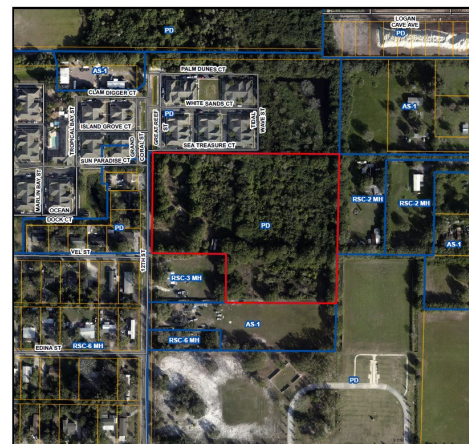


Rezoning Application:
MM 22-1392
 Zoning Hearing Master Date:
04/17/2023
 BOCC Land Use Meeting Date: **06/13/2023**



1.0 APPLICATION SUMMARY

Applicant: Florida Home Partnership, Inc.
 FLU Category: RES-6
 Service Area: Urban
 Site Acreage: 6.81 acres
 Community Wimauma and South Shore
 Plan Area: Areawide Systems
 Overlay: Wimauma Downtown



Existing Approvals:

PD 06-0103 was approved for RMC-6 standards to develop of up to 40 multi-family dwelling unit.
PRS 07-0733 modified the development to allow up to 30 single-family homes. In accordance with the Land Development Code, a change from multi-family to single-family may be approved administratively. However, the change in circulation/access proposed met the threshold for a Minor Modification (PRS 07-0733).
MM 21-1108 An application was submitted on 7/26/21 and approved for a major modification to substitute detached single-family homes for duplexes and increasing the density from 30 dwellings (4.4 dwellings per acre) to 38 dwellings (5.58 dwellings per acre).

Proposed Modifications:

The applicant is seeking a major modification to the existing Planned Development (PD) 06-0103, as modified by MM 21-1108. This modification to the PD includes one 7.2-acre parcel. The proposed development substitutes 38 single-family duplexes for 38 single-family dwellings consisting of a combination of duplex, three-unit (triplex) and four-unit (quadplex) buildings. The applicant proposes a change in the form, but not the unit count already approved.

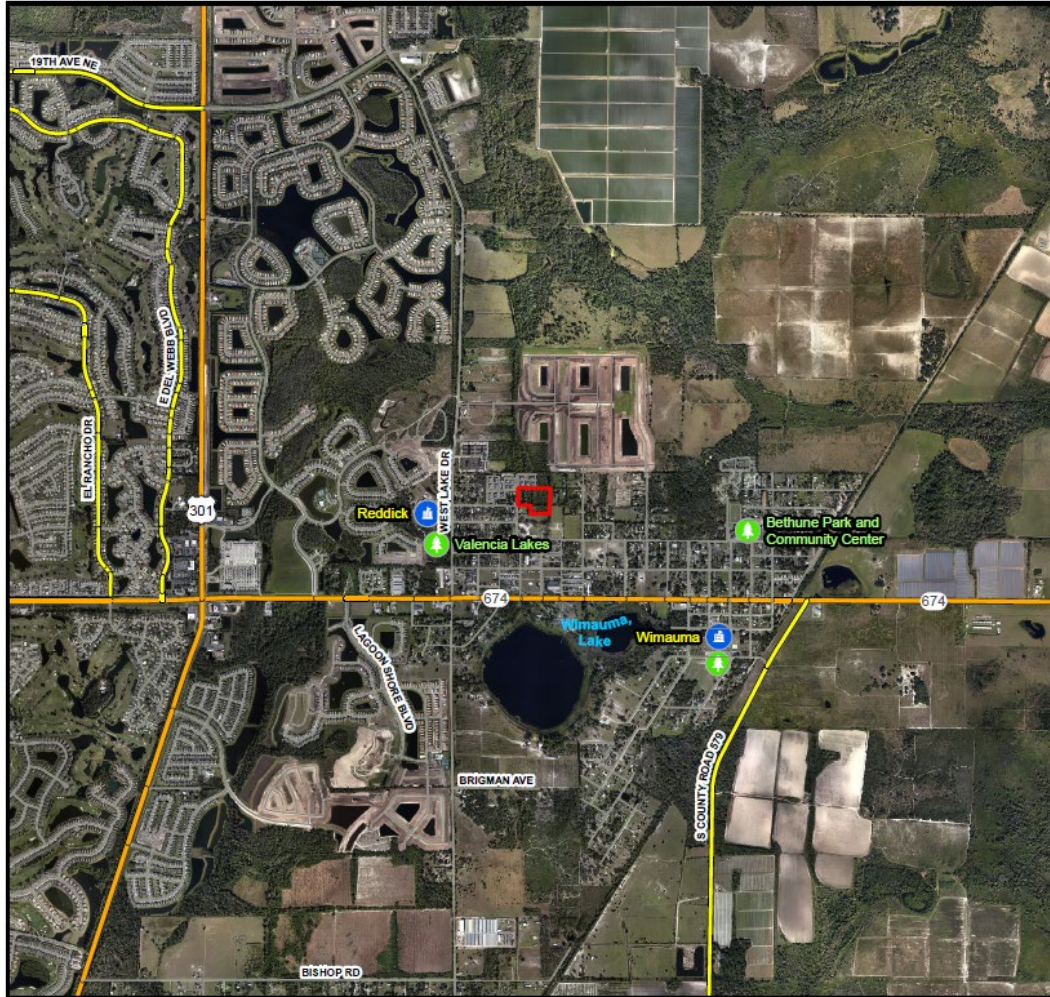
Additional Information:

| | |
|---|---|
| PD Variation(s): | LDC Part 3.23.06 Wimauma Downtown Overlay Standards |
| Waiver(s) to the Land Development Code: | None requested. |

| | |
|--|---|
| Planning Commission Recommendation: Consistent | Development Services Recommendation: Approvable, subject to conditions. |
|--|---|

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



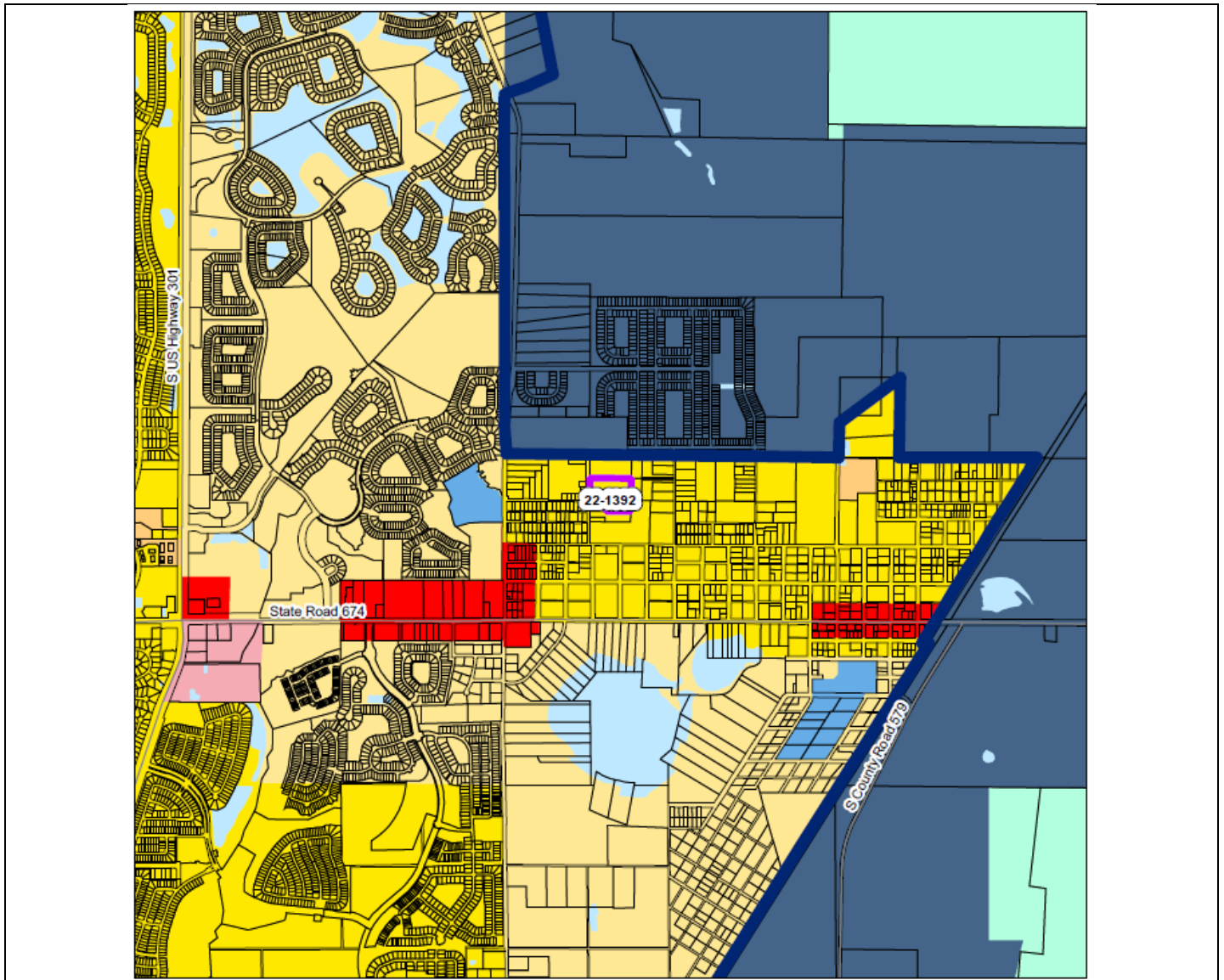
Context of Surrounding Area:

The subject site is located on the northwest corner of the North Street and 12th Street intersection and approximately 2,000 feet northeast of the intersection of West Lake Drive and State Road 674. The immediate area surrounding the subject property is predominantly residential, including multi-family, mobile homes and detached single-family residential.

- To the east is property zoned RSC-2 MH and developed with mobile homes and vacant property to the southwest.
- Directly north of the subject site is zoned PD 99-1171, developed with 108 multi-family dwelling units at a density of 8.4 dwelling units per acre.
- South is RSC-3 MH (94-0189) and PD 92-0367 developed with mobile homes and single-family dwellings.
- West across 12th Street is property zoned PD 90-0089 and developed with single-family residential at up to 3.5 dwelling units per acre.

2.0 LAND USE MAP SET AND SUMMARY DATA

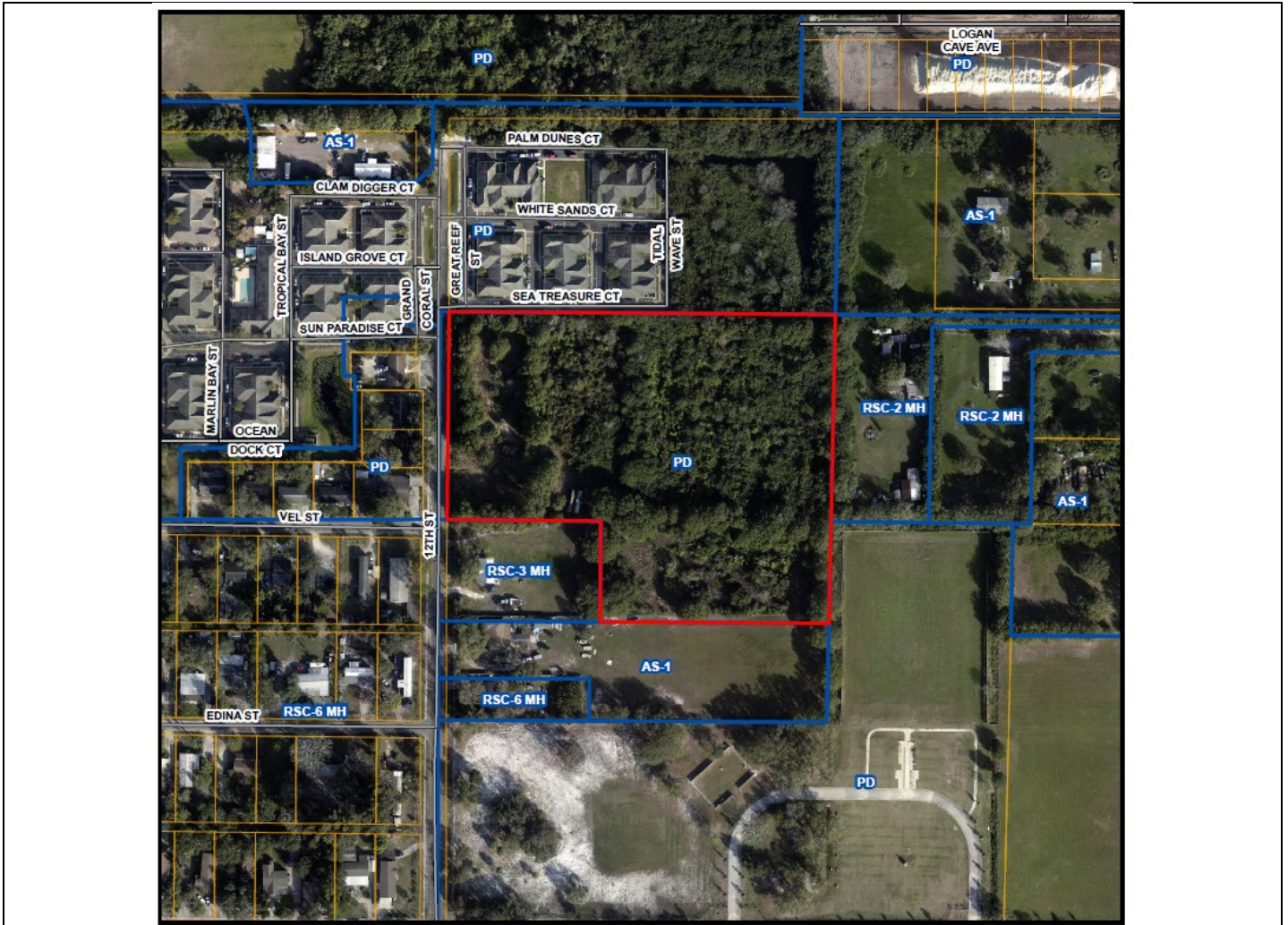
2.2 Future Land Use Map



| | |
|--|---|
| Subject Site Future Land Use Category: | RES-6 (Residential-6) |
| Maximum Density/F.A.R.: | 6 dwelling units per acre |
| Typical Uses: | Residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed-use development. Nonresidential uses shall meet established locational criteria for specific land use. No minimum lot size is required to support the concept of clustering and preservation of open spaces left in a natural state. |

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

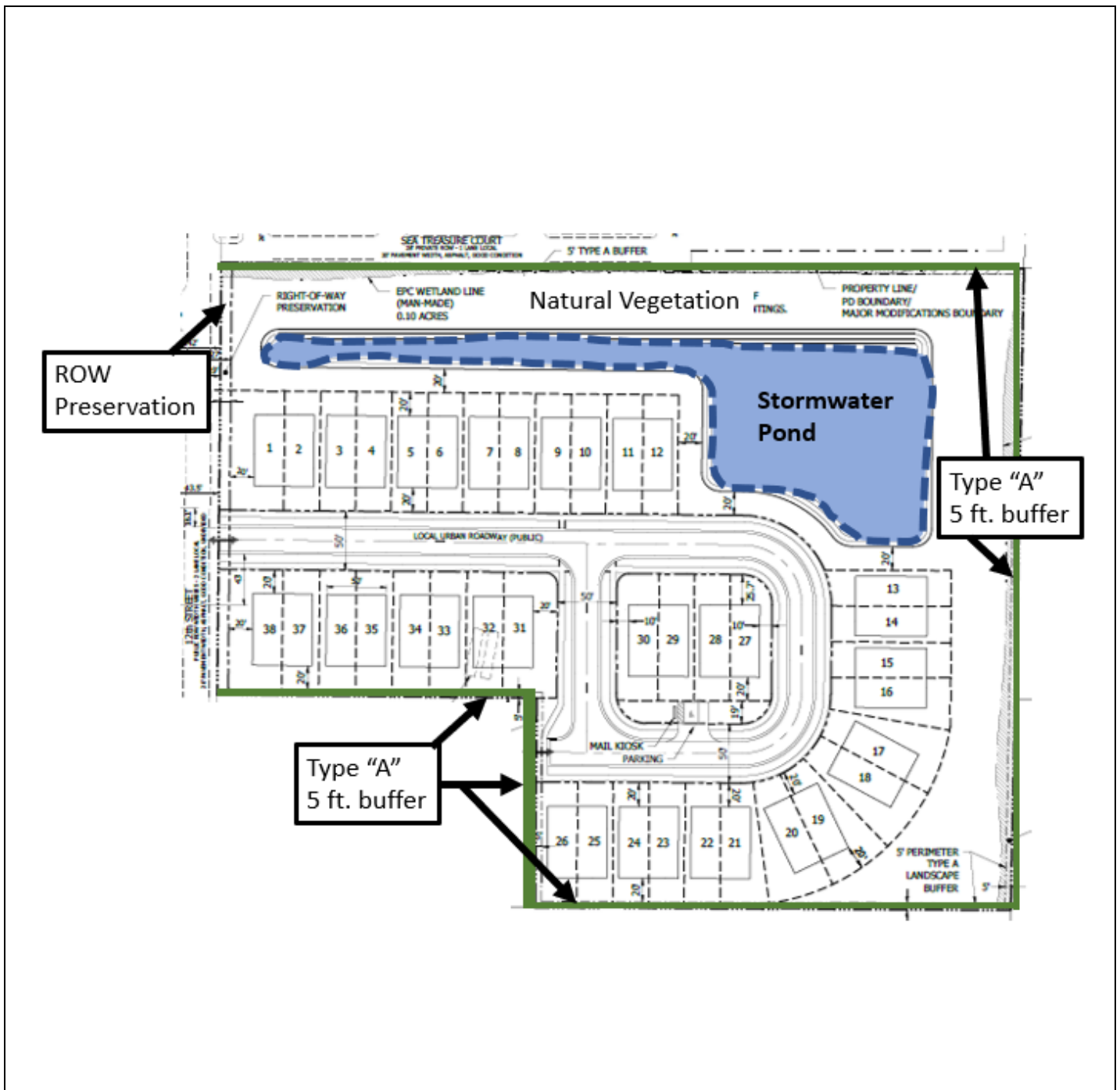


Adjacent Zonings and Uses

| Location: | Zoning: | Maximum Density/F.A.R. Permitted by Zoning District: | Allowable Use: | Existing Use: |
|-----------|------------------------|--|-----------------------|--|
| North | PD 99-1171 | 108 multi-family units / 8.4 dwelling per acre | Multi-family | Multi-family/wetlands |
| South | RSC-3 MH; AS-1 | Minimum 1 acre | Single-family home/MH | Residential/Undeveloped |
| East | RSC-2MH; ZC 92-0367 | Minimum 21,780 SF | Single-family home/MH | Residential |
| West | PD 90-0089 | Max. 3.5 dwelling/acre | Single-family home | 12 th St. ROW / Residential |

2.0 LAND USE MAP SET AND SUMMARY DATA

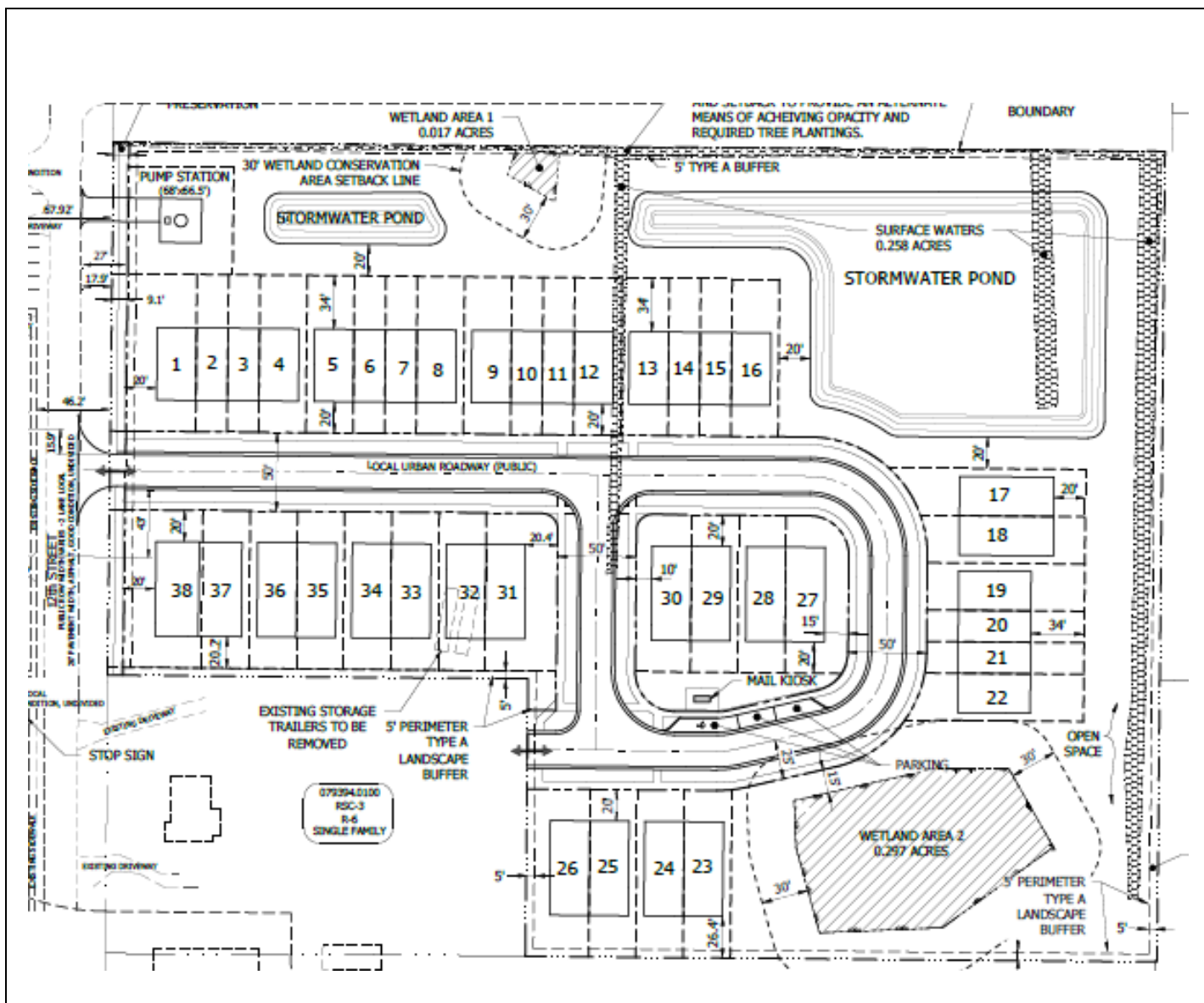
2.4 Existing Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



MM 21-1108 was approved for 38 villa/duplex units on 30' x 100' lots, with a minimum lot area: 3,000 sf, minimum lot width: 30', 20' front yard except for corner lots, 20' rear yards, 5' side yard, and a maximum height of 35'. The development also provided a 5 ft. buffer / Type "A" landscaping adjacent to the property east and southern property boundaries. While not required, the applicant provided a 5 ft. buffer / Type "A" landscaping on the north side of the PD boundary.

2.0 LAND USE MAP SET AND SUMMARY DATA

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



The applicant is proposing 38 units comprising duplexes, triplexes and quadplexes. The following dimensional standards are proposed by the applicant:

- 2,000 square feet to 4,500 sf maximum lot area
- Front yard: 20-foot setback

The applicant proposes to provide a 5 ft. buffer / Type "A" landscaping adjacent to the property east and southern property boundaries. While not required, the applicant also proposes to provide a 5 ft. buffer / Type "A" landscaping on the north side of the PD boundary.

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 |
|----------------------|----------------------|--|--|
| 12 th St. | County Local - Urban | 2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |

Project Trip Generation Not applicable for this request

| | Average Annual Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
|------------------|----------------------------|----------------------|----------------------|
| Existing | 256 | 15 | 19 |
| Proposed | 256 | 15 | 19 |
| Difference (+/-) | +0 | +0 | +0 |

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

Connectivity and Cross Access Not applicable for this request

| Project Boundary | Primary Access | Additional Connectivity/Access | Cross Access | Finding |
|------------------|----------------|--------------------------------|------------------------|-----------|
| North | | None | None | Meets LDC |
| South | | None | Vehicular & Pedestrian | Meets LDC |
| East | | None | None | Meets LDC |
| West | X | None | None | Meets LDC |

Notes:

Design Exception/Administrative Variance Not applicable for this request

| Road Name/Nature of Request | Type | Finding |
|---|-----------------------------------|---------------------|
| 12 th Street/Substandard Road Improvements | Administrative Variance Requested | Approvable |
| 12 th Street/ Access Spacing | Administrative Variance Requested | Previously Approved |

Notes:

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 type="checkbox"/> Off-Site Improvements Provided | <input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | See Staff Report. |

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 checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | See EPC Agency Comment Sheet Resubmittal Comments. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Natural Resources | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Conservation & Environ. Lands Mgmt. | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Check if Applicable: <table style="width:100%; border:none;"> <tr> <td style="width:50%; border:none;"><input checked="" type="checkbox"/> Wetlands/Other Surface Waters</td> <td style="width:50%; border:none;"><input type="checkbox"/> Potable Water Wellfield Protection Area</td> </tr> <tr> <td style="border:none;"><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</td> <td style="border:none;"><input type="checkbox"/> Significant Wildlife Habitat</td> </tr> <tr> <td style="border:none;"><input type="checkbox"/> Wellhead Protection Area</td> <td style="border:none;"><input type="checkbox"/> Coastal High Hazard Area</td> </tr> <tr> <td style="border:none;"><input type="checkbox"/> Surface Water Resource Protection Area</td> <td style="border:none;"><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor (Lowell Rd.)</td> </tr> <tr> <td style="border:none;"></td> <td style="border:none;"><input type="checkbox"/> Adjacent to ELAPP property</td> </tr> <tr> <td style="border:none;"></td> <td style="border:none;"><input type="checkbox"/> Other _____</td> </tr> </table> | | | | | <input checked="" type="checkbox"/> Wetlands/Other Surface Waters | <input type="checkbox"/> Potable Water Wellfield Protection Area | <input type="checkbox"/> Use of Environmentally Sensitive Land Credit | <input type="checkbox"/> Significant Wildlife Habitat | <input type="checkbox"/> Wellhead Protection Area | <input type="checkbox"/> Coastal High Hazard Area | <input type="checkbox"/> Surface Water Resource Protection Area | <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor (Lowell Rd.) | | <input type="checkbox"/> Adjacent to ELAPP property | | <input type="checkbox"/> Other _____ | | | | | | | | | | | | | | | | | | | | | | | |
| <input checked="" type="checkbox"/> Wetlands/Other Surface Waters | <input type="checkbox"/> Potable Water Wellfield Protection Area | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Use of Environmentally Sensitive Land Credit | <input type="checkbox"/> Significant Wildlife Habitat | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Wellhead Protection Area | <input type="checkbox"/> Coastal High Hazard Area | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <input type="checkbox"/> Surface Water Resource Protection Area | <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor (Lowell Rd.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <input type="checkbox"/> Adjacent to ELAPP property | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <input type="checkbox"/> Other _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public Facilities: | Comments Received | Objections | Conditions Requested | Additional Information/Comments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | See Transportation "Agency Review Comment Sheet". | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water and wastewater systems. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Impact/Mobility Fees: (Fee estimate is based on per unit basis as detailed) <table style="width:100%; border:none;"> <tr> <td></td> <td style="text-align:center;">1,500 sf</td> <td style="text-align:center;">1,500 sf</td> <td style="text-align:center;">1,000 sf</td> <td style="text-align:center;">800 sf</td> </tr> <tr> <td></td> <td style="text-align:center;">duplex</td> <td style="text-align:center;">towhhome</td> <td style="text-align:center;">triplex</td> <td style="text-align:center;">quadplex</td> </tr> <tr> <td>Mobility:</td> <td style="text-align:right;">\$9,183</td> <td style="text-align:right;">\$6,661</td> <td style="text-align:right;">\$8,178</td> <td style="text-align:right;">\$8,178</td> </tr> <tr> <td>Parks:</td> <td style="text-align:right;">\$1,957</td> <td style="text-align:right;">\$1,957</td> <td style="text-align:right;">\$1,555</td> <td style="text-align:right;">\$1,368</td> </tr> <tr> <td>School:</td> <td style="text-align:right;">\$7,027</td> <td style="text-align:right;">\$7,027</td> <td style="text-align:right;">\$3,891</td> <td style="text-align:right;">\$1,645</td> </tr> <tr> <td>Fire:</td> <td style="text-align:right;">\$249</td> <td style="text-align:right;">\$249</td> <td style="text-align:right;">\$249</td> <td style="text-align:right;">\$249</td> </tr> <tr> <td>Total per unit* =</td> <td style="text-align:right;">\$18,416</td> <td style="text-align:right;">\$15,894</td> <td style="text-align:right;">\$13,873</td> <td style="text-align:right;">\$11,440</td> </tr> </table> *per unit so duplex would have fees x2, triplex x3, etc. | | | | | | 1,500 sf | 1,500 sf | 1,000 sf | 800 sf | | duplex | towhhome | triplex | quadplex | Mobility: | \$9,183 | \$6,661 | \$8,178 | \$8,178 | Parks: | \$1,957 | \$1,957 | \$1,555 | \$1,368 | School: | \$7,027 | \$7,027 | \$3,891 | \$1,645 | Fire: | \$249 | \$249 | \$249 | \$249 | Total per unit* = | \$18,416 | \$15,894 | \$13,873 | \$11,440 |
| | 1,500 sf | 1,500 sf | 1,000 sf | 800 sf | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | duplex | towhhome | triplex | quadplex | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mobility: | \$9,183 | \$6,661 | \$8,178 | \$8,178 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Parks: | \$1,957 | \$1,957 | \$1,555 | \$1,368 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| School: | \$7,027 | \$7,027 | \$3,891 | \$1,645 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fire: | \$249 | \$249 | \$249 | \$249 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total per unit* = | \$18,416 | \$15,894 | \$13,873 | \$11,440 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Urban Mobility, South Park/Fire - mix of townhome/duplex/triplex/quadplex

Affordable Housing. Relief may be available from Affordable Housing Department for all but School Impact Fees

| | | | | |
|---|--|--|--|--|
| <p>Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A</p> | <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> | <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> | <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> | <p>See Hillsborough County Facilities Analysis, dated 11/3/2022.</p> |
|---|--|--|--|--|

Hillsborough County School Board:

Reddick Elementary School has adequate capacity for the residential impact of the proposed development. Shields Middle and Sumner High School do not have adequate capacity for the proposed residential development. In these cases, the school district is required by state law to consider whether additional capacity exists in adjacent concurrency service areas (i.e., school attendance boundaries). Currently additional capacity does not exist in adjacent service areas at the middle and high school level. This development is eligible for a proportionate share binding mitigation. Please contact the School District staff for further information.

This is an analysis for adequate facilities only and is NOT a determination of school concurrency. A school concurrency review will be issued PRIOR TO preliminary plat or site plan approval.

| Comprehensive Plan: | Comments Received | Findings | Conditions Requested | Additional Information/Comments |
|--|--|---|--|---|
| <p>Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input checked="" type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A</p> | <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> | <p><input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent</p> | <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> | <p>See Hillsborough County City-County Planning Commission review report for in-depth comments.</p> |

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject property is located on approximately 6.81 acres (folio 79390.0000), located in Wimauma, on the northwest corner of the North Street and 12th Street intersection and approximately 2,000 feet northeast of the intersection of West Lake Drive and State Road 674. The immediate area surrounding the subject property is predominantly residential with multi-family located immediately north, single-family located west and mobile homes located south and east of the subject site. The properties located to the south, east, and west of the subject property allow a building height up to 35 feet and the PD 99-1171, located to the immediate north allows a multi-family residential development with a building height up to 35 feet. Further southwest of the site is a church located at the intersection of West Lake Drive and State Road 674.

The applicant proposes maintaining the 38 dwellings (5.58 dwellings per acre). At 5.58 dwelling units per acre, the requested density is under the maximum allowable density of the RES-6 Future Land Use designation. MM 21-1108 was submitted approximately five months prior to the adoption of the new Wimauma Downtown Overlay District; therefore, it was subject to the previous regulations that did not include additional design guidelines for the downtown area. The property is located within the Wimauma Community Plan, Downtown Center (Area B) and is located within the Urban Service Area.

The applicant proposes to convert the development from duplexes and villas to duplexes, triplexes and quadplexes. The Downtown Center encourages a range of uses, which should be compact and contain both attached and detached buildings. The residential character hosts a mix of housing types including single family attached and detached homes and multi-family units. Homes located in the Downtown Center zone are normally set back from the front property line to allow a front yard with a porch.

The requested change is primarily to allow a conversion of some of the lot types from villa/duplex to tri- and quad-plex units. The proposed modification is required to comply with the newly adopted Section 3.23.00 Wimauma Downtown Overlay District. The additional design elements of the Wimauma Community Plan provide exhibits of the various types of lots and buildings within the Downtown area. The applicant contends that, *“Conversion of some of the two-unit villa units to three-unit and four-unit triplex and quad-plex buildings was recommended as a substantial savings in construction cost. By limiting the number of costly exterior walls that would be required, construction costs could be reduced while still providing housing to the same number of families as the approved plan”*.

The proposed units are most similar to the “Rowhouse Building Lot” type. Rowhouses are noted as containing at least three attached dwelling units on separately deeded lots. Table 5-2 of LDC 3.23.06 lists the following lot and primary structure requirements for row houses.

Table 5-2 (Excerpt)

| LOT AND PRIMARY STRUCTURE REQUIREMENTS BY LOT TYPE | | | | | | | |
|--|--------------------------|------------------------|-------------------------------------|------------------|-----------------|-----------------|---|
| LOT TYPE | LOT SIZE (min/max SF) | LOT WIDTH (min/max) | LOT COVERAGE BY BLDG (max) | YARDS | | | HEIGHT (min/max in stories; max in feet) |
| | | | | FRONT Min/Max | REAR Minimum | SIDE Minimum | |
| Rowhouse Lot | 1,800/3,840 | 16'/32' | 80% | 0'/15' | 15' | 0' | 2/3 stories.; 35' |

The applicant does not request any variations to Land Development Code Parts 6.06.00 (Landscaping/Buffering). The applicant is proposing to have a 5 ft buffer with Type "A" screening along the entire perimeter except along the roadway. Due to the wetlands on the site, the applicant proposes a condition to allow the use of existing vegetation in lieu of required screening pursuant to Land Development Code Section 6.06.06.C.12, which permits an applicant to submit an alternative screening plan at the time of site and development review. The alternative plan shall afford screening, in terms of height, opacity and separation, equivalent to or exceeding that provided by the above requirements. The applicant proposes this alternative landscaping of natural vegetation within wetland designated areas to provide an alternate means of achieving opacity and required tree plantings and maintaining compatibility and maintaining the wetland integrity.

The applicant requests the following variations for the proposed development of LDC Part 3.23.06 Wimauma Downtown Overlay Standards as summarized below.

Variation 1:

Section 3.23.06.B, Table 5-2, Min. lot size of 1,800 sf and maximum lot size of 3,840 sf.

The applicant requests a variation to allow for a larger lot size on the corner lots (up to 4,500 sf). The applicant's justification is that *the proposed units are anticipated to consist of 20' wide internal units and 25' wide end units with side yards ranging from 0' for internal units to 20' for corner lots. Lot depths are planned to be 100' minimum. This results in lot size ranging from 2000 to 4500 square feet, with end units on corner lots exceeding the maximum lot size.*

Variation 2:

Section 3.23.06.B, Table 5-2, Frontage 90%, 100% max.

The applicant requests a variation to allow for reduced building frontage to allow wider side yards on corner units as well as to provide a minimum of 10 -ft. building separation. The applicant's justification is that the *"frontage is proposed to range from 100% of internal units to 55% for Lot 30, a corner lot with a 23'-4" side yard. A 90% minimum frontage would not be feasible for the lot sizes anticipated by the LDC, as it would require building separations closer than allowed by fire code (a 5' side yard on a 25' wide end unit would have a frontage of 83%)."*

Variation 3 and Variation 4:

Section 3.23.06.B, Table 5-2, Front yard 0' min, 15' max

Section 3.23.06.C, Rowhouse lots shall provide attached rear loading parking garages accessed via an alley or publicly accessible street.

The applicant requests to have a 20' front yard setback to allow the front-loaded garage and a variation to not locate the garage in the rear. The applicant's justification is that the *"the unique geometry of this property precludes the provision of rear alleys to allow for rear parking. The applicant is requesting permission to provide front loaded garages so that the low to very low-income residents in this neighborhood can enjoy access to protected vehicle parking. A longer setback is required to park a vehicle in a driveway without encroaching on the sidewalk and obstructing pedestrian traffic."*

Justification was included in the applicant's submittal for the above variations. Staff has reviewed the justification statements submitted by the applicant and finds they all meet the criteria for approval per LDC Section 5.03.06.C.6. The Rezoning Hearing Master's recommendation for this application is required to include a finding on whether the requested variations meet the criteria for approval. Additional information regarding the rationale may be found in the applicant's narrative.

There are wetlands present on the subject property. The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed site plan and has issued agency comments dated March 8, 2023. The EPC has determined that the site plan's current configuration does not require a resubmittal. 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.

The subject site will comply with and conform to all other applicable policies and regulations, including but not limited to, the Hillsborough County Land Development Code. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the Unincorporated Hillsborough County Comprehensive Plan.

Transportation Overview

Administrative Variance for Access Spacing:

An Administrative Variance for access spacing was approved with the previous major modification (21-1108) and remains in effect with the current proposal due to the number of units and access location staying the same as previously approved.

Administrative Variance for Substandard Road (12th Street):

Since the approval of the most recent modification to the rezoning (21-1108), new LDC requirements for substandard roadway in the Wimauma Community Plan have been adopted. The applicant has submitted an Administrative Variance for Substandard Roadway according to the new LDC regulations and was found approvable by the County Engineer. If PD 22-1392 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated March 7, 2023) which was found approvable by the County Engineer (on March 10, 2023) for the 12th St. substandard road improvements. Approval of this Administrative Variance will waive 12th St. substandard road improvements required by section 3.23.09.B. of the Land Development Code.

5.2 Recommendation

Based on the above, staff finds the request approvable.

6.0 PROPOSED CONDITIONS


Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted March 28, 2023.

1. The site shall be developed as depicted on the site plan, and subject to the conditions below.
2. The location and numeric breakdown of product types (duplexes, triplexes, townhouses) shall be determined at time of Preliminary Plat review but shall not exceed 38 units and shall comply with the development standards herein.
3. The project shall be permitted a maximum of 38 residential units (townhomes, triplexes, and duplexes) subject to the following standards, unless stated otherwise herein.
 - Minimum Lot Area: 3,000 2,000 square feet
 - Maximum Lot Area: 4,500 square feet
 - Maximum Height: 35 feet
 - Minimum Lot Width: 30 20 feet
 - Minimum Side Yard: 5 feet
 - Minimum Rear Yard: 20 feet
 - Minimum Front Yard: 20 feet
- ~~3. Lots 27 and 30 with three sides facing the street, shall be subject to the following development standards:~~
 - ~~• North and South Minimum Side Setback: 20 feet setback~~
 - ~~• East Side of Lot 27/West Side of Lot 30: 10 feet setback~~
 - ~~• Lots 27 through 30 shall consider the northern yard as the front yard.~~
 - ~~• Lots 27 through 30 shall consider the southern yard as the rear yard.~~
4. The subject property shall be subject to the buffering and screening requirements of Section 6.06.06 and 4.01.07 of the Hillsborough County Land Development Code, unless specified herein. The following buffers shall be required:
 - A 5-foot buffer with Type “A” screening along the north, east, and south perimeter.
 - Existing vegetation may be retained in lieu of construction of the 6-foot-high screening where said vegetation is at least 6 feet in height, 5 feet in width, and provides an overall opacity of seventy-five percent, as necessary to not disturb the existing wetlands.
5. The project shall be permitted one (1) vehicular access connection to 12th St. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
6. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic (MUTCD), the developer shall place signage which identifies roadway stub-outs as a “Future Roadway Connection”.
7. If PD 21-1108 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance from the Section 6.04.07 access spacing requirements (dated December 8, 2021) which was

found approvable by the County Engineer (on December 22, 2021). Approval of this Administrative Variance will permit the reduction of minimum access spacing between the project driveway and next closest driveway to the North to +/- 16 feet and +/- 34 feet to the driveway to the east.

8. ~~If PD 21-1108 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated December 8, 2021) which was found approvable by the County Engineer (on December 22, 2021) for the 12th St. substandard road improvements. Approval of this Administrative Variance will waive 12th St. substandard road improvements required by section 6.04.03.L. of the Land Development Code.~~ If PD 22-1392 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated March 7, 2023) which was found approvable by the County Engineer (on March 10, 2023) for the 12th St. substandard road improvements. Approval of this Administrative Variance will waive 12th St. substandard road improvements required by section 3.23.09.B. of the Land Development Code.
9. 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.
10. This site is located within the Hillsborough County Urban Service Area, therefore the subject property should be served by Hillsborough County Water and Wastewater Service. This comment sheet does not guarantee water or wastewater service or a point of connection. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site improvements as well as possible off-site improvements. Water distribution system improvements will need to be completed prior to connection to the County's water system. No building permits that would create demand for water service shall be issued until completion by the County of funded Capital Improvement Program projects C32001 - South County Potable Water Repump Station Expansion and C32011 - Potable Water In-Line Booster Pump Station.
11. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under ~~separate~~ 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.
12. 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 the 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).
13. Final design of buildings, stormwater retention areas, and ingress / egresses are subject to change pending formal agency jurisdictional determination of wetland or other surface water boundaries and approval by the appropriate regulatory agencies.
14. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
15. 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):

- 15.1 Ground Signs shall be limited to Monument Signs.
- 15.2 Billboards, pennants and banners shall be prohibited.
16. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
- ~~17. The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.~~
18. 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.
19. 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.
20. 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.
- ~~21. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management 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.~~
21. 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 at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.
22. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C

| | |
|--|--|
| <p>Zoning Administrator Sign Off:</p> |  <p>J. Brian Grady Mon Apr 10 2023 12:41:54</p> |
|--|--|

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Alex Steady, Senior Planner
PLANNING AREA/SECTOR: Wimauma/South

DATE: 04/10/2023
AGENCY/DEPT: Transportation
PETITION NO: PD MM 22-1392

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

REPORT SUMMARY AND CONCLUSIONS

- The proposed rezoning would not result in an increase of trips potentially generated by development of the subject site.
- If PD 22-1392 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated March 7, 2023) which was found approvable by the County Engineer (on March 10, 2023) for the 12th St. substandard road improvements. Approval of this Administrative Variance will waive 12th St. substandard road improvements required by section 3.23.09.B. of the Land Development Code.
- An Administrative Variance for access spacing was approved with the previous major modification (21-1108) and remains effective with the current proposal due to the number of units and access location staying the same as previously approved.
- Transportation Review Section staff has no objection to the proposed request, subject to the conditions of approval provided herein below.

CONDITIONS OF APPROVAL

In addition to the previously approved zoning conditions, which shall carry forward, staff is requesting the following revised and new condition:

Revised Conditions

- ~~PD 21 1108 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated December 8, 2021) which was found approvable by the County Engineer (on December 22, 2021) for the 12th St. substandard road improvements. Approval of this Administrative Variance will waive 12th St. substandard road improvements required by section 6.04.03.L. of the Land Development Code~~

[Transportation Review Section staff recommends eliminating this condition as the new modification includes a new approvable substandard roadway Administrative Variance that follows newly adopted requirements and reflects the new proposal].

New Conditions:

- If PD 22-1392 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated March 7, 2023) which was found approvable by the County Engineer (on March 10, 2023) for the 12th St. substandard road improvements. Approval of this Administrative Variance will waive 12th St. substandard road improvements required by section 3.23.09.B. of the Land Development Code.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a major modification to previously approved PD 06-0103 (most recently modified by 21-1108) to allow for duplex, triplex, and townhome product types. The total number of proposed dwelling units remains the same as previously approved, 38 residential dwelling units. The proposed PD includes one parcel totaling +/- 7.19 acres. The site is located on the north west side of the intersection of Vel Street and 12th St. The Future Land Use designation of the site is R-6.

Trip Generation Analysis

Staff has prepared a comparison of the trips potentially generated under the previously approved zoning and the proposed planned development including the additional residential units, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved Zoning:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|--|---------------------------|-----------------------|-----------|
| | | AM | PM |
| PD, 38 Multi Family Dwelling Units (ITE code 220) | 256 | 15 | 19 |

Proposed Zoning:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|--|---------------------------|-----------------------|-----------|
| | | AM | PM |
| PD, 38 Multi Family Dwelling Units (ITE code 220) | 256 | 15 | 19 |

Trip Generation Difference:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|-----------------------|---------------------------|-----------------------|-----------|
| | | AM | PM |
| Difference | +0 | +0 | +0 |

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

12th St. is a 2-lane, substandard, Hillsborough County maintained, local roadway, characterized by +/-10-foot travel lanes. The existing right-of-way on 12th St. ranges between +/-60 feet and +/- 70 feet. There are no marked bicycle facilities on 12th St. There is an existing 5-foot sidewalk on the west side of 12th St. in the vicinity of proposed project.

SITE ACCESS

Access to the project will be via a single access connection to 12th St. Cross-access is proposed to the south for connection to future development.

New LDC Wimauma Community Plan requirements have been adopted since the previous approval (21-1108) that require additional connectivity. Senior Staff has concluded that since this project is not proposing to change the previously approved number of dwelling units, the proposal is complying with the Land Development Code to the greatest extent practicable.

REQUESTED VARIANCES

An Administrative Variance for access spacing was approved with the previous major modification (21-1108) and remains in effect with the current proposal due to the number of units and access location staying the same as previously approved.

Since the approval of the most recent modification to the rezoning (21-1108), new LDC requirements for substandard roadway in the Wimauma Community Plan have been adopted. The applicant has submitted an Administrative Variance for Substandard Roadway according to the new LDC regulations and was found approvable by the County Engineer.

If PD 22-1392 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated March 7, 2023) which was found approvable by the County Engineer (on March 10, 2023) for the 12th St. substandard road improvements. Approval of this Administrative Variance will waive 12th St. substandard road improvements required by section 3.23.09.B. of the Land Development Code.

ROADWAY LEVEL OF SERVICE (LOS)

12th St. is not included in the 2020 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 |
| 12 th St. | County Local - Urban | 2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |

| Project Trip Generation <input type="checkbox"/> Not applicable for this request | | | |
|--|----------------------------|----------------------|----------------------|
| | Average Annual Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
| Existing | 256 | 15 | 19 |
| Proposed | 256 | 15 | 19 |
| 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 | Meets LDC |
| South | | None | Vehicular & Pedestrian | Meets LDC |
| East | | None | None | Meets LDC |
| West | X | None | None | Meets LDC |
| Notes: | | | | |

| Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request | | |
|---|-----------------------------------|---------------------|
| Road Name/Nature of Request | Type | Finding |
| 12 th Street/Substandard Road Improvements | Administrative Variance Requested | Approvable |
| 12 th Street/ Access Spacing | Administrative Variance Requested | Previously Approved |
| Notes: | | |

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 type="checkbox"/> Off-Site Improvements Provided | <input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | See Staff Report. |

From: Williams, Michael
Sent: Friday, March 10, 2023 5:56 PM
To: Dallas Evans
Cc: Steady, Alex; Lampkin, Timothy; Tirado, Sheida; PW-CEIntake
Subject: FW: MM 22-1392 - Administrative Variance Review
Attachments: 22-1392 AVReq 03-07-23.pdf

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Dallas,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 22-1392 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with transportation staff after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

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

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

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

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Friday, March 10, 2023 5:03 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: Steady, Alex <SteadyA@hillsboroughcounty.org>
Subject: MM 22-1392 - Administrative Variance Review
Importance: High

Hello Mike,

The attached Administrative Variance is approvable to me, please include the following people in your email:

devans@landisevans.com
lampkint@hillsboroughcounty.org
steadya@hillsboroughcounty.org

Best Regards,

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

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

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



March 7, 2023

Mr. Michael J. Williams, P.E.
Hillsborough County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

**Re: Magnolia Garden Square (FKA 12th St Wimauma Residential, FKA Wimauma Villas)
MM 22-1392
Administrative Variance Request
Folio 79390.0000**

The purpose of this letter is to request an Administrative Variance (AV) per LDC Section 6.04.02B, to meet requirements of LDC Section 3.23.09B, substandard roadways for the above referenced project. This project consists of a residential development with 38 villa units.

Case Description/Background:

This project was recently approved as MM 21-1108 for 38 duplex units. AV's were approved at that time for driveway spacing and substandard roadways. The approved layout from MM 21-1108 is shown below:

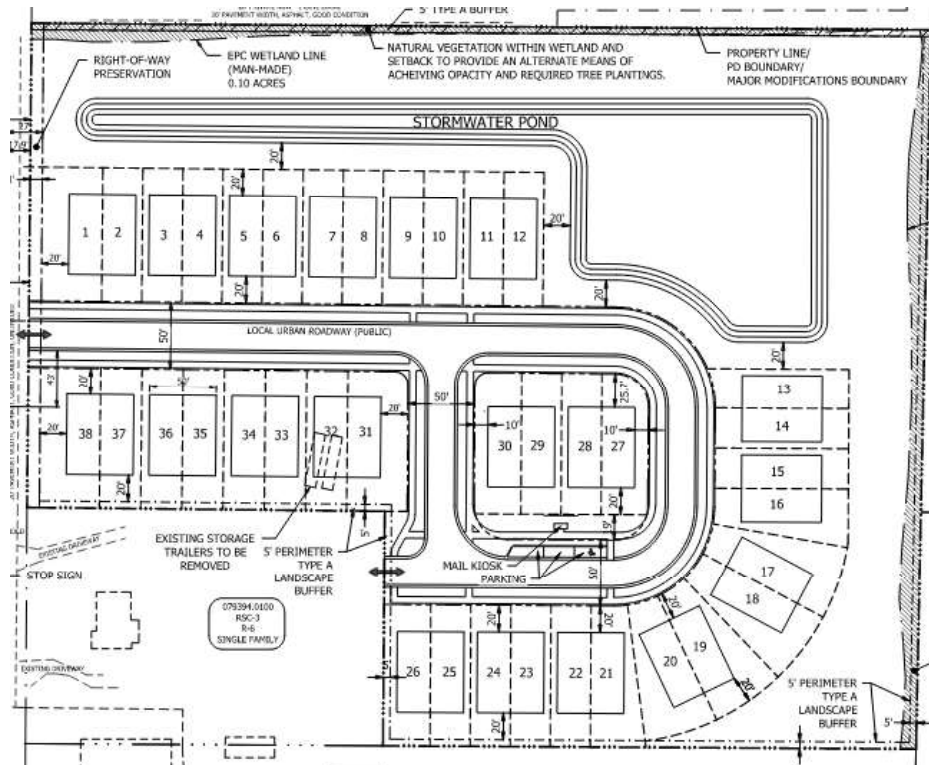


Figure 3 - Geometry from approved MM 21-1108

March 7, 2023
Magnolia Garden Square FKA Wimauma Villas
Administrative Variance Request

This development will be part of a US Department of Agriculture (USDA) program which has funded mutual self-help housing since the early 1960's. Through this program, low-income families from all walks of life are provided opportunities for home ownership that would not otherwise be available. This program consists of neighbors helping neighbors to build their homes together. Florida Home Partnership provides guidance and tools to allow families to develop built equity in their homes.

This project has also received a subsidy through the Hillsborough County Affordable Housing Services HOME/CHDO program and is a designated Affordable Housing project with Hillsborough County.

The applicant for this project, Florida Home Partnership (formerly Homes for Hillsborough), is struggling to maintain affordability of the proposed project given increasing construction and materials costs. Subsequent to the approval of MM 21-1108, the applicant's architect has determined that these increasing costs can be partially offset by costs savings associated with reducing the number of exterior walls required to be constructed. Accordingly, the applicant now proposes to modify the proposed site plan approved under MM 21-1108 to allow for triplex and quad-plex product types which will be used to provide housing for low- and extremely low-income individuals in the Wimauma community as shown in the layout below:

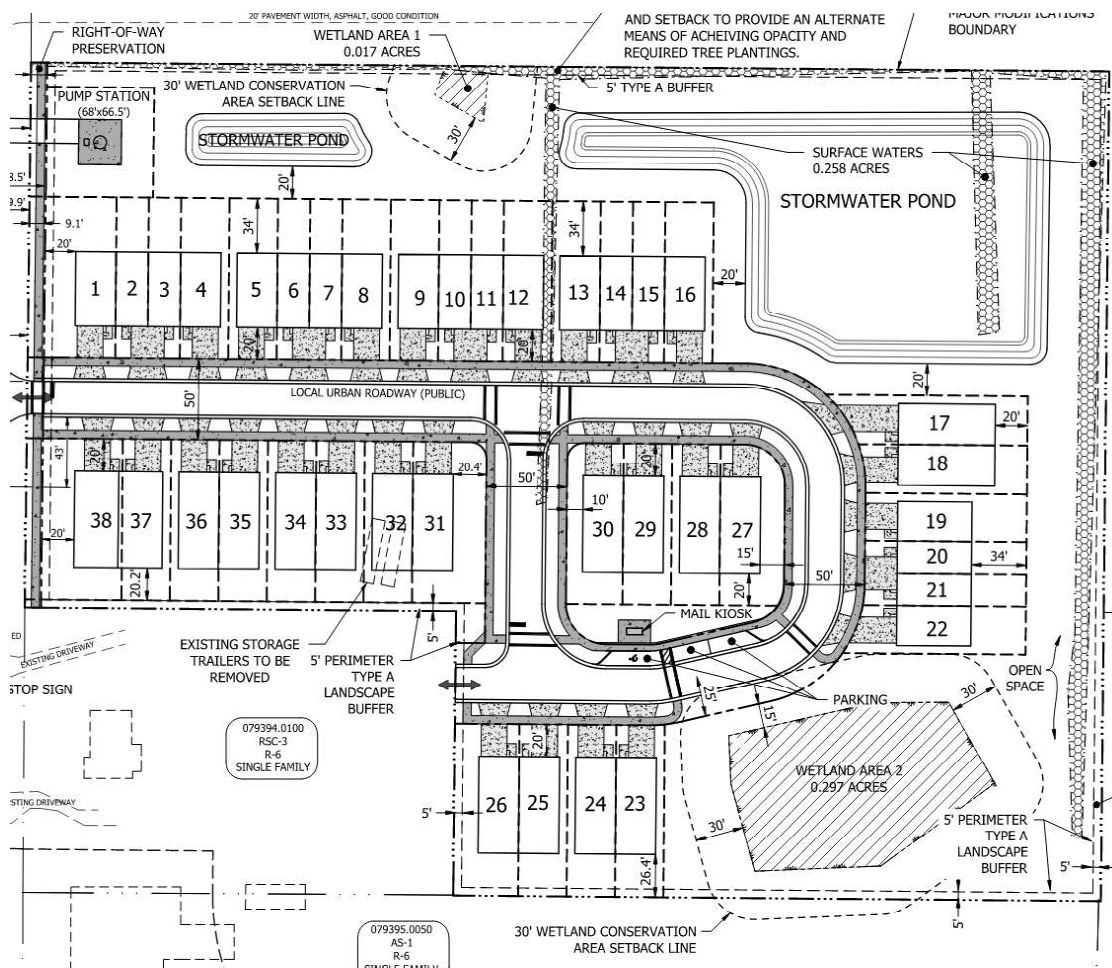


Figure 4 - Currently proposed site plan

March 7, 2023
Magnolia Garden Square FKA Wimauma Villas
Administrative Variance Request

A detailed Essential Elements analysis accompanies this submittal.

The applicant requests and administrative variance from minimum lane width, presence of curb, clear zone, and sidewalk requirements for Segment B of the Essential Elements analysis which extends from West Lake Drive to 12th Street.

Variance Request

Section 6.04.02B lists the following criteria to be evaluated in consideration of a variance request:

- A. There is an unreasonable burden on the applicant
- B. The variance would not be detrimental to the public health, safety, and welfare
- C. Without the variance, reasonable access cannot be provided

Each of these criteria is evaluated separately below.

A. There is an unreasonable burden on the applicant

Vel Street (Segment B) exhibits a constrained right-of-way of 30 feet and does not abut the subject property. Reconstruction of this roadway to meet TS-3 would by necessity require acquisition of right-of-way from adjoining property owners of which the applicant has no control over. The applicant is not entitled to the use of eminent domain to obtain right-of-way from the various property owners along this corridor and is unable to provide the right-of-way necessary to meet these criteria.

B. The variance would not be detrimental to the public health, safety, and welfare

The variance would not be detrimental to the public health, safety, and welfare. A review of three years of crash data revealed only two crashes along this roadway segment. Only one of these crashes was an off-road crash, and this was property damage only. Allowing Vel Street to remain in its existing condition would not reduce the safety of the roadway beyond its existing condition.

Appropriate typical section has been determined to be TS-3, residential variant, with a required pavement width of 20'. Field measurement of Segment A has determined that the average pavement width within this area is 18.5 ft. While the County typical section requires a 20' pavement width, the Florida Greenbook allows pavement widths to be reduced to 9' for low traffic local urban roadways in residential areas where right of way is severely limited. The applicant notes that due to the constrained right-of-way (30'), throughout this segment, widening of the roadway is impractical.

C. Without the variance, reasonable access cannot be provided

Vel Street (Segment B) has 30 feet of right-of-way. There are no improvements which can be undertaken within this amount of right-of-way. Without this variance from the requirement to improve Vel Street, reasonable access cannot be provided.

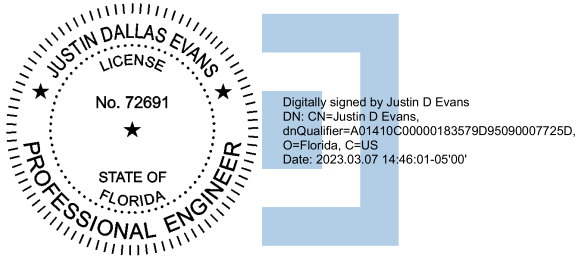
March 7, 2023
Magnolia Garden Square FKA Wimauma Villas
Administrative Variance Request

We respectfully request approval of an LDC Section 6.04.02B administrative variance to LDC Section 3.23.9B substandard roadways for the above referenced project. Please feel free to call me if you have any questions regarding this application

Attachments list:

1. Essential Elements Analysis
2. MM 22-1392 Proposed PD Plan

Sincerely,



Landis Evans + Partners, Inc.

Dallas Evans, P. E.
Principal Engineer
PE #72691

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

- _____ Disapproved
- _____ Approved with Conditions
- _____ Approved

Michael J. Williams, P.E.
Hillsborough County Engineer



March 7, 2023

Mr. Michael J. Williams, P.E.
Hillsborough County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

**Re: Magnolia Garden Square (FKA 12th St Wimauma Residential, FKA Wimauma Villas)
MM 22-1392
Essential Elements Analysis
Folio 79390.0000**

The purpose of this letter is to address the requirements of an Essential Elements Analysis for the above referenced project.

Improvement Network Identification

The nearest County roadway complying with Essential Elements to the project site is West Lake Drive. For this analysis, we have considered the frontage of the property along 12th St as Segment "A", and Vel Street from 12th St to West Lake Drive to be Segment "B".

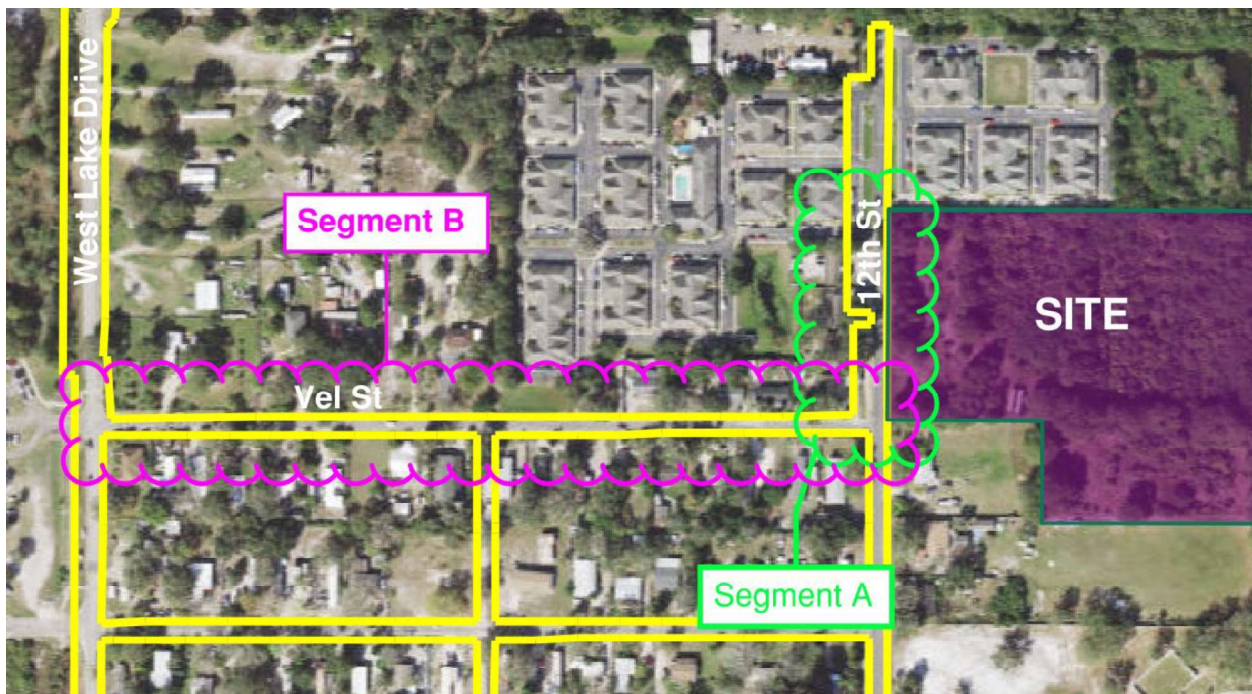


Figure 1 - Improvement Network

March 7, 2023
Magnolia Garden Square FKA Wimauma Villas
Essential Elements Analysis

Essential Elements Analysis for Segment A (12th St)

- a. *Lane Widths.* Appropriate typical section has been determined to be TS-3, residential variant, with a required pavement width of 20'. Field measurement of Segment A has determined that the average pavement width within this area is 20.1 ft.
- b. *Presence of Curb.* Curb is not currently present along Segment A. It is the express intent of the Wimauma Downtown Overlay that new streets shall be permitted to utilize only urban roadway sections, and that existing roadways should transition to urban typical sections to the greatest extent possible.

Addition of curbing to a roadway directly impacts the drainage of that segment of roadway by restricting the locations in which water can flow off of the pavement. On an uncurbed/rural roadway, the cross-sectional slope (crown) of the roadway pushes water to the sides of the road, and water is unencumbered from flowing across the gutter and off of the road. When curbing is installed, the locations in which water can drain from the roadway are limited to the locations where inlets or flumes are installed. In order to safely install curbing on a roadway, it must be ensured that the longitudinal grade of the road is sufficient to direct water down the gutter of the curb to those inlet locations. The FDOT Drainage Manual requires a minimum longitudinal gutter grade of 0.3 percent in order to ensure positive drainage to inlet locations. This slope is necessary both to ensure positive drainage to inlet locations and also to prevent debris accumulation within the roadway.

12th St from Vel St to the northern boundary of the subject property slopes at a 0.75-1% slope from south to north. We propose to install Miami curbing along both sides of this segment and to collect this runoff in inlets or swales. This runoff is anticipated to be discharged via piping or ditches to the existing outfall, the east/west drainage ditch along the project's northern property line.

- c. *Stabilized shoulders.* N/A. Appropriate typical section has been determined to be TS-3. Curbing is proposed across Segment A.
- d. *Roadway safety.* According to Florida Greenbook Table 4-1, for local roadways with a design AADT less than or equal to 400 vehicles per day, a clear zone of 6 feet or more in width must be provided if it can be done so with minimum social/environmental impacts. However, where constraints of cost, terrain, right of way, or potential social/environmental impacts make the provision of a 6 feet clear zone impractical, clear zones less than 6 feet in width may be used, including designs with 0 feet clear zone. The clear zone throughout Segment A is nominally 10' on either side of the roadway, exceeding these requirements.

The Greenbook also requires a slope as flat as possible, desirably 6:1 or flatter. The shoulder slopes along Segment A are uniformly less than 6:1 within the clear zone.

The applicant notes that non-compliant but presumably grandfathered 90 degree parking is located within the right-of-way on the west side of the roadway in this section, but that parking is not generally be considered to be a clear zone violation.

- e. *Presence of bicycle facilities.* N/A. 12th St. is functionally classified as a local roadway. With the addition of project traffic, the roadway is anticipated to remain under the 5,000

March 7, 2023
Magnolia Garden Square FKA Wimauma Villas
Essential Elements Analysis

AADT threshold upon which local roadways are considered collector roadways. As such, the appropriate typical section for 12th St. is determined to a TS-3, local urban roadway (residential subtype). TS-3 roadways do not require bicycle facilities. Therefore, this essential element is not applicable.

- f. *Ability to accommodate sidewalks.* Compliant. The project is required to install sidewalks in accordance with various LDC sections including Sections 6.02.08 and 6.03.02, which requires a sidewalk along the project's 12th St. frontage. In order to facilitate installation of the sidewalk in a manner consistent with the TTM/LDC (i.e. with a minimum separation of 8-feet between the closely edge of sidewalk and closest edge of curb consistent with TS-3), and in accordance with Sec. 6.03.02.D., the applicant has proffered the dedication and conveyance of 9.1 feet of right-of-way along the project's frontage. The applicant notes that there is an existing sidewalk along the west side of 12th St. (constituting the remainder of Segment A).

Essential Elements Analysis for Segment B (Vel St)

- a. *Lane Widths.* Appropriate typical section has been determined to be TS-3, residential variant, with a required pavement width of 20'. Field measurement of Segment A has determined that the average pavement width within this area is 18.5 ft. While the County typical section requires a 20' pavement width, the Florida Greenbook allows pavement widths to be reduced to 9' for low traffic local urban roadways in residential areas where right of way is severely limited. The applicant notes that due to the constrained right-of-way (30'), throughout this segment, widening of the roadway is impractical.
- b. *Presence of Curb.* Curb is not currently present along Segment B. Vel Street (Segment B) slopes from east to west at an overall slope of approximately 0.37%. While this is above the minimum required longitudinal slope, the direction of the slope is towards West Lake Drive, away from the project site. Channelizing the roadway drainage to inlet/flume locations will result in concentrated flow at those locations. Inlets or flumes will need to drain to stormwater piping or roadside ditches to collect these concentrated flows. Without these provisions, these concentrated flows will be directed onto individual homeowner's properties at the inlet/flume locations.

Installation of a storm drain system to collect runoff from curb inlets will require a receiving stormwater pond. This pond will need to be located generally downhill from the portion of roadway being drained. For Segment B, the stormwater facility would need to be located generally near the intersection of West Lake Drive and Vel Street. The developer does not own property in this area and is unable to compel adjacent property owners to provide property for drainage through eminent domain. As such, installation of curb inlets and stormwater piping is infeasible.

We have also reviewed the potential to install roadside ditches alongside Vel Street. Ditches could theoretically be used in conjunction with flumes to collect roadway runoff. However, the right of way of Vel St is constrained (insert measurements here). The Hillsborough County Stormwater Technical Manual specifies the following minimum dimensional criteria for roadside ditches: 4' bottom width, 1:4 side slopes (max), and 2' minimum depth. Combined, this requires a minimum of 20' of width on each side of the roadway for ditches, which cannot be accomplished within the existing 30' right of way of Vel Street. The adjacent rights of way of Vel Street are not owned by the developer and

March 7, 2023
Magnolia Garden Square FKA Wimauma Villas
Essential Elements Analysis

cannot be acquired without the use of eminent domain, which isn't available to the developer as a private party. Installation of ditches would also require removal of the existing roadside sidewalk along Vel St. It is our opinion that the public is better served by retaining the existing roadside sidewalk than by its removal to install substandard ditches.

- c. *Stabilized shoulders.* For those portions of the roadway where curb cannot be provided due to a lack of stormwater facility, we evaluated whether there any safety issues due to lack of a stabilized shoulders as a part of the examination of essential element d., below.
- d. *Roadway safety.* According to Florida Greenbook Table 4-1, for local roadways with a design AADT less than or equal to 400 vehicles per day, a clear zone of 6 feet or more in width must be provided if it can be done so with minimum social/environmental impacts. However, where constraints of cost, terrain, right of way, or potential social/environmental impacts make the provision of a 6 feet clear zone impractical, clear zones less than 6 feet in width may be used, including designs with 0 feet clear zone.

Vel St is characterized by a constrained right-of-way, which measures as 30' in the Hillsborough County Right of Way Inventory. Homeowners have constructed fencing at the limits of the maintained right-of-way. The right-of-way is clear of obstructions except for several utility poles which have been placed near the rear of the maintained right-of-way adjacent to the fencelines. The applicant contends that the clear zone is as wide as is practical given the right-of-way constraints referenced in the Florida Greenbook.

The clear zone area currently complies with the slope requirements of the Florida Greenbook and will not be made steeper in the proposed conditions.

In the last three years, there have been two crashes along Segment B, only one of which was off-road. This was a property-damage-only crash.

- e. *Presence of bicycle facilities.* N/A. Vel St. is functionally classified as a local roadway. With the addition of project traffic, the roadway is anticipated to remain under the 5,000 AADT threshold upon which local roadways are considered collector roadways. As such, the appropriate typical section for Vel St is determined to TS-3, local urban roadway (residential subtype). TS-3 roadways do not require bicycle facilities. Therefore, this essential element is not applicable.
- f. *Ability to accommodate sidewalks.* The applicant notes that there is an existing sidewalk along the north side of Vel St (Segment B).

Although the south side of Vel St. along the required improvement network does not have sidewalks, the applicant is not proposing any improvements within these facilities which would otherwise eliminate an existing sidewalk or change the ability of the existing available right-of-way (which is not under the applicant's control) to potentially accommodate of a new sidewalk. It should also be noted that development/redevelopment of other parcels within the corridor would have to comply with LDC standards, including the provisions requiring placement of a sidewalk within an easement acceptable to the County (or dedication and conveyance of the underlying fee) consistent with Sec. 6.03.02.D. in such instances where new sidewalk must be installed and right-of-way is insufficient.

March 7, 2023
Magnolia Garden Square FKA Wimauma Villas
Essential Elements Analysis

Required Improvements Analysis – 12 St.

12th St. is a substandard roadway which does not comply with one essential element per Sec.3.23.09.B. of the LDC: presence of curbing. The applicant proposes to install Miami curb across Segment A as part of this project, after which this segment will comply with the essential elements per Section 3.23.09.B of the LDC.

Pursuant to Sec. 3.23.09.C.4., “Where sufficient right-of-way exists to allow a developer to improve the substandard public or private roadway network, the developer shall comply with all Essential Elements listed within Section 3.24.06.B, above.

12 St. across the property’s frontage, constituting Segment A, has a varying right-of-way width of 30, 60, and 70 feet (it should be noted that the 30’ segment is a limited area approximately 20’ long in front of Folio 79392.0150 along which right of way exists along the eastern half of the roadway but not the western half – see Figure 2). It should also be noted that 12th St is not centered within the right-of-way. The eastern right-of-way line (which is also the subject property’s property line) along the eastern side of Segment A is presently located 17.9 ft east of the centerline of 12th St. The developer proposes to provide 9.1 ft of right-of-way across the property’s frontage, which will result in 27 feet of right-of-way from the centerline to the eastern right-of-way line. This will result in a total of 39.1, 69.1, or 79.1 feet of right-of-way along the project’s frontage across this segment, as the right-of-way line varies across the western side. Due to challenges on the west side of the roadway within the section (i.e. older existing development which has non-compliant but presumably grandfathered 90 degree parking within the right-of-way, the applicant is unable to bring this section of the road up to standards.



Figure 2 - Varying right-of-way of Segment A

Required Improvements Analysis – Vel St.

Vel St. from 12th St to West Lake Drive, constituting Segment B, has 30 feet of right-of-way per the Hillsborough County Right of Way Inventory. The applicant believes that there are no improvements which can be undertaken within this amount right-of-way.

Sec. 3.23.09.C.5 of the LDC states in part “Where insufficient right-of-way exists or there are additional constraints (e.g. lack of stormwater facilities to accommodate required drainage), Section 6.04.02.B. Administrative Variances (AV) or TTM Design Exceptions (DE) may be considered provided:

- The Administrative Variance and Design Exception are processed concurrently with a Planned Development zoning application or Planned Development zoning modification; and,

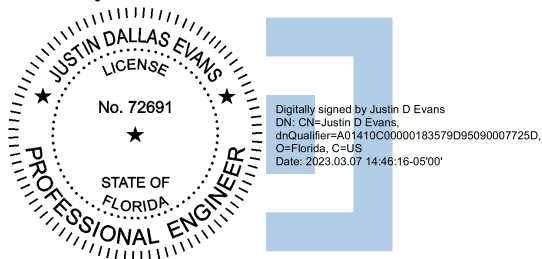
March 7, 2023
Magnolia Garden Square FKA Wimauma Villas
Essential Elements Analysis

- Where insufficient right-of-way exists along a project's public or private roadway frontages, the developer shall provide sufficient right-of-way along such frontage(s) where necessary....”

The applicant notes, with respect to C.5.a., an AV is being submitted concurrent with MM 22-1392. The applicant notes that along project frontages, the applicant proffered the dedication and conveyance of additional right-of-way in accordance with C.5.b.

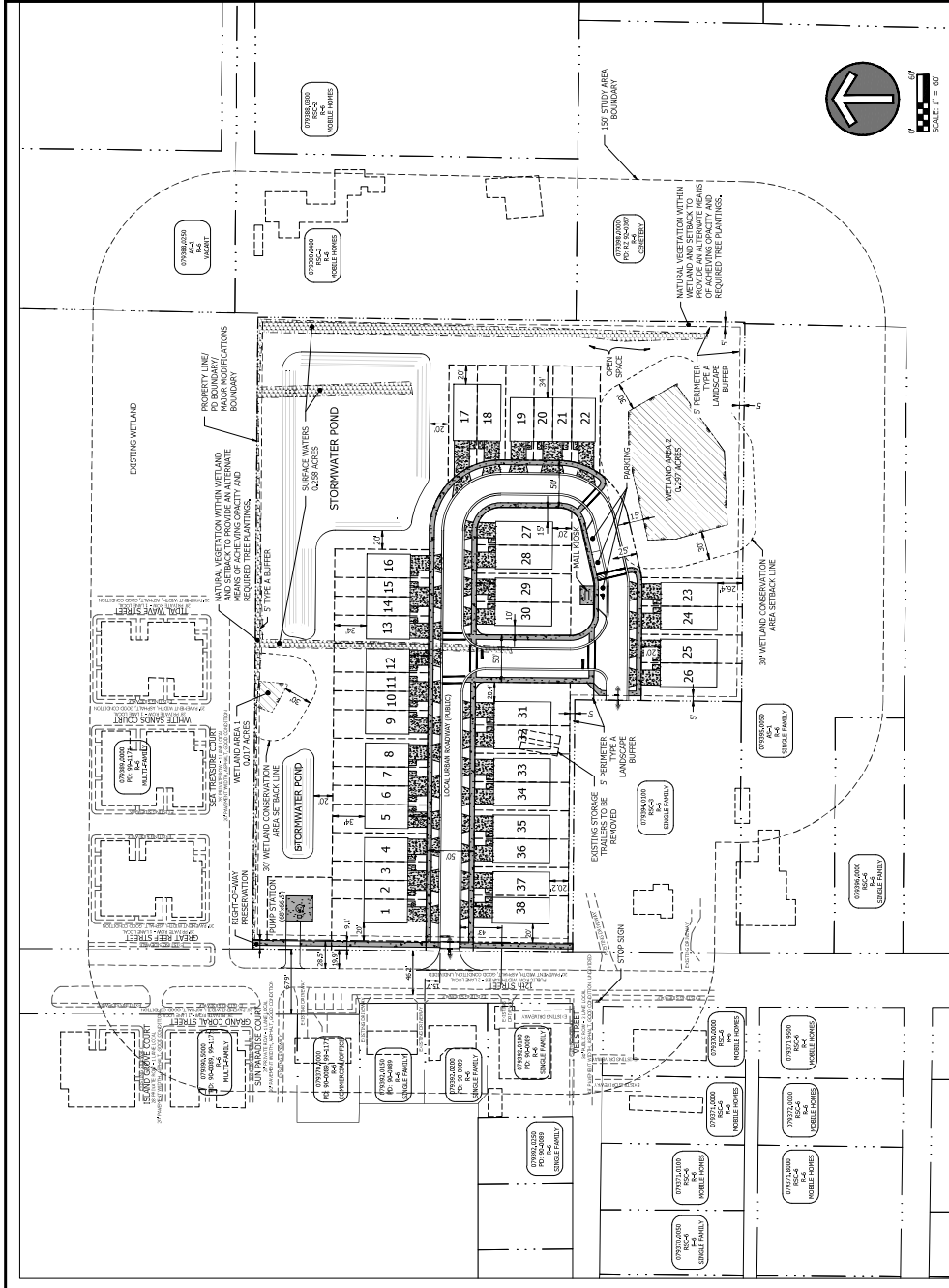
As such, the County Engineer is authorized to consider a Section 6.04.02.B. Administrative Variances or TTM Design Exceptions may be considered provided. The AV request is included on the next page.

Sincerely,



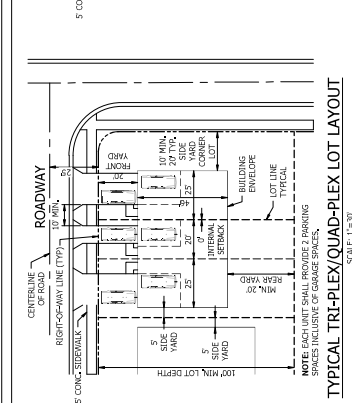
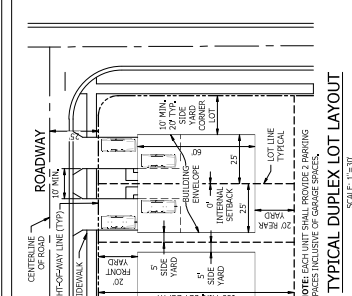
Landis Evans + Partners, Inc.

Dallas Evans, P. E.
Principal Engineer
PE #72691



APPLICANT/DEVELOPER:
FLORIDA HOME PARTNERSHIP
FKA HOMES FOR HILLSBOROUGH
ATTN: MICHAEL MORINA
PO BOX 760
MUSKOGEE, FL 32070
MORINA@FLHPC.COM
(813) 672-7883

PLANNER/ENGINEER:
LANDIS, EVANS AND PARTNERS
ATTN: DALLAS EVANS, P.E., ACP
3810 NORTHALE BLVD., SUITE 100
MUSKOGEE, FL 32070
DEVANS@LANDISEVANS.COM
(813) 394-0599



| SITE DATA | |
|---|---|
| FOLIO: | 079390-0000 |
| EXISTING ZONING: | PD (06-0103, 07-0733, 21-1108) |
| PROPOSED ZONING: | PD |
| EXISTING FLOOD: | R-6 |
| EXISTING FLOOD ZONE: | X |
| COMMUNITY PLANNING AREA: | WIMULMA |
| OVERLAY DISTRICT: | NONE |
| SPECIAL ZONE: | NONE |
| SCENIC ROADWAY CORRIDOR: | NONE |
| HISTORIC LANDMARKS/OTHER HISTORICAL SITES STRUCTURES: | NONE KNOWN ON PROPERTY OR WITHIN 150' |
| PLATS: | NONE ON PROPERTY OR WITHIN 150' OF OTHER THAN OVERLAY PLAT OF WIMULMA |
| EASEMENTS: | NO KNOWN EASEMENTS ON PROPERTY OR WITHIN 150' |
| COMP PLAN FLEX: | NONE PROPOSED |
| PHASES: | PROJECT TO BE DEVELOPED IN A SINGLE PHASE |
| NATURAL WATER BODIES: | 0.31 ACRES |
| WETLAND SIZE: | 0.26 ACRES |
| SURFACE WATER SIZE: | 2.83 AC |
| PROPOSED OPEN SPACE: | 6.81 ACRES |
| TOTAL PARCEL SIZE: | 38 |
| TOTAL NO. OF DWELLING UNITS: | 5.58 4.0/ACRE |
| GROSS DENSITY: | 35' |
| MAXIMUM HEIGHT: | 75% |
| MAXIMUM BUILDING COVERAGE: | 75% |
| MAXIMUM IMPERVIOUS SURFACE: | 2,000 S.F. |
| MINIMUM LOT SIZE: | 20' |
| MINIMUM LOT WIDTH: | 100' |
| MINIMUM LOT DEPTH: | 100' |

PLANNING NOTES

- BOUNDARY AND TOPOGRAPHIC INFORMATION INCLUDING LEGAL DESCRIPTION INFORMATION AS INDICATED HEREON IS TAKEN FROM A MAP OF BOUNDARY AND SURVEY PREPARED BY MRS. SPITALI, DATED 04/05/02.
- ALL EXISTING LOTS AND BLOCKS, IF ANY, SHALL NOT REMAIN.
- ALL EXISTING LOTS AND BLOCKS, IF ANY, SHALL NOT REMAIN.
- BOUNDARIES OF THE PROJECT SITE ARE AS SHOWN.
- NO NONRESIDENTIAL USE IS PROPOSED.
- WATER AND WASTEWATER SERVICE SHALL BE PROVIDED BY HILLSBOROUGH COUNTY.
- ALL EXISTING STRUCTURES TO BE REMOVED.
- ALL UTILITIES LOCATED WITHIN 100 FEET OF PROJECT BOUNDARY APPEAR TO CORRELATE WITH APPROXIMATE GENERAL SITE PLANS.
- NO SPECIFIC ARCHITECTURAL DESIGNS OR NONRESIDENTIAL OR MULTIFAMILY STRUCTURES ARE PROPOSED.
- WITH SUPPLEMENTAL PLANNING, CAPACITY AND TREE PLANTING REQUIREMENTS OF THE OTHERWISE REQUIRED BUFFER ARE MET.
- SEWERAGE SHALL BE PROVIDED IN ACCORDANCE WITH THE HILLSBOROUGH COUNTY LOC.

LEGAL DESCRIPTION
THE SOUTH 1/2 OF TRACT 2 IN QUARTER 14 AND THE EAST 1/2 OF 25 FEET OF THE NORTH 1/2S OF THE SOUTH 1/2 OF TRACT 2 IN QUARTER 14, WIMULMA, ACCORDING TO PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 136 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA.

< THIS PAGE WAS INTENTIONALLY LEFT BLANK >

< THIS PAGE WAS INTENTIONALLY LEFT BLANK >



**Hillsborough County
City-County
Planning Commission**

| Unincorporated Hillsborough County Rezoning | |
|--|--|
| Hearing Date: April 17, 2023 Report Prepared: April 5, 2023 | Petition: MM 22-1392 Folio 79390.0000 <i>North of North Street and east of 12th Street</i> |
| Summary Data | |
| Comprehensive Plan Finding | CONSISTENT |
| Adopted Future Land Use | Residential-6 (6 du/ga; 0.25 FAR) |
| Service Area | Urban |
| Community Plan | Wimauma Village SouthShore Areawide Systems |
| Request: | The applicant requests to modify the existing Planned Development to allow the reconfiguration of villa/duplex lots into three and four-family buildings for a total of 38 residential units |
| Parcel Size | 7.2 ± acres |
| Street Functional Classification | 12 th Street – Local Roadway North Street – County Collector |
| Locational Criteria | N/A |
| Evacuation Zone | None |



Context

- The subject property is found on approximately 7.2 ± acres on the north side of North Street and east of 12th Street. The subject property is within the Urban Service Area (USA) and within the limits of the Wimauma Village Community Plan and the SouthShore Areawide Systems Plan.
- The parcel has a Future Land Use designation of Residential-6 (RES-6), with typical uses such as residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed-use development. Non-residential uses are required to meet established locational criteria for non-residential land uses. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- The subject property is surrounded by the RES-6 Future Land Use category on all sides. Further north of the property is designated as Wimauma Village Residential-2 (WVR-2) on the Future Land Use Map.
- The subject site is classified as vacant residential land with Planned Development (PD) zoning. There is PD zoning to the north, west and southeast. Residential, Single-Family Conventional-2 (RSC-2) zoning is to the west and Agricultural, Single-Family-1 (AS-1) zoning is to the northeast and south. Residential, Single-Family Conventional-3 (RSC-3) and Residential, Single-Family Conventional-6 (RSC-6) zoning are located to the southwest.
- Residential uses surround the subject site. To the north, and northeast is multi-family. To the south, southeast, west, and southwest is single family residential. A small pocket to the west is light commercial and to the northeast is vacant land. To the southeast is a public/institutional use.
- The applicant requests to modify the existing Planned Development to permit the reconfiguration of villa/duplex lots into three and four-family buildings for a total of 38 residential units.
- The property has wetlands.

Compliance with Comprehensive Plan:

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

FUTURE LAND USE ELEMENT (FLUE)

Urban Service Area

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

Policy 1.2: Minimum Density

All new residential or mixed use land use categories within the USA shall have a density of 4 du/ga or greater unless environmental features or existing development patterns do not support those densities.

Within the USA and in categories allowing 4 units per acre or greater, new development or redevelopment shall occur at a density of at least 75% of the allowable density of the land use category, unless the development meets the criteria of Policy 1.3.

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

Relationship to Land Development Regulations

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.*

Neighborhood/Community Development

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

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

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

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

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

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

Policy 16.7: Residential neighborhoods shall be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods together.

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

Community Design Component (CDC)

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

LIVABLE COMMUNITIES ELEMENT: WIMAUMA VILLAGE COMMUNITY PLAN

1.0 Community And Special Area Studies

There are three components of a community or special area study:

1. Comprehensive plan amendments to incorporate the appropriate sections of the study(s) into the adopted comprehensive plan and to make any necessary adjustments;
2. Land development regulations (LDR's) to address the special and unique development issues identified; and
3. A capital improvements program to identify the future infrastructure issues.

Community or Special Area Studies will be adopted as part of the County's Comprehensive Plan. The study will include strategies that will be included in the existing comprehensive plan, land development regulations and a capital improvement program as mentioned above. These changes will be the tools for implementation.

It is recognized that from time to time, compliance with regulations implementing community plans may create unforeseen hardships for particular properties. Therefore, the Comprehensive Plan contemplates allowing a procedure for requesting variances from the regulations implementing provisions of community plans. The procedure for requesting a variance from the regulations implementing provisions of community plans and the criteria for granting such a variance shall be those procedures and criteria set out in Hillsborough County's Land Development Code for variances.

Wimauma Village Community Plan

3. Wimauma Downtown Plan and Development – Revitalize the Wimauma Downtown by implementing the downtown master plan and overlay to enhance the appearance of the district, improve infrastructure, and promote business growth. The boundaries of the Wimauma Downtown Plan include those lands within the Urban Service Area that are also within the

Wimauma Community Plan boundary and the Wimauma Downtown East district located along SR 674. The Wimauma Downtown Plan is geographically defined further by a series of districts located mostly along SR 674. To ensure that standards for both block faces of each street are identical, the actual boundaries conform to property lines and or service alleys. The Wimauma Downtown Plan shall include:

Wimauma Downtown Overlay Districts:

• Downtown Center

Context: The Downtown Center encourages a range of uses, which should be compact and contain both attached and detached buildings. The residential character hosts a mix of housing types including single family attached and detached homes and multi-family units. Homes located in the Downtown Center zone are normally set back from the front property line to allow a front yard with a porch or stoop; lots often have private rear yards. The Downtown Center encourages higher density residential with some retail services and office uses meeting locational criteria. This functions as a transition between Downtown Residential and suburban residential neighborhoods, and Main Street uses.

- *Live-work units and mixed-use buildings are encouraged*
- *Includes the Wimauma Downtown TDR Receiving Zone*

Wimauma Downtown Plan Elements:

- *Enforce the overlay district to implement the plan*
- *Encouraging alternative development patterns to the north of SR-674 to promote greater pedestrian interaction and reduce truck conflicts*
- *Connecting development to the proposed Greenway system and bicycle network*
- *Maintaining the existing grid system*
- *Planting trees, providing bike paths & pedestrian friendly development*
- *Encouraging the implementation of traffic calming and Florida-friendly landscape features in the Wimauma Downtown*
- *Maintaining the small-town character*
- *Architectural theme for downtown*
- *Encouraging developments along SR 674 to adhere to “Design Standards” that include reduced building setbacks, courtyards, pedestrian friendly sidewalks, parking to the rear, accommodating parking spaces for larger than standard vehicles, etc*
- *Establishing street lighting with specific fixture styles within the Main Street Core and Downtown TDR Receiving Zone*
- *Sidewalks which are accessible*
- *Incorporating low impact design or green infrastructure for storm water management*
- *An architectural gateway at Main Street (SR 674 and 4th Street) to serve as a welcome to Wimauma; additional architectural markers located at SR 674 and 7th Street*
- *Establishing the Receiving Zone to support the Main Street mixed-use environment through Transfer of Development Rights. Stacking of TDR and Affordable Housing Density Bonuses are permitted within the Downtown TDR Receiving Zone*
- *Flexing of the underlying Future Land Use for development is permissible only within the Wimauma Downtown Main Street Core and west of West Lake Drive in the Wimauma Downtown West District*

- *Commercial locational criteria do not apply to non-residential-uses located within the Wimauma Downtown Main Street Core and Wimauma Downtown East District*

ENVIRONMENTAL AND SUSTAINABILITY SECTION (ESS)

Objective 3.5: *Apply adopted criteria, standards, methodologies and procedures to manage and maintain wetlands and/or other surface waters for optimum fisheries and other environmental values in consultation with EPC.*

Policy 3.5.1 *Collaborate with the EPC to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration. Apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values provided by the functions performed by wetlands and/or other surface waters authorized for projects in Hillsborough County.*

Policy 3.5.2: *Collaborate with the EPC through the land planning and development review processes to prohibit unmitigated encroachment into wetlands and/or other surface waters and maintain equivalent functions.*

Policy 3.5.4: Regulate and conserve wetlands and/or other surface waters through the application of local rules and regulations including mitigation during the development review process.

Staff Analysis of Goals Objectives and Policies:

The subject property is located on approximately 7.2 ± acres on the north side of North Street and east of 12th Street. The subject property is within the Urban Service Area (USA) and within the limits of the Wimauma Village Community Plan, in the Downtown Center area, and the Southshore Areawide Systems Plan. The applicant requests to modify the existing Planned Development to permit the reconfiguration of villa/duplex lots into three and four-family buildings for a total of thirty-eight (38) residential units. The subject property is designated Residential-6 (RES-6) on the Future Land Use Map. The subject property is surrounded by the RES-6 Future Land Use category on all sides. Further north of the property is designated as Wimauma Village Residential-2 (WVR-2). The intent of the RES-6 Future Land Use category is to designate areas that are suitable for low density residential development. In addition, suburban scale neighborhood commercial, office, and mixed-use projects serving the area may be permitted subject to the Goals, Objectives and Policies of the Land Use Element and applicable development regulations and established locational criteria for non-residential land uses. The subject site is classified as vacant residential land with Planned Development (PD) zoning. The property is surrounded by residential uses. To the north, and northeast is multi-family. To the south, southeast, west, and southwest is single family residential. A small pocket to the west is light commercial and to the northeast is vacant land. To the southeast is a portion of public institution use.

The subject property is in the Urban Service Area, where 80% or more of new growth is directed per Objective 1 of the Future Land Use Element (FLUE) of the Comprehensive Plan. The proposal meets the intent of Objective 1 and Policy 1.2 by providing growth within the Urban Service Area. The proposed Planned Development meets the minimum density by providing 38 units, which is consistent with the density expected in the RES-6 FLU category.

The PD was approved for 38 two-family attached units and the applicant is seeking to modify the PD to allow the reconfiguration of some of the villa/duplex lots into three and four-family buildings. There are development standards specifically addressed in the Land Development Code for the Downtown Center Wimauma Village Community Plan. The applicant is requesting a variation from the Land Development Code Standards for a larger lot size, to reduce the building frontage, to provide 10 feet of building of separation, to provide front loading garages, and larger front setbacks. Per 1.0 Community and Special Area Studies of the Livable Communities Element, *it is recognized that from time to time, compliance with regulations implementing community plans may create unforeseen hardships for particular properties.* Therefore, the Comprehensive Plan contemplates allowing a procedure for requesting variances from the regulations implementing provisions of community plans. Planning Commission staff has no objection to the variations and the request does not conflict with the vision of the Wimauma Village Community Plan. The proposal meets the intent of Objective 12 and Policy 12-4.1 of the CDC as well as Objective 16, and Policies 16.1, 16.2, 16.3 and 16.8 of the FLUE that require new development, infill, and redevelopment to be compatible with the surrounding area in character, lot size and density. In this case, the proposal is consistent with the general character of the surrounding area which suburban and walkable residential subdivision with amenities.

Goal 12 and Objective 12-1 of the Community Design Component (CDC) in the FLUE requires new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. The proposed development is consistent with this policy direction based on the surrounding development pattern. The request is consistent with the Wimauma Village Community Plan. The subject site is specifically located in the Downtown Center which encourages a mix of housing types including single family attached and detached homes and multi-family units. The proposed rezoning is proposing triplex and quadplexes which align with the typical housing envisioned for this area. Homes located in the Downtown Center zone are normally set back from the front property line to allow a front yard with a porch or stoop; lots often have private rear yards. The most recent proposed site plan, dated March 27, 2023, indicates that each lot contains a front yard, front loading garages and a back yard which is consistent with the Policy direction.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed site plan and has issued agency comments dated March 8, 2023. The EPC has determined there are no longer wetland impacts under the current site plan's configuration. Given the current EPC revised comments, Planning Commission staff finds this request consistent with Objective 13 and associated policies in the FLUE and Objective 3.5 and associated policies in the Environmental and Sustainability Section (ESS).

Overall, the Major Modification would allow for residential development that is consistent with the Future Land Use Element Policies and Objectives and the Wimauma Community Plan. Planning Commission staff finds this request consistent with the Comprehensive Plan.

Recommendation

Based upon the above considerations, Planning Commission staff finds the proposed Major Modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*.

HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 22-1392

<all other values>

Rezonings

| Color | STATUS |
|--------|-----------|
| Yellow | APPROVED |
| Green | CONTINUED |
| Red | DENIED |
| Blue | WITHDRAWN |
| Purple | PENDING |

- Tempa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Major Roads
- Parcels
- Wm NATURAL LULC, Wet Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- OC-20
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.50 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- HEAVY INDUSTRIAL (.50 FAR)
- PUBLIC/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning data is for use as a planning tool only and is not intended to be used for any other purpose without specific approval of the Hillsborough County City/County Planning Commission.

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

Map Printed from Rezoning System: 9/12/2022
 Author: Beverly F. Daniels
 File: G:\Rezonings\System\MapProjects\HC\Gen_H\ReZoning_Copy.mxd

