

PD Modification Application: PRS 22-0618

Zoning Hearing Master Date: N/A

BOCC Land Use Meeting Date: May 10, 2022



Hillsborough County Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Lennar Homes, LLC

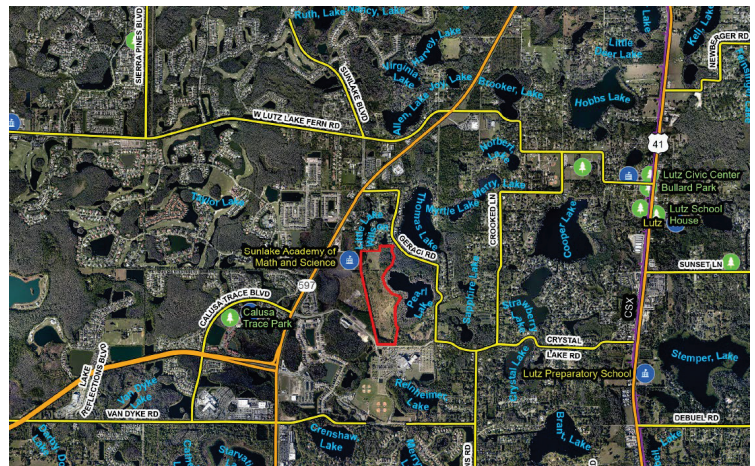
FLU Category: CMU-12, RES-9, RES-2 and RES-1

Service Area: Urban and Rural

Site Acreage: 180.99

Community Plan Area: Lutz

Overlay: None



Introduction Summary:

The subject site is zoned PD 98-0917, as most recently modified by MM 21-0877. The site is located east of Dale Mabry Highway and west of Geraci Road. The PD pre-dates the adoption of the Lutz Development Standards and requires connection to public water and sewer. The project is approved for 198 single-family detached units within three “villages” that transition density between the planned, urban area within and west of the project and the suburban-rural area within and to the east of the project. Two access points are approved along the south (Crystal Lake Road), one along the east (Geraci Road) and one along the north (Wilson Circle). Internal access between the “villages” is provided, as well as PD cross access along the west.

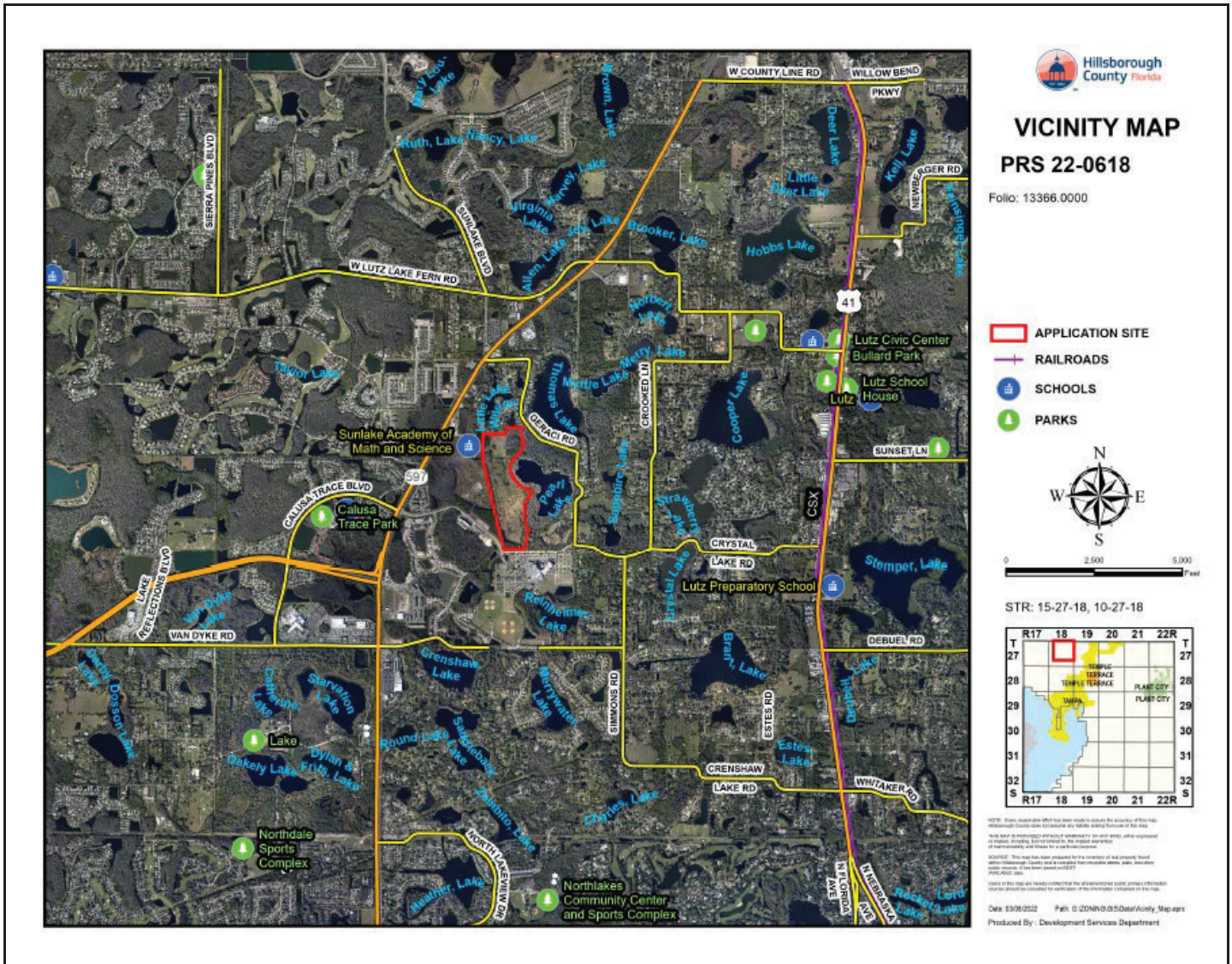
Existing Approval(s):	Proposed Modification(s):
Access point provided along the northern PD boundary to Wilson Circle.	Emergency only access point provided along the northern PD boundary to Wilson Circle

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: Inconsistent	Development Services Recommendation: Not supported
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

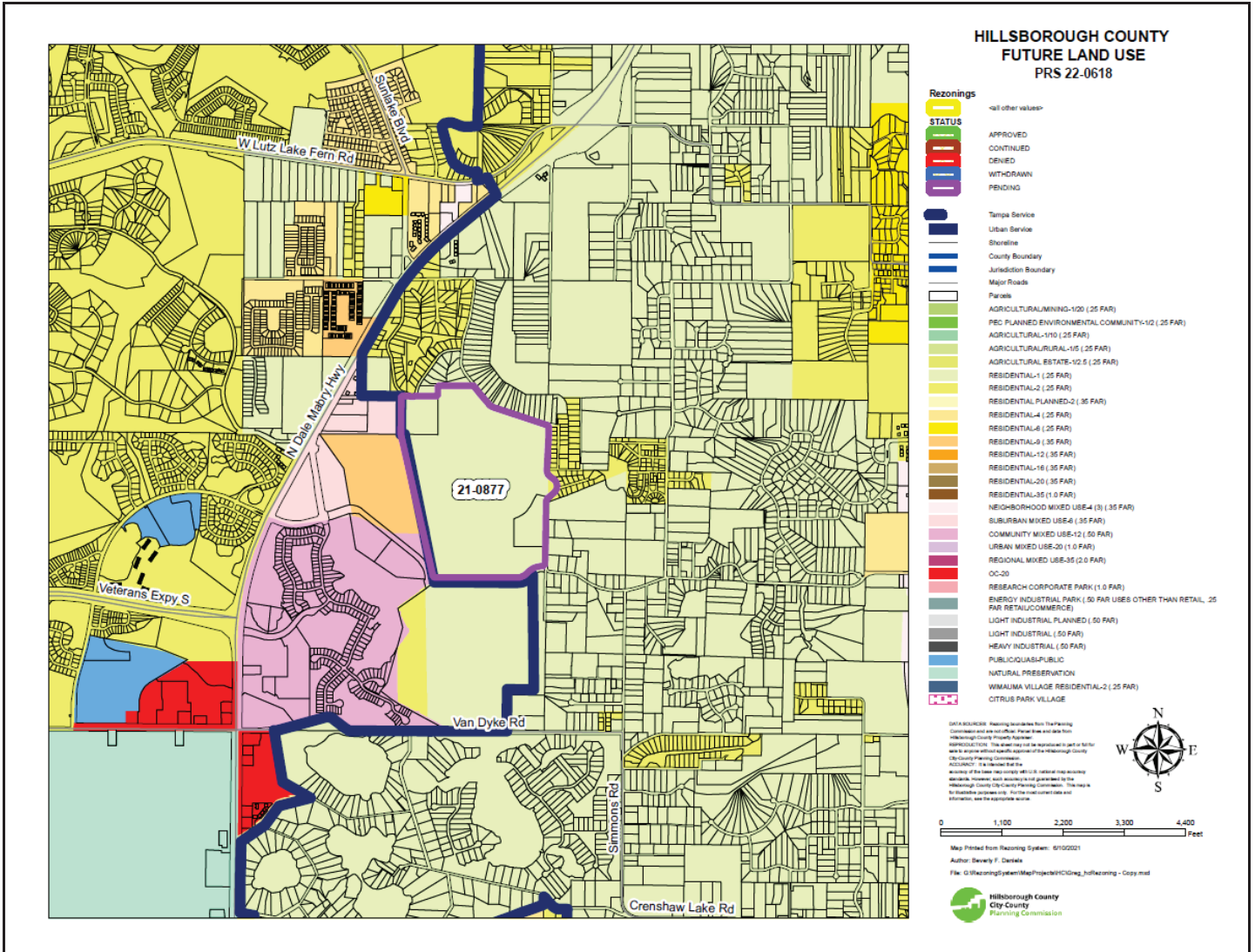


Context of Surrounding Area:

The area is predominately single-family residential and located within the Lutz community. The project is on the western border of the Rural Service Area and rural future land use categories, creating a pattern of mid-sized to large lots around the area's natural attributes. Properties to the west are in the Urban Service Area and suburban to urban land use categories. Therefore, a more suburban development, along with non-residential uses, is present.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	CMU-12, RES-9, RES-2 and RES-1
Maximum Density/F.A.R.:	CMU-12: 12 units per acre; RES-9: 9 units per acre; RES-2: 2 units per acre; and, RES-1: 1 unit per acre
Typical Uses:	CMU-12: Residential, community scale retail commercial, office uses, research corporate park uses, light industrial, multi-purpose and clustered residential, and mixed use projects. RES-9: Residential, urban scale neighborhood commercial, office uses, multi-purpose projects and mixed use developments. RES-2: Residential, suburban scale neighborhood commercial, office uses and multi-purpose projects. RES-1: Farms, ranches, residential uses, rural scale neighborhood commercial uses, offices, and multi-purpose projects.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



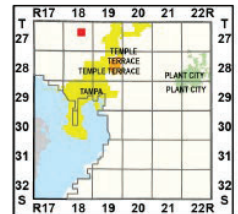
ZONING MAP
PRS 22-0618

Folio: 13366.0000

- APPLICATION SITE
- ZONING BOUNDARY
- PARCELS
- S SCHOOLS
- P PARKS



STR: 15-27-18, 10-27-18



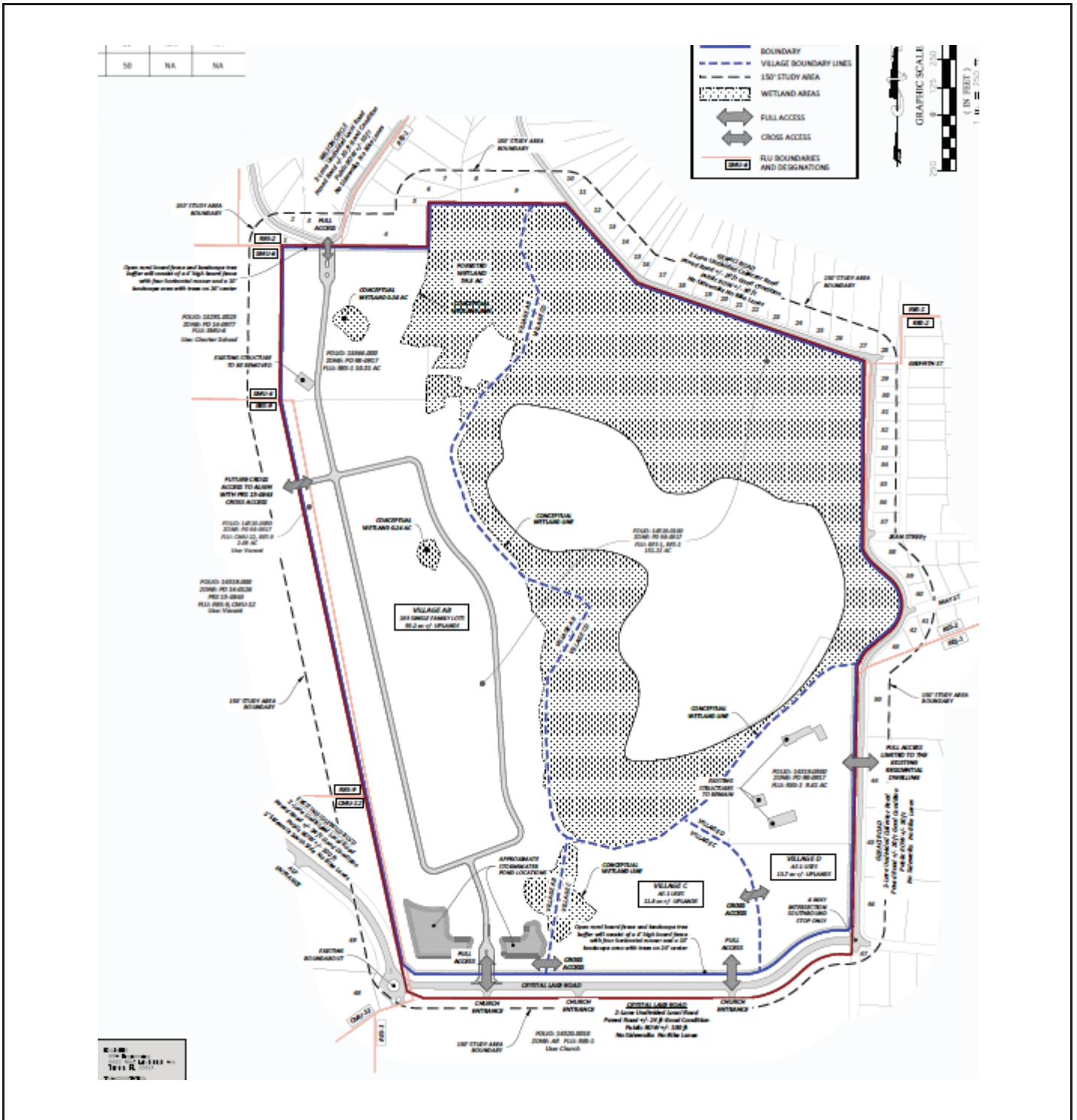
NOTE: Every reasonable effort has been made to ensure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map. This map is intended to be used as a reference only. It is not intended to be used as a legal document. The actual zoning of any parcel should be verified with the Planning Department. SOURCE: This map has been prepared for the inventory of real property held within Hillsborough County and contains four inactive deeds, plans, and other public records. It has been based on GIS. Users of this map are hereby notified that the information is for informational purposes only and should be verified with the information contained on this map. Date: 03/08/2022 Path: G:\ZONING\GIS\Zoning_Map.aprx Produced By: Development Services Department

Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	ASC-1 and RSC-2	ASC-1: 1 unit per acre RSC-2: 2 units per acre	ASC-1: Single-Family Residential and Agricultural RSC-2: Single-Family Residential	ASC-1: Single-Family Residential RSC-2: Single-Family Residential
South	AR	1 unit per 5 acres	Single-Family Residential and Agricultural	Church
East	ASC-1 and RSC-4	ASC-1: 1 unit per acre RSC-4: 4 units per acre	ASC-1: Single-Family Residential and Agricultural RSC-4: Single-Family Residential	ASC-1: Single-Family Residential and Agricultural RSC-4: Single-Family Residential
West	PD (Parcel A) and PD (Parcel B&D)	PD: 650 MF units (13 u/a) PD: 0.25 FAR	PD: 650 MF units PD: PD: Office, nursing home, life care treatment, free-standing ER, residential. Storage facility, limited retail	PD: Vacant PD: Charter School

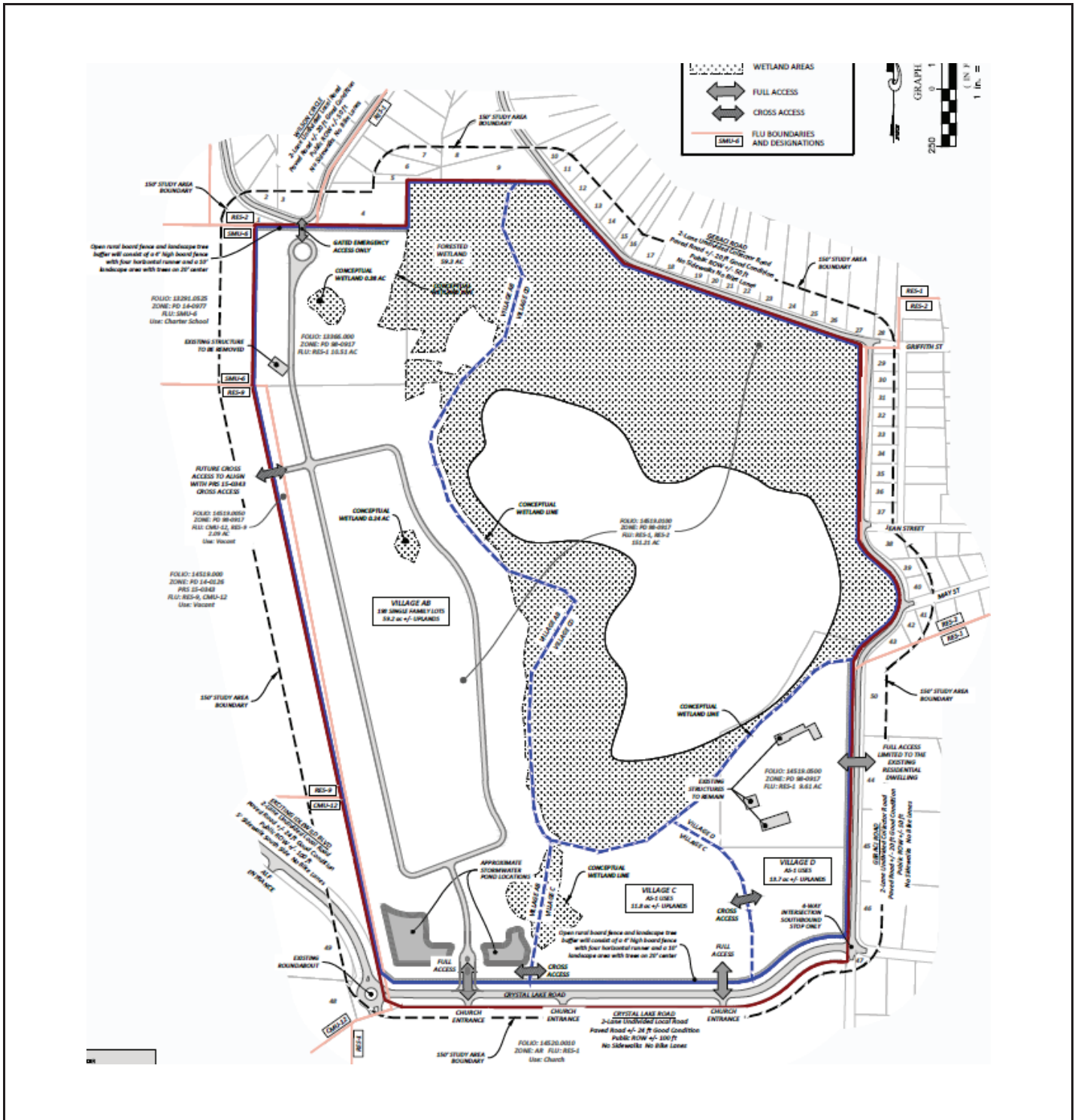
2.0 LAND USE MAP SET AND SUMMARY DATA

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



2.0 LAND USE MAP SET AND SUMMARY DATA

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



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
Crystal Lake Rd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Geraci Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Wilson Cr.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,013	150	202
Proposed	2,013	150	202
Difference (+/-)	0	0	0

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

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

Notes: Applicant proposes emergency access only to the north. The proposed change is not consistent with LDC, Sec. 5.01.01. D. Compliance with Comprehensive Plan, Sec. 5.03.01.a. Intent of Planned Developments, Sec. 5.03 Planned Development Access and Connectivity Standards and Sec. 6.02.01. Subdivision Access to Public Roads.

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Crystal Lake Rd./Substandard Roadway Improvements	Design Exception Requested	Previously Approved
Wilson Rd./Substandard Roadway Improvements	Administrative Variance Requested	Previously Approved

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input 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"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Service Area/ Water & Wastewater	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input 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 type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees				
N/A				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<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 checked="" type="checkbox"/> N/A				

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

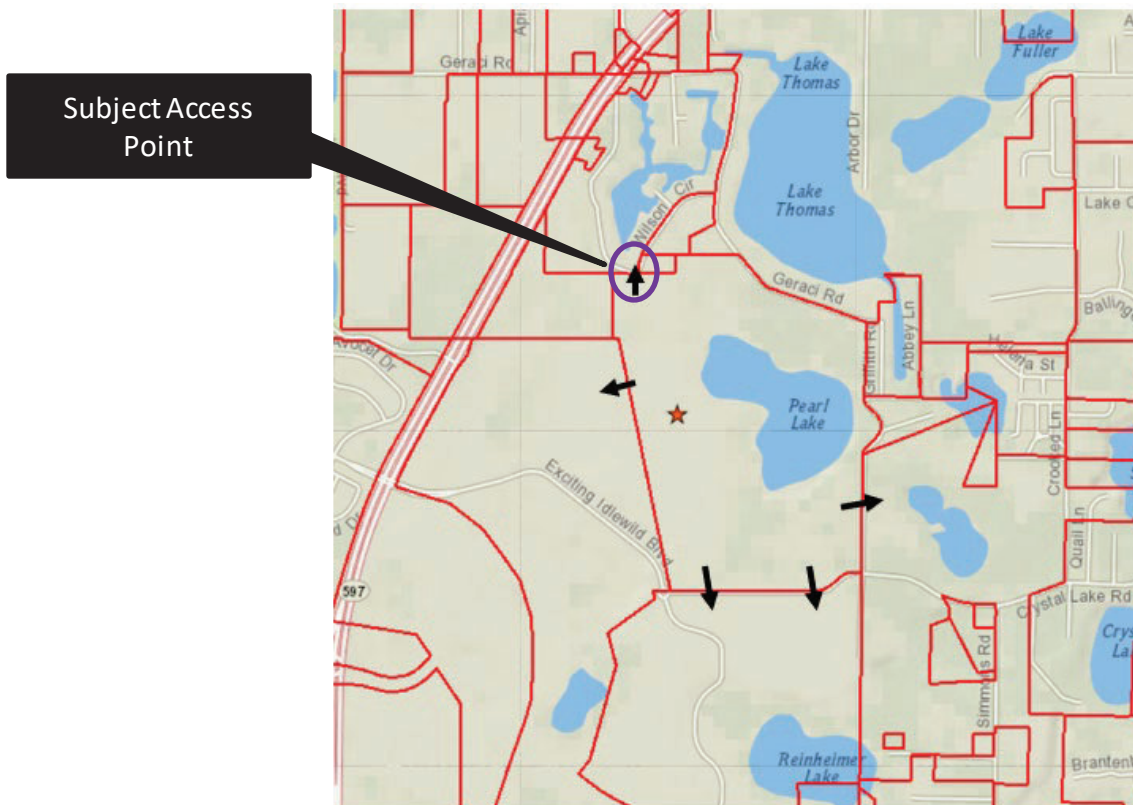
The project was found both under PD 98-0917 and MM 21-0877 to be compatible with the surrounding development. No compatibility issues have been identified for the PRS 22-0618 request given that no change in uses, development standards or densities are proposed.

5.2 Recommendation

The subject area of the modification is the access point along the northern PD boundary (within Village AB) to Wilson Circle, an adjacent public roadway within a residential development zoned RSC-4 (see Figure 1). This access point was approved under MM 21-0877 when the project requested multiple changes from the original PD zoning done in the late 90s. Those changes included a decrease in the number of lots, development standard changes, consolidation of previously delineated villages and densities, removal of lakefront lots, internal and perimeter access changes and the addition of limited AS-1 zoning district uses within Villages C and D. Part of those access changes included a new access point along the northern PD boundary to meet both Land Development Code requirements, Lutz Community Plan policies and Comprehensive Plan policies related to connectivity.

Figure 1 below depicts the perimeter access/cross access points approved for the subject PD. Zonings and FLU categories to the west of the PD allow more dense development at 6, 9 and 12 units per acre. Zonings and FLU categories to the north, south and east are comparable to the subject PD allow for low-density rural/suburban types of developments.

Figure 1: Approved Access and Cross Points for PD 98-0917

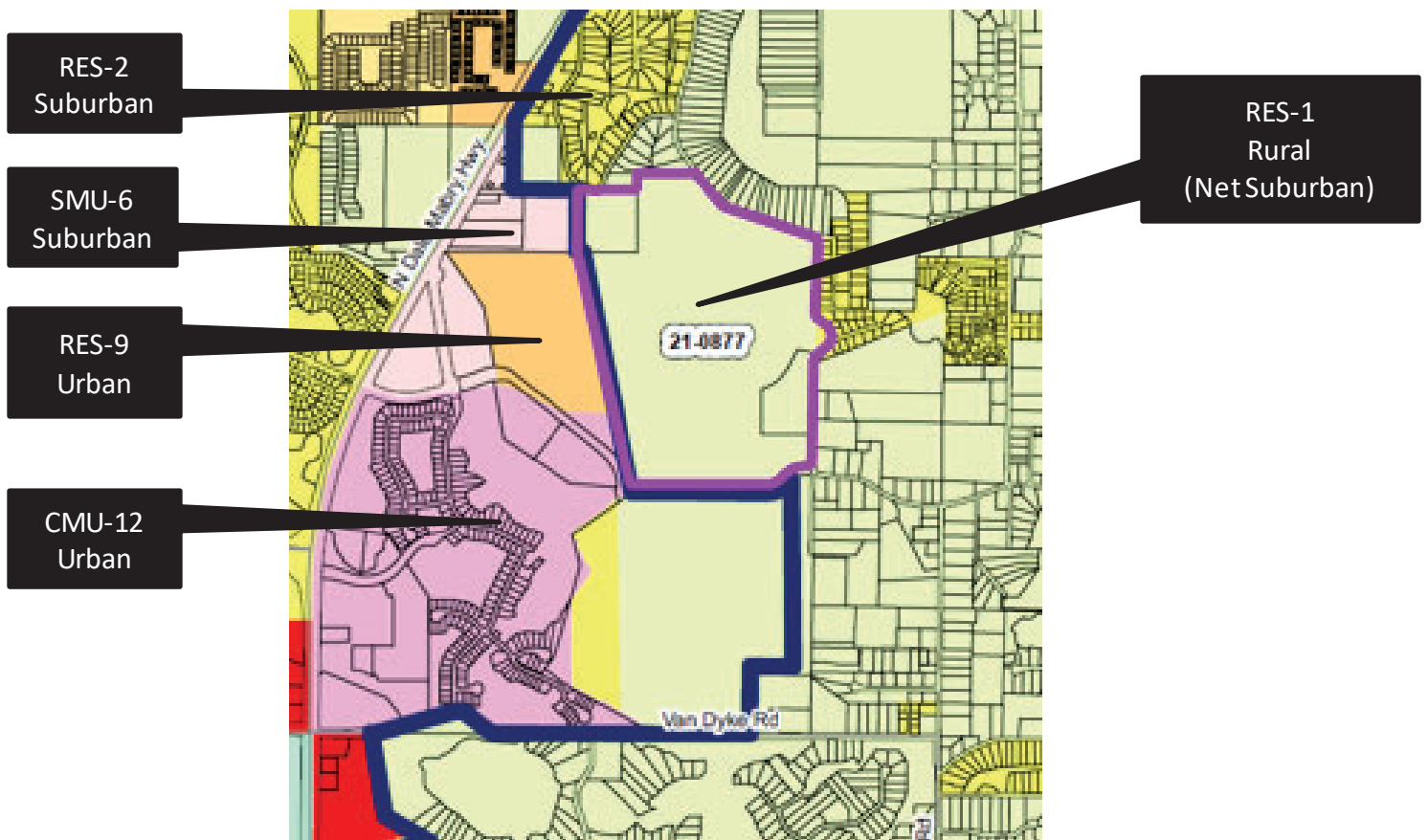


Per the applicant's request, the removal of this access is proposed due to the adjacent property being a low density residential development and therefore not compatible with the subject property when the connection is provided. Furthermore, the applicant's request states the access is not needed and not supported by residents.

Village AB within the subject PD is permitted for a maximum of 193 units which will result in a net density of 3.2 units per acre (Village AB acreage of 59.2 acres). This portion of the PD is predominately within the RES-1 FLU Category (see Figure 2). The Comprehensive Plan describes the RES-1 FLU category as Rural-Residential. The net density of 3.2 u/a would be viewed as a suburban density given that the RES-2 and RES-4 FLU categories are classified as suburban categories. Furthermore, the net acreage is a result of clustering lots to preserve environmental features elsewhere on the site, as encouraged by the Lutz Community Plan. It should be noted that the RES-4 FLU category while providing for "low density residential development" is classified as suburban along with the RES-2 FLU category.

The existing residential community to the north of the site developed along Wilson Circle is zoned RSC-4 (4 units per acre) and developed with ½ acre lots (2 units per acre). The area is within the RES-2 FLU category (see Figure 2). As with the subject PD, a 2 – 4 acre unit per acre project is classified as suburban and low density. Given this, staff does not view the subject PD and area to the north as incompatible with each other which would need to be mitigated with the removal of a access point. The applicant does note that the subject PD has a western cross access point to more dense zonings and FLU categories (see Figure 2) - which is viewed as potentially impactful to the northern neighborhood; however, this western cross access point between the PD and western projects are not primary access points for either area. Therefore, this would not be viewed as a large volume access given the multiple access routes within the area. Yet, this cross access point will provide for alternative routes for area residents and the ability to reach adjacent projects without needing to travel on major roadways.

Figure 2: Future Land Use (FLU) Categories



Review comments received from the Hillsborough County City-County Planning Commission finds that the proposed change is inconsistent with several Objectives, Goals and Policies in the Comprehensive Plan related to neighborhood protection and design, and connectivity. Additionally, the Lutz Community plan seeks to “create inter-connected roadways to link the community together.” Both the subject PD and neighborhood to the immediate north are within the Lutz Community Plan area. Their comments also noted that barriers, such as walls and fences, should not be used unless it is necessary to mitigate for incompatible land uses.

Transportation staff has reviewed the request and objects due noncompliance with Land Development Code requirements, noncompliance with the Comprehensive Plan and the additional travel time and distance without the connection to reach area commercial uses, office uses and schools.

Multiple Land Development Code (LDC) requirements call for connection with abutting properties, connection with abutting public roads, and providing multiple, direct connections between a local street system and local destinations (such as shopping and schools) without use of arterial streets. Removal of the project’s connection with Wilson Road would be inconsistent with these LDC standards. Furthermore, Transportation staff states the idea of a Planned Development is to “encourage creative, innovated and/or mixed use development.” The lack of connection between the two neighborhoods is viewed as an isolated subdivision that would be a result of more standard subdivisions as opposed to a PD.

The project’s proximity to the North Dale Mabry and the North Dale Mabry Overlay is discussed as an important factor in furthering connectivity in the community. The overlay is comprised of activity centers connected by a 40-foot wide parkway buffer along North Dale Mabry Highway. The activity centers provide a concentrated location for the community’s commercial and office uses. The connecting parkway is comprised of landscaping, existing tree preservation and a 6-foot wide pedestrian/bike path to provide a “comprehensive pedestrian system.” Both Wilson Circle and Geraci Road intersect with North Dale Mabry Highway. Transportation staff analyzed the distances traveled and use of various roadways with and without the Wilson Circle connection for both vehicular and pedestrian travel. Without the connection point, drivers and pedestrians are limited to reach the “Community Activity Center” to the north by traveling south and using Crystal Lake Road to Geraci Road to Dale Mabry Highway or Existing Idlewild Blvd to North Dale Mabry Highway. The analysis found that the trip length is increased from 0.57 miles with the connection to 1.81 – 1.94 miles without the connection.


Transportation staff notes that a Charter School (Sunlake Academy) is located to the west of the PD and therefore pedestrian routes for school children attending this school from the subject PD homes was analyzed. With the Wilson Circle access point provided, the distance is 0.83 miles with less walking distance on North Dale Mabry Highway. Elimination of the connection increased the distance to 1.21 miles with more walking distance on North Dale Mabry Highway given the walking route of Existing Idlewild Boulevard west to Dale Mabry Highway and north to the school.

Lastly, Transportation staff has determined that provision of the connection will not create traffic impacts. The traffic study provided by the applicant shows that with the Wilson Circle connection, 70% of the peak hour trips will involve Crystal Lake Road to travel west to utilize the signalized intersection to access Dale Mabry Highway and/or the Veteran’s Expressway. Fifteen percent of the peak hour trips may utilize Wilson Road. Without the ability to use Wilson Circle, the applicant’s study shows the distribution of traffic to be 80% to/from the west to Dale Mabry Highway (via Crystal Lake Road) and 20% to/from the east (via Crystal Lake Road). This will place more traffic on Dale Mabry Highway (operating at a peak hour level of service F) and may impact Geraci Road (operating at a peak hour level of service C) when trying to avoid Dale Mabry Highway congestion.

Given these factors, staff does not support the request.

6.0 PROPOSED CONDITIONS

N/A

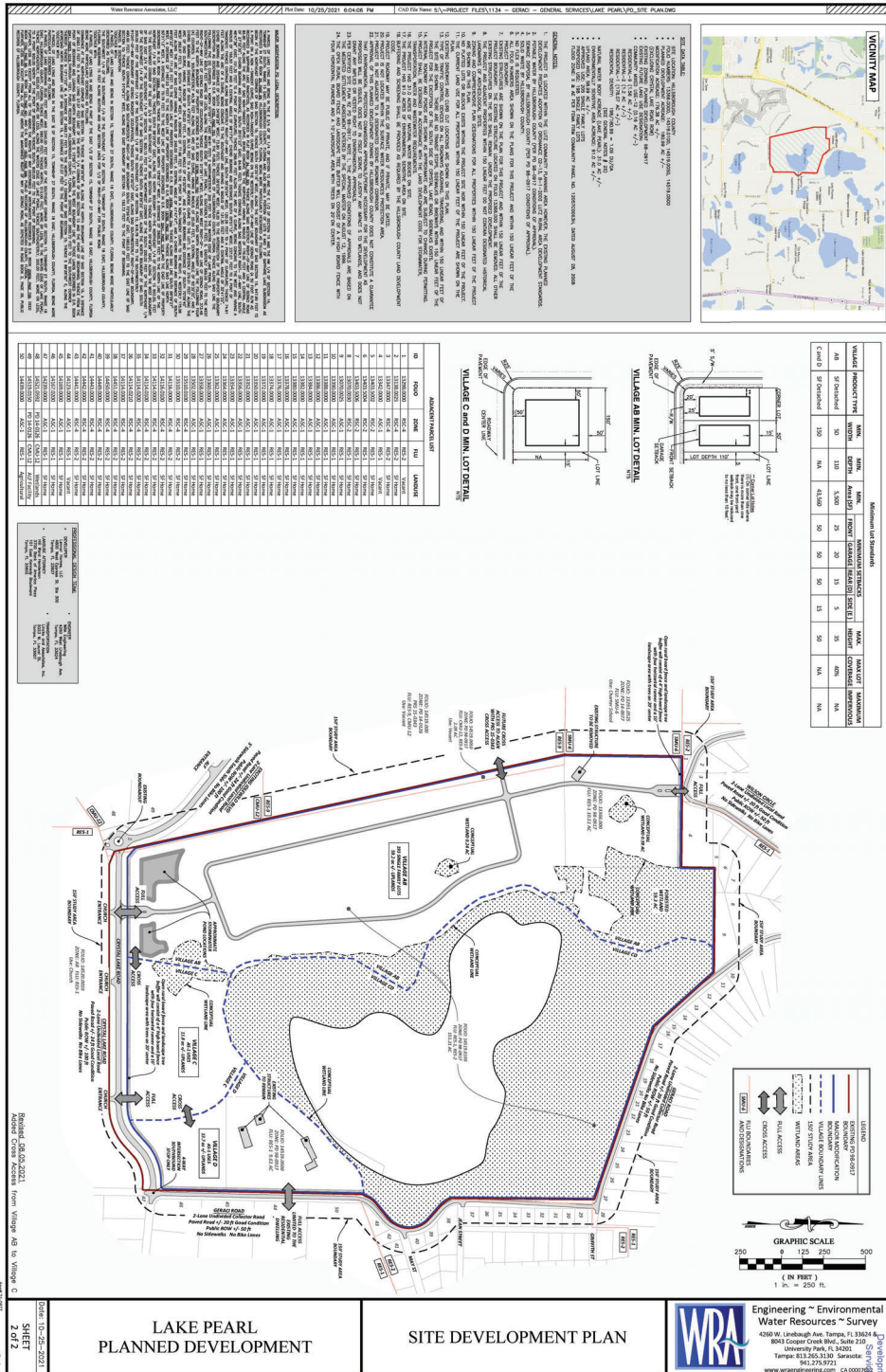
<p>Zoning Administrator Sign Off:</p>	 <p>J. Brian Grady Tue Apr 26 2022 08:24:45</p>
<p>SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.</p> <p>Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive a approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.</p>	

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

None.

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 4/21/2022

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA: LUTZ / NW

PETITION NO: PRS 22-0618

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to the listed or attached conditions.
- This agency objects for the reasons set forth below.

REQUEST SUMMARY AND RATIONALE FOR OBJECTION

The applicant is requesting a minor modification (PRS) to planned development PD #98-0917 as amended by MM 21-0877. The applicant is seeking to remove the required vehicle and pedestrian access connection, and replace it with an emergency access, to Wilson Cir.

The subject property consists of four (4) parcels totaling 173.44 acres and grouped in to 4 residential villages. Villages A and B consist of 200 single family residential units. Village C and D is limited to 5 single family residential units and agricultural uses. The site is located at the northwest corner of Crystal Lake Rd. and Geraci Rd within the Lutz Rural Community Plan Area. The Future Land Use designation of the site is R-1, R-2, R-9, CMU-12.

The County Engineer previously found approvable an administrative variance to waive substandard roadway improvements on Wilson Cir. design exception for substandard roadway improvements on Crystal Lake Rd. and a design exception to allow the developer to make certain improvements to Crystal Lake Rd.

Note, the subject property has an existing driveway access to Wilson Cir. that currently serves a single-family home.

Staff does not support the current request for the four reasons outlined below.

Issue No. 1 – LDC Subdivision Access and Connectivity to the Roadway Network Requirements

- The planned vehicular and pedestrian access connection on Wilson Rd is a full access connection that is a requirement of the Hillsborough County Land Development Code (LDC), Section 6.02.01. A. public road access requirements for subdivisions to connect to existing contiguous streets and serves to efficiently address the access needs of visitors, delivery trucks, and emergency vehicles as well as local residents. Specific applicable subsections are as follows with added emphasis shown in *italics and underline*:
 - o Section 6.02.01. A. 4. “Adequate vehicular and pedestrian access should be provided to each parcel. *The primary function of local streets is service to abutting properties.*”;

- Section 6.02.01. A. 6. “Local street systems should be logical and comprehensible.... The pattern of local streets...should be designed to satisfy the needs of visitors, delivery trucks, and emergency vehicles as well as local residents....”
- Section 6.02.01. A.13. A proposed development shall provide multiple direct connections in its local street system to and between local destinations, such as parks, schools, and shopping, without requiring the use of arterial streets;
- Section 6.02.01. A. 16. “Streets within and contiguous to the subdivision shall...connect to... existing and projected streets outside the proposed subdivision or other development.”

Elimination of the pedestrian and vehicular access connection is inconsistent and in direct conflict with the standards for subdivision access and connectivity requirements. The particular impacts caused by the removal of access are discussed herein below.

Issue No. 2 – Additional LDC Planned Development Regulations and Comprehensive Plan Goals, Objectives and Policies

The planned vehicular and pedestrian access connection on Wilson Rd is required by the planned development standards of the Land Development Code and supported by the specific goals, objectives and policies of the Hillsborough County Comprehensive Plan. Specific applicable sections are as follows with added emphasis shown in italics and underline:

- Per Section 5.01.01. D. Compliance with Comprehensive Plan No division of land shall be allowed that is in conflict with the densities, intensities, or other provisions of the Future of Hillsborough Comprehensive Plan.
- Per section 5.03.01.a. of the LDC, the intent of planned developments is to “...encourage creative, innovative, and/or mixed use development”.

The proposed removal of the vehicular and pedestrian connection does not result in the provision of creative, innovative planned development and instead seeks to return a development pattern common over the last 30 years which has resulted in isolated and disconnected residential subdivisions.

- Per Section 5.03.05. C. 1. standards for access to public roads for residential subdivisions are established with the following relevant Planned Development site plan design requirements:
 - Section 5.03.05. C. 1. a. Provide multiple direct connections in its local street system to and between local destinations, such as parks, schools, and shopping, without requiring the use of arterial streets;
 - 5.03.05. C. 1. d. Connect streets, alleys, and pedestrian pathways to other streets and to existing and projected streets outside the proposed subdivision or other development;

The removal of the vehicular and pedestrian connection is inconsistent and in direct conflict with the standards for access and connectivity to public roads for residential planned developments.

- The Hillsborough County Comprehensive Plan contains several relevant policies, including:
 - The Community Design Component within the Future Land Use Element:
 - Policy 10-1.6 seeks to “Encourage ‘walk to school’ programs...to increase safety and to reduce school-related automobile trips.”
 - Policy 10-1.7 seeks to “Connect destinations such as schools, neighborhoods and parks as well as greenways through links to various districts...”
 - Policy 15-1.2 seeks to “Provide direct routes between destinations, minimizing potential conflicts between pedestrians and automobiles...”

- The Transportation Element:
 - Policy 1.1.16: seeks to “create mechanisms for private sector participation in the provision of pedestrian, bicycle, ...street connectivity, traffic calming, and other multi-modal transportation solutions”.

- The Lutz Community Plan within The Livable Communities Element:
 - Under the Semi-Rural, Single Family Community Character, in the Strategies Section, it states that residents desire that “as new residential areas are developed, create interconnected roadways to link the community together”.

 - Given the proximity of the subject property to the Special Public Interest-North Dale Mabry Overlay (SPI-NDM) zoning district (commercial corridor) connectivity to Wilson Cir. is appropriate. Detailed analysis provided below under Issue No.3.

 - Under the Streetscape/Roadway strategies section, it states that “an interconnected shaded streetscape/roadway system” is desired.

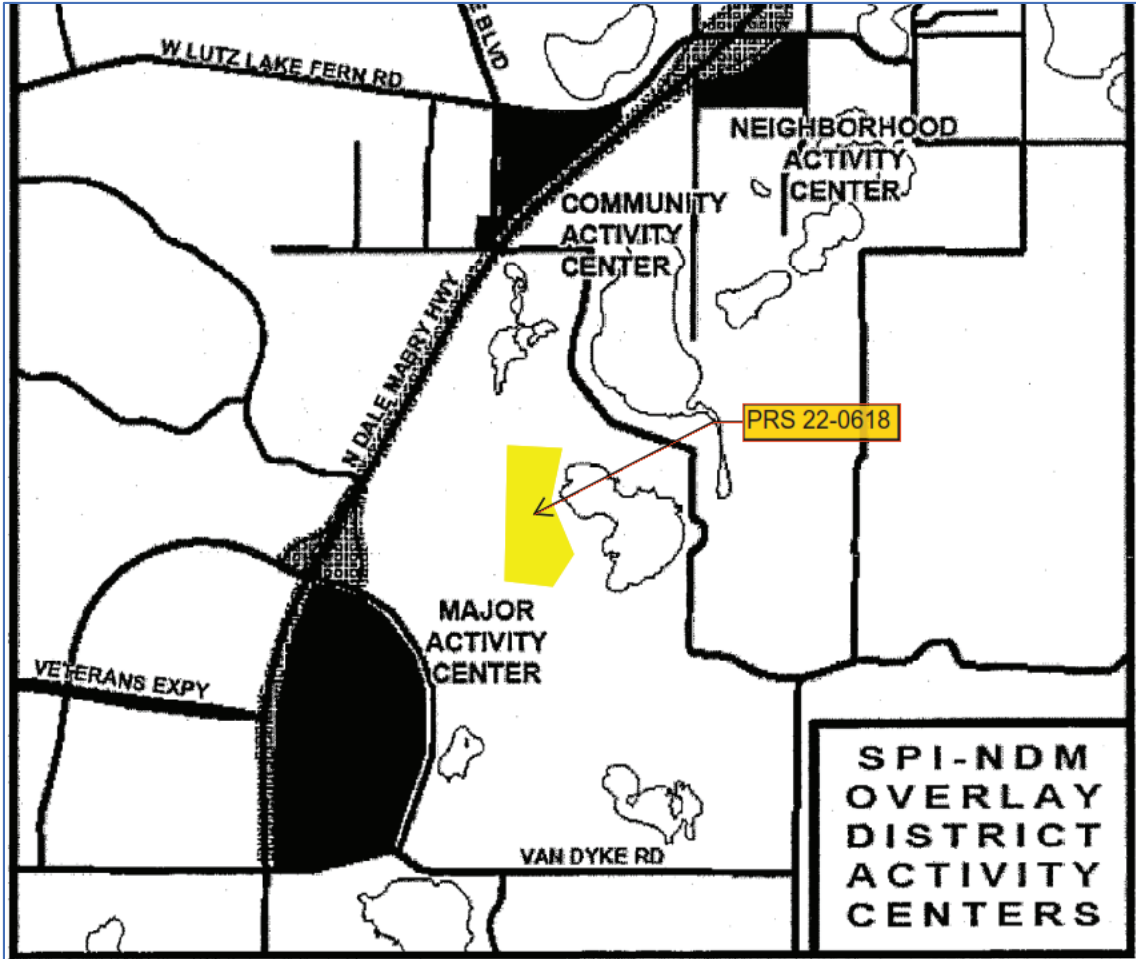
Removal of the vehicular and pedestrian connectivity between the subject PD and Wilson Circle does not further the above policies, objectives and other guidance found within the Hillsborough County Comprehensive Plan.

Issue No. 3 – Proximity to North Dale Mabry Special Public Interest- Overlay Zoning District

The subject planned development is within close proximity to North Dale Mabry Highway commercial corridor which is designated a Special Public Interest Zoning Overlay District (SPI-NDM) with the stated objectives are to preserve the integrity of the transportation system by identifying appropriate locations for activity centers to service the surrounding residential communities and provide a comprehensive pedestrian system.

- Per LDC, Section 3.01.06. A. “The intent of the North Dale Mabry Overlay District is to plan for future growth along North Dale Mabry Highway... and preserves the integrity of the transportation system by identifying appropriate locations for activity centers to service the surrounding residential communities. The primary objectives are to provide a comprehensive pedestrian system...”

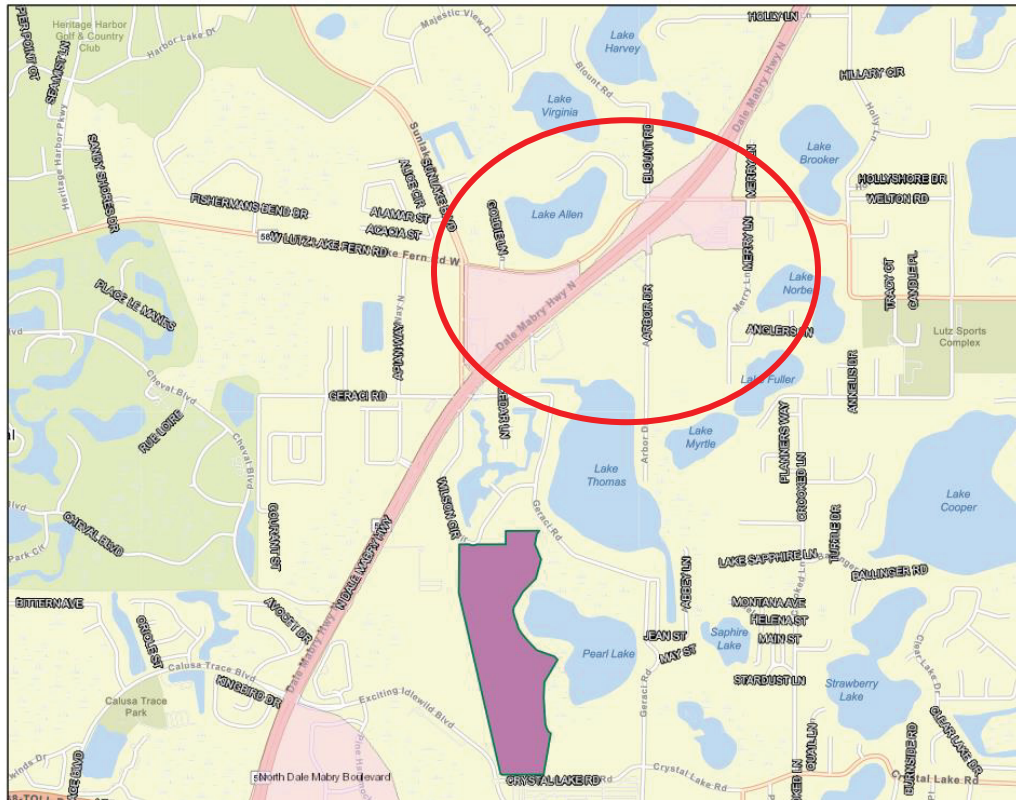
- The excerpt of LDC, Sec. 3.01.06, Figure 3.01 below shows the location of the North Dale Mabry commercial corridor and activity centers. The yellow area shows the approximate location of the subject planned development.



LDC FIG. 3.01 NORTH DALE MABRY ACTIVITY CENTERS

- The North Dale Mabry Activity Centers identified (circled in red) in the graphic below numerous existing medical offices, commercial services, convenience stores, restaurants and a major grocery store.

North Dale Mabry Activity Centers



As shown below, staff conducted an analysis of available routes to access the North Dale Mabry Activity Centers and calculated the distances from the Wilson Rd. access connection (proposed to be eliminated) and the Crystal Lake Rd. access connection (the closest planned access connection to remain) to Activity Centers to the north of the subject planned development. The below table summarizes the distances calculated and provides the percentage of the route which is along a collector or arterial roadway.

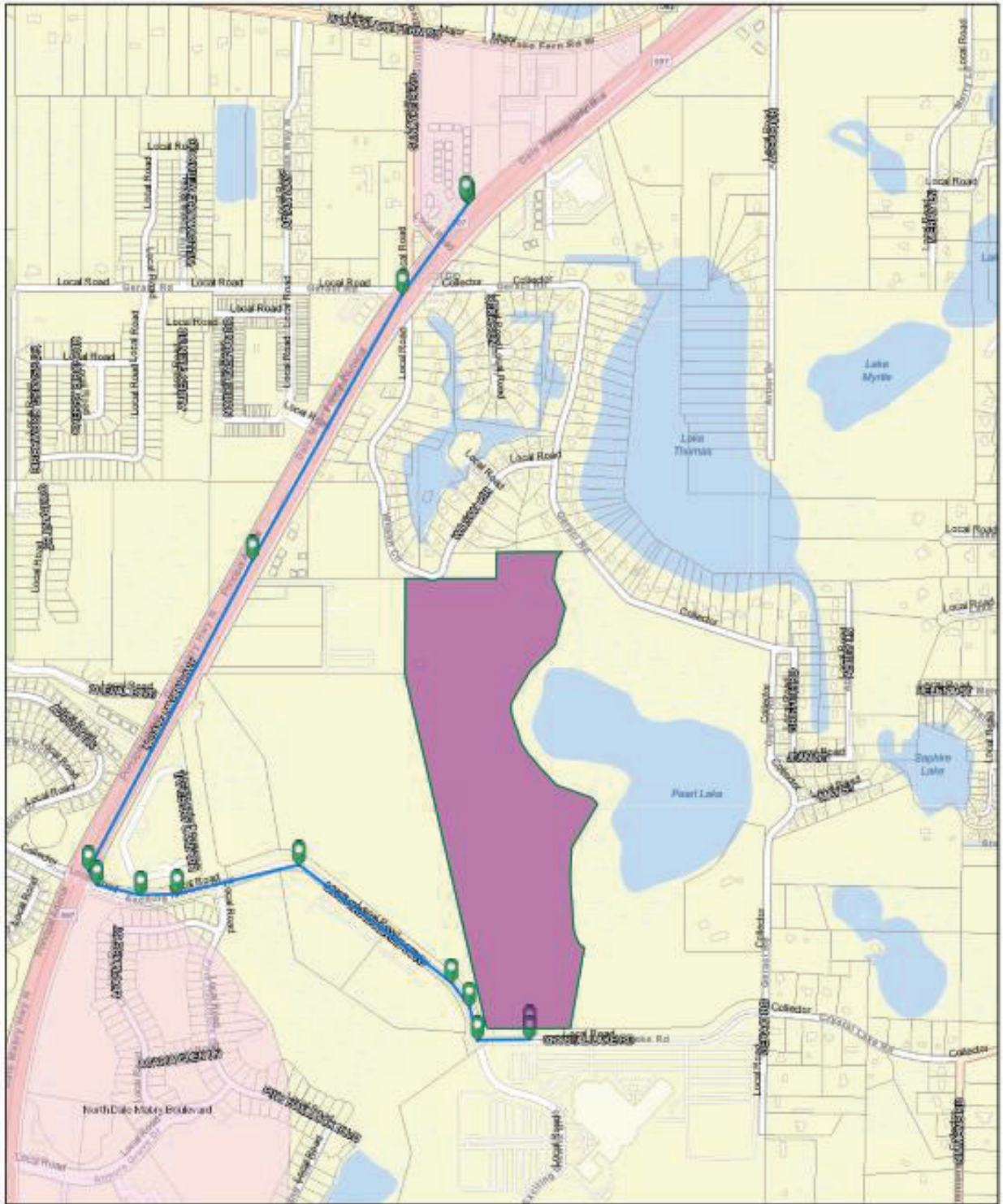
ROUTE	APPROXIMATE DISTANCE		% OF ROUTE ALONG DALE MABRY HWY (ARTERIAL ROADWAY)	% OF ROUTE COLLECTOR ROADWAY	% OF ROUTE LOCAL ROADWAY
	FEET	MILES			
Route from Wilson Cir. Access Connection	+/-3,000ft / 0.57miles		21%	0%	79%
Route from Crystal Lake Rd. Access Connection – Via Exciting Idlewild	+/-9,550 / 1.81miles		59%	0%	41%
Route from Crystal Lake Rd. Access Connection – Via Geraci Rd.	+10,230/ 1.94 miles		7%	93%	0%

The images below show the walking routes calculated.

Route from Wilson Cir. Access Connection: +/-3,000ft (0.57 miles) Total, +/-630ft along Dale Mabry Hwy, +/-2,370ft along Wilson Rd., a local roadway.



Route from Crystal Lake Rd. Access connection – via Exciting Idlewild Blvd: +/-9,550 (1.81miles) Total, +/-5,935 along Dale Mabry Hwy, +/-3,915 along Exciting Idlewild/Crystal Lake Rd., local roadways.



Route from Crystal Lake Rd. Access Connection – Via Geraci Rd.: +/-10,230 (1.94 miles) Total, +/-716ft along Dale Mabry Hwy, 9,513ft along Geraci Rd., a collector roadway.



Elimination of the vehicular and pedestrian connectivity to Wilson Rd. will make vehicular and pedestrian trips to the activity center in the Special Public Interest-North Dale Mabry Overlay (SPI-NDM) zoning district (commercial corridor) for future residents of the subject planned development longer and less convenient; and unnecessarily place more vehicle trips on arterial and collector roadway.

Issue No. 4 – Pedestrian Routes for School Children

The PD proposes 205 residential dwelling units. Based on student generation rates used by Hillsborough County public schools during their evaluation of the #21-0877 rezoning application, staff calculates that approximately 86 school age children could live within the development.

Sunlake Academy Charter School is the closet school facility to the subject planned development. The location of the subject planned development (PRS 22-0618) and Sunlake Academy charter school are shown in the aerial below.



As shown below, staff conducted an analysis of available walking routes and calculated the walking distances from the Wilson Rd. access connection (proposed to be eliminated) and the Crystal Lake Rd. access connection (the closest planned access connection to remain) to Sunlake Academy charter school site on Dale Mabry Highway. The below table summarizes the walking distances calculated and provides the percentage of the walking route which is along a local, collector or arterial roadway.

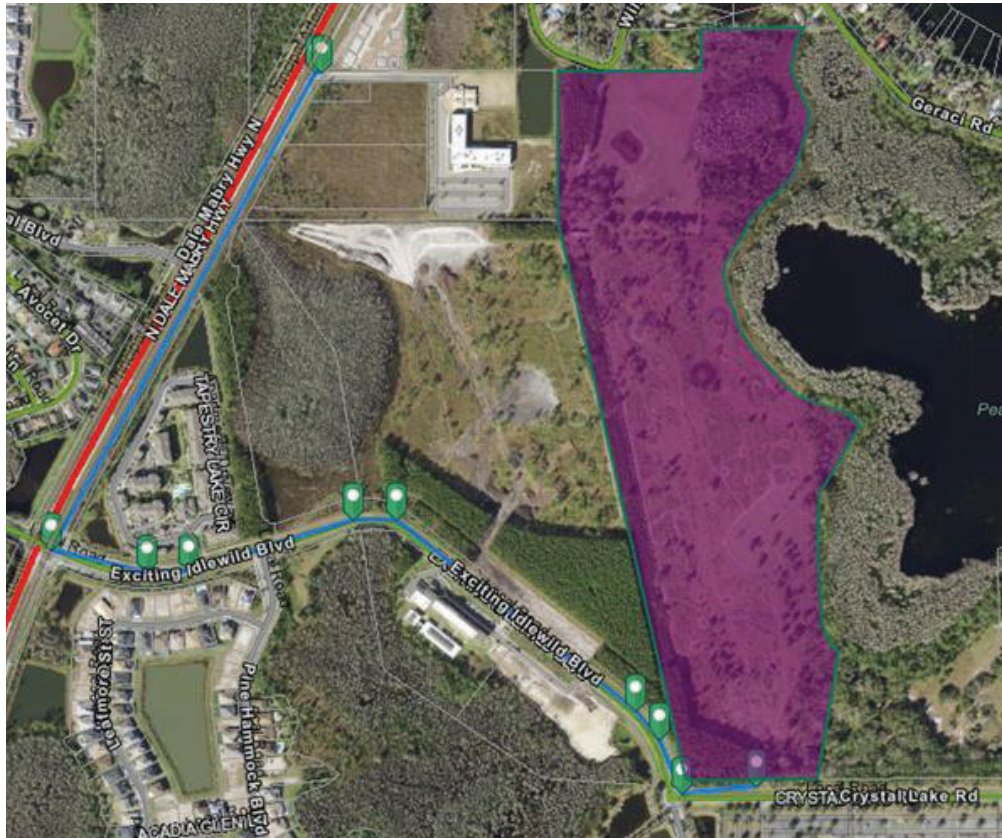
ROUTE	APPROXIMATE DISTANCE		% OF ROUTE ALONG DALE MABRY HWY (ARTERIAL ROADWAY)	% OF ROUTE LOCAL ROADWAY
	FEET	MILES		
Route from Wilson Cir. Access Connection	+/-4,400ft	0.83 miles	2,245FT	2,155FT
Route from Crystal Lake Rd. Access Connection	+/-6,400ft	1.21 miles	2,520	3,880

The images below show the walking routes calculated.

Route from Wilson Cir. Access Connection: +/- 4,400 feet Total, +/- 2,245 feet Along Dale Mabry Hwy.



Route from Crystal Lake Rd. Access Connection: +/- 6,400 feet in Total, +/- 2,520 feet Along Dale Mabry Hwy.



Given the above, the shortest route for schoolchildren that may walk to the Sunlake Academy charter school is from the Wilson Rd. access connection.

Traffic Impacts:

As Currently Approved (with access to Wilson Rd.)

The traffic study submitted by the applicant for the approved planned development (MM 21-0877) indicates worst case scenario that 15% of the peak hour trips from the project may use the Wilson Rd access connection. This represents a PM peak hour trip generation of +/- 30 trips. On average the peak hour trips represent one (1) vehicle every two minutes at the busiest travel period of the day (4-6pm).

The majority of residents (70%) will use Crystal Lake Rd to go west to the signalized intersection at Dale Mabry Hwy to predominately go south on Dale Mabry Hwy and/or to the Veterans Expressway. The remaining 15% of trips will use Crystal Lake Rd. to travel east.

As Proposed (to eliminate access to Wilson Rd.)

The applicant submitted an updated traffic study for the proposed elimination of access to Wilson Rd. that indicates the distribution for the project traffic will be 80% to and from the west to Dale Mabry Hwy (via Crystal Lake Road) and 20% to and from the east (via Crystal Lake Road). This will result in increased

traffic on a segment of Dale Mabry Hwy that is failing. As shown in the table below Dale Mabry Hwy., from Van Dyke Rd. to Lutz Lake Fern Rd., is operating at a peak hour level of service F.

Geraci Rd. may also be impacted by some trips seeking to avoid heavy traffic on Dale Mabry Hwy. While Geraci Rd. is designated a collector roadway and operating at a peak hour level of service C, it is a substandard roadway with no pedestrian or bicycle facilities.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
DALE MABRY HWY	VAN DYKE RD	LUTZ LAKE FERN	D	F
GERACI RD	DALE MABRY	CRYSTAL LAKE RD	C	C

Source: [2020 Hillsborough County Level of Service \(LOS\) Report](#)

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Crystal Lake Rd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Geraci Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Wilson Cr.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,013	150	202
Proposed	2,013	150	202
Difference (+/-)	0	0	0

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

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

Notes: Applicant proposes emergency access only to the north. The proposed change is not consistent with LDC, Sec.5.01.01. D. Compliance with Comprehensive Plan, Sec. 5.03.01.a. Intent of Planned Developments, Sec. 5.03 Planned Development Access and Connectivity Standards and Sec. 6.02.01. Subdivision Access to Public Roads.

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Crystal Lake Rd./Substandard Roadway Improvements	Design Exception Requested	Previously Approved
Wilson Rd./Substandard Roadway Improvements	Administrative Variance Requested	Previously Approved
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 checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Proposed elimination of vehicular and pedestrian access to Wilson Rd. is not consistent with LDC. See transportation report for details.



**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted July 27, 2021.

1. Development shall be limited to a maximum of 198 conventional detached single-family dwellings. A maximum of 193 units shall be permitted in Village AB and a maximum of 5 units shall be permitted in Villages C and D. Limited AS-1 zoning district uses shall also be permitted in Villages C and D, which includes: permitted by right: agriculture, game preserves, recreational uses-private community and recreational uses-passive; permitted as a conditional use when adhering the use’s supplemental conditional use requirements: agricultural equipment storage, agricultural stands, public stables, private stables, accessory dwellings, home-based business-agriculture, home-based business-residential, helistop, open storage in agricultural districts, land excavation/agricultural reservoir, yard waste air curtain incinerator, and yard waste composting facility; permitted as a special use when adhering to the use’s supplemental special use requirements: accessory kitchen. Also, prior to the development of each village, interim agricultural uses shall be permitted. However, all land alteration activities shall be subject to prior review and approval of the Hillsborough County Development Services Department and agricultural activities shall not be exempt from the land alteration regulations of the Land Development Code.

2. Development standards for Village AB be as follows:

- Minimum lot size: 5,500 square feet
- Minimum lot width: 50 feet
- Minimum front yard: 25 feet, except the minimum setback for garages shall be 20 feet
- Minimum side yard: 5 feet
- Minimum rear yard: 15 feet (condition 4)
- Maximum building height: 35 feet
- Maximum lot coverage: 40 percent

2.1 Lots shall be located a minimum of 200 feet from the northern boundary of the Project boundary. The two northernmost lots in Village AB will be developed with single story homes.

3. Development standards for Villages C and D shall be as follows:

- Minimum lot size: 43,560 square feet
- Minimum lot width: 150 feet
- Minimum front yard: 50 feet
- Minimum side yard: 15 feet
- Minimum rear yard: 50 feet
- Maximum building height: 35 feet

3.1. One of the 5 residential units permitted in Village C or D may be a manufactured/modular home.

4. On lots incorporating or abutting wetland conservation areas, the principal dwelling structure, excluding non-air conditioned spaces such as covered patios, pool enclosures, etc., shall be a minimum of 15 feet from the required conservation area 30-foot setback line, unless a greater separation is required by the rear yard standards noted above.

5. The 30-foot conservation setback zone shall be maintained in its natural state. Grading, filling, sodding or

removal of existing vegetation, except for nuisance species, shall be subject to approval of Hillsborough County.

6. Common access to lakes shall be prohibited. Private access to Lake Pearl shall be permitted for lots in Villages C and D only, subject to the conditions below and standard EPC construction permitting procedures. Private access shall not be allowed for lots in Villages AB.
 - 6.1 Lake access structures shall be elevated with a maximum walkway width of five feet and maximum terminal platform size of 160 feet. Boat launching ramps shall be prohibited.
7. A fencing and landscaping buffer shall be provided on the northern boundary of Village AB, the southern boundary of Village AB, the southern boundary of Village C and both the southern and eastern boundary of Village D as depicted on the general site plan. This fencing and landscaping buffer is not required within any wetlands.
8. If MM 21-0877 is approved, the County Engineer will approve a Section 6.04.02 Design Exception (dated July 30, 2021) which was found approvable by the County Engineer (on August 2, 2021). Approval of this Design Exception will allow 2,100 linear feet of sidewalk on the north side of Crystal Lake Rd. from Exciting Idlewild Blvd to Geraci Rd in lieu of the standard TS-7 typical section of the Hillsborough County Transportation Technical Manual required by Section 6.02.07. of the LDC.
9. Primary access to the project shall be provided from Crystal Lake Road from two (2) full access points, as shown on the PD Site Plan.
10. One full access will be provided from the project north to Wilson Lake Circle, as shown on the PD Site Plan.
11. One full access limited to the existing 10-acre homesite located within Village D will be provided from Geraci Road, as shown on the PD Site Plan. If the existing residential dwelling located on the existing 10-acre homesite is demolished or removed, then the use of the Geraci Road access shall terminate, and the Crystal Lake Road access will be used. Any new single-family dwelling units located on Villages C and D shall be required to use the Crystal Lake Road access.
12. The vehicular and pedestrian cross access between Village AB and Village C may be gated until such time that Villages C and D are developed with units in excess of the existing homestead and up to one manufactured home within Village C. At the time of said redevelopment of Villages C and D, all gates shall be removed.
13. Future cross access to align with PRS 15-0343 will be provided at the western boundary, as shown on the PD Site Plan.
14. Prior to the issuance of any Certificates of Occupancy for Village AB, the developer shall construct a 245-foot eastbound left turn lane into the project from Chrystal Lake Road.
15. All existing access connections and driveway aprons that will not be utilized for access shall be removed at the time of site construction.

16. Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere along the project boundary and in between the project Villages.
17. The developer will design and permit the proposed stormwater management system to meet volume sensitive capacity criteria as defined by the Hillsborough County Stormwater Technical Manual (STM) 6.1.3.4. The developer shall demonstrate that the stormwater management system will have no adverse impact on nearby properties.
18. Public water and wastewater service shall be utilized, unless otherwise stated, in all Villages. The existing home in Village D shall be permitted to utilize the existing private well and septic system. Redevelopment of the existing home in Village D shall require public water and wastewater. The developer shall pay all costs for service delivery.
19. Development of the project shall comply with all applicable regulations of the Hillsborough County Environmental Protection Commission.
20. 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.
21. 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.
22. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities in place at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 4/21/2022

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA: LUTZ / NW

PETITION NO: PRS 22-0618

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to the listed or attached conditions.
- This agency objects for the reasons set forth below.

REQUEST SUMMARY AND RATIONALE FOR OBJECTION

The applicant is requesting a minor modification (PRS) to planned development PD #98-0917 as amended by MM 21-0877. The applicant is seeking to remove the required vehicle and pedestrian access connection, and replace it with an emergency access, to Wilson Cir.

The subject property consists of four (4) parcels totaling 173.44 acres and grouped in to 4 residential villages. Villages A and B consist of 200 single family residential units. Village C and D is limited to 5 single family residential units and agricultural uses. The site is located at the northwest corner of Crystal Lake Rd. and Geraci Rd within the Lutz Rural Community Plan Area. The Future Land Use designation of the site is R-1, R-2, R-9, CMU-12.

The County Engineer previously found approvable an administrative variance to waive substandard roadway improvements on Wilson Cir. design exception for substandard roadway improvements on Crystal Lake Rd. and a design exception to allow the developer to make certain improvements to Crystal Lake Rd.

Note, the subject property has an existing driveway access to Wilson Cir. that currently serves a single-family home.

Staff does not support the current request for the four reasons outlined below.

Issue No. 1 – LDC Subdivision Access and Connectivity to the Roadway Network Requirements

- The planned vehicular and pedestrian access connection on Wilson Rd is a full access connection that is a requirement of the Hillsborough County Land Development Code (LDC), Section 6.02.01. A. public road access requirements for subdivisions to connect to existing contiguous streets and serves to efficiently address the access needs of visitors, delivery trucks, and emergency vehicles as well as local residents. Specific applicable subsections are as follows with added emphasis shown in *italics and underline*:
 - o Section 6.02.01. A. 4. “Adequate vehicular and pedestrian access should be provided to each parcel. *The primary function of local streets is service to abutting properties.*”;

- Section 6.02.01. A. 6. “Local street systems should be logical and comprehensible.... The pattern of local streets...should be designed to satisfy the needs of visitors, delivery trucks, and emergency vehicles as well as local residents....”
- Section 6.02.01. A.13. A proposed development shall provide multiple direct connections in its local street system to and between local destinations, such as parks, schools, and shopping, without requiring the use of arterial streets;
- Section 6.02.01. A. 16. “Streets within and contiguous to the subdivision shall...connect to... existing and projected streets outside the proposed subdivision or other development.”

Elimination of the pedestrian and vehicular access connection is inconsistent and in direct conflict with the standards for subdivision access and connectivity requirements. The particular impacts caused by the removal of access are discussed herein below.

Issue No. 2 – Additional LDC Planned Development Regulations and Comprehensive Plan Goals, Objectives and Policies

The planned vehicular and pedestrian access connection on Wilson Rd is required by the planned development standards of the Land Development Code and supported by the specific goals, objectives and policies of the Hillsborough County Comprehensive Plan. Specific applicable sections are as follows with added emphasis shown in italics and underline:

- Per Section 5.01.01. D. Compliance with Comprehensive Plan No division of land shall be allowed that is in conflict with the densities, intensities, or other provisions of the Future of Hillsborough Comprehensive Plan.
- Per section 5.03.01.a. of the LDC, the intent of planned developments is to “...encourage creative, innovative, and/or mixed use development”.

The proposed removal of the vehicular and pedestrian connection does not result in the provision of creative, innovative planned development and instead seeks to return a development pattern common over the last 30 years which has resulted in isolated and disconnected residential subdivisions.

- Per Section 5.03.05. C. 1. standards for access to public roads for residential subdivisions are established with the following relevant Planned Development site plan design requirements:
 - Section 5.03.05. C. 1. a. Provide multiple direct connections in its local street system to and between local destinations, such as parks, schools, and shopping, without requiring the use of arterial streets;
 - 5.03.05. C. 1. d. Connect streets, alleys, and pedestrian pathways to other streets and to existing and projected streets outside the proposed subdivision or other development;

The removal of the vehicular and pedestrian connection is inconsistent and in direct conflict with the standards for access and connectivity to public roads for residential planned developments.

- The Hillsborough County Comprehensive Plan contains several relevant policies, including:
 - The Community Design Component within the Future Land Use Element:
 - Policy 10-1.6 seeks to “Encourage ‘walk to school’ programs...to increase safety and to reduce school-related automobile trips.”
 - Policy 10-1.7 seeks to “Connect destinations such as schools, neighborhoods and parks as well as greenways through links to various districts...”
 - Policy 15-1.2 seeks to “Provide direct routes between destinations, minimizing potential conflicts between pedestrians and automobiles...”

- The Transportation Element:
 - Policy 1.1.16: seeks to “create mechanisms for private sector participation in the provision of pedestrian, bicycle, ...street connectivity, traffic calming, and other multi-modal transportation solutions”.

- The Lutz Community Plan within The Livable Communities Element:
 - Under the Semi-Rural, Single Family Community Character, in the Strategies Section, it states that residents desire that “as new residential areas are developed, create interconnected roadways to link the community together”.

 - Given the proximity of the subject property to the Special Public Interest-North Dale Mabry Overlay (SPI-NDM) zoning district (commercial corridor) connectivity to Wilson Cir. is appropriate. Detailed analysis provided below under Issue No.3.

 - Under the Streetscape/Roadway strategies section, it states that “an interconnected shaded streetscape/roadway system” is desired.

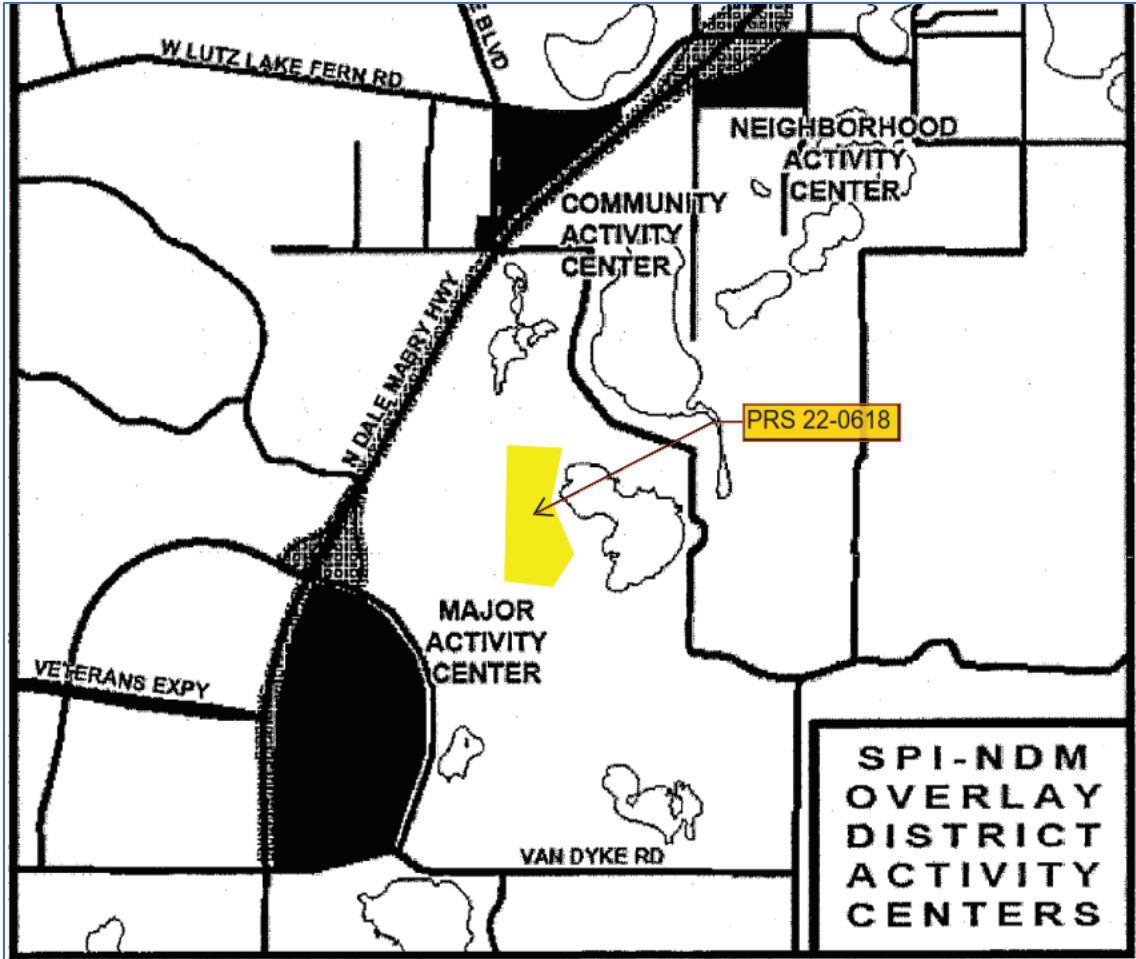
Removal of the vehicular and pedestrian connectivity between the subject PD and Wilson Circle does not further the above policies, objectives and other guidance found within the Hillsborough County Comprehensive Plan.

Issue No. 3 – Proximity to North Dale Mabry Special Public Interest- Overlay Zoning District

The subject planned development is within close proximity to North Dale Mabry Highway commercial corridor which is designated a Special Public Interest Zoning Overlay District (SPI-NDM) with the stated objectives are to preserve the integrity of the transportation system by identifying appropriate locations for activity centers to service the surrounding residential communities and provide a comprehensive pedestrian system.

- Per LDC, Section 3.01.06. A. “The intent of the North Dale Mabry Overlay District is to plan for future growth along North Dale Mabry Highway... and preserves the integrity of the transportation system by identifying appropriate locations for activity centers to service the surrounding residential communities. The primary objectives are to provide a comprehensive pedestrian system...”

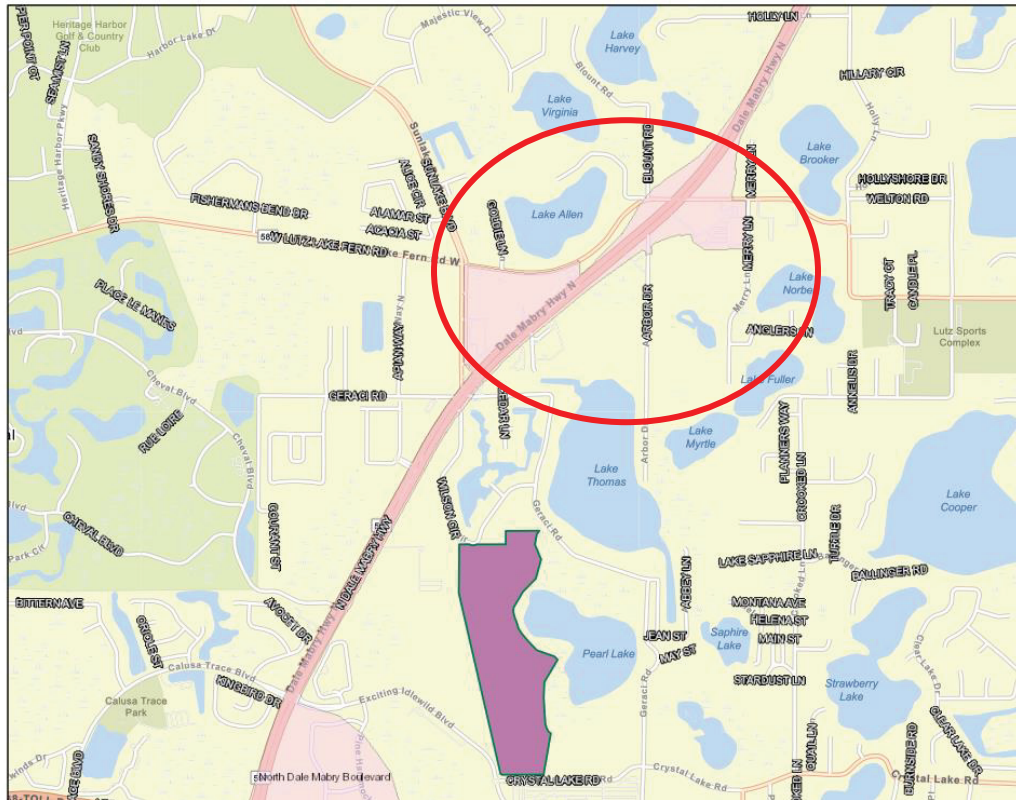
- The excerpt of LDC, Sec. 3.01.06, Figure 3.01 below shows the location of the North Dale Mabry commercial corridor and activity centers. The yellow area shows the approximate location of the subject planned development.



LDC FIG. 3.01 NORTH DALE MABRY ACTIVITY CENTERS

- The North Dale Mabry Activity Centers identified (circled in red) in the graphic below numerous existing medical offices, commercial services, convenience stores, restaurants and a major grocery store.

North Dale Mabry Activity Centers



As shown below, staff conducted an analysis of available routes to access the North Dale Mabry Activity Centers and calculated the distances from the Wilson Rd. access connection (proposed to be eliminated) and the Crystal Lake Rd. access connection (the closest planned access connection to remain) to Activity Centers to the north of the subject planned development. The below table summarizes the distances calculated and provides the percentage of the route which is along a collector or arterial roadway.

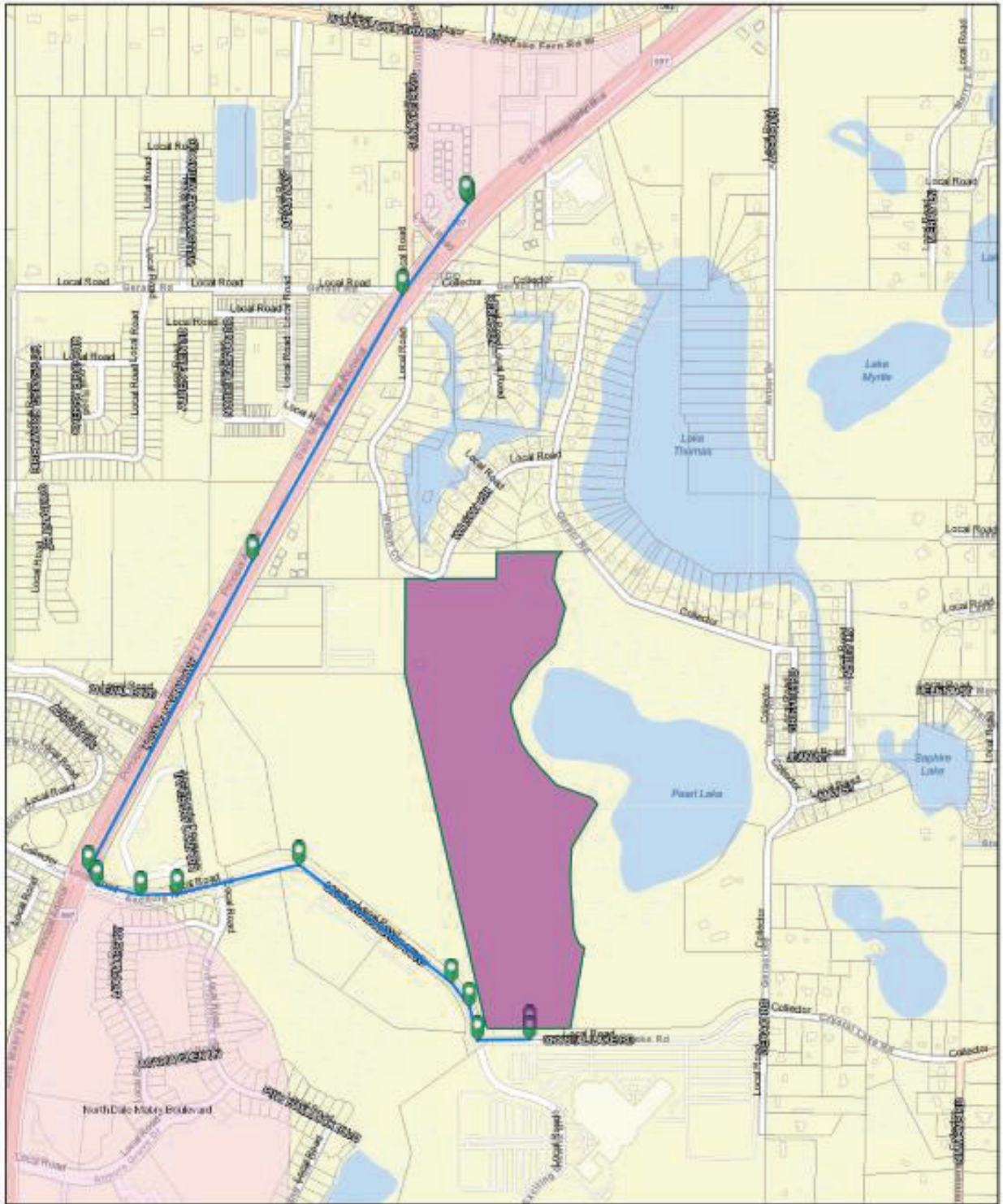
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	FEET	MILES			
Route from Wilson Cir. Access Connection	+/-3,000ft / 0.57miles		21%	0%	79%
Route from Crystal Lake Rd. Access Connection – Via Exciting Idlewild	+/-9,550 / 1.81miles		59%	0%	41%
Route from Crystal Lake Rd. Access Connection – Via Geraci Rd.	+10,230/ 1.94 miles		7%	93%	0%

The images below show the walking routes calculated.

Route from Wilson Cir. Access Connection: +/-3,000ft (0.57 miles) Total, +/-630ft along Dale Mabry Hwy, +/-2,370ft along Wilson Rd., a local roadway.



Route from Crystal Lake Rd. Access connection – via Exciting Idlewild Blvd: +/-9,550 (1.81miles) Total, +/-5,935 along Dale Mabry Hwy, +/-3,915 along Exciting Idlewild/Crystal Lake Rd., local roadways.



Route from Crystal Lake Rd. Access Connection – Via Geraci Rd.: +/10,230 (1.94 miles) Total, +/-716ft along Dale Mabry Hwy, 9,513ft along Geraci Rd., a collector roadway.



Elimination of the vehicular and pedestrian connectivity to Wilson Rd. will make vehicular and pedestrian trips to the activity center in the Special Public Interest-North Dale Mabry Overlay (SPI-NDM) zoning district (commercial corridor) for future residents of the subject planned development longer and less convenient; and unnecessarily place more vehicle trips on arterial and collector roadway.

Issue No. 4 – Pedestrian Routes for School Children

The PD proposes 205 residential dwelling units. Based on student generation rates used by Hillsborough County public schools during their evaluation of the #21-0877 rezoning application, staff calculates that approximately 86 school age children could live within the development.

Sunlake Academy Charter School is the closet school facility to the subject planned development. The location of the subject planned development (PRS 22-0618) and Sunlake Academy charter school are shown in the aerial below.



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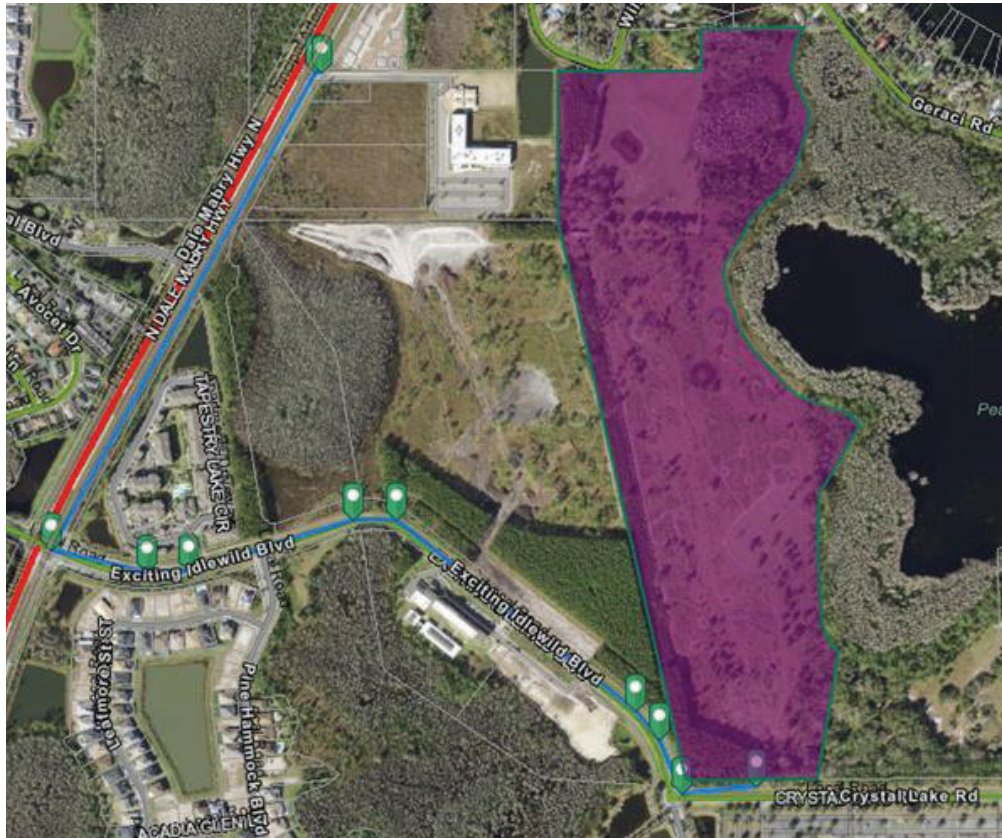
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Roadway	From	To	LOS Standard	Peak Hr Directional LOS
DALE MABRY HWY	VAN DYKE RD	LUTZ LAKE FERN	D	F
GERACI RD	DALE MABRY	CRYSTAL LAKE RD	C	C

Source: [2020 Hillsborough County Level of Service \(LOS\) Report](#)

Transportation Comment Sheet

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Wilson Cr.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,013	150	202
Proposed	2,013	150	202
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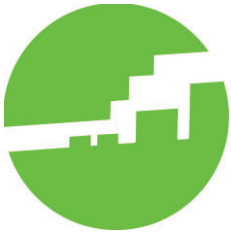
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Notes: Applicant proposes emergency access only to the north. The proposed change is not consistent with LDC, Sec.5.01.01. D. Compliance with Comprehensive Plan, Sec. 5.03.01.a. Intent of Planned Developments, Sec. 5.03 Planned Development Access and Connectivity Standards and Sec. 6.02.01. Subdivision Access to Public Roads.

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Notes:		

Transportation Comment Sheet

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**Hillsborough County
City-County
Planning Commission**

Memorandum

April 21, 2022

To: Brian Grady, Hillsborough County Development Services Department

From: Jillian Massey, Hillsborough County City-County Planning Commission

RE: PRS 22-0618

The applicant is requesting a Personal Appearance/Minor Modification (PRS) for PD 98-0917 which was recently modified under MM 21-0877. The PRS request is to modify the access point to Wilson Circle from a full access point to "Gated Emergency Access Only".

The subject site is located on approximately 176 acres. The site is located north of Crystal Lake Road, east of North Dale Mabry Highway and west of Geraci Road. The majority of the subject site (three of the four folios involved) is located in the Rural Area, and one folio is located in the Urban Service Area. It is located within the limits of the Lutz Community Plan.

The site is currently approved for 198 single family dwellings with full access to the neighborhood to the north, Wilson Circle. The applicant is requesting to modify the access point to Wilson Circle from a full access point to "Gated Emergency Access Only". However, the request is found to be inconsistent with several Objectives, Goals and Policies in the Comprehensive Plan relating to neighborhood protection and design, and connectivity. In addition, the Lutz Community plan has language about connecting communities together and discouraging the use of fences or barriers. Finally, the Land Development Code relating to subdivision access requirements states this connection is required and therefore the request is directly in conflict with Policy 9.2 of the Future Land Use Element.

Planning Commission staff has reviewed the request and has been found **INCONSISTENT** with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*. The following Goals, Objectives and Policies of the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County* apply to this Personal Appearance/Minor Modification request (PRS 22-0618) and are used as a basis for an inconsistency finding:

FUTURE LAND USE ELEMENT

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 9.2: *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.*

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*

Community Design Component

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 (as defined in FLUE policy 1.4) with the established character of the surrounding neighborhood.*

Policy 12-1.1: *Lots on the edges of new developments that have both a physical and visual relationship to adjacent property that is parceled or developed at a lower density should mitigate such impact with substantial buffering and/or compatible lot sizes.*

Policy 12-1.2: *Walls and buffering used to separate new development from the existing, lower density community should be designed in a style compatible with the community and should allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.*

LIVABLE COMMUNITIES ELEMENT

Lutz Community Plan

Semi-rural, Single-family Residential Community Character

Residents desire to maintain Lutz as a low density, semi-rural, single family community offering a variety of housing styles, lot sizes, configurations, and setbacks; while ensuring quality of life and sustainability. To do so residents want to:

- *Require new subdivisions to face existing local roads or as new residential areas are developed, create inter-connected roadways to link the community together*

Streetscape/Roadway

Residents of Lutz want an interconnected shaded streetscape/roadway system, which visually enhances its corridors. To do so:

- *roadway layout/configuration*

The County will work with local agencies to develop a mobility plan which will:

- *study the placement of future rural roadways designed to provide intermodal connections rather than widening existing roadways;*
- *provide for pedestrian paths and trails to interconnect the community.*

Fences and Barriers

Solid, masonry-type walls or fencing materials which act as barriers should not be used in the community, unless they are needed to separate incompatible land uses.

If you have any questions regarding these comments or need further information, please contact me at (813) 565-9315.

Sincerely,

Jillian Massey
Senior Planner



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AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: May 10, 2022</p> <p>PETITION NO.: 22-0618</p> <p>EPC REVIEWER: Mike Thompson</p> <p>CONTACT INFORMATION: (813) 627-2600 X1219</p> <p>EMAIL: thompson@epchc.org</p>	<p>COMMENT DATE: April 7, 2022</p> <p>PROPERTY ADDRESS: 2702 Wilson Circle</p> <p>FOLIO #: 13366.0000</p> <p>STR: 10-27S-18E</p>
<p>REQUESTED ZONING: PD Modification</p>	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	1/3/22
WETLAND LINE VALIDITY	valid
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetlands onsite: lake and isolated wetlands
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan’s current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"> Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property. 	

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- Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

INFORMATIONAL COMMENTS:

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

- The subject property contains wetland/OSW areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- Chapter 1-11, prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.