

PD Modification Application PRS 22-1093

Zoning Hearing Master Date: NA

BOCC Land Use Meeting Date: August 25, 2022



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Dune FB Debt, LLC

FLU Category: RES-6

Service Area: Urban

Site Acreage: 263.82 AC +/-

Community Plan Area: Wimauma

Overlay: Wimauma Downtown Subdistrict D
– Downtown Residential

Request: Minor Modification to PD 1110



Existing Approvals:

The current PD 1110, as most recently modified by PRS 20-1025 allows for Commercial General Uses and Single Family Residential development.

Proposed Modifications:

The applicant is requesting a Minor Modification to PD 1110 to amend the approved site plan to adjust the location of the proposed pedestrian and vehicular connectivity points along the PD boundary shared with PD 05-0210, as recently amended by PRS 21-0417 to align each project's access points and to reflect the actual location of the new collector road, Lagoon Shore Blvd. within Pod "F".

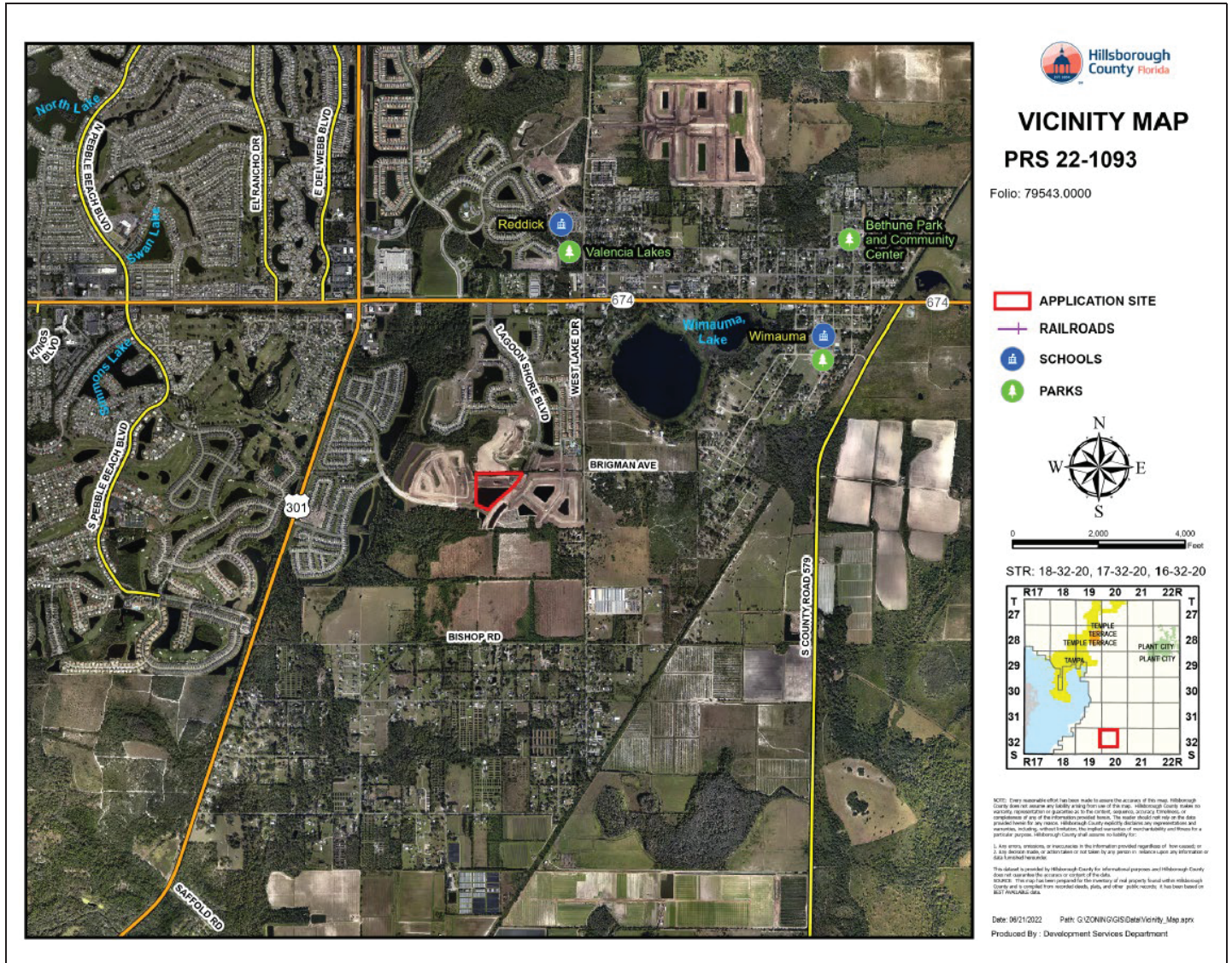
No other changes are being proposed to the approved uses or lot development standards are proposed.

Additional Information:

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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

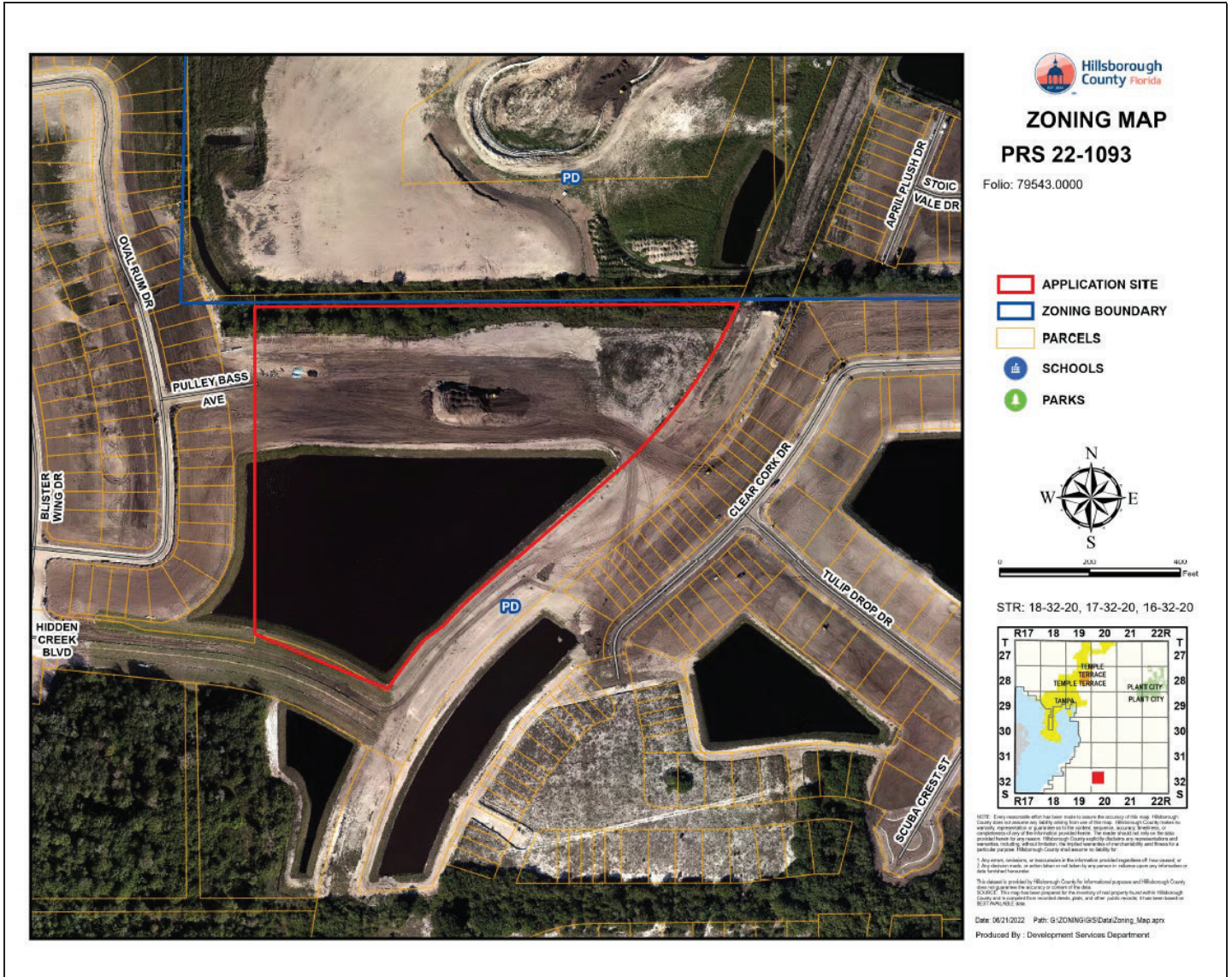


Context of Surrounding Area:

The subject site is located on the east side of West Lake Dr., in the intersection with Orient Road. The subject property is a vacant property which is adjacent to new residential neighborhoods with single family residential uses to the east and north.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Future Land Use Category Description:

Residential-6
 Maximum 0.25 FAR
 Maximum Density 6 DU/AC

Adjacent Zonings and Uses					
Location:	Zoning:	Future Land Use:	Density/F.A.R.	Permitted Use:	Existing Use:
North	PD 05-0210	RES-6	6 DU/AC	Single Family	Vacant

APPLICATION NUMBER: PRS 22-1093

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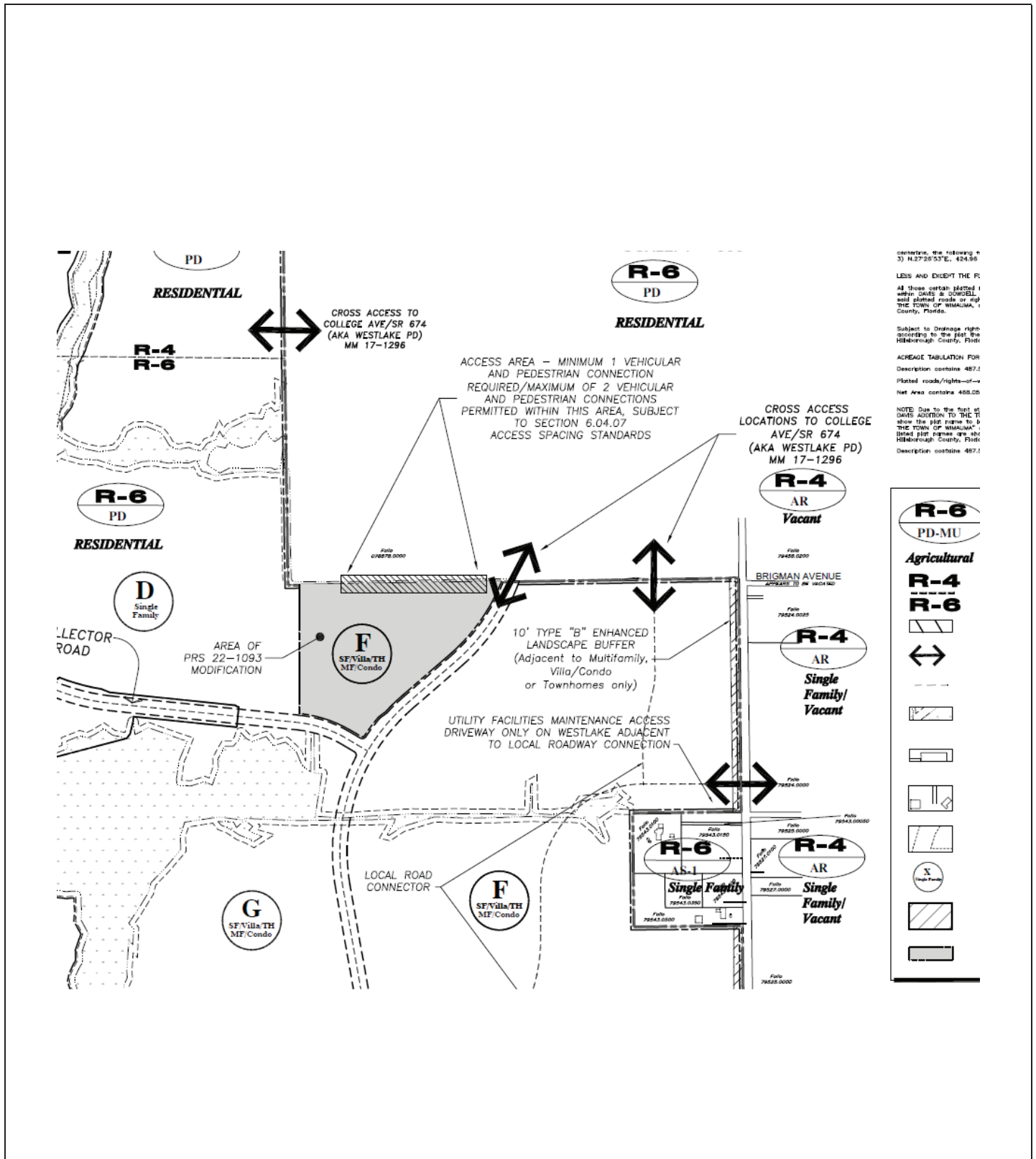
BOCC LUM MEETING DATE: August 25, 2022

Case Reviewer: Tania C. Chapela

South	PD 1110	RES-6	6 DU/AC	Single Family	Single Family
West	PD 1110	RES-6	6 DU/AC	Single Family	Single Family
East	PD 1110	RES-6	6 DU/AC	Single Family	Vacant

2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan



containing the following:
 3) N.27°26'53"E, 424.96
 LESS AND EXCEPT THE F
 All those certain platted l
 ways, ditches & SWELL
 said platted roads or rig
 THE TOWN OF WINDSOR, C
 County, Florida.

Subject to Drainage right
 according to the plat, the
 Hillsborough County, Flori

ACREAGE TABULATION FOR
 Description contains 487.2
 Platted roads/rights-of-w
 Net Area contains 468.05

NOTE: Due to the fact of
 DATE ADDITION TO THE TR
 show the plat name to b
 THE TOWN OF WINDSOR.
 listed plat names are the
 Hillsborough County, Flori
 Description contains 487.2

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
Lagoon Shore Blvd.	Private - Collector	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	27,243	1,617	2,594
Proposed	No Change	No Change	No Change
Difference (+/-)	N/A	N/A	N/A

*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		Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East	X	None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
N/A	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY	OBJECTIONS	CONDITIONS REQUESTED	ADDITIONAL INFORMATION/COMMENTS
Environmental:			
Environmental Protection Commission	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environmental Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Other _____			
Public Facilities:			
Transportation <input type="checkbox"/> Design Exception Requested <input type="checkbox"/> Off-site Improvements Required	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report.
Utilities Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees N/A			
Comprehensive Plan:			
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 type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATION

5.1 Compatibility

No changes to intensity or permitted uses of the development have been proposed as part of this modification. Staff finds the proposed modification to the approved Planned Development to be compatible with the surrounding areas.

The access relocation will have minimal impact on the transportation network. Transportation Review staff offered no objection to the proposed access points relocation, subject to the revised conditions as outlined in the conditions of approval.

Staff finds the proposed modification to the approved Planned Development to be compatible with the surrounding areas.

5.2 Recommendation

Staff recommends approval, subject to conditions.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted July 25, 2022.


1. Development shall be limited a mini-warehouse facility and accessory open storage. The mini warehouse use shall be limited to a maximum of 58,631 square feet (0.206 FAR) and 425 self-storage units. The accessory open storage shall be limited to a maximum of 96 spaces for the parking of boats and RVs. Both the mini-warehouse buildings and accessory open storage shall be located where generally shown on the general site plan.
2. The mini-warehouse buildings shall be setback a minimum of 73 feet from the southern PD boundary, a minimum of 20 feet from the northern PD boundary, a minimum of 30 feet from the western PD boundary and a minimum of 30 feet from the eastern PD boundary. Southern and western building setbacks shall be taken from the future right-of-way preservation lines provided to be provided by FDOT at site development. Building height shall be limited to 30 feet/1-story with no 2:1 setback required for buildings over 20 feet in height.
3. The accessory storage area shall be limited to a maximum of 96 spaces for the storage of boats and RVs.
4. The site shall be limited to a maximum impervious surface percentage of 65% and a maximum building coverage percentage of 20.6%.
5. A 20 foot wide buffer with Type B screening shall be provided along the northern PD boundary, as depicted on the general site plan. A 6 foot high PVC fence shall be provided as the Type A component of the Type B screening.
6. A 20 foot wide buffer with Type B screening shall be provided along the eastern PD boundary, as depicted on the general site plan. No screening within the 30 foot setback along US Highway 92 shall be required.
7. The stormwater pond shall be generally located where depicted on the general site plan. Limited flexibility in the exact location shall be permitted, which includes an expansion if necessary.
8. Gates shall be 6 feet in height and kept closed, except during business hours. Gates will be of a vertical slat style with slats spaces no more than 3-inches apart. Gate locations shall be where generally depicted on the general site plan. Limited flexibility in exact location shall be permitted.
9. The site's parking shall be provided where generally depicted on the general site plan. Notwithstanding the number of parking spaces specified on the general site plan, the site shall comply with LDC Section 6.05.02.K.3 which may require the provision of pervious parking spaces or no spaces in excess of the minimum number of parking spaces to be provided.
10. The site shall be allowed two access connections, one access connection on Pine Street and one access connection on US Highway 92, subject to FDOT approval.
11. Use of the Pine Street access point shall be prohibited during 7:45am – 8:45 and 3:15pm – 4:15pm on days when school is in session at Armwood High School. A sign shall be posted at this access point notifying patrons of these restrictions.

- 12. The applicant shall be required to preserve right-of-way along the parcel’s southwest corner consistent with the identified right of ways needed by FDOT’s US Highway 92 PD&E study.
- 13. 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.
- 14. 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.
- 15. 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).
- 16. 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.
- ~~13.~~ 17. 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 any stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

1.1 SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDNACE WITH HILLSBOROGUH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

Zoning Administrator Sign Off:



J. Brian Grady
Wed Aug 10 2022 12:52:41

APPLICATION NUMBER: PRS 22-1093

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: August 25, 2022

Case Reviewer: Tania C. Chapela

7.0 ADDITIONAL INFORMATION

APPLICATION NUMBER: PRS 22-1093

ZHM HEARING DATE: NA

BOCC LUM MEETING DATE: August 25, 2022

Case Reviewer: Tania C. Chapela

8.0 FULL TRANSPORTATION REPORT

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 8/04/2022

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: WM/South

PETITION NO: PRS 22-1093

- 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.

DESCRIPTION OF REQUEST, STAFF ANALYSIS, AND CONCLUSION

The applicant is requesting a personal appearance (PRS) to approved Planned Development (PD) #05-0210, as amended most recently by PRS 20-1025. The PD consists of multiple folios, totaling +/- 794.9 acres approved for 2,821 units of a mix of single family and multi-family residential, and 184,500 sf of commercial general uses. The area of proposed modification consists of +/- 16.01 acres of residential uses within Pod "F".

The purpose of this minor modification is to adjust the location of the proposed pedestrian and vehicular connectivity points along the PD boundary shared with PD 05-0210, as recently amended by PRS 21-0417 to change the location of their corresponding vehicular and pedestrian connection, to align each project's access points and to reflect the actual location of the new collector road, Lagoon Shore Blvd. within Pod "F".

The proposed change will not result in any change to the project's trip generation. The Transportation Review Section has no objection to the proposed change.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Lagoon Shore Blvd. is a 2 -lane, privately maintained collector roadway characterized by +/- 11-foot wide travel lanes. There are +/- 5-foot sidewalks and bikelanes along both sides of the roadway.

Hidden Creek Dr. is a 2 -lane, privately maintained collector roadway characterized by +/- 11-foot wide travel lanes. There are +/- 5-foot sidewalks and bikelanes along both sides of the roadway.

SITE ACCESS AND CONNECTIVITY

Primary site access for the overall PD is to/from SR 674 (through the adjacent PD 05-0210), US Hwy 301 and West Lake Dr. In the future, additional access will be to Bishop Rd. to the south when construction of Lagoon Shore Blvd. is complete.

The area of modification will take primary access to Lagoon Shore Blvd. Additional vehicular and pedestrian connection is provided for along the northern boundary. The proposed PD site plan modification shows a general access area along the northern boundary. The proposed general access area is intended to provide flexibility, both

in the number (up to a maximum of two) and location of potential access points, to coordinate alignment with the adjacent PD's access points at the time of subdivision/site plan approval.

LEVEL OF SERVICE

Level of Service (LOS) information is reported below.

Note, Lagoon Shore Blvd., Hidden Creek Dr. and West Lake Dr. are not regulated roadways in the Hillsborough County Level of Service Report.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
SR 674	US 301	CR 579	D	C
US 301	SR 674	MANATEE CO.	D	C

Source: 2020 Hillsborough County 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
Lagoon Shore Blvd.	Private - Collector	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
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Existing	27,243	1,617	2,594
Proposed	No Change	No Change	No Change
Difference (+/-)	N/A	N/A	N/A

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

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
N/A	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary

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

**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted October 13, 2020.

1. The project is approved for Commercial General uses (60 acres) and 2,821 conventional dwelling units (single-family/multi-family). Pursuant to Minor Change 15-0192, Agricultural uses are permitted as interim uses in Pod P.
2. The Commercial General uses are subject to the Land Development Code (LDC) Commercial General development standards.
3. The residential uses shall be subject to the following development standards:
 - A) Single-family detached conventional dwelling units in Pods D, L, M, N, and P may have 4,000 and 5,000 square foot lots.

4,000 square foot lot standards are as follows:

Minimum lot size:	4,000 square feet
Minimum lot width:	40 feet
Front yard setback:	15 feet
Side yard setback:	5 feet
Rear yard setback:	15 feet
Maximum height:	35 feet

5,000 Square foot lot standards are as follows:

Minimum lot size:	5,000 square feet
Minimum lot width:	50 feet
Front yard setback:	20 feet
Side yard setback:	5 feet
Rear yard setback:	15 feet
Maximum height:	35 feet

- B) Per PRS 15-1027: No more than 25% of the total lots for each Pod (C, F and G) shall be developed with 4,000 square foot minimum lot areas. At least 75% of the total lots in each of these Pods shall be developed with a minimum lot area of 5,000 square feet. These Pods shall be developed in accordance with the standards provided in these conditions in accordance to the applicable lot size they are developed under. Lots with 4,000 minimum square feet shall have a 2-car garage. A variety of garage door designs shall be utilized within each Pod with no two identical garage doors adjacent to one another. A maximum of 70% of the front façade may include the garage door. Driveways shall be a minimum of 18 feet in width.

Single-family detached conventional dwelling units:

Minimum lot size:	4,000 square feet, 5,000 square feet
Minimum lot width:	40 feet, 50 feet
Front yard setback:	15 feet, 20 feet (1)
Side yard setback:	5 feet, 5 feet

Rear yard setback: 15 feet, 20 feet
Maximum height: 35 feet, 35 feet
(1) One corner front yard functioning as a side yard shall be permitted at 10 feet.

Single family attached (villa/condo) standards for Pods C, G, F, and P:

Minimum lot width: 35 feet
Front yard setback: 20 feet
Building separation: 20 feet
Rear yard setback: 15 feet
Maximum height: 53 feet

Single family attached (Townhomes) standards for Pods B, C, G, and P:

Minimum lot width: 14 feet
Front yard setback: 20 feet
Building separation: 20 feet
Rear yard setback: 15 feet
Maximum height: 35 feet

Single family attached (Townhomes) standards for PodF:

Minimum lot width: 14 feet
Front yard setback: 15 feet, 18 feet for garage
Minimum front yard functioning as a side yard setback: 10 feet
Building separation: 15 feet
Rear yard setback: 15 feet
Maximum height: 35 feet

Multi-family standards for Pods C, F, and G:

Residential, Multi-family Conventional (RMC-16) development standards shall apply.

No Multi-family and/or attached single family (Villa/Condo) development shall be permitted within 200 feet of the perimeter of the Planned Development within Pods F and G, excluding the northern boundary of Pod F.

Single family attached (Townhomes) shall be permitted within 200 feet of the perimeter of the Planned Development within Pods F and G. A 10 foot buffer and screening consisting of a 6 foot wooded or PVC fence and a row of evergreen shade trees which are not less than 10 feet high at the time of planting, a minimum of 2-inch caliper, and are spaced not more than 15 feet apart shall be provided between townhomes and the PD boundary.

- C) Ground-mounted electrical utility-owned boxes, (“BLOCK Boxes”), are not to exceed 5 feet in height, nor a 3.5 foot by 3.5 foot horizontal area and may be located within the side yard of single family detached lots in Pod F. The BLOCK Boxes shall be set back a minimum of 0.75 feet from the property line. A minimum of 10 feet of separation is required between BLOCK Boxes, when

located along the same property line in adjacent side yards. All fences and A/C units located in side yards shall also be set back a minimum of 10 feet from the BLOCK Boxes. This condition would only apply to BLOCK Boxes, as defined above and would not apply to any other utility equipment or facilities, such as transformers, handholes, shut-off valves, lines, or meters.

4. The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):
 - 4.1 Ground Signs shall be limited to Monument Signs.
 - 4.2 Billboards, pennants and banners shall be prohibited.
5. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Public Works Department. Final design, if approved by Hillsborough County, may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.
6. Prior to Preliminary Site Plan approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where a left turn lane is provided. The Developer shall construct the following turn lanes at his expense:
 - 6.1 SB left, NB right, and WB left at each unsignalized project access with US 301,
 - 6.2 EB left at the project access with Bishop Road,
 - 6.3 NB left (where permitted), NB right, EB right, and WB left (where permitted) at each unsignalized project access with SR 674,
 - 6.4 NB left, at the project access with West Lake Drive,
 - 6.5 If warranted, SB left, NB right and WB right at the intersection with Bishop Road and US 301 if right-of-way available.
 - 6.6 If warranted, left turn lanes on all legs on the West Lake Drive @ Bishop Road intersection if right-of-way available,
 - 6.7 The primary access with US 301 shall be designed to accommodate all project traffic utilizing the intersections. The intersection shall be designed and constructed to operate at an acceptable LOS. The Developer shall be responsible for signalization and turn lanes, if applicable, to ensure that the access operates at an acceptable LOS.

7. Based on the projected trip generation to the site, access onto the public road would be via “Type III” Major Roadway Connection (more than 1,500 trip ends per day). The Land Development Code requires that all internal access (the “throat”) to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site. If the Driveway is to be gated, then the throat depth shall be at least 100 feet in length to accommodate stacking vehicles.
8. All commercial and office parcels along SR 674 and US 301 shall provide for vehicular and pedestrian interconnectivity. Cross-access shall be provided between the proposed commercial office and the existing commercial at the intersection of US 301 at SR 674. Outparcels shall not have direct access to either US 301 or SR 674.
9. A minimum of fifty (50) percent of all internal roadways shall be constructed in such a manner as to ensure that both ends of a given internal roadway terminate with another internal roadway. If any neighborhood pod/cluster has 100 or more dwelling units, then the Developer shall provide vehicular cross-access to an adjacent neighborhood pod/cluster, unless providing for such would negatively impact a documented wetland or environmentally sensitive area. Vehicular cross-access shall also not be required in instances where a neighborhood pod/cluster is gated.
10. Within all residential tracts, the Developer shall provide pedestrian and bicycle interconnectivity between adjacent residential pods/clusters that do not provide for vehicular access between the two residential pods/clusters, unless providing for such would negatively impact a documented wetland or environmentally sensitive area. The Developer shall also provide for bicycle and pedestrian connectivity between adjacent residential and non-residential pods, where a direct vehicular access is not provided. All access shall be via an improved surface such as a sidewalk, wood boardwalk, pavers, pervious concrete; access shall not be via grass, gravel, sand, mulch, or some other non-compacted surface. Pedestrian and bicycle interconnectivity between adjacent residential pods/clusters is not required if the neighborhood pod/cluster is gated.
11. Prior to Final Plat approval, the Developer shall dedicate and convey a total of forty-eight (48) feet of right-of-way on West Lake Drive along the entire property frontage with West Lake Drive. The right-of-way shall be dedicated to bring the substandard right-of-way up to Transportation Technical Manual Standards for a 40 mph rural collector roadway. Right-of-way shall be measured from the centerline of the existing ROW. This would likely result in the conveyance and dedication of an additional eighteen (18) feet of ROW.
12. Prior to Final Plat approval, the Developer shall dedicate and convey a total of fifty (50) feet of right-of-way on Bishop Road along the entire property frontage with Bishop Road. The right-of-way shall be dedicated to bring the substandard right-of-way up to Transportation Technical Manual Standards for a 45 mph rural collector roadway. Right-of-way shall be measured from the centerline of the existing ROW. This would likely result in the conveyance and dedication of an additional twenty (20) feet of ROW.
13. Prior to Final Plat approval, the Developer shall dedicate and convey an additional fifty (50) feet of right-of-way on SR 674. SR 674 is identified as a rural four (4) lane arterial roadway with turn lanes in the SouthShore Corridor Plan. This would provide for a consistent 200 foot roadway cross-section along SR 674 from US 301 to the eastern project boundary.

14. Prior to Final Plat approval, the Developer shall dedicate and convey up to an additional twenty-four (24) feet of right-of-way on US 301 along the northern-most leg of the property frontage on US 301, to eliminate an existing 24' jog in the current ROW. US 301 is identified as a rural four (4) lane Principal Arterial roadway with turn lanes in the SouthShore Corridor Plan. This would provide for a consistent ROW line along the eastern edge of US 301.
15. As an alternative to the Master Roadway Plan depicted on the General Site Plan within Parcels "O", "P", and "F", the developer shall have the ability to design an alternative internal roadway system which encompasses a combination of collector roads, local roads and/or a grid system. In order to exercise his alternative, the developer shall submit an alternative Master Roadway Plan identifying the internal collector roadways necessary, at a minimum, to provide east/west connectivity from US 301 to Westlake Drive and north/south connectivity from SR 674 to Bishop Road. The alternative Master Roadway Plan shall be reviewed in accordance with the requirements of the Land Development Code and the Transportation Technical Manual. The alternative Master Roadway Plan shall be submitted prior to approval of any development permits, including, but not limited to, preliminary site plan approval. However, this requirement does not apply to the approved plans as of May 30, 2012 for Phase D. The alternative Master Roadway Plan is subject to review and approval by the Administrator. Should an alternative roadway system be approved, the developer shall submit a revised General Site Plan depicting the alternative roadway system within 60 days of approval.
16. The Developer has vested the following development as part of the US 301 Phase I Developer Agreement: 1,362 SF Dwelling Units, 306 Elderly Attached, 705 Elderly Detached, 448 Townhomes, and 184,500 square feet Commercial. Documentation of deed restrictions shall be provided for all development planned for elderly housing. The total trips vested are 27,813 daily trips utilizing ITE 7th Edition Trip Generation Manual. Cumulative Development in excess of 27,813 daily trips utilizing the ITE 7th Edition Trip Generation Manual shall be required to address Concurrency per the Hillsborough County Land Development Code.
 - 16.1 This project is also vested pursuant to Vested Rights Order for Application 90-0037-S, provided that development of the project will be subject to current regulations and these conditions to the extent that uses, density and intensity protected by the Vested Rights Order can still be accomplished.
17. The Developer shall install a traffic signal, when warranted, and approved by FDOT, at the intersection of the primary internal collector roadway & US 301. When certificates of occupancy have been issued for 50% of the approved residential units, the Developer shall perform a signal warrant study; and if warranted and approved by FDOT, shall install the traffic signal. If a signal warrant is not met, the County and FDOT shall determine whether a signal warrant may be met at buildout. If the County and FDOT determine a signal warrant may be met at buildout and FDOT indicates it would approve a signal at that location, the Developer will provide cash or other satisfactory surety that such signal will be installed at any time up to and including one (1) year following buildout of the residential portion of the project. If one (1) year after buildout the intersection still does not meet signal warrants, the cash paid by the Developer will be refunded, or the financial surety will be allowed to expire. The Developer shall be responsible for the cost of design and installation of the traffic signal and appropriate interconnect with adjacent signals. All signals must be approved by the Hillsborough County Public Works Department and traffic signals on the State Highway System must also have the approval of FDOT. The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department and/or FDOT.

18. The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. The sidewalks shall be a minimum width of five (5) feet. The Developer shall be required to provide for continuous sidewalks on US 301 from Bishop Road to SR 674 and on SR 674 from US 301 to the eastern project boundary; this shall include parcels of land not owned by the Developer, if adequate ROW is available.
19. Notwithstanding anything within the Land Development Code to the contrary, the “cross-access” arrows along the eastern boundary of the project within Pods “C” and “D”, labeled as “Cross-Access to College Ave/SR 674 (aka Westlake PD) MM 17-1296” and as shown on the General Development Plan, shall not be prohibited from providing the sole means of access for development within these parcels to the Public Street System.
20. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
21. The developer shall provide within the residential portions of the project a minimum of 32 acres of open space as defined by the Land Development Code with the exception of vegetated yards, environmentally sensitive areas (wetlands), parking area screening, landscaped islands and permeable blocks. This requirement shall be waived if then developer dedicates an equivalent size park site acceptable to the Parks, Recreation and Conservation Department or dedicates a collocated school and park site acceptable to both the School Board and the Parks Department.
22. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact the surface and groundwater elevations of the adjacent properties.
23. 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 impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
24. 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.
25. 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.
26. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 8/04/2022

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: WM/South

PETITION NO: PRS 22-1093

- 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.

DESCRIPTION OF REQUEST, STAFF ANALYSIS, AND CONCLUSION

The applicant is requesting a personal appearance (PRS) to approved Planned Development (PD) #05-0210, as amended most recently by PRS 20-1025. The PD consists of multiple folios, totaling +/- 794.9 acres approved for 2,821 units of a mix of single family and multi-family residential, and 184,500 sf of commercial general uses. The area of proposed modification consists of +/- 16.01 acres of residential uses within Pod "F".

The purpose of this minor modification is to adjust the location of the proposed pedestrian and vehicular connectivity points along the PD boundary shared with PD 05-0210, as recently amended by PRS 21-0417 to change the location of their corresponding vehicular and pedestrian connection, to align each project's access points and to reflect the actual location of the new collector road, Lagoon Shore Blvd. within Pod "F".

The proposed change will not result in any change to the project's trip generation. The Transportation Review Section has no objection to the proposed change.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Lagoon Shore Blvd. is a 2 -lane, privately maintained collector roadway characterized by +/- 11-foot wide travel lanes. There are +/- 5-foot sidewalks and bikelanes along both sides of the roadway.

Hidden Creek Dr. is a 2 -lane, privately maintained collector roadway characterized by +/- 11-foot wide travel lanes. There are +/- 5-foot sidewalks and bikelanes along both sides of the roadway.

SITE ACCESS AND CONNECTIVITY

Primary site access for the overall PD is to/from SR 674 (through the adjacent PD 05-0210), US Hwy 301 and West Lake Dr. In the future, additional access will be to Bishop Rd. to the south when construction of Lagoon Shore Blvd. is complete.

The area of modification will take primary access to Lagoon Shore Blvd. Additional vehicular and pedestrian connection is provided for along the northern boundary. The proposed PD site plan modification shows a general access area along the northern boundary. The proposed general access area is intended to provide flexibility, both

in the number (up to a maximum of two) and location of potential access points, to coordinate alignment with the adjacent PD's access points at the time of subdivision/site plan approval.

LEVEL OF SERVICE

Level of Service (LOS) information is reported below.

Note, Lagoon Shore Blvd., Hidden Creek Dr. and West Lake Dr. are not regulated roadways in the Hillsborough County Level of Service Report.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
SR 674	US 301	CR 579	D	C
US 301	SR 674	MANATEE CO.	D	C

Source: 2020 Hillsborough County 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
Lagoon Shore Blvd.	Private - Collector	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	27,243	1,617	2,594
Proposed	No Change	No Change	No Change
Difference (+/-)	N/A	N/A	N/A

*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		Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East	X	None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
N/A	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary

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

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AGENCY COMMENT SHEET

REZONING	
HEARING DATE: August 25, 2022	COMMENT DATE: July 25, 2022
PETITION NO.: 22-1093	PROPERTY ADDRESS: 1809 West Lake Drive
EPC REVIEWER: Mike Thompson	FOLIO #: 79543.0000
CONTACT INFORMATION: (813) 627-2600 X 1219	STR: 17-32S-20E
EMAIL: thompson@epchc.org	
REQUESTED ZONING: PD	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	Valid
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetlands generally located as depicted on PD
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"> Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be 	

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

- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

INFORMATIONAL COMMENTS:

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

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

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

PETITION NO.: PRS22-1093 REVIEWED BY: Randy Rochelle DATE: 7/5/2022

FOLIO NO.: 79543.0000

WATER

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

- A 8 inch water main exists (adjacent to the site), (approximately _____ feet from the site) and is located within the northwest Right-of-Way of Lagoon Shore Boulevard. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include two funded CIP projects that are currently under construction, C32001 - South County Potable Water Repump Station Expansion and C32011 - Potable Water In-Line Booster Pump Station and will need to be completed by the County prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

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

- A 8 inch wastewater gravity main exists (adjacent to the site), (approximately _____ feet from the site) and is located within the Right-of-Way of Lagoon Shore Boulevard. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

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

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water systems.

Statement of Record

The South County service area (generally south of the Alafia River) has seen significant customer growth over the recent past. As new customers are added to the system there is an increased demand for potable water that is causing delivery issues during certain periods of the year. The greatest demand for water occurs during the spring dry season, generally the months of March through May. During the dry season of 2021 the Water Resources Department was challenged to deliver water to the southern portions of the service area to meet customer expectations for pressure and flow. While Levels of Service per the Comprehensive Plan were met, customers complained of very low pressure during early morning hours. Efforts to increase flow and pressure to the south resulted in unacceptably high pressures in the north portions of the service area. The Florida Plumbing Code limits household pressure to 80 psi to prevent damage to plumbing and possible injury due to system failure. The Department had to balance the operational challenges of customer demand in the south with over pressurization in the north, and as a result, water pressure and flow in the South County service area remained unsatisfactory during the dry period of 2021.

As a result of demand challenges, the Department initiated several projects to improve pressure and flow to the south area. Two projects currently under construction CIP C32001 - South County Potable Water Repump Station Expansion and CIP C32011 - Potable Water In-Line Booster Pump will increase the delivery pressure to customers.

These projects are scheduled to be completed and operational prior to the 2022 dry season, and must demonstrate improved water delivery through the highest demand periods before additional connections to the system can be recommended.