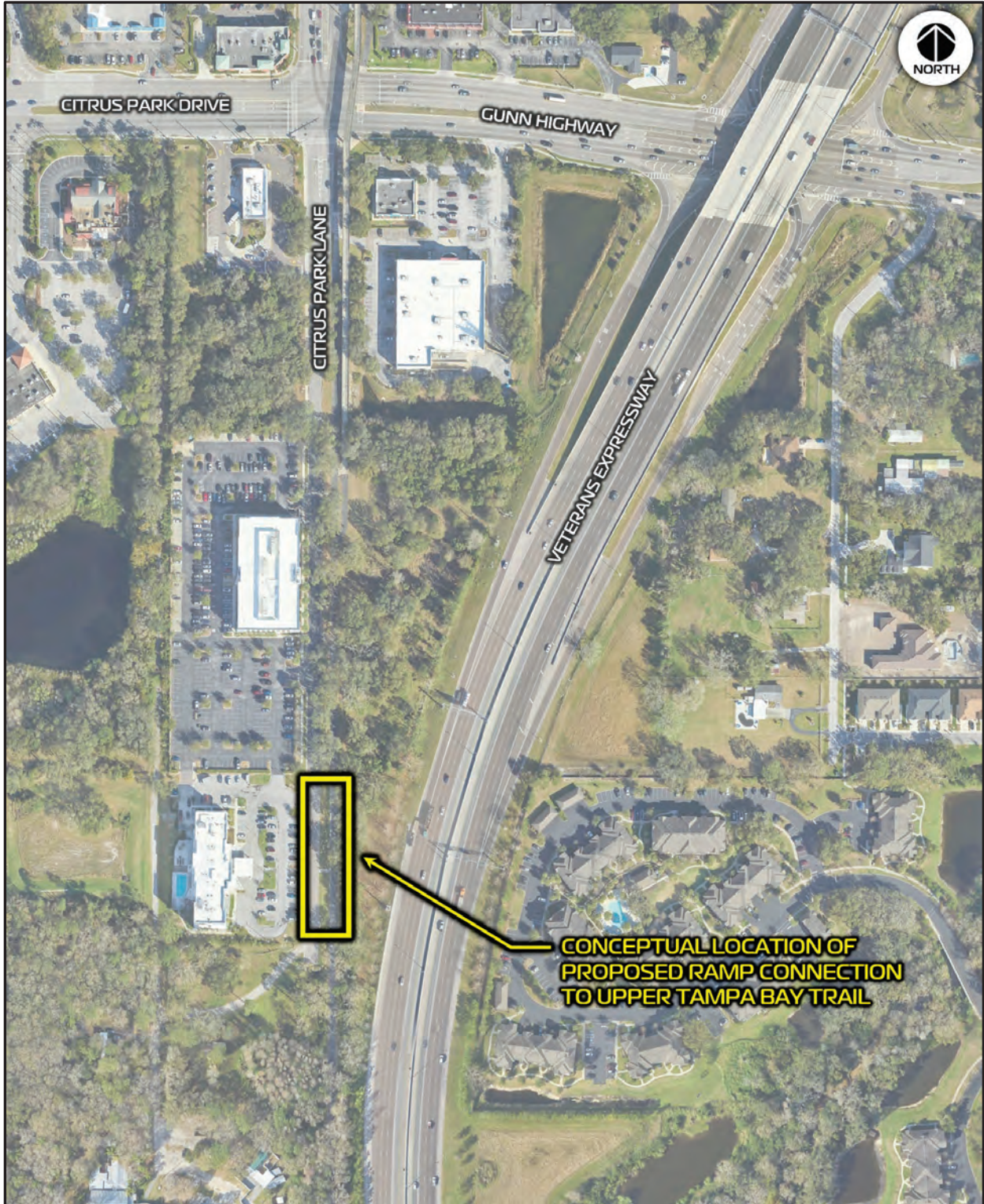
PD 23-0993 & PD 23-0994 & PD 24-0031
Existing Access Connections to Upper Tampa Bay Trail



ATTACHMENT G



PD 23-0993 & PD 23-0994 & PD 24-0031
Conceptual Location of Proposed Ramp Connection to Upper Tampa Bay Trail





Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpaf.fl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input checked="" type="checkbox"/> New Request <input type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Citrus Park Crossings <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
Project Name/ Phase	Citrus Park Crossings Rezoning (PD 23-0993)
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
Folio Number(s)	003607.0000 & 003565.5000
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>	
Name of Person Submitting Request	Steven J, Henry, PE
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>	
Current Property Zoning Designation	PD
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>	
Pending Zoning Application Number	23-0993
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



LINCKS & ASSOCIATES, INC.

February 12, 2024

Mr. Michael Williams, PE
County Engineer Development Review Director
Hillsborough County
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: Citrus Park Crossings
PD 23-0993
Folio 003607.0000
003565.5000
Lincks Project No. 22153

County Engineer's Clarification:

This Design Exception applies only to those projects and entitlements listed in the Approval with Conditions section, hereinbelow.

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Citrus Park Lane from the current terminus of Citrus Park Lane through the subject PD.

~~The developer proposes to rezone the property to Planned Development (PD) to allow the following options:~~

- ~~Option A - Hotel/BPO Uses - 100,000 Square Feet~~
- ~~Option B - Citrus Park Lane Extension - 48 Dwelling Units~~

The access for the project is proposed to be via the extension of Citrus Park Lane to the project.

The subject site is within the Hillsborough County Urban Service Area. According to the Hillsborough County Roadway Functional Classification Map, Citrus Park Lane is classified as a local roadway. However, based on the existing and proposed developments along Citrus Park Lane, the roadway is likely to exceed the local street threshold. Therefore, for the purpose of the Design Exception, it is considered to be a collector roadway.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for the extension of Citrus Park Lane.

Figure 1 illustrates the proposed typical section for the extension of Citrus Park Lane from the current terminus through the project. The deviations and justifications for the variance to TS-4 are as follows:

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
8133 287 0674 Telefax
www.Lincks.com Website

County Engineer's Clarification:

References to the Suncoast Trail shall mean the Upper Tampa Bay Trail.

Mr. Mike Williams
February 12, 2024
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- 1) Bike Lanes – The proposed section does not include the 7 foot buffer bike lanes. The justification for this is as follows:
 - a. There are no bike lanes on the existing roadway.
 - b. The roadway is adjacent to the Suncoast Trail which has connections to the trail.

- 2) Sidewalk – Sidewalk is proposed on the west side of the roadway. The justification and the deviation is as follows:
 - a. The existing roadway only has sidewalk on the west side of the roadway.
 - b. The Suncoast Trail is on the east side of the roadway.

In addition, as mitigated for the substandard road, the developer proposes to provide an additional connection to the Suncoast Trail that is proposed to meet ADA criteria. The final location and design is to be provided at the design stage of the project and approved by the Hillsborough County Conservation and Environmental Lands Management Department. Figure 2 illustrates the general area of the connection.

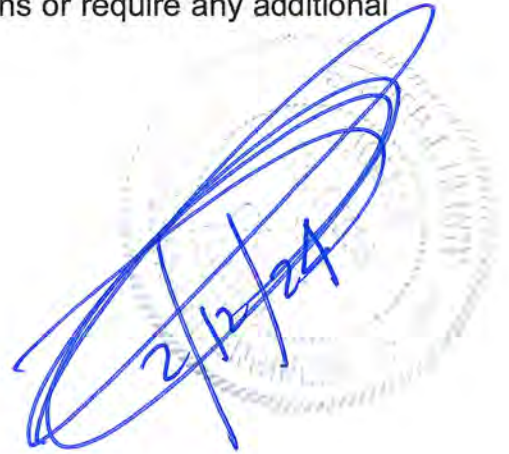
Based on the above, it is our opinion, the proposed improvements to Citrus Park Lane will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

Mr. Mike Williams
February 12, 2024
Page 3

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

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

- Disapproved
- Approved
- Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.

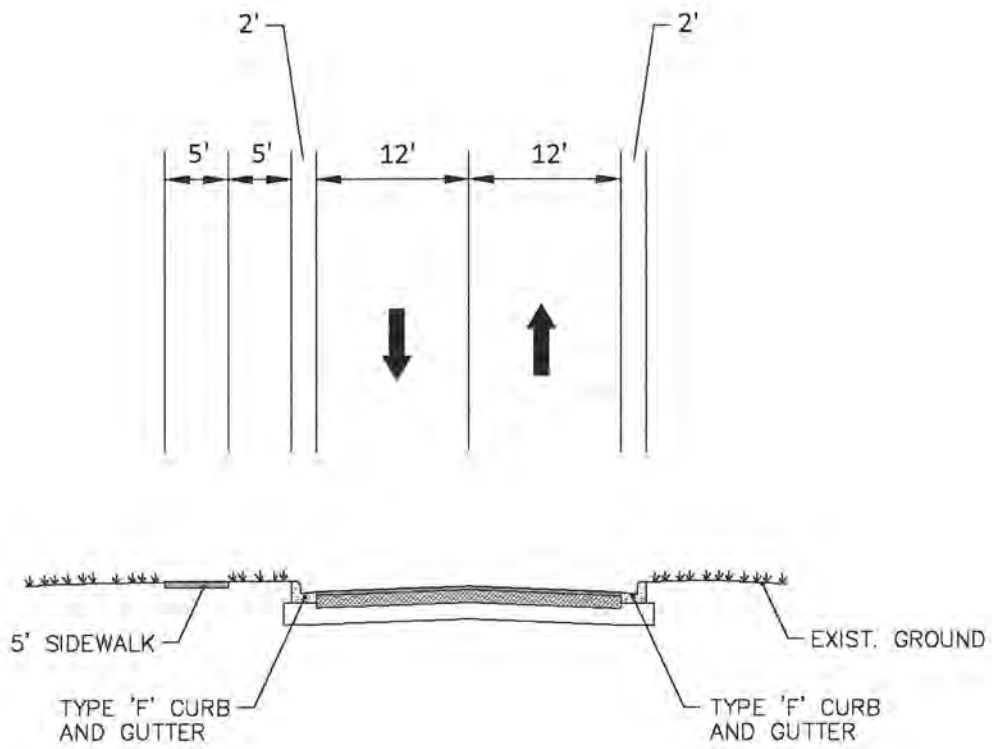
Approved with Conditions:

- 1) Subject to the clarifications contained on other pages herein this document.
- 2) This Design Exception shall apply to the following projects and entitlements:
23-0993 (Option 2): No Entitlements
23-0994: 312 Multifamily Apartments
24-0031: 230 Multifamily Townhomes
- 3) Clarification that Upper Tampa Bay Trail connection shall include a crosswalk across Citrus Park Ln., as specified in the zoning conditions.

Sincerely,

**Michael J. Williams
Hillsborough County Engineer**

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February 12, 2024
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TYPICAL SECTION
CITRUS PARK LANE
NTS

FIGURE 1

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February 12, 2024
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FIGURE 2
PROPOSED TRAIL CONNECTION

APPENDIX



PD PLAN



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



**HILLSBOROUGH COUNTY
ROADWAYS
FUNCTIONAL CLASSIFICATION**
Infrastructure & Development Services



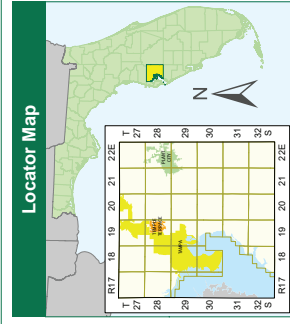
Legend

- Functional Classifications Authority Classification**
- State, Principal Arterial
 - State, Arterial
 - Hillsborough, Arterial
 - Hillsborough, Collector
 - Urban Service Area Boundary
 - City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
 PART 3.03.00 PLANNED DEVELOPMENT DISTRICTS
 PART 5.03.00 PLANNED DEVELOPMENT DISTRICTS
 PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
 PART 6.07.00 FENCES AND WALLS
 PART 6.08.00 SIGNAGE AND UTILITIES
 PART 12.01.00 DEFINITIONS
 OTHER PARTS OF THE LDC NOT LISTED ABOVE.

In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.

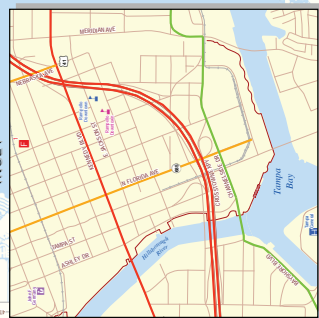
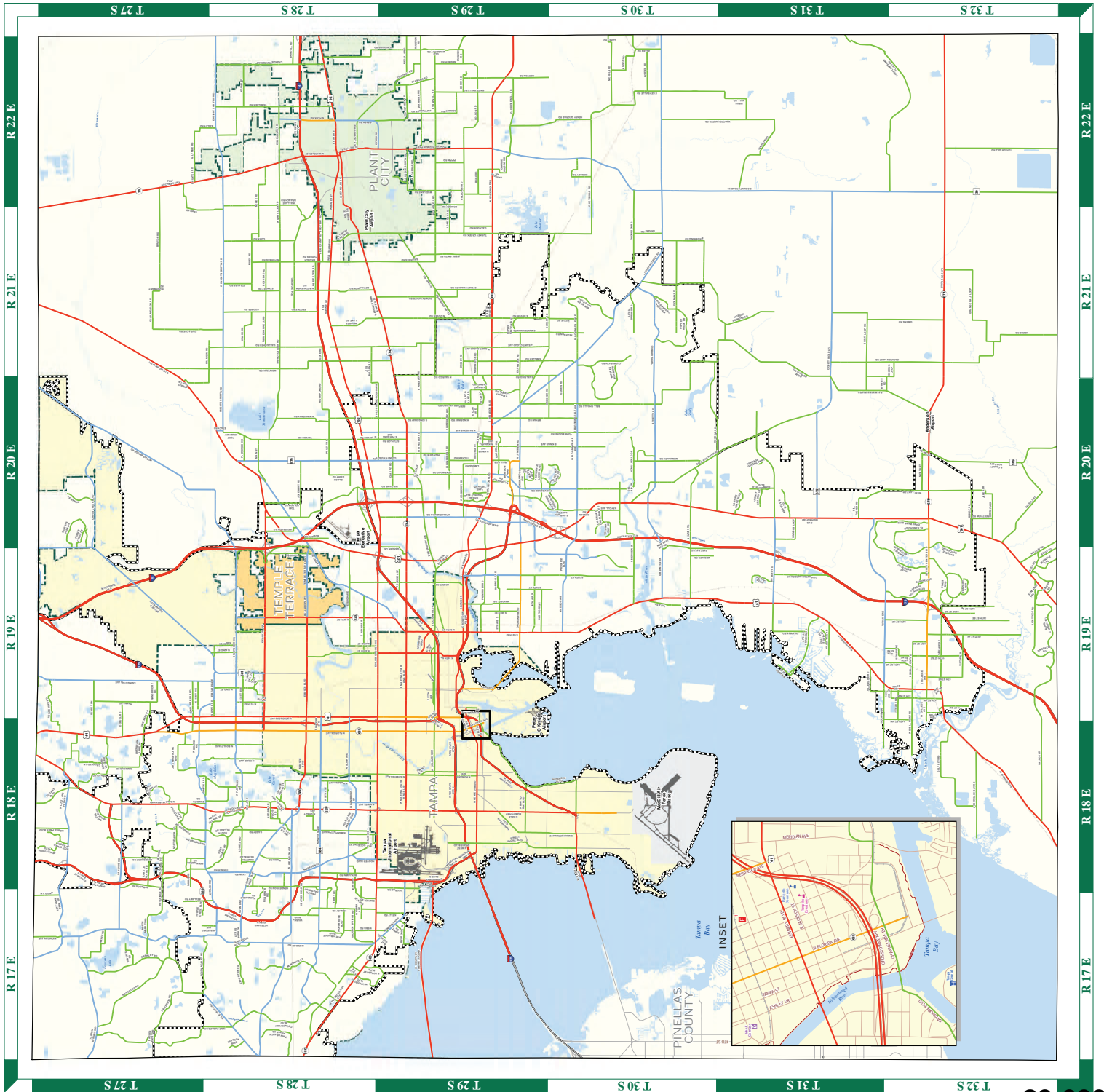


NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of this map, and it is not intended to be used for any purpose other than that for which it was prepared. The map is not intended to be used for any purpose other than that for which it was prepared.

SOURCE: This map has been prepared for the inventory of road property lines within Hillsborough County and is not intended to be used for any other purpose. The map is not intended to be used for any purpose other than that for which it was prepared.

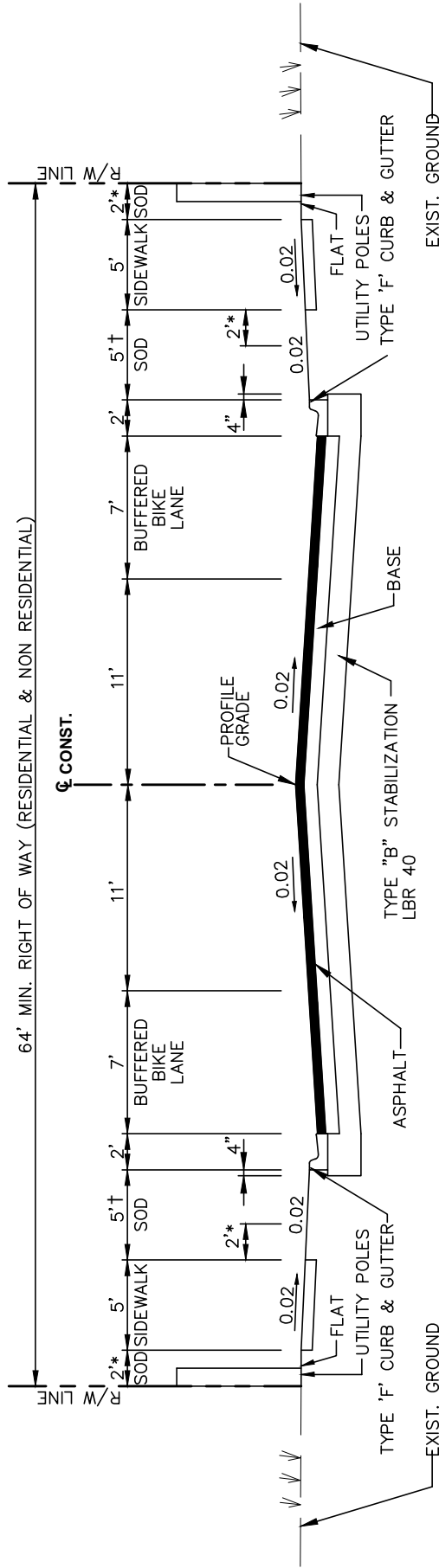
Uses of the map are hereby notified that the above-stated public information source should be consulted for verification of the information contained on this map.

601 E. Kennedy Blvd
Tampa, FL 33602
(813) 272-5610
printroom@hillsboroughcounty.org



TS-4





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

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Citrus Park Ln.	Multiple Classifications (Collector/Local/Driveway)	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Option 2) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	N/A	N/A	N/A
Proposed	0	0	0
Difference (+/-)	No Change	No Change	No Change

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

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

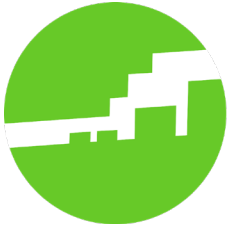
Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Citrus Park Ln./ Substandard Rd.	Design Exception Requested	Approvable
Citrus Park Ln./ New Rd. Standards Deviation	Design Exception Requested	Approvable
Notes:		

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

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**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: February 20, 2024 Report Prepared: February 8, 2024	Petition: PD 23-0993 Folios: 3565.50000 & 3607.0000 <i>South of Citrus Park Lane and Easy Street, west of the Veterans Expressway</i>
Summary Data:	
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Urban Mixed Use-20 (20 du/ga; 1.0 FAR)
Service Area	Urban
Community Plan	Northwest Hillsborough
Request	Rezoning from Planned Development (PD 16-0559 & 22-0856) to PD 23-0993 to allow for a second development option that extends from the adjacent rezoning case, PD 23-0994
Parcel Size	2.447 +/- acres
Street Functional Classification	Citrus Park Lane – Private Easy Street – Private Citrus Park Drive – Arterial
Locational Criteria	N/A
Evacuation Area	D & E



Context

- The 2.447 +/- acre subject site is south of Easy Street and Citrus Park Lane and west of the Veterans Expressway.
- The site is in the Urban Service Area and within the limits of the Northwest Hillsborough Community Plan.
- The subject site has a Future Land Use designation of Urban Mixed Use-20 (UMU-20), which allows consideration of up to 20 dwelling units per gross acre and a Floor Area Ratio (FAR) of 1.0. The intent of the UMU-20 category is to designate areas that shall be urban in intensity and density of uses. Typical uses include residential, regional scale commercial uses such as a mall, office and business park uses, research corporate park uses, light industrial, multi-purpose and clustered residential and/or mixed use projects at appropriate locations.
- The subject site is surrounded by Residential-9 (RES-9) to the west, south and east. UMU-20 extend to the north and further northwest. The Residential-20 (RES-20) FLU category is located further west. The Citrus Park Village (CPV) category is located further north. The Residential-6 (RES-6) and Residential-4 (RES-4) categories are located further east.
- Surrounding uses along Citrus Park Drive include light commercial, such as the Citrus Park Town Center. Additional light commercial uses are located between Easy Street and Citrus Park Lane, located north of the subject site. Multi-family, agricultural, and vacant uses are located to the west. According to the Hillsborough County Property Appraiser, multi-family uses are located directly to the south. The Upper Tampa Bay Trail abuts the eastern boundary of the subject site and is classified as a public institutional use. The area has an established commercial character to the north and agricultural and residential character to the south.
- The subject site is zoned Planned Development (PD 22-0856 & PD 16-0559). The Planned Development zoning district extends to the north, west, and south of the subject site. There is also a portion of the site's western boundary that abuts Agricultural Single Family (AS-1) zoning. Additional AS-1 zoning is located to the east. There is a pocket of Commercial Neighborhood (CN) zoning located to the north directly along Citrus Park Drive as well.
- The applicant requests to rezone from Planned Development (PD 22-0856 & PD 16-0559) to Planned Development (23-0993) to allow for two development options. Option 1 will be a retainment of the Hotel and Business Professional Office (BPO) uses that were approved under PD 16-0559. Option 2 proposes to bifurcate the site so it can be used as an extension the adjacent rezoning case, PD 23-0994.

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

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 1.2: Minimum Density

All new residential or mixed use land use categories within the USA shall have a density of 4 du/ga or greater unless environmental features or existing development patterns do not support those densities. Within the USA and in categories allowing 4 units per acre or greater, new development or redevelopment shall occur at a density of at least 75% of the allowable density of the land use category, unless the development meets the criteria of Policy 1.3.

Policy 1.3:

Within the USA and within land use categories permitting 4 du/ga or greater, new rezoning approvals for residential development of less than 75% of the allowable density of the land use category will be permitted only in cases where one or more of the following criteria are found to be met:

Development at a density of 75% of the category or greater would not be compatible (as defined in Policy 1.4) and would adversely impact with the existing development pattern within a 1,000 foot radius of the proposed development;

Infrastructure (Including but not limited to water, sewer, stormwater and transportation) is not planned or programmed to support development.

Development would have an adverse impact on environmental features on the site or adjacent to the property.

The site is located in the Coastal High Hazard Area.

The rezoning is restricted to agricultural uses and would not permit the further subdivision for residential lots

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.

Land Use Categories

Objective 8: The Future Land Use Map will include Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for

an area. A table of the land use categories and description of each category can be found in Appendix A.

Policy 8.1: *The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.*

Policy 8.2: *Each potential use must be evaluated for compliance with the goals, objectives, and policies of the Future Land Use Element and with applicable development regulations.*

Policy 8.3: Calculating Density

Densities are applied on a gross residential acreage basis which means that each development proposal is considered as a "project". Only those lands specifically within a project's boundaries may be used for calculating any density credits. Acreage dedicated to commercial, office and industrial land uses that fall within a project's boundaries are excluded.

Density may be transferred between non-contiguous parcels in accordance with the County's transferable development rights regulations or when the parcels are physically separated from each other by a roadway, wetlands, stream, river, lake or railway.

The following lands may be included when calculating gross residential density: planned but unconstructed roads and road rights-of-ways, utility rights-of-way, public and private parks and recreation sites, sites for schools and churches, open space sites and land uses, and community facilities sites such as sewage treatment plants, community centers, well fields, utility substations, and drainage facility sites.

Relationship to Land Development Regulations

Objective 9: *All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.*

Policy 9.1: *Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.*

Policy 9.2: *Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.*

Environmental Considerations

Objective 13: *New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the*

Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan.

Policy 13.3: Environmentally Sensitive Land Credit

Density and FAR calculations for properties that include wetlands will comply with the following calculations and requirements for determining density/intensity credits:

Wetlands are considered to be the following:

Conservation and preservation areas as defined in the Conservation and Aquifer Recharge Element

Man-made water bodies as defined (including borrow pits).

If wetlands are less than 25% of the acreage of the site, density and intensity is calculated based on:

*Entire project acreage multiplied by Maximum intensity/density for the Future Land Use Category
If wetlands are 25% or greater of the acreage of the site, density and intensity is calculated based on:*

Upland acreage of the site multiplied by 1.25 = Acreage available to calculate density/intensity based on

That acreage is then multiplied by the Maximum Intensity/Density of the Future Land Use Category

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 16.8: *The overall density and lot sizes of new residential projects shall reflect the character of the surrounding area, recognizing the choice of lifestyles described in this Plan.*

Policy 16.10: *Any density increase shall be compatible with existing, proposed, or planned surrounding development. 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.*

COMMUNITY DESIGN COMPONENT

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

GOAL 12: *Design neighborhoods which are related to the predominant character of the surroundings.*

OBJECTIVE 12-1: *New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.*

Policy 12-1.4: *Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.*

LIVABLE COMMUNITIES ELEMENT: Northwest Area Community Plan

Section B

Provide incentives for an alternative development pattern characterized by:

- a) *Neighborhoods that are compact, pedestrian-friendly, and mixed-use.*
- b) *Neighborhoods within which the activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young.*
- c) *Neighborhoods with a broad range of housing types and price levels which can bring people of diverse ages and incomes into daily interaction, strengthening the personal civic bonds essential to an authentic community.*
- d) *Concentrations of civic, institutional, and commercial activity embedded within neighborhoods, not isolated in remote single-use complexes.*
- e) *School facilities sized and located to enable children to walk or bicycle to them.*

f) Range of town squares, parks, playgrounds, playing fields, and community gardens, distributed within neighborhoods along with corridors of green space used to define and connect different neighborhoods and centers.

g) Walkable neighborhoods with defined centers and edges, allowing for home occupation and convenient transit.

h) Safe, beautiful streets for informal socializing and community meeting halls for purposeful gatherings.

- Ensuring the evolution of neighborhoods, districts, and corridors through precise urban design codes that serve as predictable guides for change.
- Planning for the evolution of existing suburban areas into economically vital mature mixed-use communities.

Section C

Flexible and innovative mobility options have been identified to offset the deficient street network by:

- Connecting neighborhoods with employment, retail, and education centers through Greenways of equestrian, pedestrian, and bicycle trails integrated with other recreation areas, and ensuring that major streets do not act merely as vehicular thoroughfares but serve pedestrians and bicyclists equally well.

Staff Analysis of Goals Objectives and Policies:

The 2.447 +/- acre subject site is south of Citrus Park Lane and Easy Street and west of the Veterans Expressway. The site is in the Urban Service Area and within the limits of the Northwest Hillsborough Community Plan. The applicant requests to rezone from Planned Development (PD 22-0856 & PD 16-0559) to Planned Development (23-0993) to allow for two development options as follows:

Option 1: Retainment of the Hotel/BPO uses that were approved under PD 16-0559.

Option 2: Bifurcation of the subject site so it can be used as an extension of the adjacent rezoning case, PD 23-0994.

Under Option 2, the applicant requests a condition that the site/construction plans for vertical development within the western tract will be reviewed and developed concurrently with the vertical development of lands within PD 23-0994. The applicant is also seeking an additional condition to permit blending of allowable entitlements between the two developments (i.e. units entitled within PD 23-0993 may be constructed within PD 23-0994, PD 23-0993, or straddling the boundary of both PD's), or vice versa.

The subject site is located in the Urban Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the county's growth is to be directed. Policy 1.4 requires all new developments to be compatible with the surrounding area, noting that "*Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.*" Option 1 is consistent with this policy direction. FLUE Policy 1.2 and 1.3 outline requirements regarding minimum density. If the applicant pursues Option 2 as a multi-family extension of PD 23-0994, it is possible that the density on the subject site would not meet 75% of the maximum allowable density of 48 units. Approximately 0.33 acres (12%) of the subject site contain wetlands. Planning Commission staff find that the proposed development meets the criteria under FLUE Policy 1.3, as development at a rate of 75% of the allowable density

may create adverse impacts on the wetlands on the subject site. The request is therefore consistent with the aforementioned Objective and Policies in addition to FLUE Objective 13 as it relates to environmental considerations.

FLUE Objective 8 and Policy 8.1 establish Future Land Use categories and their allowable densities and intensities. The development Option 1 to retain the Hotel/BPO use is consistent with the subject site's FLU designation of UMU-20. The multi-family uses that would be included under Option 2 are also allowable for consideration under UMU-20. Additionally, FLUE Policy 8.3 establishes guidelines for calculating density. Planning Commission staff acknowledge that the adjacent rezoning, PD 23-0994, has a FLU designation of Residential-9 (RES-9) and includes a flex request of the UMU-20 FLU category parallel to the north. The maximum density of the both PD 23-0993 and PD 23-0994 shall not exceed 312 units. Additionally, the sum total of units constructed within Tract A of PD 23-0993 and straddling the PD 23-0994 and 23-0993 boundary shall not exceed 152 units (which is the maximum allowable density for PD 23-0994 under its RES-9 designation). Based upon these considerations, each of the development options are consistent with FLUE Objective 8 and its associated policies.

FLUE Objective 9 and Policy 9.2 require new developments to be in compliance with all federal, state, and local regulations. The Environmental Protection Commission submitted official comments on October 4th, 2023, stating that the submitted site plan's configuration did not necessitate a resubmittal. EPC has not provided any additional comments since the revised site plan was submitted by the applicant on January 31st, 2024. At the time of uploading this report, official comments from Transportation Section staff and Zoning staff were not yet available. The application is subject to all regulations and conditions provided by the Hillsborough County Development Services Department.

The proposal is consistent with Objective 16 and its accompanying policies relating to neighborhood protection. The Hotel/BPO proposal under Option 1 is compatible with the other light commercial uses along Citrus Park Lane and poses minimal adverse impacts to the uses located west and south. Option 2 is also consistent, as it would provide an extension of multi-family uses that are compatible with the surrounding area. If the applicant pursues Option 2, the proposed multi-family uses would be complementary to the area, given the site's proximity to commercial uses. The overall density is consistent with the site's FLU designation of UMU-20 and is compatible with the surrounding area. Additionally, the applicant has proposed enhanced trail connections to the Upper Tampa Bay Trail that shall be in compliance with the Americans with Disabilities Act (ADA). This connection will enhance the area in a manner that is complementary to the surrounding development pattern.

Goal 12, Objective 12-1, and Policy 12-1.4 of the Community Design Component (CDC) discuss how new development shall be compatible with the established character of the surrounding area. The development pattern and character of this portion of Easy Street and Citrus Park Lane contains light commercial uses. This is compatible with Option 1. Option 2 is also compatible with the established character of the area. Agricultural, vacant, and multi-family uses are located to the west and south. If the applicant pursues Option 2, this development would also be consistent with the existing character of the area. This being considered, the application is consistent with the CDC.

The proposed Planned Development is within the limits of the Northwest Area Community Plan. Section B and C of the Northwest Area Community Plan seek mixed use

neighborhoods that are pedestrian friendly and offer a variety of housing types while maintaining property values and the structure of existing neighborhoods. Both development options of the proposed Planned Development meet the intent of the Community Plan. Option 1 would provide additional hotel/BPO uses, adding to the range of mixed uses found along Citrus Park Drive and Citrus Park Lane. Option 2 would contribute to the range of housing types that are sought after by the Community Plan. The connection to the Upper Tampa Bay Trail also contributes towards advancing the intent of the Community Plan. The request is therefore consistent with the Livable Communities Element.

Overall, staff finds that each of the development options proposed under the Planned Development application would allow for uses that would facilitate growth within the Urban Service Area and support the vision of the Northwest Hillsborough Community Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element and the Livable Communities Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

Based upon the above considerations, Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the Conditions of Approval by the Hillsborough County Development Services Department.

HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 23-0993

<all other values>

- Rezoning**
- APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING
- STATUS**
- Tampa Service
 - Urban Service
 - Shoreline
 - County Boundary
 - Jurisdiction Boundary
 - Roads
 - Parcels
 - WATER NATURAL LULUC_ Wet_Poly
 - AGRICULTURAL/MINING-1/20 (.25 FAR)
 - PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
 - AGRICULTURAL-1/10 (.25 FAR)
 - AGRICULTURAL/RURAL-1/5 (.25 FAR)
 - AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
 - RESIDENTIAL-1 (.25 FAR)
 - RESIDENTIAL-2 (.25 FAR)
 - RESIDENTIAL PLANNED-2 (.35 FAR)
 - RESIDENTIAL-4 (.25 FAR)
 - RESIDENTIAL-6 (.25 FAR)
 - RESIDENTIAL-9 (.35 FAR)
 - RESIDENTIAL-12 (.35 FAR)
 - RESIDENTIAL-16 (.35 FAR)
 - RESIDENTIAL-20 (.35 FAR)
 - RESIDENTIAL-35 (1.0 FAR)
 - NEIGHBORHOOD MIXED USE-4 (3) (.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 (7.5 FAR)
 - RESEARCH CORPORATE PARK (1.0 FAR)
 - ENERGY INDUSTRIAL PARK (5.0 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
 - LIGHT INDUSTRIAL PLANNED (7.5 FAR)
 - LIGHT INDUSTRIAL (7.5 FAR)
 - HEAVY INDUSTRIAL (7.5 FAR)
 - PUBLIC/QUASH-PUBLIC
 - NATURAL PRESERVATION
 - WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
 - CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning and all other information on this map is subject to the final approval of the Hillsborough County City/County Planning Commission.

ACCURACY: It is intended that the information on this map is accurate to the best of our knowledge. However, such accuracy is not guaranteed by the Hillsborough County City/County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.



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 Author: Beverly F. Daniels
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