

# Rezoning Application:

## MM 22-0313

Zoning Hearing Master Date:  
September 19, 2022

BOCC Land Use Meeting Date: November 3, 2022



**Hillsborough**  
**County Florida**

Development Services Department

### 1.0 APPLICATION SUMMARY

Applicant: Patricia Ortiz, AICP  
Ortiz Planning Solutions, LLC

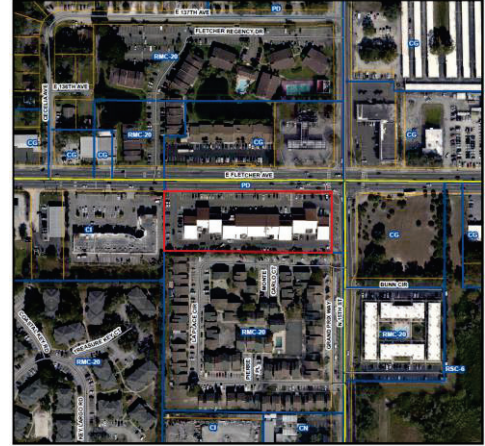
FLU Category: OC-20

Service Area: Urban

Site Acreage: 2.62 acres

Community Plan Area: University

Overlay: None



#### Existing Approvals:

**PD 73-0351** was approved by the Board of County Commissioners 1973 for a retail/ office establishment. No subsequent modifications have occurred since approval.

#### Proposed Modifications:

The applicant is seeking a major modification to the existing Planned Development PD 73-0351 to allow two development options. Option 1 is to allow the existing mix of commercial and office uses to continue on the upper and lower levels with no change to building configuration, access, or parking lot layout. Option 2 proposes to allow a mix of office and commercial uses on the lower level and commercial apartment, on the upper level with no change to the existing building configuration. Option 2 proposes to reduce the number of access points and to add cross access to the west, construct a one-way drive aisle along the 15<sup>th</sup> St. frontage and add a sidewalk along 15<sup>th</sup> Street. Neither development option seeks increases to the number of buildings, FAR, building coverage, access points or impervious surface.

#### Additional Information:

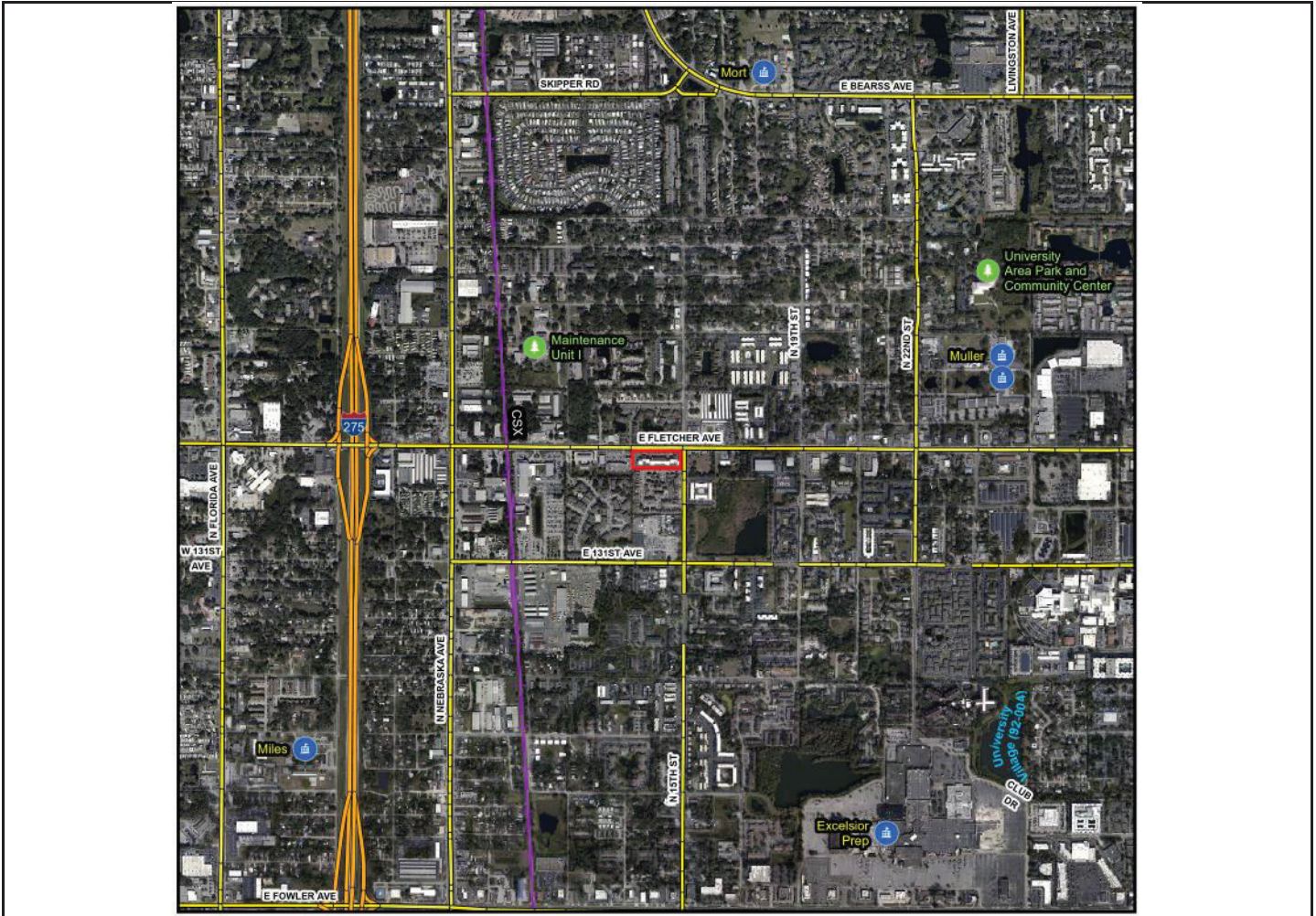
PD Variation(s):	Variations 1 thru 4: LDC Section 6.06.04 Off-street vehicular use, perimeter buffer, buffer adjacent to the row, and perimeter landscaping. Variation 5: Section 6.06.06 Landscaping & Buffering. Variation 6: LDC Section 6.11.16 Apartment Commercial to eliminate the increased parking lot landscaping.
Waiver(s) to the Land Development Code:	No waivers requested.

**Planning Commission Recommendation:**  
Consistent

**Development Services Recommendation:**  
Approvable, with Conditions.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



#### Context of Surrounding Area:

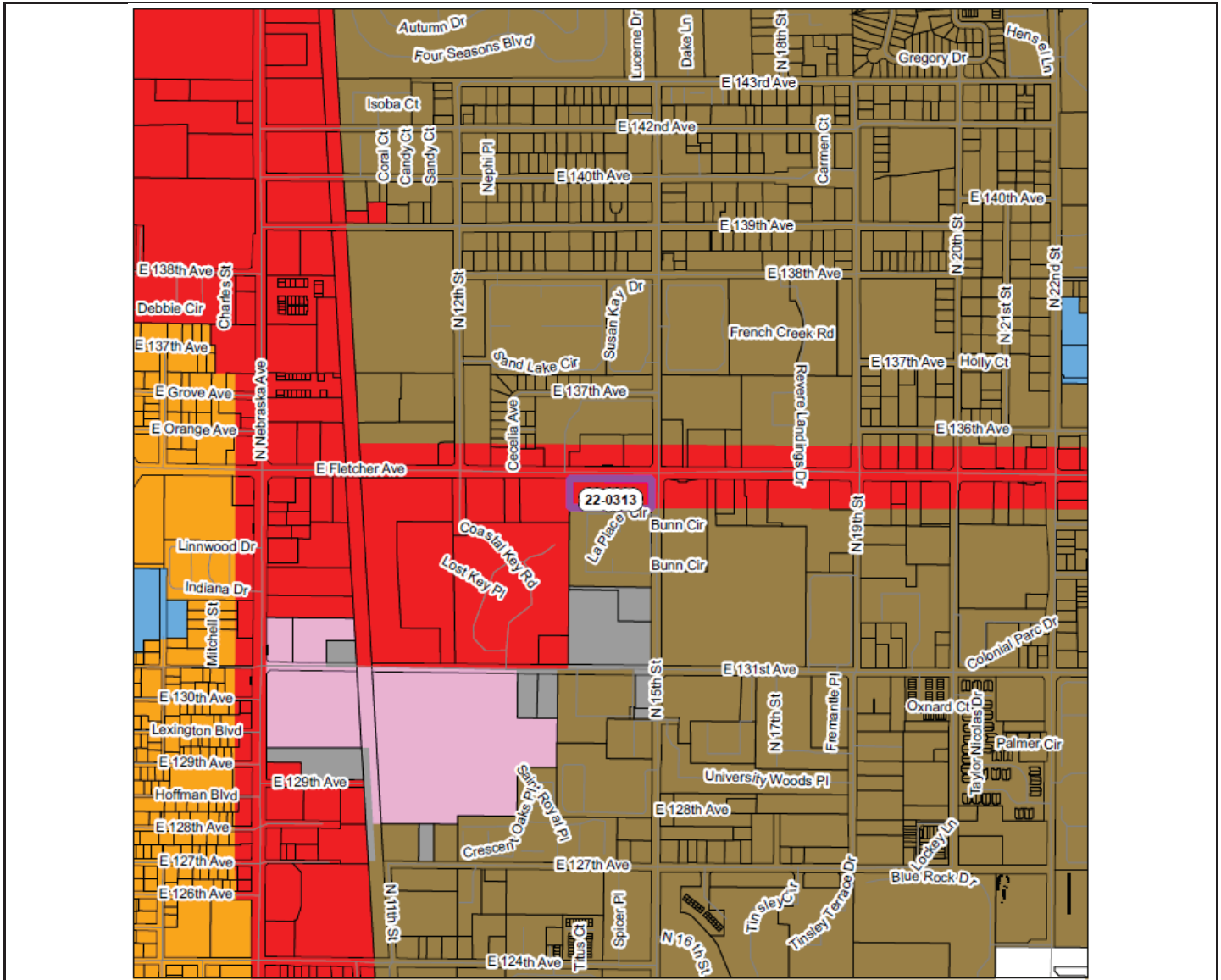
The subject site is located at the southeast corner of the East Fletcher Avenue and N. 15th Street intersection. The 2.62 +/- acre property is located at 1441 East Fletcher Avenue, south of East Fletcher Avenue, west of North 15th Street, east of North Nebraska Avenue and north of La Place Circle. The development is approximately 2,900 feet east of the State Road 93 interchange.

The site is currently developed with a retail and office development consisting of two levels.

- South of the site is RMC-20 and developed with multi-family housing.
- Immediately east of the subject site is a parcel zoned as Commercial General and currently undeveloped.
- To the west of the subject site is Commercial Intensive zoning.
- North across East Fletcher Avenue is Commercial General and RMC-20 zoning.

2.0 LAND USE MAP SET AND SUMMARY DATA

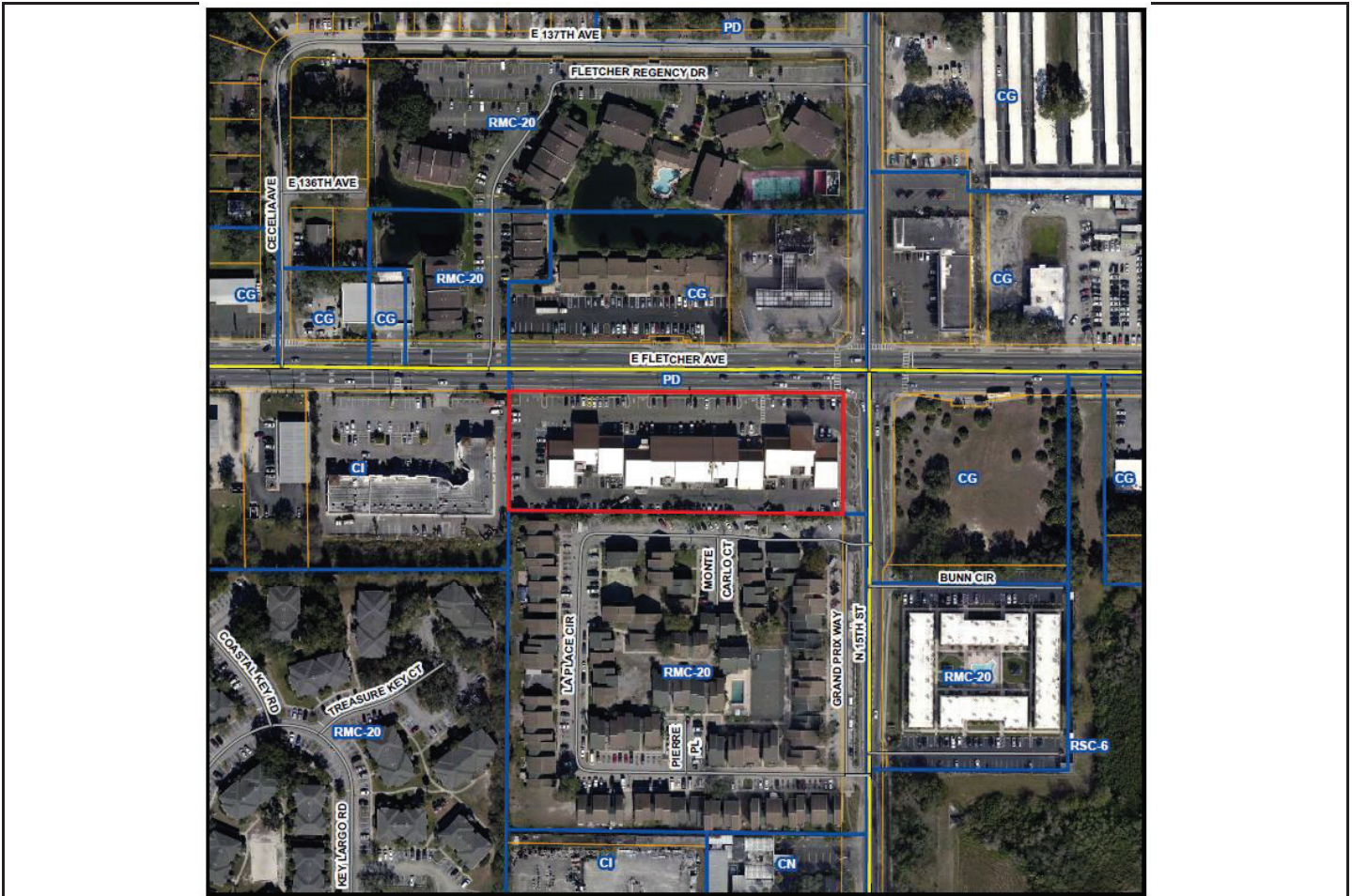
2.2 Future Land Use Map



Subject Site Future Land Use Category:	OC-20
Maximum Density/F.A.R.:	Office Commercial-20: Maximum 0.75 FAR All development which exceeds 0.35 FAR must be for office or residential support uses.
Typical Uses:	The OC-20 Future Land Use designated area, includes typical uses such as community commercial type uses, office uses, mixed use developments, and compatible residential uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

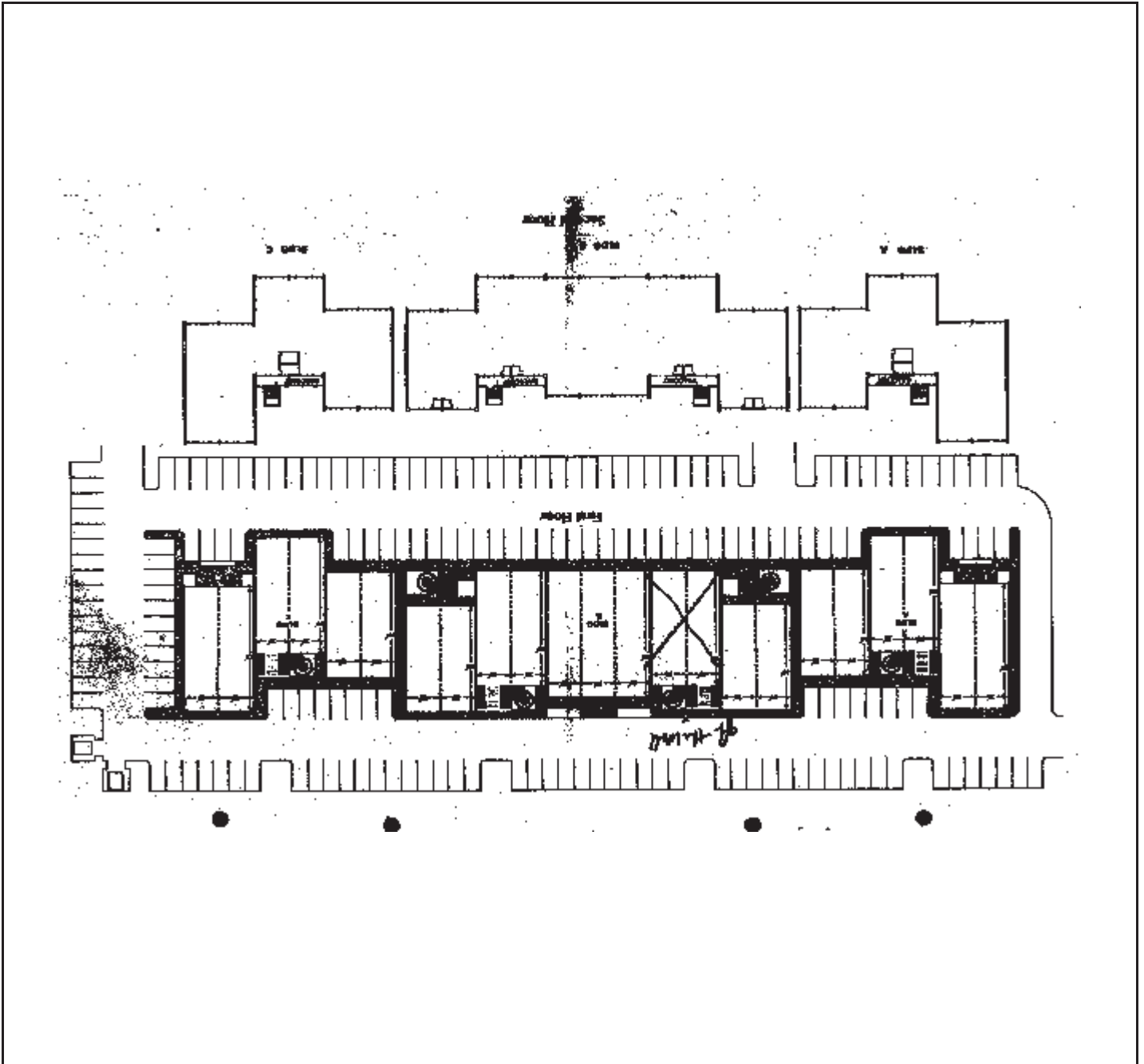


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CG (Commercial General)	Max. FAR: 0.27	General Commercial Uses	Retail, including grocery store, bike shop and restaurants.
South	RMC-20 (98-1334)	Min. Area / DU: 2,180 Sq. ft.	Residential Multi-Family	Valencia Village Apartment Complex
East	CG (Commercial General)	Max. FAR: 0.27	General Commercial Uses	Vacant
West	CI (Commercial Intensive)	Max. FAR 0.30	Intense commercial activities	Commercial including Little Caesars Pizza restaurant

## 2.0 LAND USE MAP SET AND SUMMARY DATA

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

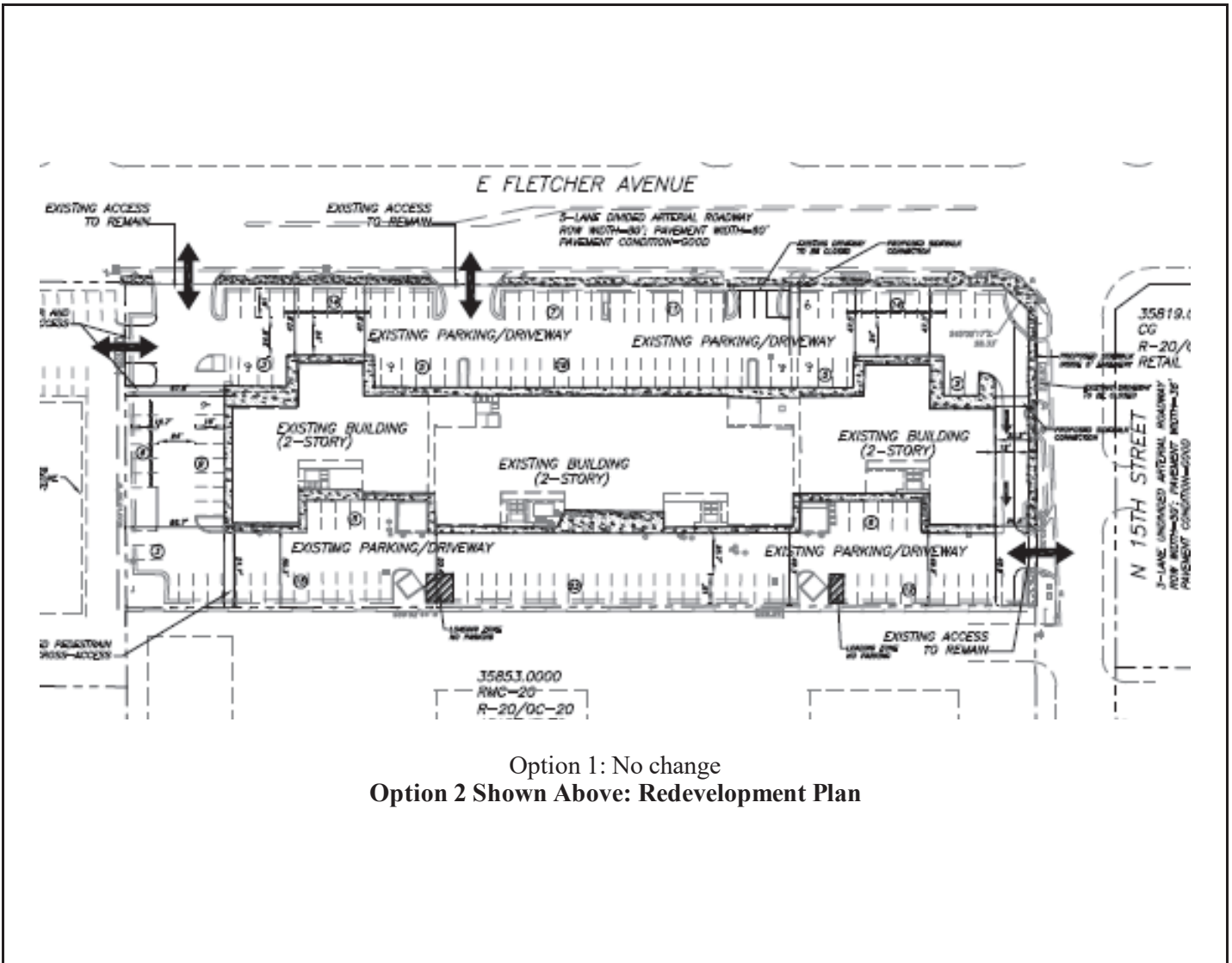


The existing footprint has remained essentially unchanged since the 1973 approval of PD 73-0351 and subsequent development of the subject site. The shopping center was approved in 1973 with a mix of neighborhood serving office and retail uses on both the upper and lower levels. The applicant's site plan shows a total building area of 60,552 square feet at 0.54 FAR.

The subject property is an existing shopping center on 2.62 acres in an urban area.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



Option 1: No change  
**Option 2 Shown Above: Redevelopment Plan**

#### Option 1 Existing Development:

To allow the existing mix of commercial/ office uses to continue on the upper and lower levels of the existing structures with no change to the existing building configuration or parking lot layout.

#### Proposed Development Option 2 (Redevelopment):

According to the applicant, the leasing potential of the retail component remains strong; however, the demand for office space has declined. Therefore, the applicant proposes Development Option Two in response to the ongoing shift in market demand and the increased demand for housing stock. It proposes to retain the existing mix of retail and office on the ground level and introduce the commercial apartment use on the second level. As proposed, there will be a maximum of 28-apartment units. Consistent with LDC Section 6.11.16, the floor space of the commercial apartment will contribute to the overall FAR. Off-street parking requirements shall be separately calculated for the non-residential component and the residential component of the building, and the greater number of required parking spaces shall be provided.

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

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
E. Fletcher Ave.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
N. 15 <sup>th</sup> St.	County Collector - 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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

<b>Project Trip Generation (Option 1) <input type="checkbox"/> Not applicable for this request</b>			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	3,297	143	399
Proposed	3,297	143	399
Difference (+/-)	No Change	No Change	No Change

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

<b>Project Trip Generation (Option 2) <input type="checkbox"/> Not applicable for this request</b>			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	3,297	143	399
Proposed	1,838	83	214
Difference (+/-)	(-) 1,459	(-) 60	(-) 185

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

<b>Connectivity and Cross Access (Option 2) <input type="checkbox"/> Not applicable for this request</b>				
<b>Project Boundary</b>	<b>Primary Access</b>	<b>Additional Connectivity/Access</b>	<b>Cross Access</b>	<b>Finding</b>
North	X	Vehicular & Pedestrian	None	Meets LDC
South		None	Pedestrian	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West		None	Vehicular & Pedestrian	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Throat Depth	Administrative Variance Requested	Approvable
Number of Access Connections	Administrative Variance Requested	Approvable
Spacing of Access Connections	Administrative Variance Requested	Approvable

N. 15 <sup>th</sup> St. – Substandard Road	Administrative Variance Requested	Approvable
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	

**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor (Lowell Rd.) <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input type="checkbox"/> Yes <input checked="" 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"



<p><b>Service Area/ Water &amp; Wastewater</b>  <input type="checkbox"/> Urban    <input checked="" type="checkbox"/> City of Tampa  <input type="checkbox"/> Rural    <input type="checkbox"/> City of Temple Terrace</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><b>Hillsborough County School Board</b>                  Adequate <input checked="" type="checkbox"/> K-5   <input checked="" type="checkbox"/> 6-8   <input checked="" type="checkbox"/> 9-12   <input checked="" type="checkbox"/> N/A                  Inadequate <input type="checkbox"/> K-5   <input type="checkbox"/> 6-8   <input type="checkbox"/> 9-12   <input checked="" type="checkbox"/> N/A</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><b>Impact/Mobility Fees:</b></p> <p>(Fee estimate is based on a 1,200 square foot, 2 bedroom, Apartments (w/first floor retail))                  Mobility: \$2,638                  Parks: \$1,555                  School: \$3,891                  Fire: \$249</p> <p>Shopping Center                      General Office                  (per 1,000 s.f.)                      (per 1,000 s.f.)                  Mobility: \$12,206                      Mobility: \$7,502                  Fire: \$313                                  Fire: \$158</p> <p>Urban Mobility, Northeast Park, Northwest Fire - first floor business, apartments. Retail/office center mix. Credit for prior use may apply, not reflected in figures here.</p>				
<p><b>Comprehensive Plan:</b></p>	<p><b>Comments Received</b></p>	<p><b>Findings</b></p>	<p><b>Conditions Requested</b></p>	<p><b>Additional Information/Comments</b></p>
<p><b>Planning Commission</b>  <input type="checkbox"/> Meets Locational Criteria    <input checked="" type="checkbox"/> N/A  <input type="checkbox"/> Locational Criteria Waiver Requested  <input type="checkbox"/> Minimum Density Met    <input type="checkbox"/> N/A</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 approximately 2.62-acre subject site is located at 1441 East Fletcher Avenue, south of East Fletcher Avenue, west of North 15th Street, east of North Nebraska Avenue and north of La Place Circle. The original Planned Development was approved 1973 for C-1 uses pursuant to Hillsborough County Land Development Code. The site is currently developed with a retail and office development consisting of two levels, which is Option One. The applicant is requesting a Major Modification to a Planned Development to allow a Second Development Option to convert the second floor of the existing building from commercial to residential for 28 apartments in approximately 30,276 square feet. The applicant's site plan shows a total building area of 60,552 square feet at 0.54 FAR. The first floor is a mix of office and retail totaling 30,276 square feet. Currently, the property is an eclectic mix of commercial and offices.

The surrounding development pattern consists of a mixture of uses and located approximately 2,900 feet east of the State Road 93 interchange. Nearby is RMC-20 zoning developed with an apartment complex located to the south and north. Commercial general designated properties located both north and east of the subject site. Buildings of similar bulk, height and mass are located south, southeast and northwest of the subject property. Commercial uses and multifamily uses are prevalent in the area. Multi-family use abuts the site to the south (La Place), southeast (Greenbriar Villa PD 71-0115), and southwest (Royal Palm Apartment PD 98-1334).

As the applicant notes, the proposed mix of uses is appropriate considering the development pattern of the area. The development pattern of the University Community is characterized by a mix of older and newer buildings and higher density and intensity uses. This proposed zoning modification seeks a dual development approach to provide flexibility of use by proposing Option 1 and 2, as necessary to comply with market trends and the redevelopment strategy of the University Area. Specifically, this petition intends to retain the allowed uses as outlined in PD 73-0351 or to add an additional use with minimal changes to configuration and lot design.

#### Variations Requested:

As the applicant notes, the existing buildings on site and many nearby and surrounding properties were built in the early 1970s consistent with the development regulation in place at that time. Since then, many development regulations have changed, most notably those addressing use buffers and parking lot design. The applicant is requesting multiple variations including the following:

##### Variation 1:

Section 6.06.04 Off Street Vehicular Use Area part G Perimeter Landscaping 1. Where the perimeter buffer minimum width requirement is 6 or 8-feet at least one tree for each 40 lineal feet of required buffer shall be planted in the buffer with trees located in the buffer with trees located to maximize shading. The intent is to eliminate required tree plantings on a constrained site.

##### Variation 2:

Section 6.06.04 Off-Street Vehicular Use Area Part E. Other Perimeter Buffer A Landscape buffer, a minimum of 6-feet is required between off-street vehicle use areas and any property boundary not fronted by a right of way, unless the buffer or screening requirements of 6.06.06 is more stringent. The applicant's intent is to reduce the required parking lot landscape buffer from 6-feet to 2-feet.

##### Variation 3:

Variation LDC Section 6.06.04 Off-Street Vehicular Use Area part D. Perimeter Buffer Adjacent to Parking Area Driveway A driveway into a parking area shall be bordered by a landscaped buffer a minimum of 8-feet in width. The applicant's intent for the variation is to reduce the required parking lot driveway buffer from 8-feet to 0-feet.

**Variation 4:**

Variation LDC Section 6.06.04 Off-Street Vehicular Use Area part C Perimeter Buffer Adjacent to Road Right of Way on any parcel of land providing an off-street vehicular use area, where such area is not entirely screened from an abutting right of way by an intervening building or other structure, a landscaped buffer a minimum of 8- feet in width shall be provided between the off-street vehicular use area and the right-of-way. The applicant's intent is to reduce the required 8-foot wide parking lot buffer to 3-feet along Fletcher and 6-feet along 15th Street.

**Variation 5:**

Variation LDC Section 6.06.06 Landscaping, Irrigation, and Buffering Requirements which requires a 20-footwide Type B Buffer and screening to be located between office/commercial uses and residential uses. The applicant's intent for requesting this variation is to reduce the 20-foot-wide Type B Buffer and screening required along the south property line.

**Variation 6:**

Variance Code Section 6.11.16 Apartment Commercial part C. which requires a ten percent increase in parking lot landscaping and one additional canopy type tree for every two apartments shall be required. The applicant's intent for requesting this variation is to eliminate the need for the increased parking lot landscaping.

Justification was included in the applicant's submittal for all the variations. Staff has reviewed the justification statements submitted by the applicant for the 6 variations 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.

**Transportation Administrative Variances**

- Administrative Variance for Driveway Spacing
- Administrative Variance for Number of Driveways
- Substandard Roadway Administrative Variance
- Administrative Variance for Throat Depth

The County Engineer found the above Administrative Variances (AV) approvable for PS 22-0313. An in-depth review may be found in the transportation section of the report.

Staff has not identified any compatibility issues relative to the surrounding properties. The proposed use is appropriately located in a mixed-use area of commercial and multi-family development in close proximity to the subject site. Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan.

**5.2 Recommendation**

The proposed project with the proposed development standards, existing scale and restrictions may be found to be compatible with nearby development patterns. The proposed development satisfies the intent of the Goals, Objectives and Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan and finds the proposed Major Modification consistent with the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County. Based upon 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 August 22, 2022.

1. Uses allowed shall be as allowed within the “C-1” Neighborhood Commercial District pursuant to the 1973 Hillsborough County Zoning Regulations.
  - 1.1 Option 1 shall allow uses within the “C-1” Neighborhood Commercial District on Floor 1 and Floor 2, subject to the following standards:
    - 1.1.1 Maximum of 60,552 square feet of “C-1” uses
    - 1.1.2 Maximum Imperious: 95%
    - 1.1.3 Maximum Building Coverage: 28%
    - 1.1.4 Maximum Building Height: 35 feet
    - 1.1.5 Maximum FAR: 0.54
    - 1.1.6 Buffering and screening along the southern property line is not required (LDC Section 6.06.06)
    - 1.1.7 Access: 3 driveways from Fletcher Ave. and 2 driveways from 15th Street
    - 1.1.8 A 0-foot buffer and no screening will be allowed along the southern property boundary.
    - 1.1.9 A 3-foot-wide perimeter landscape parking lot buffer is required along the north property line adjacent to Fletcher and along the east property line adjacent to N 15th Street; trees are not required within this perimeter landscape buffer. (606.04.C)
    - 1.1.10 Perimeter buffers adjacent to parking area driveways are not required (LCD 6.06.04.D)
    - 1.1.11 Landscape buffers are not required between off street vehicle use area and property not fronted by a road right of way (6.04.06 E)
    - 1.1.12 No trees are required within any perimeter landscape buffers( 6.06.04 G)
    - 1.1.13 Setbacks shall be those currently existing:
      - North (Front on Fletcher): 47 feet
      - East (Front on 15<sup>th</sup> St.): 25 feet
      - South (Side): 48 feet
      - West (Side): 66 feet
  - 1.2 Option 2 shall allow “C-1” Neighborhood Commercial District uses on the lower level of the two-story building, and 28 commercial apartments on the 2<sup>nd</sup> floor, and subject to the following standards.
    - 1.2.1 Maximum building area of 60,552 square feet
      - Maximum of 30,276 square feet of C-1 uses on the ground floor, and 28 commercial apartments located on the second floor comprising up to 30,276 square feet.
    - 1.2.2 Maximum Imperious: 95%
    - 1.2.3 Maximum Building Coverage: 28%
    - 1.2.4 Maximum Building Height: 35 feet
    - 1.2.5 Maximum FAR: 0.54
    - 1.2.6 Buffering and screening along the southern property line is not required (6.06.06)
    - 1.2.7 A 0-foot buffer and no screening will be allowed along the southern property boundary.
    - 1.2.8 A 3-foot-wide perimeter landscape parking lot buffer is required along the north property line adjacent to Fletcher and along the east property line adjacent to N 15th Street; trees shall not be required within this perimeter landscape buffer. (6.06.04.C)

- 1.2.9 Perimeter buffers adjacent to parking area driveways shall not be required (LCD 6.06.04.D)
  - 1.2.10 Landscape buffers shall not be required between off street vehicle use area and property not fronted by a road right of way (6.04.06 E)
  - 1.2.11 No trees are required within any perimeter landscape buffers (6.06.04 G)
  - 1.2.12 Setbacks shall be those currently existing:
    - North (Front on Fletcher): 47 feet
    - East (Front on 15<sup>th</sup> St.): 25 feet
    - South (Side): 48 feet
    - West (Side): 66 feet
2. As conditioned hereinabove, the project shall be permitted certain uses under development Option 1 and Development Option 2, as defined hereinabove. Additionally:
- 2.1 The developer shall be permitted to retain the permitted uses, access configuration, and parking configuration provided there are no alterations of the structure or grounds necessitating the site come in through the plat/site/construction plan review processes. This scenario is depicted on the Option 1 General Development Plan (GDP). Notwithstanding the above, nothing herein these conditions shall grandfather any encroachments into public right-of-way or other improvements that were not properly permitted in the past.
  - 2.2 In the event the developer desires to construct commercial apartments or alters the existing structure or grounds such that the site must come in through the plat/site/construction plan review processes, then the developer shall modify the parking area areas and site access connections to comply with current LDC, Transportation Technical Manual, and other applicable standards. This scenario is depicted on the Option 2 GDP.
3. Project access shall be as follows:
- 3.1 Option 1. The developer shall be permitted to utilize the existing access connections constituting:
    - 3.1.1 Three (3) vehicular access connections to E. Fletcher Ave.; and,
    - 3.1.2 Two (2) vehicular access connections to N. 15<sup>th</sup> St.
  - 3.2 Option 2. Prior to or concurrent with any development occurring under Option 2, the developer shall:
    - 3.2.1 Eliminate the easternmost vehicular access connection to E. Fletcher Ave.;
    - 3.2.2 Eliminate the northernmost vehicular access connection to N. 15<sup>th</sup> St.;
    - 3.2.3 Construct vehicular and pedestrian cross access connections/stubouts to the western project boundary as shown on the GDP;
    - 3.2.4 Construct a pedestrian cross access stubout to the southern project boundary as shown on the GDP;
    - 3.2.5 Modify the existing parking facility to add/remove new parking spaces as shown on the GDP, in order to reach the minimum number of spaces required pursuant to Section 6.05 of the LDC as well as ensure drive aisles meet minimum width requirements pursuant to the LDC/Transportation Technical Manual;
    - 3.2.6 Restripe parking areas as necessary to provide dumpster area buffers/ loading zones as shown on the GDP; and,
    - 3.2.7 Construct minimum 5-foot wide internal and external sidewalks and crosswalks as generally shown on the GDP. With respect to the sidewalk to be constructed within the

subject site along the project's N. 15<sup>th</sup> St. frontage, the developer shall record in the Official Records of Hillsborough County an easement for public access and maintenance proposes to Hillsborough County in accordance with Section 6.03.02.D. of the LDC.

4. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
5. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable by the County Engineer (on July 15, 2022) from the Section 6.04.03.G. Land Development Code (LDC) requirements governing minimum throat depth. Approval of this variance will allow a throat depth of +/- 33 feet for the Option 2 Fletcher Ave. access connections, and a throat depth of +/- 13.5 feet for the Option 2 N. 15<sup>th</sup> St. connection.
6. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable (on July 15, 2022) from the Section 6.04.03.I. LDC requirements governing required number of access connections for Option 2. Approval of this variance will allow a total of four (4) access connections to the subject property, to include two (2) vehicular access connections to Fletcher Ave., one (1) vehicular access connection to N. 15<sup>th</sup> St. and one (1) vehicular cross access connection to the west.
7. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable (on July 15, 2022) from the Section 6.04.07 LDC requirements governing required spacing of vehicular access connections. Approval of this variance will permit the following for Option 2:
  - 7.1 The westernmost Fletcher Ave. connection to be spaced +/- 118 feet from the nearest connection to the west on the same side of the roadway;
  - 7.2 The westernmost Fletcher Ave. connection to be spaced +/- 30 feet from the nearest connection on the opposite side of the roadway;
  - 7.3 The westernmost Fletcher Ave. connection to be spaced +/- 141 feet from the nearest connection to the east (i.e. the easternmost Option 2 driveway) on the same side of the roadway;
  - 7.4 The N. 15<sup>th</sup> St. connection to be spaced +/- 170 feet from Fletcher Ave.; and,
  - 7.5 The N. 15<sup>th</sup> St. connection to be spaced +/- 50 feet from the nearest driveway connection to the south.
8. As N. 15<sup>th</sup> St. is a substandard collector roadway, the applicant submitted a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) which was found approvable by the County Engineer for the reasons stated in the letter (on July 15, 2022) from the Section 6.04.03.L. LDC requirement to improve the roadway to current standards. If MM 22-0313 is approved, the County Engineer will approve the above referenced Administrative Variance, upon which no improvements to N. 15 St. will be required for Option 2.
9. 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.
10. 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.

- 11. 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.
- 12. 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.

<b>Zoning Administrator Sign Off:</b>	 <p style="text-align: center; margin-top: 5px;">J. Brian Grady Mon Sep 12 2022 07:57:05</p>
<p><b>SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN &amp; BUILDING REVIEW AND APPROVAL</b></p> <p>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.</p>	

**7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**







**APPLICATION NUMBER: MM 22-0313**

ZHM HEARING DATE: September 19, 2022

BOCC LUM MEETING DATE: November 3, 2022

Case Reviewer: Timothy Lampkin, AICP

---

**9.0 FULL TRANSPORTATION REPORT (see following pages)**

## AGENCY REVIEW COMMENT SHEET

---

---

TO: Zoning Technician, Development Services Department

DATE: 9/9/2022

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: USF/ Northwest

PETITION NO: MM 22-0313

---

---

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects, based on the listed or attached conditions.

### **CONDITIONS OF APPROVAL**

1. As conditioned hereinabove, the project shall be permitted certain uses under development Option 1 and Development Option 2, as defined hereinabove. Additionally:
  - a. The developer shall be permitted to retain the existing uses, access configuration, and parking configuration provided there are no alterations of the structure or grounds necessitating the site come in through the plat/site/construction plan review processes. This scenario is depicted on the Option 1 General Development Plan (GDP). Notwithstanding the above, nothing herein these conditions shall grandfather any encroachments into public right-of-way or other improvements that were not properly permitted in the past.
  - b. In the event the developer desires to construct commercial apartments or alters the existing structure or grounds such that the site must come in through the plat/site/construction plan review processes, then the developer shall modify the parking area areas and site access connections to comply with current LDC, Transportation Technical Manual, and other applicable standards. This scenario is depicted on the Option 2 GDP.
2. Project access shall be as follows:
  - a. Option 1. The developer shall be permitted to utilize the existing access connections constituting:
    - i. Three (3) vehicular access connections to E. Fletcher Ave.; and,
    - ii. Two (2) vehicular access connections to N. 15<sup>th</sup>. St.
  - b. Option 2. Prior to or concurrent with any development occurring under Option 2, the developer shall:
    - i. Eliminate the easternmost vehicular access connection to E. Fletcher Ave.;
    - ii. Eliminate the northernmost vehicular access connection to N. 15<sup>th</sup> St.;
    - iii. Construct vehicular and pedestrian cross access connections/stubouts to the western project boundary as shown on the GDP;
    - iv. Construct a pedestrian cross access stubout to the southern project boundary as shown on the GDP;

- v. Modify the existing parking facility to add/remove new parking spaces as shown on the GDP, in order to reach the minimum number of spaces required pursuant to Section 6.05 of the LDC as well as ensure drive aisles meet minimum width requirements pursuant to the LDC/Transportation Technical Manual;
    - vi. Restripe parking areas as necessary to provide dumpster area buffers/ loading zones as shown on the GDP; and,
    - vii. Construct minimum 5-foot wide internal and external sidewalks and crosswalks as generally shown on the GDP. With respect to the sidewalk to be constructed within the subject site along the project's N. 15<sup>th</sup> St. frontage, the developer shall record in the Official Records of Hillsborough County an easement for public access and maintenance proposes to Hillsborough County in accordance with Section 6.03.02.D. of the LDC.
3. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
4. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable by the County Engineer (on July 15, 2022) from the Section 6.04.03.G. Land Development Code (LDC) requirements governing minimum throat depth. Approval of this variance will allow a throat depth of +/- 33 feet for the Option 2 Fletcher Ave. access connections, and a throat depth of +/- 13.5 feet for the Option 2 N. 15<sup>th</sup> St. connection.
5. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable (on July 15, 2022) from the Section 6.04.03.I. LDC requirements governing required number of access connections for Option 2. Approval of this variance will allow a total of four (4) access connections to the subject property, to include two (2) vehicular access connections to Fletcher Ave., one (1) vehicular access connection to N. 15<sup>th</sup> St. and one (1) vehicular cross access connection to the west.
6. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable (on July 15, 2022) from the Section 6.04.07 LDC requirements governing required spacing of vehicular access connections. Approval of this variance will permit the following for Option 2:
  - a. The westernmost Fletcher Ave. connection to be spaced +/- 118 feet from the nearest connection to the west on the same side of the roadway;
  - b. The westernmost Fletcher Ave. connection to be spaced +/- 30 feet from the nearest connection on the opposite side of the roadway;
  - c. The westernmost Fletcher Ave. connection to be spaced +/- 141 feet from the nearest connection to the east (i.e. the easternmost Option 2 driveway) on the same side of the roadway;
  - d. The N. 15<sup>th</sup> St. connection to be spaced +/- 170 feet from Fletcher Ave.; and,
  - e. The N. 15<sup>th</sup> St. connection to be spaced +/- 50 feet from the nearest driveway connection to the south.
7. As N. 15<sup>th</sup> St. is a substandard collector roadway, the applicant submitted a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) which was found approvable by the County Engineer for the reasons stated in the letter (on July 15, 2022) from the Section 6.04.03.L. LDC requirement to improve the roadway to current standards. If MM 22-0313 is approved, the County Engineer will approve the above referenced Administrative Variance, upon which no improvements to N. 15 St. will be required for Option 2.

**PROJECT SUMMARY AND TRIP GENERATION**

The applicant is requesting to rezone a +/- 2.5 ac. parcel from Planned Development (PD) #73-0351 to PD. According to zoning staff, approved PD #73-0351 has entitlements which allow up to 60,552 s.f. of “C-1” Neighborhood Commercial District uses pursuant to the 1973 Hillsborough County Zoning Regulations; however, the ability of the developer to use those entitlements is further restricted by the building form, site size, and ability to comply with other applicable regulations within the Land Development Code (LDC). The applicant is proposing to convert the 2<sup>nd</sup> floor of the existing structure to allow up to 28 Commercial Apartments. Commercial Apartment uses are governed by additional standards found within Sec. 6.11.16 of the LDC.

According to the Hillsborough County Property Appraiser, the existing structure(s) were constructed in 1974 and 1975, and as such do not comply with many current development standards within the Hillsborough County LDC. The existing project was submitted using a dual option approach. The first option seeks to maintain the current structure and entitlements. The second option would be utilized in the event the developer proceeds with the proposed commercial apartments use, or certain other alterations to the site or structure which triggers plat/site/construction plan review. This option requires certain alterations to the exiting site to bring the site into compliance with LDC and other applicable standards to the greatest extent possible. The applicant submitted a trip generation and site access analysis. Staff has prepared a summary of the number of trips potentially generated under the existing and proposed zoning designations utilizing a generalized worst-case scenario. Data shown below is based on the ITE’s Trip Generation Manual, 11<sup>th</sup> Edition.

Existing Zoning (#73-0357):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
60,552 s.f. Strip Retail Plaza Uses (LUC 822)	3,297	143	399

Proposed Zoning Option 2 (#22-0313):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
28 Multi-Family Dwelling Units (LUC 220)	189	11	14
30,276 s.f. Strip Retail Plaza Uses (LUC 822)	1,649	72	200
Subtotal:	1,838	83	214

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(-) 1,459</b>	<b>(-) 60</b>	<b>(-) 185</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE AND ROW ENCROACHMENTS**

E. Fletcher Ave. a 4-lane, publicly maintained, arterial roadway. The roadway is characterized by 11-foot wide travel lanes in above average condition. The roadway lies within a +/- 85-foot wide right-of-way along the project’s frontage. There are +/- 5-foot wide sidewalks along the north and south side of

Fletcher Ave. in the vicinity of the proposed project. There are +/- 4-foot wide bicycle lanes on Fletcher Ave. in the vicinity of the proposed project.

N. 15<sup>th</sup> St. is a 2-lane, publicly maintained, substandard, collector roadway owned. The roadway is characterized by 11 to 12-foot wide travel lanes in average condition. The roadway lies within a +/- 63-foot wide right-of-way along the project's frontage. There is a +/- 5-foot wide sidewalk along the eastern portion of Fletcher Ave. in the vicinity of the proposed project. There are no bicycle facilities along N. 15<sup>th</sup> St. in the vicinity of the proposed project.

There are existing parking spaces which appear to encroach in the County's N. 15<sup>th</sup> St. right-of-way. Under Development Option 2, the developer will be required to remove those spaces and construct a sidewalk along the project frontage, which will require placement of the sidewalk within the site and conveyance of an easement for public access and maintenance proposes to the County. The developer may be required to remove such spaces under Option 1 in the future, at the request of Hillsborough County, if such spaces were not properly permitted.

### **SITE ACCESS AND CONNECTIVITY**

The site currently has three (3) vehicular access connections to Fletcher Ave. and two (2) vehicular access connections to N. 15<sup>th</sup> St. The site currently does not have any vehicular or pedestrian cross access to adjacent parcels. This access confirmation is depicted on the Option 1 site plan. Although Option 1 does not comply with the LDC, to the extent the existing use and building was legally constructed its existing configuration is generally considered to be grandfathered. Staff has outlined an issue with respect to encroachment of certain parking spaces in the "Transportation Infrastructure Serving the Site and ROW Encroachments" section of this report hereinabove.

As shown on the development Option 2 site plan, the developer is proposing to modify the site to remove the easternmost access on Fletcher Ave. and the northernmost access on N. 15<sup>th</sup> St. The applicant is also proposing to construct a pedestrian cross access stubout along its southern project boundary as well as a vehicular/pedestrian cross access connection/stubout along its western project boundary. While the site would still not meet all applicable standards, these changes will drastically improve compliance with applicable LDC standards and improve the safety of access to the site, while still providing for adequate vehicular and pedestrian access given the constraints created by the existing parcel configuration and existing building within the site, which the developer is proposing to retain.

Under Development Option 2 and as required pursuant to Section 6.04.03.Q. of the LDC, the developer is proposing pedestrian cross access stubout to the southern project boundary, as well as a vehicular and pedestrian cross access connection/stubout along the western project boundary.

### **PARKING**

The applicant provided parking calculation on the Option 2 site plan. As shown, the shopping center use requires 152 parking spaces, and the commercial apartment uses require 56 parking spaces. Pursuant to Sec. 6.11.16.B. of the LDC. "Off-street parking requirements shall be separately calculated for the non-residential component and the residential component of the building, and the greater number of required parking spaces shall be provided.". As such, the project is required to construct 152 parking spaces, and they are proposing 159 spaces for Option 2.

### **ADMINISTRATIVE VARIANCE #1 – THROAT DEPTH**

The applicant is requesting a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) from the Section 6.04.03.G. requirement governing minimum throat depth. Pursuant to the LDC, the site is required to have a minimum throat depth of 50 feet at each access point. The applicant is proposing to reduce the minimum required throat of +/- 33 feet for the Option 2 Fletcher Ave. access connections, and

a throat depth of +/- 13.5 feet for the Option 2 N. 15<sup>th</sup> St. connection. For the reasons stated in the request letter, the County Engineer found the request approvable (on July 15, 2022). If MM 22-0313 is approved, the County Engineer will approve the Administrative Variance request.

#### **ADMINISTRATIVE VARIANCE #2 – NUMBER OF ACCESS CONNECTIONS**

The applicant is requesting a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) from the Section 6.04.03.I. requirement governing number of access connections for Option 2. Pursuant to Section 6.04.03.I. the project would only be authorized for one (1) access connection. The existing site would have six (6) connections if the required vehicular cross access were constructed, and the existing access connections were to remain. Given the spacing issues with many of these access connections, the potential for bicycle and pedestrian conflict with each access connection, and fact that the site is within an area of high bicycle and pedestrian activity, staff worked with the applicant to eliminate certain access connections to enhance safety of the site and surrounding roadways while still providing for adequate access to the site and circulation within the site given constraints including those related to adaptive reuse of an existing building. The variance would permit a total of four (4) vehicular access connections, i.e. two (2) connections on Fletcher Ave., one (1) connection to N. 15<sup>th</sup> St. and one (1) cross-access connection to the west. For the reasons stated in the request letter, the County Engineer found the request approvable (on July 15, 2022). If MM 22-0313 is approved, the County Engineer will approve the Administrative Variance request.

#### **ADMINISTRATIVE VARIANCE #3 – SPACING OF ACCESS CONNECTIONS**

The applicant is requesting a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) from the Section 6.04.07 spacing of access connections. In the vicinity of the proposed project, Fletcher Ave. is a Class 5 roadway with a posted speed limit of 35 m.p.h. and N. 15<sup>th</sup> St. is a Class 6 roadway with a posted speed limit of 30 m.p.h. As such, the minimum connection spacing is 245 miles per hour for both roadways. The applicant is requesting the following variances for the Option 2 access spacing:

- a. The westernmost Fletcher Ave. connection to be spaced +/- 118 feet from the nearest connection to the west on the same side of the roadway, for a variance of 127 feet;
- b. The westernmost Fletcher Ave. connection to be spaced +/- 30 feet from the nearest connection on the opposite side of the roadway, for a variance of 215 feet;
- c. The westernmost Fletcher Ave. connection to be spaced +/- 141 feet from the nearest connection to the east (i.e. the easternmost Option 2 driveway) on the same side of the roadway, for a variance of 104 feet;
- d. The N. 15<sup>th</sup> St. connection to be spaced +/- 170 feet from Fletcher Ave., for a variance of 75 feet; and,
- e. The N. 15<sup>th</sup> St. connection to be spaced +/- 50 feet from the nearest driveway connection to the south, for a variance of 195 feet.

For the reasons stated in the request letter, the County Engineer found the request approvable (on July 15, 2022). If MM 22-0313 is approved, the County Engineer will approve the Administrative Variance request.

#### **ADMINISTRATIVE VARIANCE #4 – SUBSTANDARD ROAD**

The applicant is requesting a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) from the Section 6.04.03.L requirement governing required improvements to N. 15<sup>th</sup> St., which is substandard collector roadway. For the reasons stated in the request letter, the County Engineer found the request



approvable (on July 15, 2022). If MM 22-0313 is approved, the County Engineer will approve the Administrative Variance request, upon which no improvements will be required to N. 15<sup>th</sup> St. Other improvements, i.e. requiring removal of certain encroachments into the right-of-way and construction of a sidewalk along the project's frontage, are addressed in the proposed conditions hereinabove.

**ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

Level of Service (LOS) for adjacent roadway section(s) is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Fletcher Ave.	Nebraska Ave.	Bruce B. Downs Blvd.	E	C
15 <sup>th</sup> St.	Fowler Ave.	Fletcher Ave.	D	D

Source: Hillsborough County 2020 Level of Service Report.

## Ratliff, James

---

**From:** Williams, Michael  
**Sent:** Friday, July 15, 2022 9:26 AM  
**To:** Elizabeth Rodriguez  
**Cc:** Tirado, Sheida; PW-CEIntake; Ratliff, James; Lampkin, Timothy  
**Subject:** FW: MM 22-0313 Administrative Variance Review  
**Attachments:** 22-0313 AVReq 06-06-22\_1.pdf; 22-0313 AVReq 06-06-22\_2.pdf; 22-0313 AVReq 06-06-22\_3.pdf; 22-0313 AVReq 06-06-22\_4.pdf

**Importance:** High

Libby,

I have found the attached Section 6.04.02.B. Administrative Variances (AV) for PD 22-0313 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](mailto: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](mailto: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:** Wednesday, July 13, 2022 7:26 PM  
**To:** Williams, Michael <WilliamsM@HillsboroughCounty.ORG>  
**Subject:** MM 22-0313 Administrative Variance Review  
**Importance:** High

Hello Mike,

The attached AV's are approvable to me, please include the following people in your email.

[libbytraffic@yahoo.com](mailto:libbytraffic@yahoo.com)  
[lampkint@hillsboroughcounty.org](mailto:lampkint@hillsboroughcounty.org)  
[ratliffja@hillsboroughcounty.org](mailto:ratliffja@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](mailto:tirados@HCFLGov.net)  
W: [HCFLGov.net](http://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:** Rome, Ashley <[RomeA@hillsboroughcounty.org](mailto:RomeA@hillsboroughcounty.org)>  
**Sent:** Monday, June 6, 2022 9:02 AM  
**To:** Allen, Cari <[AllenCA@hillsboroughcounty.org](mailto:AllenCA@hillsboroughcounty.org)>; Andrea Papandrew <[papandrewa@plancom.org](mailto:papandrewa@plancom.org)>; Blinck, Jim <[BlinckJ@HillsboroughCounty.ORG](mailto:BlinckJ@HillsboroughCounty.ORG)>; Brown, Gregory <[BrownGr@hillsboroughcounty.org](mailto:BrownGr@hillsboroughcounty.org)>; Cabrera, Richard <[CabreraR@HillsboroughCounty.ORG](mailto:CabreraR@HillsboroughCounty.ORG)>; Dalfino, Jarryd <[DalfinoJ@hillsboroughcounty.org](mailto:DalfinoJ@hillsboroughcounty.org)>; Santos, Daniel <[daniel.santos@dot.state.fl.us](mailto:daniel.santos@dot.state.fl.us)>; David Skrelunas <[David.Skrelunas@dot.state.fl.us](mailto:David.Skrelunas@dot.state.fl.us)>; DeWayne Brown <[brownd2@gohart.org](mailto:brownd2@gohart.org)>; Dickerson, Ross <[DickersonR@HillsboroughCounty.ORG](mailto:DickersonR@HillsboroughCounty.ORG)>; Ellen Morrison <[ellen.morrison@swfwmd.state.fl.us](mailto:ellen.morrison@swfwmd.state.fl.us)>; Franklin, Deborah <[FranklinDS@hillsboroughcounty.org](mailto:FranklinDS@hillsboroughcounty.org)>; Glorimar Belangia <[Glorimar.Belangia@hcps.net](mailto:Glorimar.Belangia@hcps.net)>; Greg Colangelo <[colangeeg@plancom.org](mailto:colangeeg@plancom.org)>; Hansen, Raymond <[HansenR@hillsboroughcounty.org](mailto:HansenR@hillsboroughcounty.org)>; Holman, Emily - PUD <[HolmanE@HillsboroughCounty.ORG](mailto:HolmanE@HillsboroughCounty.ORG)>; Hummel, Christina <[HummelC@hillsboroughcounty.org](mailto:HummelC@hillsboroughcounty.org)>; Impact Fees <[ImpactFees@hillsboroughcounty.org](mailto:ImpactFees@hillsboroughcounty.org)>; James Hamilton <[jkhamilton@tecoenergy.com](mailto:jkhamilton@tecoenergy.com)>; Jillian Massey <[masseyj@plancom.org](mailto:masseyj@plancom.org)>; Justin Willits <[WillitsJ@gohart.org](mailto:WillitsJ@gohart.org)>; Kaiser, Bernard <[KAISERB@HillsboroughCounty.ORG](mailto:KAISERB@HillsboroughCounty.ORG)>; Karla Llanos <[llanosk@plancom.org](mailto:llanosk@plancom.org)>; Katz, Jonah <[KatzJ@hillsboroughcounty.org](mailto:KatzJ@hillsboroughcounty.org)>; Kyle Brown <[kyle.brown@myfwc.com](mailto:kyle.brown@myfwc.com)>; [landuse-zoningreviews@tampabaywater.org](mailto:landuse-zoningreviews@tampabaywater.org); Mineer, Lindsey <[Lindsey.Mineer@dot.state.fl.us](mailto:Lindsey.Mineer@dot.state.fl.us)>; Lindstrom, Eric <[LindstromE@hillsboroughcounty.org](mailto:LindstromE@hillsboroughcounty.org)>; Mackenzie, Jason <[MackenzieJ@hillsboroughcounty.org](mailto:MackenzieJ@hillsboroughcounty.org)>; McGuire, Kevin <[McGuireK@HillsboroughCounty.ORG](mailto:McGuireK@HillsboroughCounty.ORG)>; Melanie Ganas <[mxganas@tecoenergy.com](mailto:mxganas@tecoenergy.com)>; Melissa Lienhard <[lienhardm@plancom.org](mailto:lienhardm@plancom.org)>; Olivia Ryall <[oryall@teamhcso.com](mailto:oryall@teamhcso.com)>; Perez, Richard <[PerezRL@hillsboroughcounty.org](mailto:PerezRL@hillsboroughcounty.org)>; Petrovic, Jaksa <[PetrovicJ@HillsboroughCounty.ORG](mailto:PetrovicJ@HillsboroughCounty.ORG)>; Pezone, Kathleen <[PezoneK@hillsboroughcounty.org](mailto:PezoneK@hillsboroughcounty.org)>; Ratliff, James <[RatliffJa@hillsboroughcounty.org](mailto:RatliffJa@hillsboroughcounty.org)>; Hessinger, Rebecca

<[HessingerR@hillsboroughcounty.org](mailto:HessingerR@hillsboroughcounty.org)>; Renee Kamen <[renee.kamen@hcps.net](mailto:renee.kamen@hcps.net)>; Revette, Nacole <[RevetteN@HillsboroughCounty.ORG](mailto:RevetteN@HillsboroughCounty.ORG)>; Carroll, Richard <[CarrollR@HillsboroughCounty.ORG](mailto:CarrollR@HillsboroughCounty.ORG)>; Rochelle, Randy <[RochelleR@HillsboroughCounty.ORG](mailto:RochelleR@HillsboroughCounty.ORG)>; Rodriguez, Dan <[RodriguezD@gohart.org](mailto:RodriguezD@gohart.org)>; RP-Development <[RP-Development@hillsboroughcounty.org](mailto:RP-Development@hillsboroughcounty.org)>; Salisbury, Troy <[SalisburyT@hillsboroughcounty.org](mailto:SalisburyT@hillsboroughcounty.org)>; Salma Ahmad <[ahmads@plancom.org](mailto:ahmads@plancom.org)>; Sanchez, Silvia <[sanchezs@epchc.org](mailto:sanchezs@epchc.org)>; Shelton, Carla <[SheltonC@HillsboroughCounty.ORG](mailto:SheltonC@HillsboroughCounty.ORG)>; Steady, Alex <[SteadyA@hillsboroughcounty.org](mailto:SteadyA@hillsboroughcounty.org)>; Tapley, Kimberly <[tapleyk@epchc.org](mailto:tapleyk@epchc.org)>; Thompson, Mike <[Thompson@epchc.org](mailto:Thompson@epchc.org)>; Tony Mantegna <[tmantegna@tampaairport.com](mailto:tmantegna@tampaairport.com)>; Turbiville, John (Forest) <[TurbivilleJ@HillsboroughCounty.ORG](mailto:TurbivilleJ@HillsboroughCounty.ORG)>; Woodard, Sterlin <[Woodard@epchc.org](mailto:Woodard@epchc.org)>; Yeneka Mills <[millsy@plancom.org](mailto:millsy@plancom.org)>  
**Cc:** Grady, Brian <[GradyB@HillsboroughCounty.ORG](mailto:GradyB@HillsboroughCounty.ORG)>; Lampkin, Timothy <[LampkinT@hillsboroughcounty.org](mailto:LampkinT@hillsboroughcounty.org)>; Timoteo, Rosalina <[TimoteoR@HillsboroughCounty.ORG](mailto:TimoteoR@HillsboroughCounty.ORG)>; Padron, Ingrid <[PadronI@hillsboroughcounty.org](mailto:PadronI@hillsboroughcounty.org)>; Tirado, Sheida <[TiradoS@hillsboroughcounty.org](mailto:TiradoS@hillsboroughcounty.org)>; Williams, Michael <[WilliamsM@HillsboroughCounty.ORG](mailto:WilliamsM@HillsboroughCounty.ORG)>

**Subject:** RE MM 22-0313

Good Day All,

Please be advised, we have received and uploaded to Optix **revised documents/plans** for the above mentioned application. Please review and comment.

For further information regarding the change/update please contact the assigned planner.

Planner assigned:

Planner: Timothy Lampkin

Contact: [lampkint@hillsboroughcounty.org](mailto:lampkint@hillsboroughcounty.org)

Have a good one,

**Ashley Rome**

**Planning & Zoning Technician**

Development Services Dept.

---

P: (813) 272-5595

E: [romea@hillsboroughcounty.org](mailto:romea@hillsboroughcounty.org)

W: [HCFLGov.net](http://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.

*Elizabeth Rodriguez & Associates, Inc.  
18156 Sandy Pointe Drive  
Tampa, Florida 33647*

May 24, 2022

Mr. Michael J. Williams, P.E.  
Development Review Director, County Engineer  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Dear Mr. Williams:

**RE: Administrative Variance for Driveway Throat Depth 1441 E. Fletcher – FOLIO #  
035853.0100 RZ 22-0313**

The subject rezoning is a modification to RZ-73- 0351 to allow for second floor apartments at the existing commercial building. Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03.G of the Hillsborough County Land Development Code (LDC), which states:

“G. Operational Characteristics of Access

The driveway should be constructed so that all entering and exiting movements can be accomplished with minimum disruption to traffic flow on the intersecting roadway. For developments having drive-in services, the service area should be far enough from the roadway to ensure adequate vehicle storage space within the property limits, i.e., avoid vehicle backups blocking the service operation and interfering with the safe movement of highway traffic. Where possible, a minimum of 50' (for Type II) or 100' (for Type III or higher) of the driveway throats shall remain free of internal connections or parking spaces which might interfere with the movement of vehicles into or out of the access. The applicant may submit an analysis showing that for his site, a throat of less than 100' is appropriate and will result in no adverse impact to the public roadway system.”

This is also a variance to Section 6.04.04.A of the Hillsborough County Land Development Code (LDC), which states:

Land Use	Driveway Length (in feet)
Small Strip Shopping Center	50

The subject property is in for review, as is shown on the attached **Site Plan** and **Location Map**. This variance is to request that the developer not be required to meet the above-described throat depth measurement at one of the two project driveways. See **Throat Depth Exhibit**.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO # 035853.0100*
2. Associated Application Numbers: RZ 22-0313
3. Type of Request: *Administrative variance to Section 6.04.03.G and Section 6.04.04.A*
4. Section of the LDC from which the variance is being sought, as well as any associated zoning conditions which require said improvements: *Section 6.04.03.G requires a 50 foot throat depth at the project driveways shown on the site plan, “where possible.” Section 6.04.04.A is a table that shows throat depth based upon square footage, and the 50 foot throat depth corresponds to the square footage (60,552 square feet) of this existing center.*
5. Description of what the LDC/zoning conditions require: *A 50 foot throat depth at the proposed 3 project driveways. It is important that the LDC says that this is the requirement, “where possible.”*
6. Description of existing roadway conditions (e.g., Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *Fletcher Avenue has an approximately 90-foot right-of-way and four approximately 11-foot lanes with median. The pavement condition appears to be average. There are marked bike lanes and sidewalk on both sides of the roadway. There are currently five driveways serving the center – three onto Fletcher Avenue and two onto 15<sup>th</sup> Street. If the applicant converts the second floor of the building to residential, he will close one driveway onto each roadway – resulting in two driveways onto Fletcher Avenue and one driveway onto 15<sup>th</sup> Street. As the Throat Depth Exhibit indicates, the two Fletcher driveways will have 33 foot throat depths, and the 15<sup>th</sup> Street driveway will have a 13.5 foot throat depth.*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria (a) and (b) – if applicable (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:

- a. There is unreasonable burden on the applicant. *This project was first permitted in 1973. It would have to be completely rebuilt to meet these standards, and parking spaces would be lost.*
- b. The variance would not be detrimental to the public health, safety, and welfare. *The variance is not expected to be detrimental to the public health, safety, and welfare. The attached Crash Data shows that there is currently no crash problem attributable to these existing throat depths. Since the trip generation is not expected to increase, no new crash problems are anticipated to occur, so it would not be detrimental to the public health, safety, and welfare to not require that these existing throat depths be lengthened.*
- c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *In light of the fact that this development was permitted in the seventies and no net increase in trip generation is proposed, and there is no existing nor anticipated crash problem, it would be unreasonable to require the parking lot and driveways to be torn up and reconfigured for throat depth.*
8. Documentation/other attachments: *Attached are throat depth exhibit, site plan, crash data and location map.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.

Sincerely



Elizabeth Rodriguez

---

Based upon the information provided by the application, this request is:

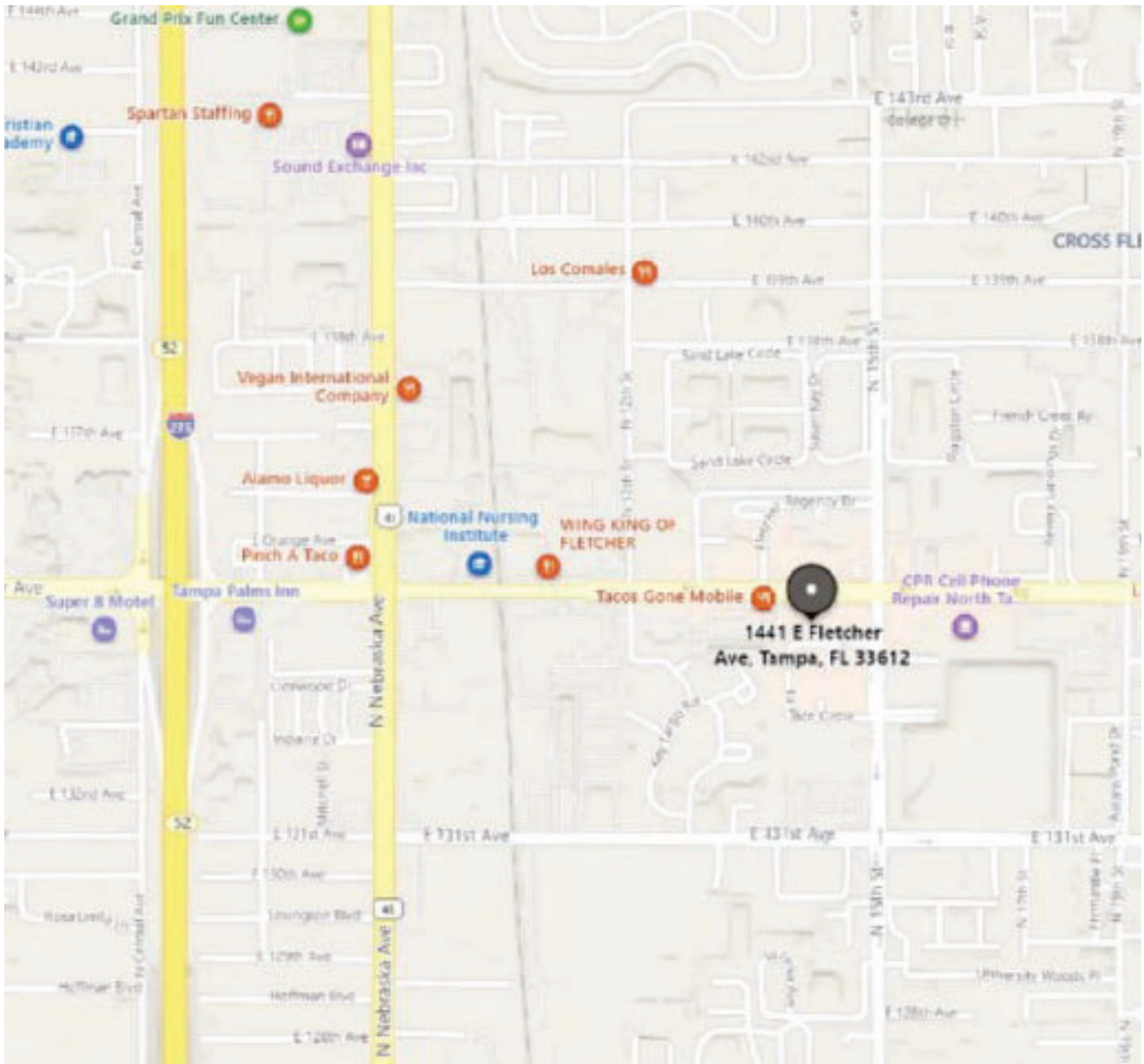
\_\_\_\_\_ Disapproved

\_\_\_\_\_ Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E. at (813) 307-1758.

Sincerely,

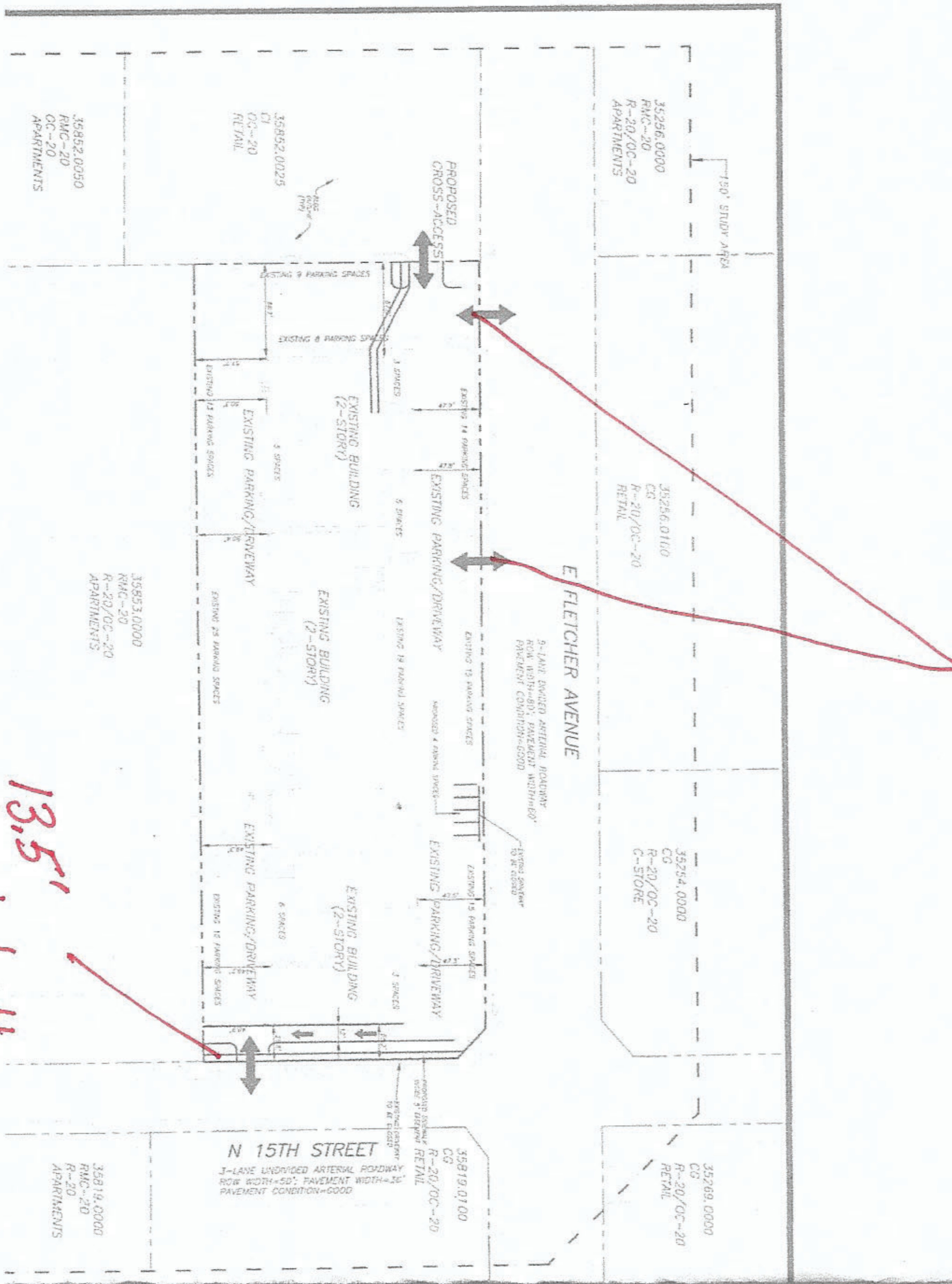
Michael J. Williams, P.E.  
Hillsborough County Engineer



## ***LOCATION MAP***

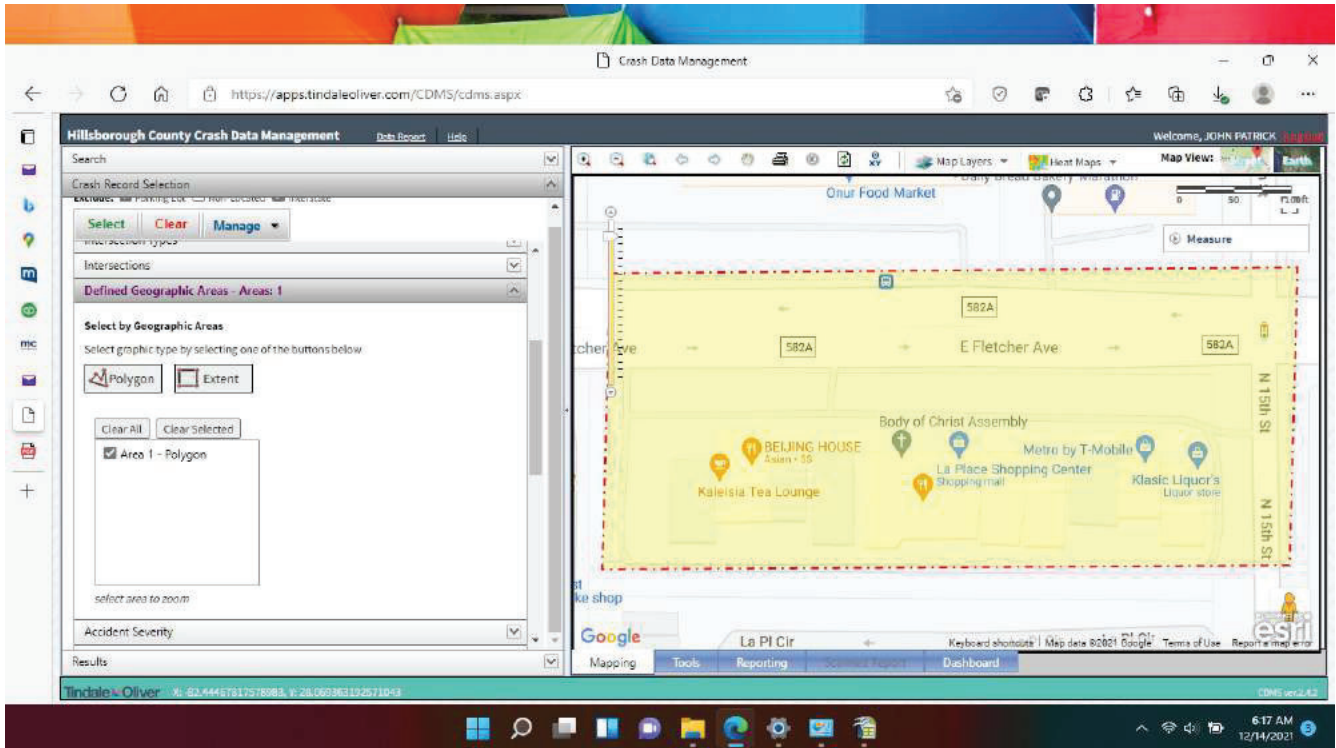






33' throat depth

13.5' throat depth



Hillsborough County Crash Data Polygon

## **Hillsborough County Crash Data at the Subject Driveways by Year**

### **2016**

*2016-86566229 right turn from the westernmost driveway on Fletcher Avenue.*

### **2017**

*2017-85887287 left turn into the westernmost driveway on Fletcher Avenue.*

*2017-87369895 left turn into the westernmost driveway on Fletcher Avenue.*

### **2018**

*2018-87709159 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2018-88684672 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

### **2019**

*2019-88689320 left turn from 15<sup>th</sup> Street into driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2019-89128923 left turn from the westernmost driveway on Fletcher Avenue.*

*2019-89131258 no detail - involving easternmost driveway on Fletcher Avenue.*

### **2020**

*2020-89427543 left turn from the westernmost driveway on Fletcher Avenue.*

### **2021**

*2021-89444676 no detailed – involved middle driveway on Fletcher Avenue.*

*Elizabeth Rodriguez & Associates, Inc.  
18156 Sandy Pointe Drive  
Tampa, Florida 33647*

May 24, 2022

Mr. Michael J. Williams, P.E.  
Development Review Director, County Engineer  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Dear Mr. Williams:

**RE: Administrative Variance for Number of Driveways 1441 E. Fletcher – FOLIO # 035853.0100 RZ 22-0313**

The subject rezoning is a modification to RZ-73- 0351 to allow for second floor apartments at the existing commercial building. Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03.I. of the Hillsborough County Land Development Code (LDC), which states that:

*Trip generation of 430 / 300 = 1.4, rounding up to 2 driveways.*

The subject property is in for review, as is shown on the attached **Site Plan** and **Location Map**. This variance is to request that the developer not be required to meet LDC “Number of Driveways” standards.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO # 035853.0100*
2. Associated Application Numbers: *RZ-22-0313 to Allow Second Story Residential. Note that a variance for “Driveway Spacing” is being submitted concurrently.*
3. Type of Request: *Administrative variance to Section 6.04.03.I*

4. Section of the LDC from which the variance is being sought, as well as any associated zoning conditions which require said improvements: *Relief from LDC Section 6.04.03.I is sought.*
5. Description of what the LDC/zoning conditions require: *Trip generation of  $430 / 300 = 1.4$ , rounding up to 2 driveways is the required number of driveways. But, there are five existing driveways, but there are three proposed driveways serving numerous businesses and proposed residences.*
6. Description of existing roadway conditions (e.g. Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *Fletcher Avenue has an approximately 90 foot right-of-way and four approximately 11 foot lanes with median. The pavement condition appears to be average. There are marked bike lanes and sidewalk on the both sides of the roadway.*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria (a) and (b) – if applicable (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:
  - a. There is an unreasonable burden on the applicant. *The applicant is simply modifying the zoning to allow residential uses on the second floor of this existing building in addition to the commercial and office uses that are currently allowable. See **Site Plan**. Since the trip generation associated with residential is lower than that of commercial, an increase of zero (0) net trips is projected. Nonetheless, the applicant is closing 2 of his 5 existing driveways (resulting in 3 driveways). Therefore, it would be an unreasonable burden on the developer in this economically depressed area to incur additional costs of re-configuring the driveways to address a zero (0) trip increase.*
  - b. The variance would not be detrimental to the public health, safety, and welfare. *The variance is not expected to be detrimental to the public health, safety, and welfare because there is no projected increase in trip generation. The driveways will be handling the existing volume of traffic in the proposed scenario. Hillsborough County crash software was used to pull 5 years of crash data in the polygon shown in the attachments. There were 150 crashes within the polygon (crash reports being sent under separate cover) mainly at the Fletcher Avenue/15<sup>th</sup> Street intersection. There were 10 crashes involving the subject driveway during the 5 year period. However, 3 of those were attributable to left-in or left-out movements at the 15<sup>th</sup> Street driveways where the median is being closed; so, that situation is correcting itself. If the remaining 7 crashes are divided by the 5 year time period, this equates to just 1.4 crashes/year, an acceptable level in this dense part of the urban network, especially since none of the crash data reported serious injury or fatalities, probably because of low speeds. Thus, this variance is not expected to be detrimental to the public health, safety and welfare.*
  - c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *This building contains a collection of very small shops and restaurants as well as numerous accesses to the upstairs spaces. Each of the three (3) remaining driveways serves several businesses, or the apartments in the back. It is important that these businesses be afforded every opportunity for success, such as convenient access. They are located in an economically depressed area.*

8. Documentation/other attachments: *Attached are site plan, location map and crash data.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.

Sincerely



Elizabeth Rodriguez

---

Based upon the information provided by the application, this request is:

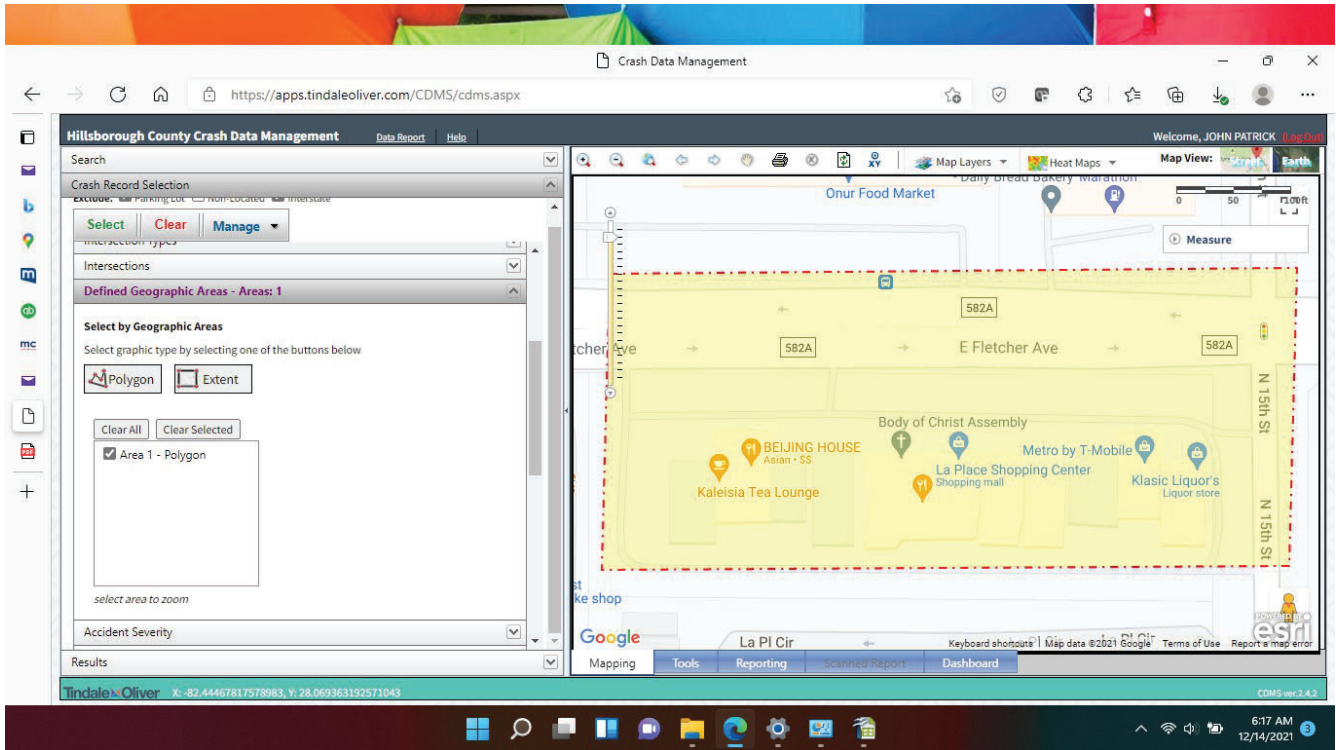
\_\_\_\_\_ Disapproved

\_\_\_\_\_ Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E. at (813) 307-1758.

Sincerely,

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



### Hillsborough County Crash Data Polygon



## **Hillsborough County Crash Data at the Subject Driveways by Year**

### **2016**

*2016-86566229 right turn from the westernmost driveway on Fletcher Avenue.*

### **2017**

*2017-85887287 left turn into the westernmost driveway on Fletcher Avenue.*

*2017-87369895 left turn into the westernmost driveway on Fletcher Avenue.*

### **2018**

*2018-87709159 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2018-88684672 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

### **2019**

*2019-88689320 left turn from 15<sup>th</sup> Street into driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2019-89128923 left turn from the westernmost driveway on Fletcher Avenue.*

*2019-89131258 no detail - involving easternmost driveway on Fletcher Avenue.*

### **2020**

*2020-89427543 left turn from the westernmost driveway on Fletcher Avenue.*

### **2021**

*2021-89444676 no detailed – involved middle driveway on Fletcher Avenue.*



*Elizabeth Rodriguez & Associates, Inc.  
18156 Sandy Pointe Drive  
Tampa, Florida 33647*

May 24, 2022

Mr. Michael J. Williams, P.E.  
Development Review Director, County Engineer  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Dear Mr. Williams:

**RE: Administrative Variance for Driveway Spacing - 1441 E. Fletcher – FOLIO # 035853.0100  
RZ 22-0313**

The subject rezoning is a modification to RZ-73- 0351 to allow for second floor apartments at the existing commercial building. Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03.07 of the Hillsborough County Land Development Code (LDC), which states:

***Sec. 6.04.07. - Table: Minimum Spacing – CLASS 5 – 245 foot spacing (35 mph posted speed).***

The subject property is in for review, as is shown on the attached **Site Plan** and **Location Map**. This variance is to request that the developer not be required to meet LDC driveway spacing.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO # 035853.0100*
2. Associated Application Numbers: *RZ-22-0313 to Allow Second Story Residential. Note that a variance for “Number of Driveways” is being submitted concurrently.*
3. Type of Request: *Administrative variance to Section 6.04.07*
4. Section of the LDC from which the variance is being sought, as well as any associated zoning

conditions which require said improvements: *Relief from LDC Section 6.04.07 is sought.*

5. Description of what the LDC/zoning conditions require: *The posted speed on this link of Fletcher Avenue is 35 mph, and Section 6.04.07 requires the existing driveways to be 245 feet from the other driveways/intersections. However, the driveway spacing does not meet this standard (See **Driveway Spacing Exhibit**). This exhibit shows the existing driveway locations and spacing. If the developer ends of exercising the “do nothing” option, he will not construct the second floor apartments and the driveway configuration will remain “as is.”*

*However, if he does construct the second floor apartments, he has committed to closing the easternmost driveway on Fletcher Avenue and the northern driveway on 15<sup>th</sup> Street. Even if these two driveways are closed, the remaining driveways still do not meet the required 245 foot spacing. As the exhibit indicates, on Fletcher Avenue, the westernmost driveway would still be about 118 feet from the driveway to the west on the adjoining property; the spacing between the two remaining driveways on Fletcher Avenue would still be 144 feet. However, if the easternmost driveway on Fletcher Avenue is closed, the distance between the intersection and the middle driveway (which would become the eastern driveway) would meet spacing at a distance of approximately 341 feet.*

*On 15<sup>th</sup> Street, the exhibit shows that the driveways do not currently meet the required 245 foot spacing. Even with the northern driveway on 15<sup>th</sup> Street closed, the remaining (southern) driveway does not meet spacing in either direction. The remaining driveway would still be 52 feet from the apartment driveway to the south and approximately 150 feet from the Fletcher Avenue/15<sup>th</sup> Street intersection.*

6. Description of existing roadway conditions (e.g., Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *Fletcher Avenue has an approximately 90-foot right-of-way and four approximately 11-foot lanes with median. The pavement condition appears to be average. There are marked bike lanes and sidewalk on both sides of the roadway.*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria (a) and (b) – if applicable (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:
  - a. There is an unreasonable burden on the applicant. *The applicant is simply modifying the zoning to allow residential uses on the second floor of this existing building in addition to the commercial and office uses that are currently allowable. Since the trip generation associated with residential is lower than that of commercial, an increase of zero (0) net trips is projected. Therefore, it would be an unreasonable burden on the developer in this economically depressed area to incur additional costs of re-configuring the driveways to address a zero (0) trip increase more than he already is by agreeing to remove the northern driveway on 15<sup>th</sup> Street and the easternmost driveway on Fletcher Avenue if he proceeds with the option to convert the second floor to apartments.*
  - b. The variance would not be detrimental to the public health, safety, and welfare. *The variance is not expected to be detrimental to the public health, safety, and welfare because there is no projected increase in trip generation. The driveways will be handling the existing*

*volume of traffic in the proposed scenario. Hillsborough County crash software was used to pull 5 years of crash data in the polygon shown in the attachments. There were 150 crashes within the polygon (crash reports being sent under separate cover) mainly at the Fletcher Avenue/15<sup>th</sup> Street intersection. There were 10 crashes involving the subject driveway during the 5-year period. However, 3 of those were attributable to left-in or left-out movements at the 15<sup>th</sup> Street driveways where the median is being closed; so, that situation is correcting itself. If the remaining 7 crashes are divided by the 5-year time period, this equates to just 1.4 crashes/year, an acceptable level in this dense part of the urban network, especially since none of the crash data reported serious injury or fatalities, probably because of low speeds. Thus, this variance is not expected to be detrimental to the public health, safety, and welfare. Note that if the two above-described driveways are closed, this represents an improvement in driveway spacing over the existing condition.*

c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall consider the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *If the developer goes forward with constructing the apartments and closes the two above-described driveways, the remaining 15<sup>th</sup> Street driveway will serve the proposed apartments. The two remaining Fletcher Avenue driveways will serve the numerous small shops on the property. It is important that these businesses be afforded every opportunity for success, such as convenient access. They are in an economically depressed area.*

8. Documentation/other attachments: *Attached are site plan, location map, spacing exhibit, and crash data.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.

Sincerely



Elizabeth Rodriguez

---

Based upon the information provided by the application, this request is:

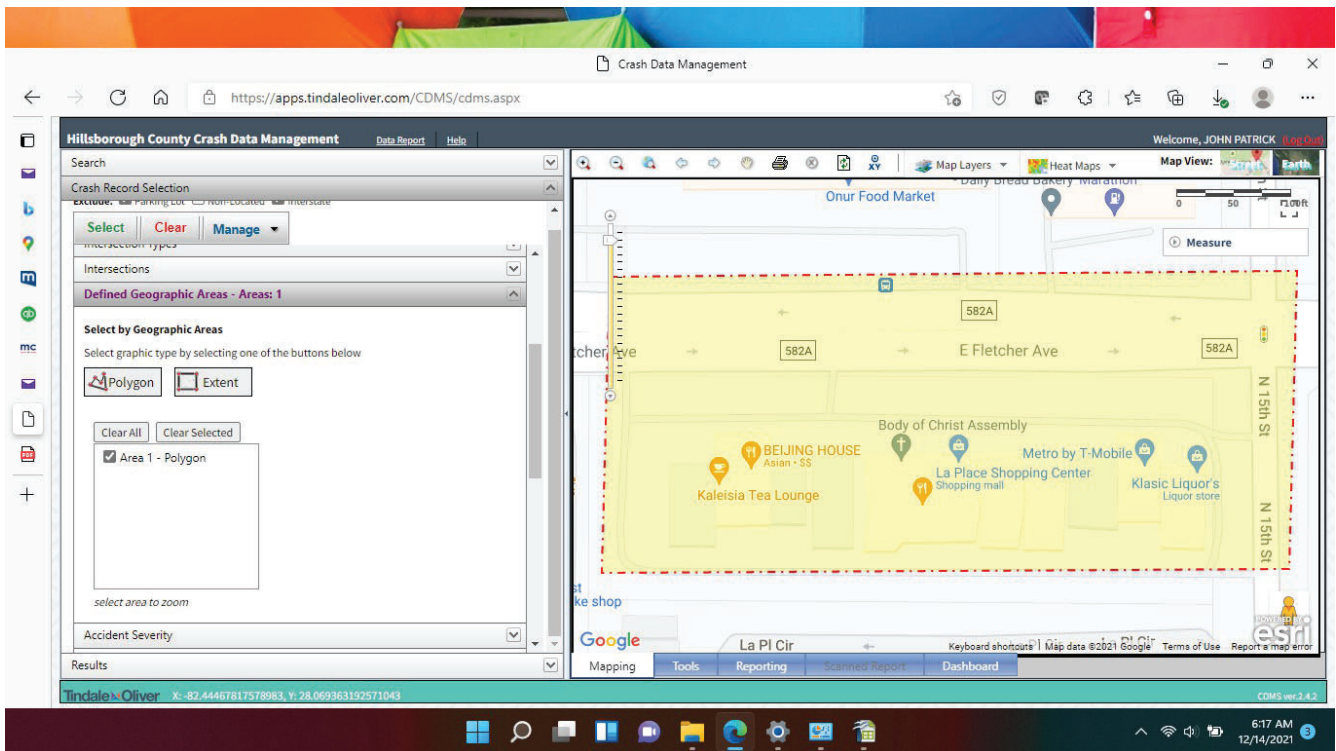
\_\_\_\_\_ Disapproved

\_\_\_\_\_ Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E. at (813) 307-1758.

Sincerely,

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



**Hillsborough County Crash Data Polygon**

## **Hillsborough County Crash Data at the Subject Driveways by Year**

### **2016**

*2016-86566229 right turn from the westernmost driveway on Fletcher Avenue.*

### **2017**

*2017-85887287 left turn into the westernmost driveway on Fletcher Avenue.*

*2017-87369895 left turn into the westernmost driveway on Fletcher Avenue.*

### **2018**

*2018-87709159 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2018-88684672 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

### **2019**

*2019-88689320 left turn from 15<sup>th</sup> Street into driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2019-89128923 left turn from the westernmost driveway on Fletcher Avenue.*

*2019-89131258 no detail - involving easternmost driveway on Fletcher Avenue.*

### **2020**

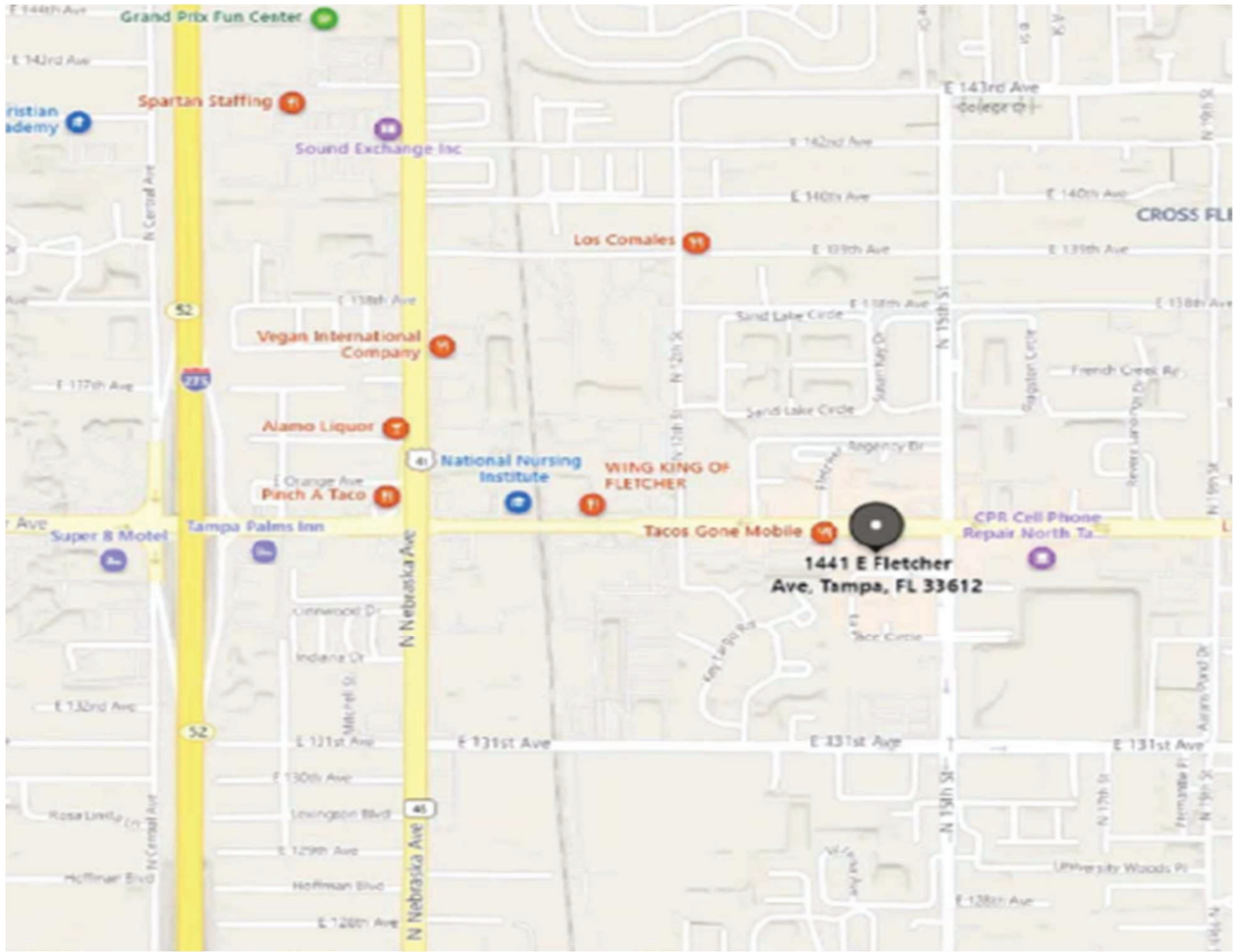
*2020-89427543 left turn from the westernmost driveway on Fletcher Avenue.*

### **2021**

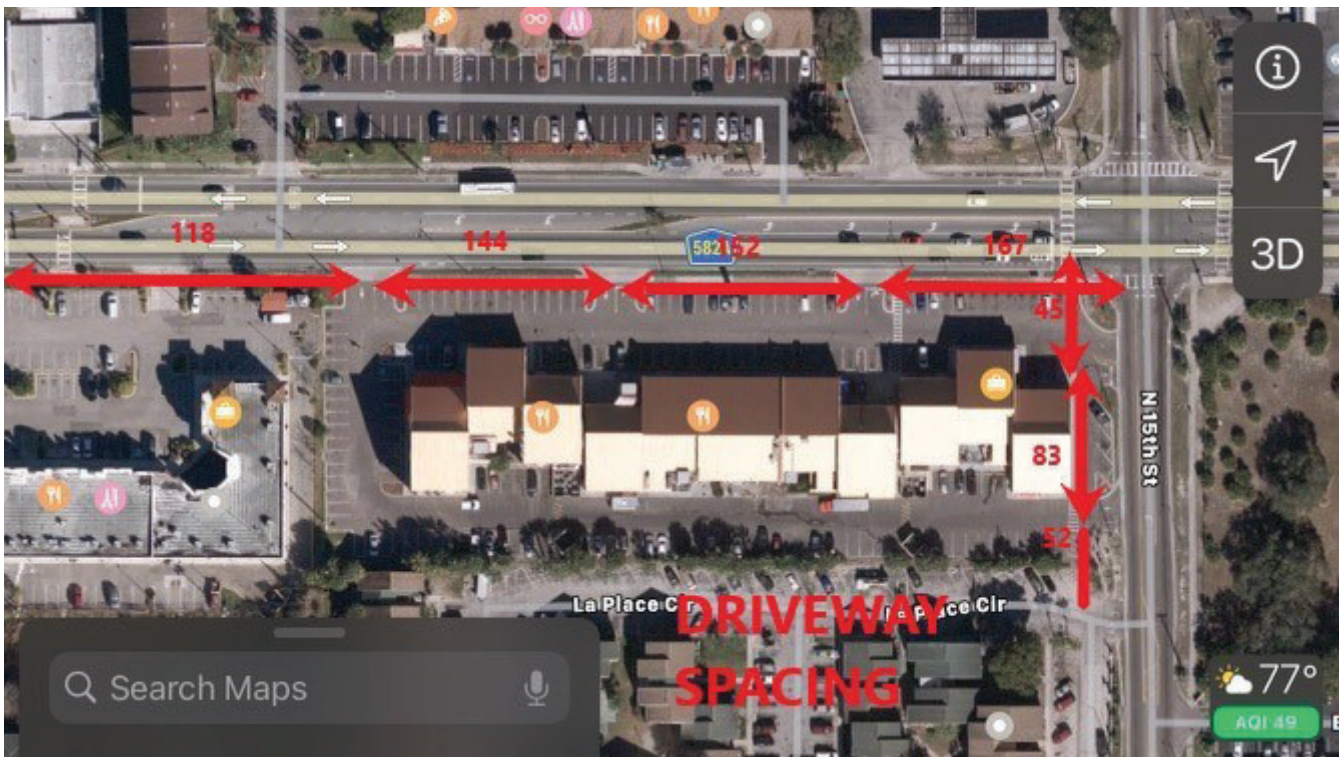
*2021-89444676 no detailed – involved middle driveway on Fletcher Avenue.*







Location Map



*Elizabeth Rodriguez & Associates, Inc.  
18156 Sandy Pointe Drive  
Tampa, Florida 33647*

May 24, 2022

Mr. Michael J. Williams, P.E.  
Development Review Director, County Engineer  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Dear Mr. Williams:

**RE: Substandard Roadway Administrative Variance (15<sup>th</sup> Street) - 1441 E. Fletcher – FOLIO # 035853.0100 RZ 22-0313**

The subject rezoning is a modification to RZ-73- 0351 to allow for second floor apartments at the existing commercial building. Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03.L(1) of the Hillsborough County Land Development Code (LDC), which states:

“Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.” The “standards for new roadways” to which this section of the LDC refers are included in the Hillsborough County Transportation Technical Manual (TTM). The TTM mandates Typical Section 3 (TS-3) for this local roadway.

The subject property is in for review as is shown on the attached **Site Plan and Location Map**. This variance is to request that the developer not be required to bring 15<sup>th</sup> Street up to TS-3 standards.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO # 035853.0100*
2. Associated Application Numbers: *Modification to RZ-73- 0351 to Allow Second Story Residential.*

3. Type of Request: *Administrative variance to Section 6.04.03.L(1)*
4. Section of the LDC from which the variance is being sought, as well as any associated zoning conditions which require said improvements: *Relief from LDC Section 6.04.03.L(1) is sought.*
5. Description of what the LDC/zoning conditions require: *The LDC requires 15<sup>th</sup> to be fully standard.*
6. Description of existing roadway conditions (e.g., Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *15<sup>th</sup> Street aerials are attached. There is approximately 70 feet of right of way. There are 12 foot lanes and sidewalk on the east side of the street (and being constructed on the subject side of the street as part of the project.)*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria (a) and (b) – if applicable (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:
  - a. There is an unreasonable burden on the applicant. *The applicant is simply modifying the zoning to allow residential uses on the second floor of this existing building in addition to the commercial and office uses that are currently allowable. Since the trip generation associated with residential is lower than that of commercial, an increase of zero (0) net trips is projected. Nonetheless, he already agrees to close 2 of his 5 existing driveways (resulting in 3 driveways). Therefore, it would be an unreasonable burden on the developer in this economically depressed area to incur additional costs of upgrading 15<sup>th</sup> Street. Note also that the same developer is closing the 15<sup>th</sup> Street median as part of his other project on the other side of 15<sup>th</sup> Street.*
  - b. The variance would not be detrimental to the public health, safety, and welfare. *The variance is not expected to be detrimental to the public health, safety, and welfare because there is no projected increase in trip generation. The roadway will be handling the existing volume of traffic in the proposed scenario. 15<sup>th</sup> Street already has many of the elements of a TS3 roadway, such as the 12 foot travel lanes that are required for a TS3 section, and while there are no bike lanes, the developer is constructing sidewalk along his 15<sup>th</sup> Street frontage to accommodate existing and anticipated pedestrian traffic. Thus, this variance is not expected to be detrimental to the public health, safety, and welfare.*
  - c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall consider the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *As explained above, it would not be reasonable to force the developer to upgrade 15<sup>th</sup> Street for zero (0) new trips.*
8. Documentation/other attachments: *Attached are site plan, location map and aerials.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.

Sincerely



Elizabeth Rodriguez

---

Based upon the information provided by the application, this request is:

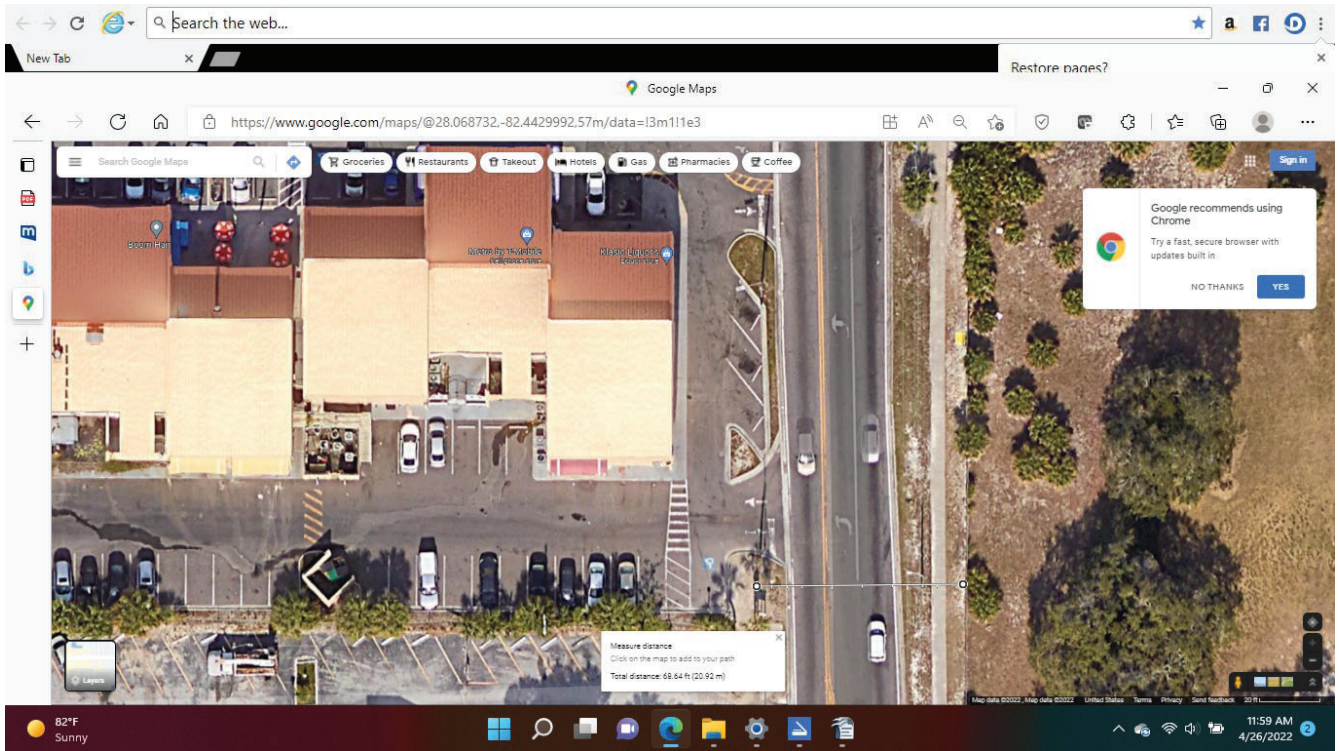
\_\_\_\_\_ Disapproved

\_\_\_\_\_ Approved

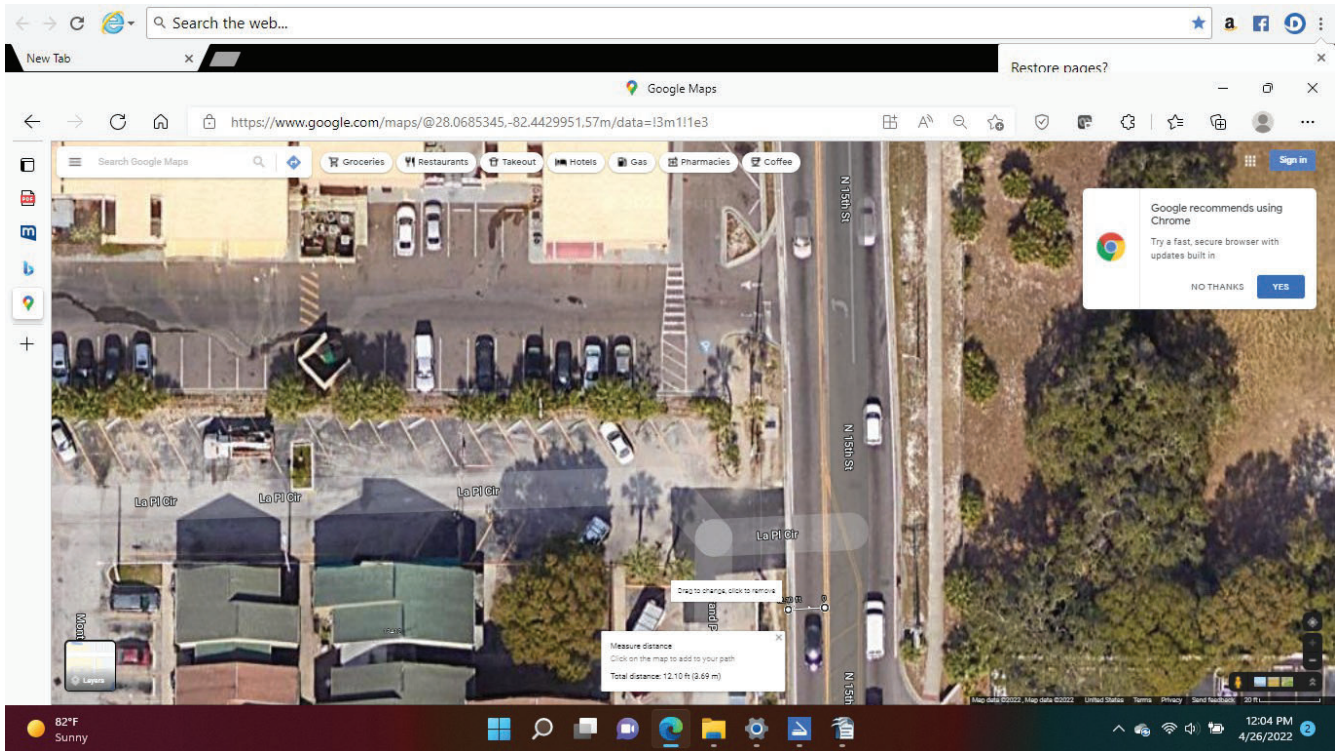
If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E. at (813) 307-1758.

Sincerely,

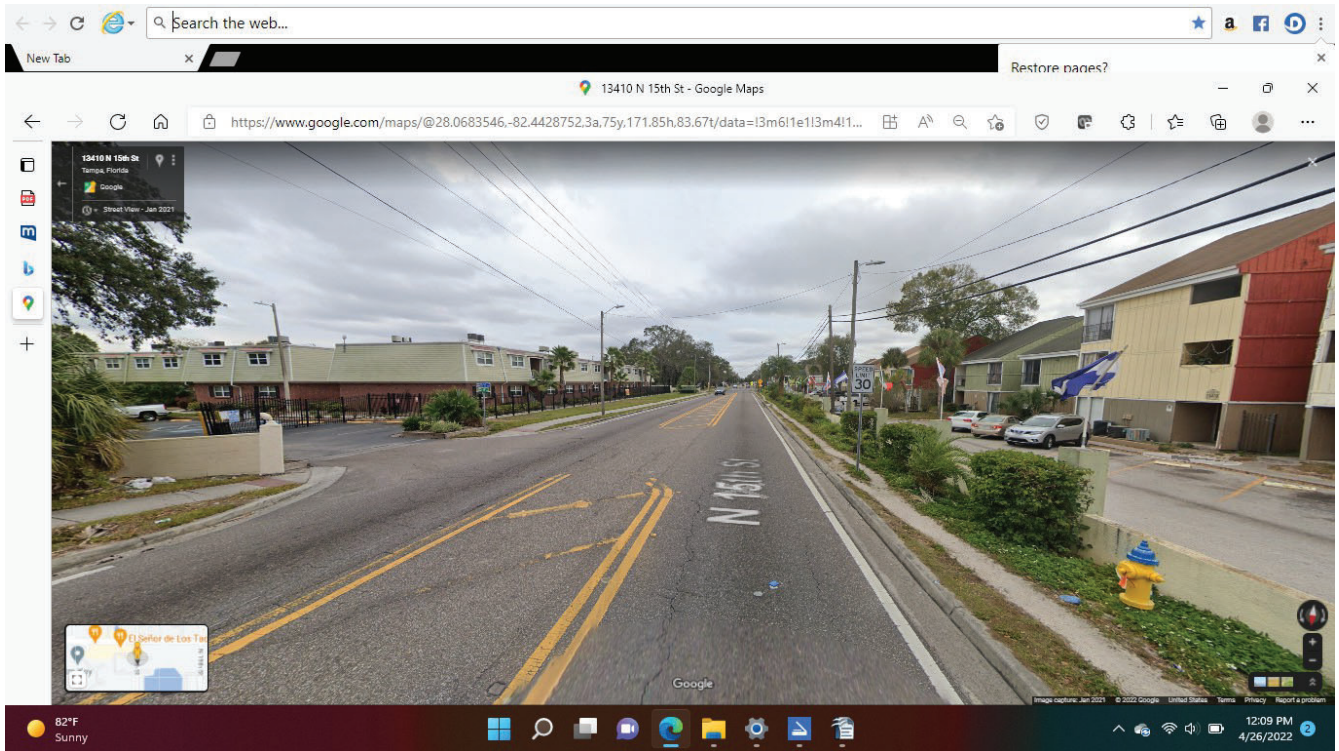
Michael J. Williams, P.E.  
Hillsborough County Engineer



70 foot ROW



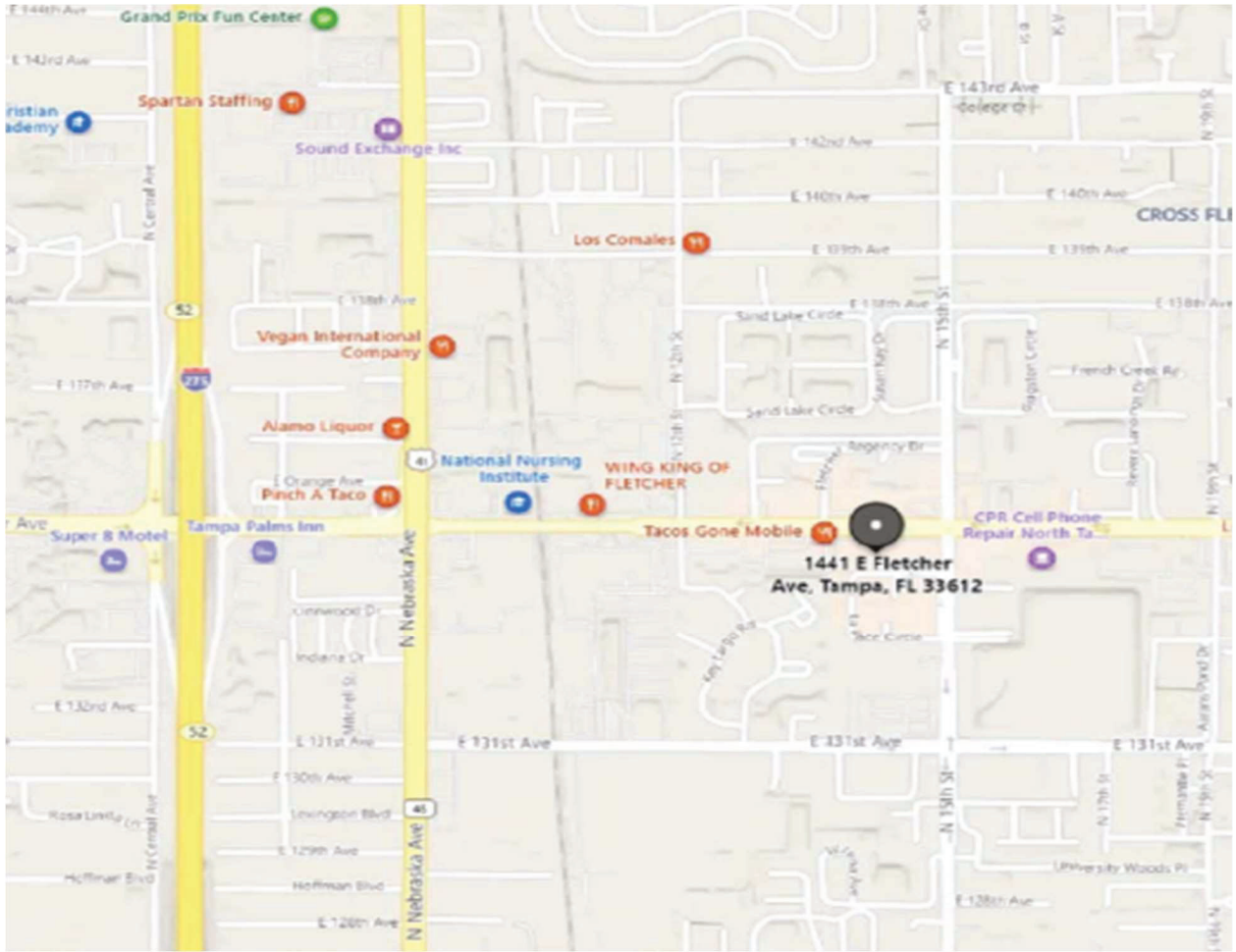
**12 foot lane widths**



**Pavement Condition – Average (cracking)**







Location Map

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
E. Fletcher Ave.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
N. 15 <sup>th</sup> St.	County Collector - 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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Option 1) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,297	143	399
Proposed	3,297	143	399
Difference (+/-)	No Change	No Change	No Change

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

Project Trip Generation (Option 2) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,297	143	399
Proposed	1,838	83	214
Difference (+/-)	(-) 1,459	(-) 60	(-) 185

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

Connectivity and Cross Access (Option 2) <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South		None	Pedestrian	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West		None	Vehicular & Pedestrian	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Throat Depth	Administrative Variance Requested	Approvable
Number of Access Connections	Administrative Variance Requested	Approvable
Spacing of Access Connections	Administrative Variance Requested	Approvable

### Transportation Comment Sheet

N. 15 <sup>th</sup> St. – Substandard Road	Administrative Variance Requested	Approvable
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	

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

<b>Application number:</b>	MM 22-0313
<b>Hearing date:</b>	September 19, 2022
<b>Applicant:</b>	Fletcher Shoppes, Inc.
<b>Request:</b>	Major Modification to a Planned Development
<b>Location:</b>	1441 E. Fletcher Avenue, Tampa
<b>Parcel size:</b>	2.5 acres +/-
<b>Existing zoning:</b>	PD 73-0351
<b>Future land use designation:</b>	OC-20
<b>Service area:</b>	Urban Services Area
<b>Community planning area:</b>	University Area Community Plan

## **A. APPLICATION REVIEW**

### **DEVELOPMENT SERVICES STAFF REPORT APPLICATION REVIEW SUMMARY AND RECOMMENDATION**

# Rezoning Application:

## MM 22-0313

Zoning Hearing Master Date:  
September 19, 2022

BOCC Land Use Meeting Date: November 3, 2022



**Hillsborough**  
**County Florida**

Development Services Department

### 1.0 APPLICATION SUMMARY

Applicant: Patricia Ortiz, AICP  
Ortiz Planning Solutions, LLC

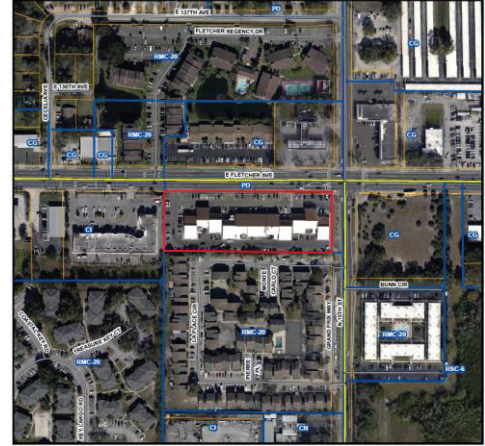
FLU Category: OC-20

Service Area: Urban

Site Acreage: 2.62 acres

Community Plan Area: University

Overlay: None



#### Existing Approvals:

**PD 73-0351** was approved by the Board of County Commissioners 1973 for a retail / office establishment. No subsequent modifications have occurred since approval.

#### Proposed Modifications:

The applicant is seeking a major modification to the existing Planned Development PD 73-0351 to allow two development options. Option 1 is to allow the existing mix of commercial and office uses to continue on the upper and lower levels with no change to building configuration, access, or parking lot layout. Option 2 proposes to allow a mix of office and commercial uses on the lower level and commercial apartment, on the upper level with no change to the existing building configuration. Option 2 proposes to reduce the number of access points and to add cross access to the west, construct a one-way drive aisle along the 15<sup>th</sup> St. frontage and add a sidewalk along 15<sup>th</sup> Street. Neither development option seeks increases to the number of buildings, FAR, building coverage, access points or impervious surface.

#### Additional Information:

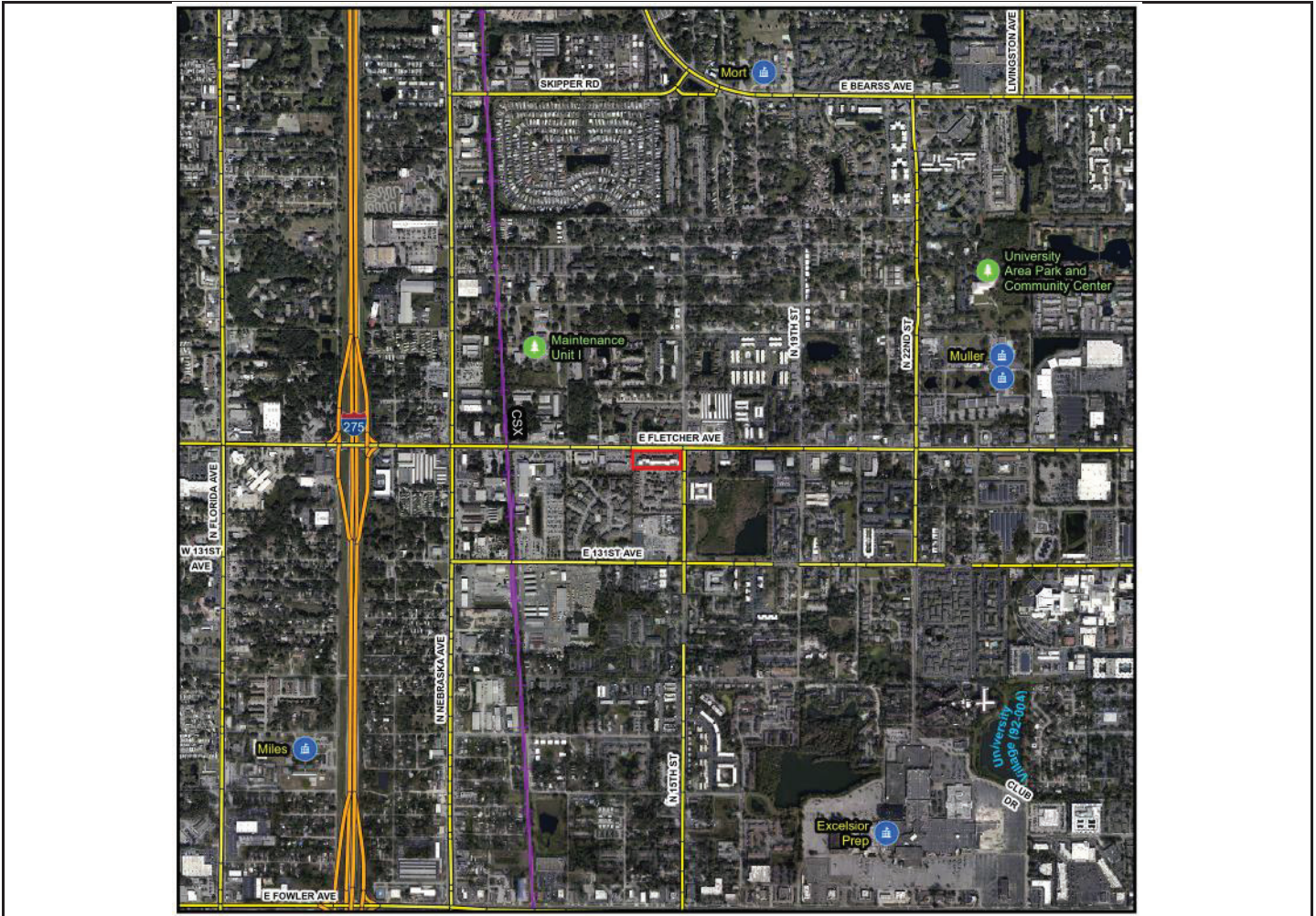
PD Variation(s):	Variations 1 thru 4: LDC Section 6.06.04 Off-street vehicular use, perimeter buffer, buffer adjacent to the row, and perimeter landscaping. Variation 5: Section 6.06.06 Landscaping & Buffering. Variation 6: LDC Section 6.11.16 Apartment Commercial to eliminate the increased parking lot landscaping.
Waiver(s) to the Land Development Code:	No waivers requested.

**Planning Commission Recommendation:**  
Consistent

**Development Services Recommendation:**  
Approvable, with Conditions.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



#### Context of Surrounding Area:

The subject site is located at the southeast corner of the East Fletcher Avenue and N. 15th Street intersection. The 2.62 +/- acre property is located at 1441 East Fletcher Avenue, south of East Fletcher Avenue, west of North 15th Street, east of North Nebraska Avenue and north of La Place Circle. The development is approximately 2,900 feet east of the State Road 93 interchange.

The site is currently developed with a retail and office development consisting of two levels.

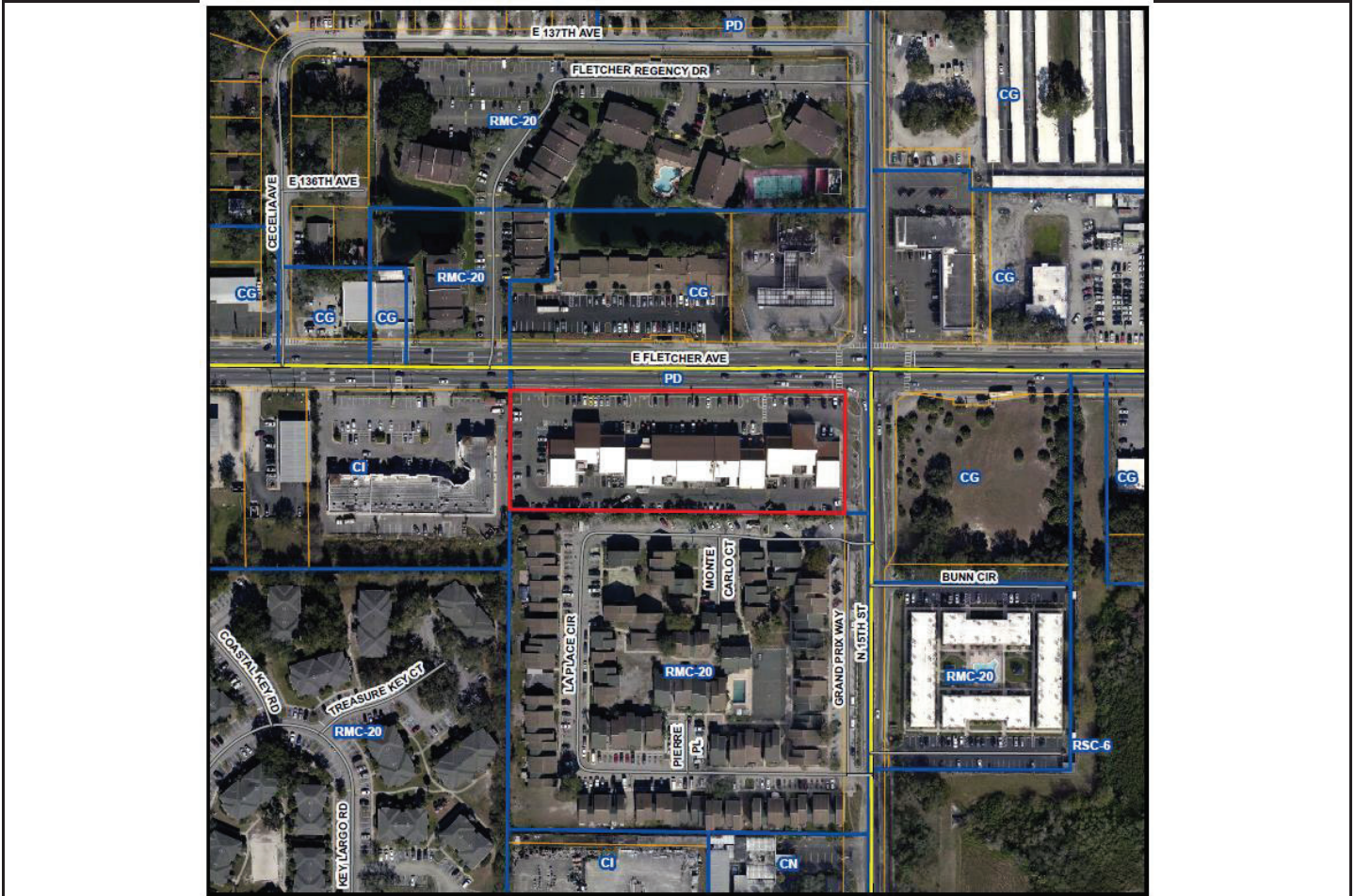
- South of the site is RMC-20 and developed with multi-family housing.
- Immediately east of the subject site is a parcel zoned as Commercial General and currently undeveloped.
- To the west of the subject site is Commercial Intensive zoning.
- North across East Fletcher Avenue is Commercial General and RMC-20 zoning.





2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

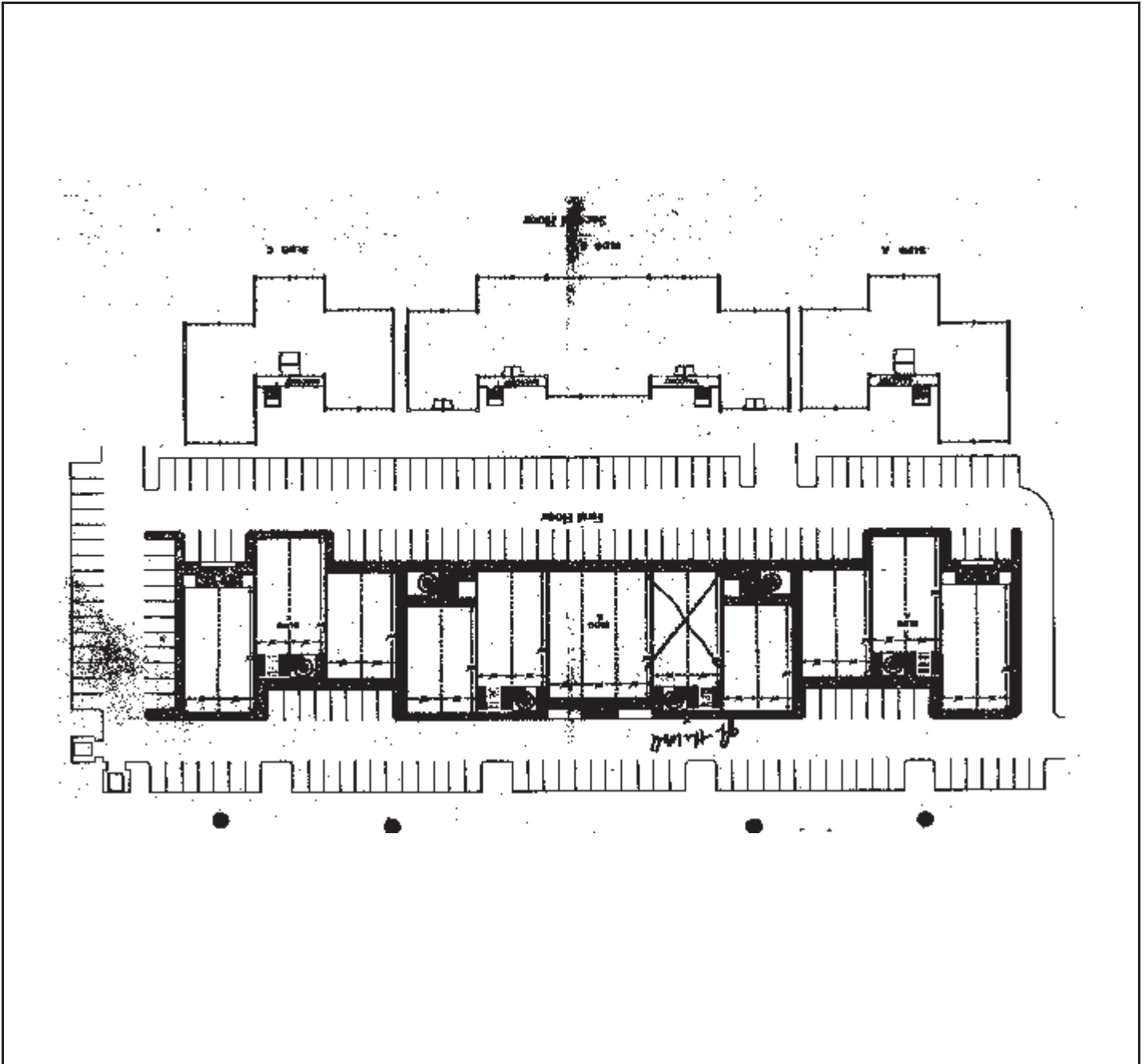


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CG (Commercial General)	Max. FAR: 0.27	General Commercial Uses	Retail, including grocery store, bike shop and restaurants.
South	RMC-20 (98-1334)	Min. Area / DU: 2,180 Sq. ft.	Residential Multi-Family	Valencia Village Apartment Complex
East	CG (Commercial General)	Max. FAR: 0.27	General Commercial Uses	Vacant
West	CI (Commercial Intensive)	Max. FAR 0.30	Intense commercial activities	Commercial including Little Caesars Pizza restaurant

## 2.0 LAND USE MAP SET AND SUMMARY DATA

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

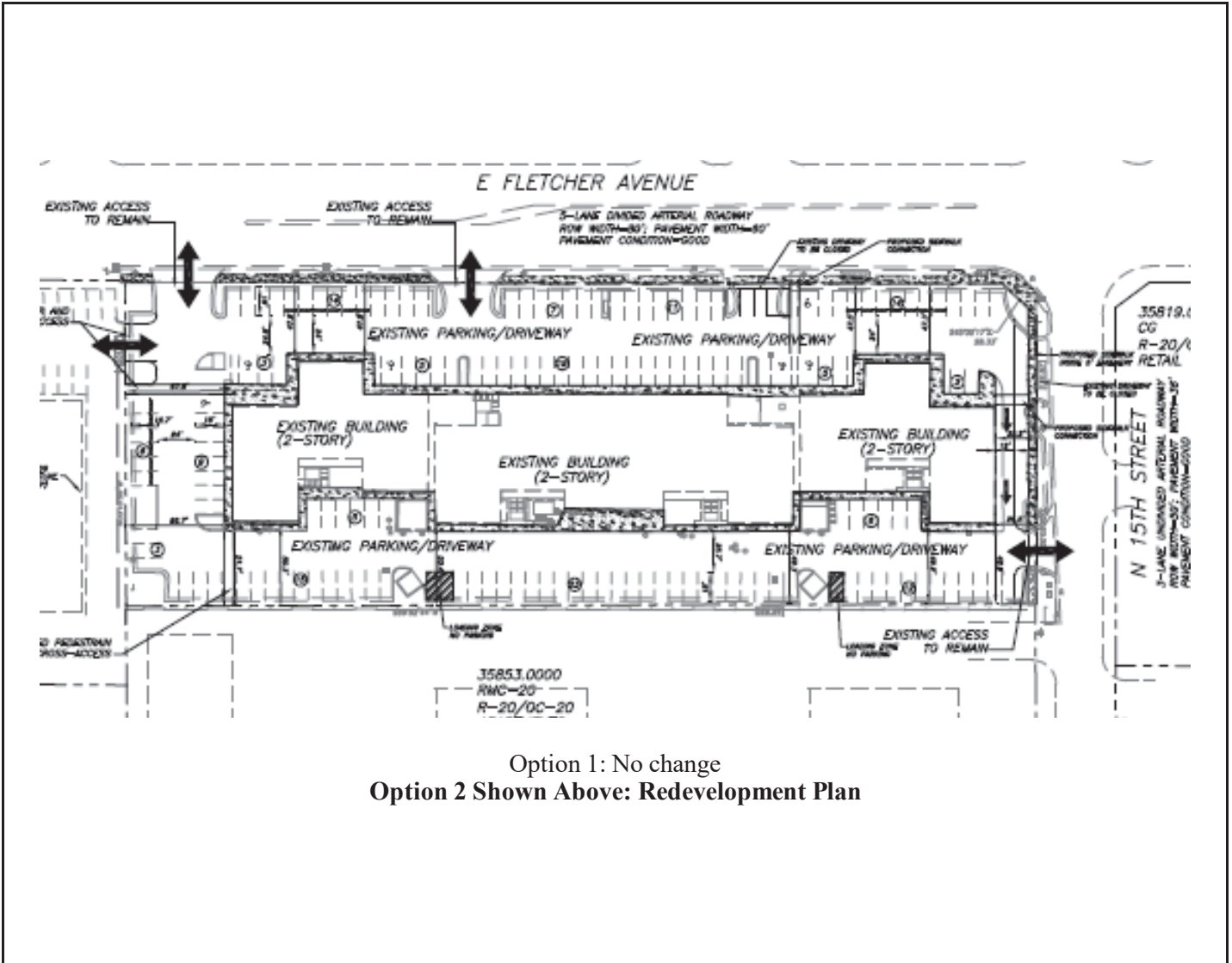


The existing footprint has remained essentially unchanged since the 1973 approval of PD 73-0351 and subsequent development of the subject site. The shopping center was approved in 1973 with a mix of neighborhood serving office and retail uses on both the upper and lower levels. The applicant's site plan shows a total building area of 60,552 square feet at 0.54 FAR.

The subject property is an existing shopping center on 2.62 acres in an urban area.

2.0 LAND USE MAP SET AND SUMMARY DATA

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



Option 1: No change  
Option 2 Shown Above: Redevelopment Plan

Option 1 Existing Development:

To allow the existing mix of commercial/ office uses to continue on the upper and lower levels of the existing structures with no change to the existing building configuration or parking lot layout.

Proposed Development Option 2 (Redevelopment):

According to the applicant, the leasing potential of the retail component remains strong; however, the demand for office space has declined. Therefore, the applicant proposes Development Option Two in response to the ongoing shift in market demand and the increased demand for housing stock. It proposes to retain the existing mix of retail and office on the ground level and introduce the commercial apartment use on the second level. As proposed, there will be a maximum of 28-apartment units. Consistent with LDC Section 6.11.16, the floor space of the commercial apartment will contribute to the overall FAR. Off-street parking requirements shall be separately calculated for the non-residential component and the residential component of the building, and the greater number of required parking spaces shall be provided.

**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
E. Fletcher Ave.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
N. 15 <sup>th</sup> St.	County Collector - 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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Option 1) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,297	143	399
Proposed	3,297	143	399
Difference (+/-)	No Change	No Change	No Change

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

Project Trip Generation (Option 2) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,297	143	399
Proposed	1,838	83	214
Difference (+/-)	(-) 1,459	(-) 60	(-) 185

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

Connectivity and Cross Access (Option 2) <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South		None	Pedestrian	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West		None	Vehicular & Pedestrian	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Throat Depth	Administrative Variance Requested	Approvable
Number of Access Connections	Administrative Variance Requested	Approvable
Spacing of Access Connections	Administrative Variance Requested	Approvable

N. 15 <sup>th</sup> St. – Substandard Road	Administrative Variance Requested	Approvable
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	

**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor (Lowell Rd.) <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input type="checkbox"/> Yes <input checked="" 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"

<p><b>Service Area/ Water &amp; Wastewater</b>  <input type="checkbox"/> Urban    <input checked="" type="checkbox"/> City of Tampa  <input type="checkbox"/> Rural    <input type="checkbox"/> City of Temple Terrace</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><b>Hillsborough County School Board</b>                  Adequate <input checked="" type="checkbox"/> K-5   <input checked="" type="checkbox"/> 6-8   <input checked="" type="checkbox"/> 9-12   <input checked="" type="checkbox"/> N/A                  Inadequate <input type="checkbox"/> K-5   <input type="checkbox"/> 6-8   <input type="checkbox"/> 9-12   <input checked="" type="checkbox"/> N/A</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><b>Impact/Mobility Fees:</b></p> <p>(Fee estimate is based on a 1,200 square foot, 2 bedroom, Apartments (w/first floor retail))                  Mobility: \$2,638                  Parks: \$1,555                  School: \$3,891                  Fire: \$249</p> <p>Shopping Center                      General Office                  (per 1,000 s.f.)                      (per 1,000 s.f.)                  Mobility: \$12,206                      Mobility: \$7,502                  Fire: \$313                                  Fire: \$158</p> <p>Urban Mobility, Northeast Park, Northwest Fire - first floor business, apartments. Retail/office center mix. Credit for prior use may apply, not reflected in figures here.</p>				
<p><b>Comprehensive Plan:</b></p>	<p><b>Comments Received</b></p>	<p><b>Findings</b></p>	<p><b>Conditions Requested</b></p>	<p><b>Additional Information/Comments</b></p>
<p><b>Planning Commission</b>  <input type="checkbox"/> Meets Locational Criteria    <input checked="" type="checkbox"/> N/A  <input type="checkbox"/> Locational Criteria Waiver Requested  <input type="checkbox"/> Minimum Density Met    <input type="checkbox"/> N/A</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 approximately 2.62-acre subject site is located at 1441 East Fletcher Avenue, south of East Fletcher Avenue, west of North 15th Street, east of North Nebraska Avenue and north of La Place Circle. The original Planned Development was approved 1973 for C-1 uses pursuant to Hillsborough County Land Development Code. The site is currently developed with a retail and office development consisting of two levels, which is Option One. The applicant is requesting a Major Modification to a Planned Development to allow a Second Development Option to convert the second floor of the existing building from commercial to residential for 28 apartments in approximately 30,276 square feet. The applicant's site plan shows a total building area of 60,552 square feet at 0.54 FAR. The first floor is a mix of office and retail totaling 30,276 square feet. Currently, the property is an eclectic mix of commercial and offices.

The surrounding development pattern consists of a mixture of uses and located approximately 2,900 feet east of the State Road 93 interchange. Nearby is RMC-20 zoning developed with an apartment complex located to the south and north. Commercial general designated properties located both north and east of the subject site. Buildings of similar bulk, height and mass are located south, southeast and northwest of the subject property. Commercial uses and multifamily uses are prevalent in the area. Multi-family use abuts the site to the south (La Place), southeast (Greenbriar Villa PD 71-0115), and southwest (Royal Palm Apartment PD 98-1334).

As the applicant notes, the proposed mix of uses is appropriate considering the development pattern of the area. The development pattern of the University Community is characterized by a mix of older and newer buildings and higher density and intensity uses. This proposed zoning modification seeks a dual development approach to provide flexibility of use by proposing Option 1 and 2, as necessary to comply with market trends and the redevelopment strategy of the University Area. Specifically, this petition intends to retain the allowed uses as outlined in PD 73-0351 or to add an additional use with minimal changes to configuration and lot design.

#### Variations Requested:

As the applicant notes, the existing buildings on site and many nearby and surrounding properties were built in the early 1970s consistent with the development regulation in place at that time. Since then, many development regulations have changed, most notably those addressing use buffers and parking lot design. The applicant is requesting multiple variations including the following:

##### Variation 1:

Section 6.06.04 Off Street Vehicular Use Area part G Perimeter Landscaping 1. Where the perimeter buffer minimum width requirement is 6 or 8-feet at least one tree for each 40 lineal feet of required buffer shall be planted in the buffer with trees located in the buffer with trees located to maximize shading. The intent is to eliminate required tree plantings on a constrained site.

##### Variation 2:

Section 6.06.04 Off-Street Vehicular Use Area Part E. Other Perimeter Buffer A Landscape buffer, a minimum of 6-feet is required between off-street vehicle use areas and any property boundary not fronted by a right of way, unless the buffer or screening requirements of 6.06.06 is more stringent. The applicant's intent is to reduce the required parking lot landscape buffer from 6-feet to 2-feet.

##### Variation 3:

Variation LDC Section 6.06.04 Off-Street Vehicular Use Area part D. Perimeter Buffer Adjacent to Parking Area Driveway A driveway into a parking area shall be bordered by a landscaped buffer a minimum of 8-feet in width. The applicant's intent for the variation is to reduce the required parking lot driveway buffer from 8-feet to 0-feet.



**Variation 4:**

Variation LDC Section 6.06.04 Off-Street Vehicular Use Area part C Perimeter Buffer Adjacent to Road Right of Way on any parcel of land providing an off-street vehicular use area, where such area is not entirely screened from an abutting right of way by an intervening building or other structure, a landscaped buffer a minimum of 8- feet in width shall be provided between the off-street vehicular use area and the right-of-way. The applicant's intent is to reduce the required 8-foot wide parking lot buffer to 3-feet along Fletcher and 6-feet along 15th Street.

**Variation 5:**

Variation LDC Section 6.06.06 Landscaping, Irrigation, and Buffering Requirements which requires a 20-footwide Type B Buffer and screening to be located between office/commercial uses and residential uses. The applicant's intent for requesting this variation is to reduce the 20-foot-wide Type B Buffer and screening required along the south property line.

**Variation 6:**

Variance Code Section 6.11.16 Apartment Commercial part C. which requires a ten percent increase in parking lot landscaping and one additional canopy type tree for every two apartments shall be required. The applicant's intent for requesting this variation is to eliminate the need for the increased parking lot landscaping.

Justification was included in the applicant's submittal for all the variations. Staff has reviewed the justification statements submitted by the applicant for the 6 variations 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.

**Transportation Administrative Variances**

- Administrative Variance for Driveway Spacing
- Administrative Variance for Number of Driveways
- Substandard Roadway Administrative Variance
- Administrative Variance for Throat Depth

The County Engineer found the above Administrative Variances (AV) approvable for PS 22-0313. An in-depth review may be found in the transportation section of the report.

Staff has not identified any compatibility issues relative to the surrounding properties. The proposed use is appropriately located in a mixed-use area of commercial and multi-family development in close proximity to the subject site. Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan.

**5.2 Recommendation**

The proposed project with the proposed development standards, existing scale and restrictions may be found to be compatible with nearby development patterns. The proposed development satisfies the intent of the Goals, Objectives and Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan and finds the proposed Major Modification consistent with the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County. Based upon 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 August 22, 2022.

1. Uses allowed shall be as allowed within the “C-1” Neighborhood Commercial District pursuant to the 1973 Hillsborough County Zoning Regulations.
  - 1.1 Option 1 shall allow uses within the “C-1” Neighborhood Commercial District on Floor 1 and Floor 2, subject to the following standards:
    - 1.1.1 Maximum of 60,552 square feet of “C-1” uses
    - 1.1.2 Maximum Imperious: 95%
    - 1.1.3 Maximum Building Coverage: 28%
    - 1.1.4 Maximum Building Height: 35 feet
    - 1.1.5 Maximum FAR: 0.54
    - 1.1.6 Buffering and screening along the southern property line is not required (LDC Section 6.06.06)
    - 1.1.7 Access: 3 driveways from Fletcher Ave. and 2 driveways from 15th Street
    - 1.1.8 A 0-foot buffer and no screening will be allowed along the southern property boundary.
    - 1.1.9 A 3-foot-wide perimeter landscape parking lot buffer is required along the north property line adjacent to Fletcher and along the east property line adjacent to N 15th Street; trees are not required within this perimeter landscape buffer. (606.04.C)
    - 1.1.10 Perimeter buffers adjacent to parking area driveways are not required (LCD 6.06.04.D)
    - 1.1.11 Landscape buffers are not required between off street vehicle use area and property not fronted by a road right of way (6.04.06 E)
    - 1.1.12 No trees are required within any perimeter landscape buffers( 6.06.04 G)
    - 1.1.13 Setbacks shall be those currently existing:
      - North (Front on Fletcher): 47 feet
      - East (Front on 15<sup>th</sup> St.): 25 feet
      - South (Side): 48 feet
      - West (Side): 66 feet
  - 1.2 Option 2 shall allow “C-1” Neighborhood Commercial District uses on the lower level of the two-story building, and 28 commercial apartments on the 2<sup>nd</sup> floor, and subject to the following standards.
    - 1.2.1 Maximum building area of 60,552 square feet
      - Maximum of 30,276 square feet of C-1 uses on the ground floor, and 28 commercial apartments located on the second floor comprising up to 30,276 square feet.
    - 1.2.2 Maximum Imperious: 95%
    - 1.2.3 Maximum Building Coverage: 28%
    - 1.2.4 Maximum Building Height: 35 feet
    - 1.2.5 Maximum FAR: 0.54
    - 1.2.6 Buffering and screening along the southern property line is not required (6.06.06)
    - 1.2.7 A 0-foot buffer and no screening will be allowed along the southern property boundary.
    - 1.2.8 A 3-foot-wide perimeter landscape parking lot buffer is required along the north property line adjacent to Fletcher and along the east property line adjacent to N 15th Street; trees shall not be required within this perimeter landscape buffer. (6.06.04.C)


- 1.2.9 Perimeter buffers adjacent to parking area driveways shall not be required (LCD 6.06.04.D)
  - 1.2.10 Landscape buffers shall not be required between off street vehicle use area and property not fronted by a road right of way (6.04.06 E)
  - 1.2.11 No trees are required within any perimeter landscape buffers (6.06.04 G)
  - 1.2.12 Setbacks shall be those currently existing:
    - North (Front on Fletcher): 47 feet
    - East (Front on 15<sup>th</sup> St.): 25 feet
    - South (Side): 48 feet
    - West (Side): 66 feet
2. As conditioned hereinabove, the project shall be permitted certain uses under development Option 1 and Development Option 2, as defined hereinabove. Additionally:
- 2.1 The developer shall be permitted to retain the permitted uses, access configuration, and parking configuration provided there are no alterations of the structure or grounds necessitating the site come in through the plat/site/construction plan review processes. This scenario is depicted on the Option 1 General Development Plan (GDP). Notwithstanding the above, nothing herein these conditions shall grandfather any encroachments into public right-of-way or other improvements that were not properly permitted in the past.
  - 2.2 In the event the developer desires to construct commercial apartments or alters the existing structure or grounds such that the site must come in through the plat/site/construction plan review processes, then the developer shall modify the parking area areas and site access connections to comply with current LDC, Transportation Technical Manual, and other applicable standards. This scenario is depicted on the Option 2 GDP.
3. Project access shall be as follows:
- 3.1 Option 1. The developer shall be permitted to utilize the existing access connections constituting:
    - 3.1.1 Three (3) vehicular access connections to E. Fletcher Ave.; and,
    - 3.1.2 Two (2) vehicular access connections to N. 15<sup>th</sup> St.
  - 3.2 Option 2. Prior to or concurrent with any development occurring under Option 2, the developer shall:
    - 3.2.1 Eliminate the easternmost vehicular access connection to E. Fletcher Ave.;
    - 3.2.2 Eliminate the northernmost vehicular access connection to N. 15<sup>th</sup> St.;
    - 3.2.3 Construct vehicular and pedestrian cross access connections/stubouts to the western project boundary as shown on the GDP;
    - 3.2.4 Construct a pedestrian cross access stubout to the southern project boundary as shown on the GDP;
    - 3.2.5 Modify the existing parking facility to add/remove new parking spaces as shown on the GDP, in order to reach the minimum number of spaces required pursuant to Section 6.05 of the LDC as well as ensure drive aisles meet minimum width requirements pursuant to the LDC/Transportation Technical Manual;
    - 3.2.6 Restripe parking areas as necessary to provide dumpster area buffers/ loading zones as shown on the GDP; and,
    - 3.2.7 Construct minimum 5-foot wide internal and external sidewalks and crosswalks as generally shown on the GDP. With respect to the sidewalk to be constructed within the

subject site along the project's N. 15<sup>th</sup> St. frontage, the developer shall record in the Official Records of Hillsborough County an easement for public access and maintenance proposes to Hillsborough County in accordance with Section 6.03.02.D. of the LDC.

4. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
5. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable by the County Engineer (on July 15, 2022) from the Section 6.04.03.G. Land Development Code (LDC) requirements governing minimum throat depth. Approval of this variance will allow a throat depth of +/- 33 feet for the Option 2 Fletcher Ave. access connections, and a throat depth of +/- 13.5 feet for the Option 2 N. 15<sup>th</sup> St. connection.
6. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable (on July 15, 2022) from the Section 6.04.03.I. LDC requirements governing required number of access connections for Option 2. Approval of this variance will allow a total of four (4) access connections to the subject property, to include two (2) vehicular access connections to Fletcher Ave., one (1) vehicular access connection to N. 15<sup>th</sup> St. and one (1) vehicular cross access connection to the west.
7. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable (on July 15, 2022) from the Section 6.04.07 LDC requirements governing required spacing of vehicular access connections. Approval of this variance will permit the following for Option 2:
  - 7.1 The westernmost Fletcher Ave. connection to be spaced +/- 118 feet from the nearest connection to the west on the same side of the roadway;
  - 7.2 The westernmost Fletcher Ave. connection to be spaced +/- 30 feet from the nearest connection on the opposite side of the roadway;
  - 7.3 The westernmost Fletcher Ave. connection to be spaced +/- 141 feet from the nearest connection to the east (i.e. the easternmost Option 2 driveway) on the same side of the roadway;
  - 7.4 The N. 15<sup>th</sup> St. connection to be spaced +/- 170 feet from Fletcher Ave.; and,
  - 7.5 The N. 15<sup>th</sup> St. connection to be spaced +/- 50 feet from the nearest driveway connection to the south.
8. As N. 15<sup>th</sup> St. is a substandard collector roadway, the applicant submitted a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) which was found approvable by the County Engineer for the reasons stated in the letter (on July 15, 2022) from the Section 6.04.03.L. LDC requirement to improve the roadway to current standards. If MM 22-0313 is approved, the County Engineer will approve the above referenced Administrative Variance, upon which no improvements to N. 15 St. will be required for Option 2.
9. 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.
10. 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.

- 11. 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.
- 12. 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.

<b>Zoning Administrator Sign Off:</b>	 <p>J. Brian Grady Mon Sep 12 2022 07:57:05</p>
<p><b>SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN &amp; BUILDING REVIEW AND APPROVAL</b></p> <p>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.</p>	

## **B. HEARING SUMMARY**

This case was heard by the Hillsborough County Land Use Hearing Officer on September 19, 2022. Mr. Brian Grady of the Hillsborough County Development Services Department introduced the petition.

### **Applicant**

Ms. Patricia Ortiz spoke on behalf of the applicant. Ms. Ortiz presented the rezoning request, responded to the hearing officer's questions, and provided testimony as reflected in the hearing transcript, a copy of which is attached to and made a part of this recommendation.

### **Development Services Department**

Mr. Tim Lampkin, Hillsborough County Development Services Department, presented a summary of the findings and analysis as detailed in the staff report previously submitted into the record, and responded to the hearing officer's questions as reflected in the hearing transcript attached to and made a part of this recommendation.

### **Planning Commission**

Ms. Jillian Massey, Hillsborough County City-County Planning Commission, presented a summary of the findings and analysis as detailed in the Planning Commission report previously submitted into the record.

### **Proponents**

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

### **Opponents**

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

### **Development Services Department**

Mr. Lampkin stated Development Services Department had nothing further.

### **Applicant Rebuttal**

Ms. Ortiz provided further testimony as reflected in the hearing transcript attached to and made a part of this recommendation.

The hearing officer closed the hearing MM 22-0313.

## **C. EVIDENCE SUBMITTED**

Mr. Grady submitted into the record at the hearing a revised staff report with attachments.

#### **D. FINDINGS OF FACT**

1. The Subject Property consists of approximately 2.5 acres at 1441 E. Fletcher Avenue, Tampa.
2. The Subject Property is designated OC-20 on the Future Land Use Map and is zoned PD 73-0351. The Board of County Commissioners approved the Subject Property's PD zoning in 1973 for a retail and office use and there have been no subsequent modifications to the zoning.
3. The subject Property is located within the boundaries of the University Area Community Plan and is within the Urban Services Area.
4. The Subject Property is improved with a two-story retail strip shopping center, which the Hillsborough County Property Appraiser's website shows was constructed in 1974 and 1975.
5. The general area surrounding the Subject Property consists of multi-family and commercial uses. Adjacent properties include a parcel zoned RMC-20 and developed with multi-family units to the south; a parcel zoned CG and currently undeveloped to the east; a parcel zoned CI and developed with a retail strip shopping center to the west; and parcels zoned CG and RMC-20 developed with multi-family, retail strip shopping, and a gasoline station to the north.
6. The applicant is requesting a major modification to the Subject Property's PD zoning to allow two development options. Option 1 would allow the existing mix of office and commercial uses to continue with no change to building configuration, access, or parking lot layout. Option 2 proposes to allow a mix of office and commercial uses on the lower level, and commercial apartment with 28 residential units on the upper level, with no change to the existing building configuration. Option 2 proposes to reduce the number of access points and to add cross access to the west, construct a one-way drive aisle along the 15th St. frontage, and add a sidewalk along 15th Street. Neither development option seeks to increase the number of buildings, the Floor-Area-Ratio, building coverage, access points, or impervious surface.
7. The applicant is requesting the following PD variations:
  - a. Variation from LDC section 6.06.04.G. to eliminate the required tree plantings in the perimeter buffer.
  - b. Variation from LDC section 6.06.04.E. to reduce the required parking lot landscape buffer from 6-feet to 2-feet.
  - c. Variation from LDC section 6.06.04.D. to reduce the required parking lot driveway buffer from 8-feet to 0-feet.

- d. Variation from LDC section 6.06.04.C. to reduce the required 8-foot-wide parking lot buffer to 3-feet along Fletcher Avenue and along 15<sup>th</sup> Street.
  - e. Variation from LDC section 6.06.06 to reduce the required 20-foot-wide Type B buffer and screening along the Subject Property's southern boundary.
8. The applicant is requesting a waiver from LDC section 6.11.16<sup>1</sup> to eliminate the required ten percent increase in parking lot landscaping and one additional canopy type tree for every two apartment units. The applicant provided justification for the waiver, including that the Subject Property's Planned Development zoning was approved in 1973 and construction began in 1974. The parking lot landscaping met the LDC requirements when the Subject Property was developed but does not meet current requirements. The current built nature of the Subject Property is constrained and there is not sufficient area to meet the landscaping requirements of LDC section 6.11.16.
  9. The applicant requested administrative variances for Option 2 related to driveway spacing, number of driveways, substandard roadway improvements to North 15<sup>th</sup> Street, and minimum throat depth. The County Engineer found the administrative variances approvable.
  10. Development Services staff found the proposed development compatible with surrounding development patterns, and approvable subject to conditions based on the Applicant's general site plan submitted August 22, 2022.
  11. Planning Commission staff found the proposed major modification would allow for redevelopment that is consistent with the comprehensive plan and compatible with the existing and planned development pattern found in the surrounding area.
  12. Findings on variances pursuant to LDC section 5.03.06.C.6.:
    - (1) **The variation is necessary to achieve creative, innovative, and/or mixed use development that could not be accommodated by strict adherence to current regulations.**
      - a. Variance from LDC section 6.06.04.G. to eliminate the required tree plantings in the perimeter buffer. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The parking lot landscaping met the regulations in place at the time

<sup>1</sup> In the hearing, the applicant referred to the request as a "variance" and the Development Services Staff report refers to the request as a PD Variation. However, the request is for relief from the conditional use criteria for commercial apartment at LDC 6.11.16. The request is not a variance under LDC Part 11.04.00 or PD Variation under LDC section 5.03.06.C.6. The applicant's narrative indicates the request is a waiver. Therefore, this recommendation treats the request as a waiver from LDC section 6.11.16.



of development but does not meet current regulations. The current built nature of the site is constrained, and the existing parking lot buffers are very narrow. There is not sufficient area to accommodate the tree plantings required under the LDC. The record supports a finding the variation is necessary to achieve creative, innovative, or mixed-use development that could not be accommodated by strict adherence to current regulations.

b. Variance from LDC section 6.06.04.E. to reduce from 6-feet to 2-feet the required parking lot landscape buffer between the off-street vehicular use area and any property boundary not fronted by a road right-of-way. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The parking lot landscape buffer met the regulations in place at the time of development but does not meet current regulations. The current built nature of the site is constrained, and the existing parking lot buffers are very narrow. There is not sufficient area to accommodate the buffer required under the LDC. The record supports a finding the variation is necessary to achieve creative, innovative, or mixed-use development that could not be accommodated by strict adherence to current regulations.

c. Variance from LDC section 6.06.04.D. to reduce from 8-feet to 0-feet the required perimeter buffer adjacent to parking area driveway. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The parking lot landscape buffer met the regulations in place at the time of development but does not meet current regulations. The current built nature of the site is constrained, and the existing parking lot buffers are very narrow. There is not sufficient area to accommodate the buffer required under the LDC. The record supports a finding the variation is necessary to achieve creative, innovative, or mixed-use development that could not be accommodated by strict adherence to current regulations.

d. Variance from LDC section 6.06.04.C. to reduce from 8-feet to 3-feet the required perimeter buffer adjacent to road right-of-way along Fletcher Avenue and 15th Street. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The parking lot landscape buffer met the regulations in place at the time of development but does not meet current regulations. The current built nature of the site is constrained, and the existing parking lot buffers are very narrow. There is not sufficient area to accommodate the buffer required under the LDC. The record supports a finding the variation is necessary to achieve creative, innovative, or mixed-use development that could not be accommodated by strict adherence to current regulations.

e. Variance from LDC section 6.06.06 to reduce the required 20-foot-wide Type B buffer and screening along the Subject Property's southern

boundary. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The Subject Property was developed with a mix of retail and office uses with no buffer along the south property line. The development met regulations in place at the time of development but does not meet current regulations. The current built nature of the site is constrained, and the existing development does not have sufficient area to accommodate the buffer along the Subject Property's southern boundary as required under the LDC. The record supports a finding the variation is necessary to achieve creative, innovative, or mixed-use development that could not be accommodated by strict adherence to current regulations.

**(2) The variation is mitigated through enhanced design features that are proportionate to the degree of variation.**

a. Variance from LDC section 6.06.04.G. to eliminate the required tree plantings in the perimeter buffer. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The parking lot landscaping met the regulations in place at the time of development but does not meet current regulations. The current built nature of the site is constrained, and the existing parking lot buffers are very narrow. There is not sufficient area to accommodate the tree plantings required under the LDC. The applicant's site plan shows the proposed Option 2 will eliminate two access driveways, re-configure the parking lot to comply with drive aisle width, add cross-access to adjacent property, add a sidewalk along 15th Street, and provide additional parking spaces. In addition, Option 2 will provide housing units, which are needed in the area. The record supports a finding the variation is mitigated through enhanced design features that are proportionate to the degree of variation.

b. Variance from LDC section 6.06.04.E. to reduce from 6-feet to 2-feet the required parking lot landscape buffer between the off-street vehicular use area and any property boundary not fronted by a road right-of-way. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The parking lot landscape buffer met the regulations in place at the time of development but does not meet current regulations. The current built nature of the site is constrained, and the existing parking lot buffers are very narrow. There is not sufficient area to accommodate the buffer required under the LDC. The applicant's site plan shows the proposed Option 2 will eliminate two access driveways, re-configure the parking lot to comply with drive aisle width, add cross-access to adjacent property, add a sidewalk along 15th Street, and provide additional parking spaces. In addition, Option 2 will provide housing units, which are needed in the area. The record supports a finding the variation is mitigated through enhanced design features that are proportionate to the degree of variation.

c. Variance from LDC section 6.06.04.D. to reduce from 8-feet to 0-feet the required perimeter buffer adjacent to parking area driveway. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The parking lot landscape buffer met the regulations in place at the time of development but does not meet current regulations. The current built nature of the site is constrained, and the existing parking lot buffers are very narrow. There is not sufficient area to accommodate the buffer required under the LDC. The applicant's site plan shows the proposed Option 2 will eliminate two access driveways, re-configure the parking lot to comply with drive aisle width, add cross-access to adjacent property, add a sidewalk along 15th Street, and provide additional parking spaces. In addition, Option 2 will provide housing units, which are needed in the area. The record supports a finding the variation is mitigated through enhanced design features that are proportionate to the degree of variation.

d. Variance from LDC section 6.06.04.C. to reduce from 8-feet to 3-feet the required perimeter buffer adjacent to road right-of-way along Fletcher Avenue and 15th Street. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The parking lot landscape buffer met the regulations in place at the time of development but does not meet current regulations. The current built nature of the site is constrained, and the existing parking lot buffers are very narrow. There is not sufficient area to accommodate the buffer required under the LDC. The applicant's site plan shows the proposed Option 2 will eliminate two access driveways, re-configure the parking lot to comply with drive aisle width, add cross-access to adjacent property, add a sidewalk along 15th Street, and provide additional parking spaces. In addition, Option 2 will provide housing units, which are needed in the area. The record supports a finding the variation is mitigated through enhanced design features that are proportionate to the degree of variation.

e. Variance from LDC section 6.06.06 to reduce the required 20-foot-wide Type B buffer and screening along the Subject Property's southern boundary. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The Subject Property was developed with a mix of retail and office uses with no buffer along the south property line. The development met regulations in place at the time of development but does not meet current regulations. The current built nature of the site is constrained, and the existing development does not have sufficient area to accommodate the buffer along the Subject Property's southern boundary as required under the LDC. The applicant's site plan shows the proposed Option 2 will eliminate two access driveways, re-configure the parking lot to comply with drive aisle width, add cross-access to adjacent property, add a sidewalk along 15th Street, and provide

additional parking spaces. In addition, Option 2 will provide housing units, which are needed in the area. The record supports a finding the variation is mitigated through enhanced design features that are proportionate to the degree of variation.

**(3) The variation is in harmony with the purpose and intent of the Hillsborough County Land Development Code.**

a. Variance from LDC section 6.06.04.G. to eliminate the required tree plantings in the perimeter buffer. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The applicant is seeking to add one additional use that is consistent and compatible with surrounding development and uses, and addresses housing needs. The record supports a finding that the variation is in harmony with the purpose and intent of the LDC to foster and preserve public health, safety, comfort and welfare, and to aid in the harmonious, orderly, and progressive development of the unincorporated areas of Hillsborough County.

b. Variance from LDC section 6.06.04.E. to reduce from 6-feet to 2-feet the required parking lot landscape buffer between the off-street vehicular use area and any property boundary not fronted by a road right-of-way. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The applicant is seeking to add one additional use that is consistent and compatible with surrounding development and uses, and addresses housing needs. The record supports a finding that the variation is in harmony with the purpose and intent of the LDC to foster and preserve public health, safety, comfort and welfare, and to aid in the harmonious, orderly, and progressive development of the unincorporated areas of Hillsborough County.

c. Variance from LDC section 6.06.04.D. to reduce from 8-feet to 0-feet the required perimeter buffer adjacent to parking area driveway. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The applicant is seeking to add one additional use that is consistent and compatible with surrounding development and uses, and addresses housing needs. The record supports a finding that the variation is in harmony with the purpose and intent of the LDC to foster and preserve public health, safety, comfort and welfare, and to aid in the harmonious, orderly, and progressive development of the unincorporated areas of Hillsborough County.

d. Variance from LDC section 6.06.04.C. to reduce from 8-feet to 3-feet the required perimeter buffer adjacent to road right-of-way along Fletcher Avenue and 15th Street. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The

applicant is seeking to add one additional use that is consistent and compatible with surrounding development and uses, and addresses housing needs. The record supports a finding that the variation is in harmony with the purpose and intent of the LDC to foster and preserve public health, safety, comfort and welfare, and to aid in the harmonious, orderly, and progressive development of the unincorporated areas of Hillsborough County.

e. Variance from LDC section 6.06.06 to reduce the required 20-foot-wide Type B buffer and screening along the Subject Property's southern boundary. Yes. The Subject Property was developed in 1974-1975 based on a Planned Development approval process from 1973. The applicant is seeking to add one additional use that is consistent and compatible with surrounding development and uses, and addresses housing needs. The record supports a finding that the variation is in harmony with the purpose and intent of the LDC to foster and preserve public health, safety, comfort and welfare, and to aid in the harmonious, orderly, and progressive development of the unincorporated areas of Hillsborough County.

**(4) The variation will not substantially interfere with or injure the rights of adjacent property owners.**

a. Variance from LDC section 6.06.04.G. to eliminate the required tree plantings in the perimeter buffer. There is no record evidence to support a finding the variation will substantially interfere with or injure the rights of adjacent property owners.

b. Variance from LDC section 6.06.04.E. to reduce from 6-feet to 2-feet the required parking lot landscape buffer between the off-street vehicular use area and any property boundary not fronted by a road right-of-way. There is no record evidence to support a finding the variation will substantially interfere with or injure the rights of adjacent property owners.

c. Variance from LDC section 6.06.04.D. to reduce from 8-feet to 0-feet the required perimeter buffer adjacent to parking area driveway. There is no record evidence to support a finding the variation will substantially interfere with or injure the rights of adjacent property owners.

d. Variance from LDC section 6.06.04.C. to reduce from 8-feet to 3-feet the required perimeter buffer adjacent to road right-of-way along Fletcher Avenue and 15th Street. There is no record evidence to support a finding the variation will substantially interfere with or injure the rights of adjacent property owners.

e. Variance from LDC section 6.06.06 to reduce the required 20-foot-wide Type B buffer and screening along the Subject Property's southern

boundary. There is no record evidence to support a finding the variation will substantially interfere with or injure the rights of adjacent property owners.

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

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

**F. CONCLUSIONS OF LAW**

A development order is consistent with the comprehensive plan if “the land uses, densities or intensities, and other aspects of development permitted by such order...are compatible with and further the objectives, policies, land uses, and densities or intensities in the comprehensive plan and if it meets all other criteria enumerated by the local government.” § 163.3194(3)(a), Fla. Stat. (2020). Based on the evidence and testimony submitted in the record and at the hearing, including reports and testimony of Development Services Staff and Planning Commission staff, applicant’s testimony and evidence, there is substantial competent evidence demonstrating the requested Major Modification and variance request is consistent with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*, and does comply with the applicable requirements of the Hillsborough County Land Development Code.

**G. SUMMARY**

The applicant is requesting a major modification to the Subject Property’s PD zoning to allow two development options. Option 1 would allow the existing mix of office and commercial uses to continue with no change to building configuration, access, or parking lot layout. Option 2 proposes to allow a mix of office and commercial uses on the lower level, and commercial apartment with 28 residential units on the upper level, with no change to the existing building configuration. Option 2 proposes to reduce the number of access points and to add cross access to the west, construct a one-way drive aisle along the 15th St. frontage, and add a sidewalk along 15th Street. Neither development option seeks to increase the number of buildings, the Floor-Area-Ratio, building coverage, access points, or impervious surface.

The applicant is requesting five variances for Option 2 related to perimeter buffer, buffer adjacent to a right-of-way, perimeter landscaping, landscaping and buffering, and increased parking lot landscaping requirements.

The applicant is requesting a waiver from LDC section 6.11.16 to eliminate the required ten percent increase in parking lot landscaping and one additional canopy type tree for every two apartment units. The applicant provided justification for the waiver, including that the Subject Property’s Planned Development zoning was approved in 1973 and construction began in 1974. The parking lot landscaping met the LDC requirements when

the Subject Property was developed but does not meet current requirements. The current built nature of the Subject Property is constrained and there is not sufficient area to meet the landscaping requirements of LDC section 6.11.16.

The applicant requested administrative variances for Option 2 related to driveway spacing, number of driveways, substandard roadway improvements to North 15<sup>th</sup> Street, and minimum throat depth. The County Engineer found the administrative variances approvable.

#### H. RECOMMENDATION

Based on the foregoing Findings of Fact and Conclusions of Law, this recommendation is for **APPROVAL** of the Major Modification and variance request subject to conditions set forth in the Development Services staff report based on the applicant's general site plan submitted August 22, 2022.

*Pamela Jo Hatley*  
Pamela Jo Hatley PhD, JD  
Land Use Hearing Officer

10-10-2022

Date:





1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

HILLSBOROUGH COUNTY, FLORIDA  
BOARD OF COUNTY COMMISSIONERS  
  
ZONING HEARING MASTER HEARINGS  
September 19, 2022  
ZONING HEARING MASTER: PAMELA JO HATLEY

D1:  
Application Number: MM 22-0313  
Applicant: Fletcher Shoppes, Inc.  
Location: 1441 E. Fletcher Ave.  
Folio Number: 035853.0100  
Acreage: 2.5 acres, more or less  
Comprehensive Plan: OC-20  
Service Area: Urban  
Existing Zoning: PD 73-0351  
Request: Major Modification to a Planned  
Development

1 MR. GRADY: The next item is agenda item  
2 D-1, Major Mod Application 22-0313. The applicant  
3 is Fletcher Shoppes, Incorporated. The request is  
4 for a Major Modification to an existing Planned  
5 Development.

6 Tim Lampkin will provide staff  
7 recommendation after presentation by the applicant.

8 MS. ORTIZ: Good evening, Ms. Hatley. For  
9 the record, my name is Patricia Ortiz. My address  
10 is 2810 North Central Avenue, Tampa, Florida 33602.  
11 And I have been sworn in.

12 I'm here tonight on behalf of the Shoppes at  
13 Fletcher, and we are seeking a Major Modification  
14 to this Planned Development that was approved back  
15 in 1973. In fact, this is the first modification  
16 of this Planned Development, and it's been almost  
17 50 years.

18 Back in 1973, the approval granted a mix of  
19 Office and Commercial uses on both the upper and  
20 lower levels of the buildings located on-site.  
21 Today, we're here kind of in response to the  
22 changing market conditions seeking a dual  
23 development option.

24 The first option would be to keep things as  
25 they are with the Commercial and Office on both

1 floors, and option two, which would allow for  
2 commercial apartment use on the second story. And  
3 we would limit that to 28 commercial apartments.

4 And here, I'll just kind of put down what  
5 we're looking for for option one. Can you see that  
6 on the ELMO?

7 HEARING MASTER HATLEY: Yes.

8 MS. ORTIZ: Okay. So basic -- so basically,  
9 we're seeking to allow the existing mix of  
10 Commercial and Office uses to continue on both  
11 levels.

12 Right now there is a maximum of  
13 60,552 square feet of area. We're not proposing  
14 any changes to the building configuration, access,  
15 or parking layout. No increases to FAR or ISR, et  
16 cetera, and no variations for option one.

17 Option two requires some changes because  
18 we're adding a new use. So we have to come into  
19 compliance with the LDC.

20 So in summary, we're proposing Office and  
21 Commercial uses on the first floor for a total of  
22 30,276 square feet, and as I said, 28 commercial  
23 apartments.

24 The access points from Fletcher Avenue will  
25 be reduced from the three that currently exist to

1 two. The access points from 15th Street will be  
2 reduced from two to one. A one-way drive aisle  
3 will be provided along the east 15th Street  
4 frontage. Sidewalks will be provided along 15th  
5 Street. We'll provide both vehicular and  
6 pedestrian cross access.

7 So the vehicular cross access will go to the  
8 west. The pedestrian cross access will go to the  
9 south allowing, you know, the patrons or persons  
10 living within the apartments to come on over to  
11 this site.

12 We are proposing 159 parking spaces where  
13 152 are required. This will necessitate the  
14 restriping of the parking lot. Again, there'll be  
15 no change to the building configuration as a built  
16 site. You know, we're not proposing to move the  
17 building or increase FAR or ISR or building  
18 coverage. However, we are asking for some  
19 variations with option two. Yes.

20 HEARING MASTER HATLEY: Before you cover  
21 that one or pick it up, those items listed there,  
22 again, those are changes that will come only if  
23 option two is implemented; is that correct?

24 MS. ORTIZ: Yes, ma'am.

25 HEARING MASTER HATLEY: And these -- they're

1 referred to as commercial apartments, but these are  
2 residential living spaces; is that correct?

3 MS. ORTIZ: That is correct. It will meet  
4 the definition of commercial apartment in the Land  
5 Development Code, which essentially is an apartment  
6 over retail space.

7 HEARING MASTER HATLEY: Okay. Thank you.

8 MS. ORTIZ: No problem. We are asking for  
9 some variations, and I'll just kind of put this  
10 down for you. Essentially, these variations have  
11 to do with landscaping and buffering, which has  
12 changed over time. Of course, there have been many  
13 changes since 1973.

14 So the commercial apartment use requires a  
15 10 percent increase in the parking landscape. We  
16 can't meet the requirements of the parking  
17 landscape today because of the configuration. So  
18 we certainly cannot increase that by 10 percent.

19 Code Section 6.06.06 requires a 20-foot-wide  
20 Type B buffer along the southern property line  
21 between this commercial use and the apartment  
22 complex.

23 There's a buffer that exists right now, but  
24 it's probably 2 to 3 feet wide. It has miniature  
25 palm trees in it, but the placement of the building

1 really prevents compliance with this.

2 And then we're requesting several variances  
3 from Code Section 6.04.04 which deal with the  
4 parking lot landscaping. And, again, that is  
5 primarily because of the constrained nature of this  
6 developed site.

7 In my project narrative, I went into great  
8 detail to discuss the hardships and special unique  
9 circumstances, which I'm sure you read the report.  
10 I don't know that you need me to go over those in  
11 detail.

12 HEARING MASTER HATLEY: Just if you would  
13 please, the staff report lists variances from  
14 Section 6.06.04, 6.06.06, and 6.11.16. And I  
15 thought you mentioned another section. 6.04.04?  
16 Is that what you --

17 MS. ORTIZ: Yeah. That's what I'm seeing  
18 here. Let me double-check to make sure I got that  
19 right. That is parking lot landscaping. So give  
20 me one second.

21 HEARING MASTER HATLEY: Okay.

22 MS. ORTIZ: My apologies. It's Section  
23 6.06.04, not 6.04.04.

24 HEARING MASTER HATLEY: Okay. Thank you.

25 MS. ORTIZ: And with that, I can show you --

1           maybe show you a picture of the site to orient you  
2           with the location. The property is located at the  
3           intersection, the southwest corner of 15th and  
4           Fletcher in the University Community Planning Area.  
5           You've probably seen this building before. It's  
6           been there for a while.

7                     And with that, I'll be happy to answer  
8           whatever questions you have or maybe save the time  
9           for rebuttal.

10                    HEARING MASTER HATLEY: No questions for you  
11           right now. Thank you.

12                    MS. ORTIZ: Okay. Thank you.

13                    MR. LAMPKIN: Good evening. Tim Lampkin,  
14           Hillsborough County Development Services.

15                    The property associated with this has a  
16           Future Land Use Designation of Office  
17           Commercial-20. The applicant is seeking a Major  
18           Modification to the existing PD 73-0351 to allow  
19           two development options.

20                    Option one is to allow the existing mix of  
21           Commercial and Office uses to continue on the upper  
22           and lower levels with no change to the building  
23           configuration, excuse me, access or parking lot  
24           layout.

25                    Option two proposes to allow a mix of Office

1 and Commercial uses on the lower level and  
2 commercial apartment on the upper level with no  
3 change to the existing building configurations.

4 Option two proposes, as the applicant just  
5 stated, to reduce the number of access points and  
6 to add cross access to the west, construct a  
7 one-way drive aisle along 15th Street frontage, and  
8 add a sidewalk along 15th Street.

9 Neither development option seeks increases  
10 to the number of the building's FAR, the building  
11 coverage, the access points, or impervious surface.  
12 As the applicant stated, the new development option  
13 will convert the second floor of the existing  
14 building from commercial to residential for 28  
15 apartments.

16 The subject of this rezoning is located at  
17 1441 East Fletcher Avenue, south of East Fletcher  
18 Avenue, west of North 15th Street, east of North  
19 Nebraska Avenue, and north of La Place Circle.

20 The surrounding zoning and development  
21 pattern consists of a mix of uses located  
22 approximately 2900 feet east of State Road 93  
23 interchange. Nearby is RMC-20 zoning developed  
24 with an apartment complex located south and the  
25 north. General commercial designated properties



1 are located both north and east of the subject  
2 site.

3 As the applicant noted, the existing  
4 buildings on the site have many nearby and  
5 surrounding properties were built in the early '70s  
6 consistent with the development patterns and the  
7 regulations in place at the time.

8 Since then, many development regulations  
9 have changed. Mostly notably, those addressing  
10 uses buffers and parking lot design. The applicant  
11 is requesting multiple variations including the  
12 following: So it's LDC Section -- there was a  
13 scrivener's error on the front page. It's Section  
14 6.04.04 and Section 6.06.04 regarding all street  
15 vehicular use, perimeter buffer, buffer adjacent to  
16 the right-of-way, and the perimeter landscaping.

17 Additionally, variation to Section 6.06.06  
18 regarding the landscaping and buffering and then a  
19 variation to LDC Section 6.11.16 to eliminate the  
20 increased parking lot landscaping.

21 All these -- most of these are in place  
22 already. Variation one through five just reflects  
23 the development pattern and the age of the  
24 structure.

25 Transportation had a number of variances,

1 and just briefly I'll list them. Administrative  
2 variance for driveway spacing where the applicant  
3 had variances -- let me correct that, for  
4 Transportation to review.

5 Administrative variance for the number of  
6 driveways, substandard roadway. Administrative  
7 variance, administrative variance for the throat  
8 depth.

9 The county engineer found the above  
10 administrative variances approvable for the rezoned  
11 22-0313. An in-depth review may be found in the  
12 transportation, which I'm sure you've already  
13 reviewed it, section of the report.

14 Staff has not identified any compatibility  
15 issues relative to the surrounding properties. The  
16 proposed use is located in that mixed-use area of  
17 commercial, multifamily development in close  
18 proximity to the subject site.

19 The proposed project with the proposed  
20 development standards, existing scale and  
21 restrictions may be found compatible with the  
22 nearby development patterns. The proposed  
23 development has also been found consistent with the  
24 future of Hillsborough County of unincorporated  
25 Hillsborough County Comprehensive Plan.

1           Based upon the above, staff finds the  
2           request approvable. That concludes staff's  
3           presentation, unless there are any questions.

4           HEARING MASTER HATLEY: All right. Yep.  
5           Let's go back to the variances, please. And so I'm  
6           seeing a variance from LDC Section 6.06.04,  
7           off-street vehicular use, the perimeter buffer, the  
8           buffer adjacent to the right-of-way, and perimeter  
9           landscaping. So that's one; is that correct?

10          MR. LAMPKIN: So -- yeah. So no. I kind of  
11          lumped them together for space on the cover page.  
12          So they have variations one through four. I'm  
13          opening up the Code right now. If you can bear  
14          with me, thank you.

15          HEARING MASTER HATLEY: Sure. Thank you.  
16          Take your time. And if it's in the report on a  
17          different page, point me to it. I'm looking at it.  
18          I just don't see 6.04.

19          MR. LAMPKIN: Yeah. I think it's a  
20          scrivener's error, but let me look at the report  
21          too. Okay. I think it actually might be a  
22          scrivener's error in the applicant's presentation  
23          because the 6.04.04 are transportation related.

24          HEARING MASTER HATLEY: Okay.

25          MR. LAMPKIN: Just one second.

1 HEARING MASTER HATLEY: She did clarify  
2 that, and I think she agrees with you. It's  
3 6.06.04. I believe that's --

4 MR. LAMPKIN: Okay. Sorry. I missed that  
5 part.

6 HEARING MASTER HATLEY: That's okay.

7 MR. LAMPKIN: That was -- sorry.

8 HEARING MASTER HATLEY: So variance one is  
9 from 6.06.04 and that's the buffer landscaping --

10 MR. LAMPKIN: Yes.

11 HEARING MASTER HATLEY: -- adjacent to  
12 right-of-way, let's see, perimeter buffer. And  
13 then 6.06.04, off-street vehicular use area Part E.  
14 So we've got Part E and Part G.

15 And then variation three, 6.04.04 off-street  
16 vehicular use area Part D, again, perimeter buffer.  
17 And variation four is LDC Section 6.06.04.  
18 Variation five is landscaping 6.06.06, and then  
19 variation six is LDC Section 6.11.16, apartment  
20 commercial Part C.

21 So that's the 10 percent increase in  
22 parking. That one I understand. And that's it. I  
23 think that clears it up.

24 MR. LAMPKIN: Yes. Thank you.

25 HEARING MASTER HATLEY: Okay. Thank you.

1 I don't think I have any more questions for  
2 you, Mr. Lampkin.

3 MR. LAMPKIN: Thank you.

4 HEARING MASTER HATLEY: All right. Planning  
5 Commission.

6 MS. MASSEY: This is Jillian Massey with  
7 Planning Commission staff.

8 The subject site is located in Office  
9 Commercial-20 or OC-20 Future Land Use Category.  
10 It's located in the Tampa Service Area and within  
11 the limits of the University Area Community Plan.

12 The proposed redevelopment meets the intent  
13 of Objective 1 of the Future Land Use Element of  
14 the Comprehensive Plan by providing and maintaining  
15 growth in the Urban Service Area.

16 The proposed rezoning also meets the intent  
17 of policies 1.4 and Objective 16 as it is  
18 compatible with the surrounding area. The area is  
19 considered urban with high-density residential,  
20 light commercial, and high commercial intense --  
21 intensities.

22 The proposed redevelopment is consistent  
23 with the University Area Community Plan Goal 5,  
24 which encourages housing and neighborhood  
25 revitalization within the urban infill and

1 redevelopment boundary map.

2 The existing shopping center and the  
3 proposed departments are not expected to exceed the  
4 maximum intensities of the Office Commercial-20  
5 Future Land Use Category, and it's consistent with  
6 Objective 8 and Policy 8.1.

7 And based on these considerations, Planning  
8 Commission staff finds that the Major Modification  
9 is consistent with the Future of Hillsborough  
10 Comprehensive Plan for unincorporated Hillsborough  
11 County subject to the conditions proposed by the  
12 Development Services Department. Thank you.

13 HEARING MASTER HATLEY: All right. Thank  
14 you.

15 All right. Is there anyone here or online  
16 who wishes to speak in support of this application?  
17 I do not hear anyone.

18 Is there anyone here or online who wishes to  
19 speak in opposition to this application? All  
20 right. I do not hear anyone. All right.

21 Development Services, anything further?

22 MR. GRADY: Nothing further.

23 HEARING MASTER HATLEY: All right. Thank  
24 you.

25 And, Applicant, anything further?

1 MS. ORTIZ: No. I'd just like to say thanks  
2 for your time, and I think Tim did a really good  
3 job with this report. Those variances are outlined  
4 on pages 10 and 11 of the staff report.

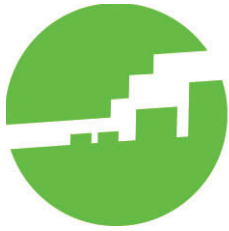
5 HEARING MASTER HATLEY: I saw them. Thank  
6 you very much.

7 MS. ORTIZ: We do have one letter of support  
8 in the record. I did receive two phone calls.  
9 They were both basically wondering what was going  
10 on. When I explained the situation, both persons  
11 were happy. That was for the Sunscape apartments  
12 across -- on the north side of Fletcher and for a  
13 gas station, also on the north side. Thanks.

14 HEARING MASTER HATLEY: All right. Thank  
15 you, Ms. Ortiz.

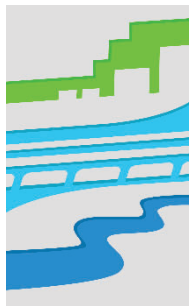
16 That closes the hearing, then, on Major  
17 Modification 22-0313.

18  
19  
20  
21  
22  
23  
24  
25



**Hillsborough County  
City-County  
Planning Commission**

<b>Unincorporated Hillsborough County Rezoning</b>	
<b>Hearing Date:</b> September 19, 2022  <b>Report Prepared:</b> September 7, 2022	<b>MM 22-0313</b>  <b>1441 E. Fletcher Avenue</b>  <i>North of La Place Circle, west of North 15<sup>th</sup> Street, south of East Fletcher Avenue, and east of North Nebraska Avenue.</i>
<b>Summary Data:</b>	
<b>Comprehensive Plan Finding:</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use:</b>	<b>Office Commercial-20 (OC-20)</b>
<b>Service Area</b>	<b>Tampa Service Area (TSA)</b>
<b>Community Plan:</b>	University Area
<b>Requested Zoning:</b>	Major Modification (MM) to Planned Development (PD) (73-0351) to convert the upper level of a shopping center to 28 commercial apartments.
<b>Parcel Size (Approx.):</b>	2.54 +/- acres
<b>Street Functional Classification:</b>	East Fletcher Avenue– <b>County Arterial</b> North 15 <sup>th</sup> Street – <b>County Collector</b>
<b>Locational Criteria</b>	N/A
<b>Evacuation Zone</b>	None





## **Context**

- The 2.54 +/- acre subject site is located at 1441 East Fletcher Avenue, south of East Fletcher Avenue, west of North 15th Street, east of North Nebraska Avenue and north of La Place Circle.
- The subject site is in the Tampa Service Area (TSA) and is within the limits of the University Area Community Plan.
- The applicant is requesting a Major Modification to a Planned Development to convert the second floor of the existing building from commercial to residential for 28 apartments in approximately 30,276 square feet.
- The subject site is in the Office Commercial-20 (OC-20) Future Land Use Category.
- The property is currently a shopping center.

## **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***

**Goal:** *Ensure that the character and location of land uses optimizes the combined potentials for economic benefit and the enjoyment and the protection of natural resources while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.*

## **GROWTH MANAGEMENT STRATEGY**

*The Sustainable Growth Management Strategy serves as a vehicle to structure County spending and planning policies to optimize investment for services and infrastructure, protect the vulnerability of the natural environment, reduce the exposure and risk to natural hazards and provide a clear direction for achieving an efficient development pattern. This strategy is comprised of three primary components, an environmental overlay, an urban service area and a defined rural area.*

*The rural area is that area planned to remain in long term agriculture, mining or large lot residential development. Within the rural area, some “rural communities” exist. These communities have historically served as a center of community activity within the rural environment. They include, Thonotosassa, Keystone, Lutz, and others. The diversity and unique character of these communities will be reflected through the application of “community-based planning” techniques specifically designed to retain their rural character while providing a level of service appropriate to the community and its surrounding environment. To foster the rural environment and reinforce its character, rural design guidelines will be developed to distinguish between the more urban environment. Additionally rural areas should have differing levels of service for supporting facilities such as emergency services, parks and libraries from those levels of service adopted in urban areas.*

*This Plan also provides for the development of planned villages within rural areas. These villages are essentially self supporting communities that plan for a balanced mix of land uses, including residential, commercial, employment and the supporting services such as schools, libraries, parks and emergency services. The intent of these villages is to maximize internal trip capture and avoid the creation of single dimensional communities that create urban sprawl.*

## **PURPOSE**

*Control Urban Sprawl.*

*Create a clear distinction between long range urban and rural community forms.*

*Define the future urban form through the placement of an urban service area that establishes a geographic limit of urban growth.*

*Define areas within the urban service area where growth can occur concurrent with infrastructure capacities and where public investment decisions can be made more rationally in a manner that does not perpetuate urban sprawl.*

*Identify a distinct rural area characterized by the retention of land intensive agricultural uses, the preservation of natural environmental areas and ecosystems and the maintenance of a rural lifestyle without the expectation of future urbanization.*

*Apply an overlay of ecosystems and greenways that preserve natural environmental systems and open space while simultaneously reducing exposure to natural hazards.*

*Create compatible development patterns through the design and location of land uses.*

## **URBAN SERVICE AREA BOUNDARY**

*This boundary is established to designate on the Future Land Use Map the location for urban level development in the County. The boundary shall serve as a means to provide an efficient use of land and public and private investment, and to contain urban sprawl.*

## **URBAN SERVICE AREA (USA)**

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

### **Policy 1.2: Minimum Density**

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

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

**Policy 1.3:** *Within the USA and within land use categories permitting 4 du/ga or greater, new rezoning approvals for residential development of less than 75% of the allowable density of the*

land use category will be permitted only in cases where one or more of the following criteria are found to be meet:

- *Development at a density of 75% of the category or greater would not be compatible (as defined in Policy 1.4) and would adversely impact with the existing development pattern within a 1,000 foot radius of the proposed development;*
- *Infrastructure (Including but not limited to water, sewer, stormwater and transportation) is not planned or programmed to support development.*
- *Development would have an adverse impact on environmental features on the site or adjacent to the property.*
- *The site is located in the Coastal High Hazard Area.*
- *The rezoning is restricted to agricultural uses and would not permit the further subdivision for residential lots.*

### **Land Use Categories**

**Objective 8:** *The Future Land Use Map will include Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area. A table of the land use categories and description of each category can be found in Appendix A.*

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

### **Relationship to Land Development Regulations**

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

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

### **INNOVATIVE HOUSING OPTIONS**

**Objective 21:** *The County will encourage innovative means of providing housing.*

**Policy 23.1:** Residential units that are located above office or commercial uses or that meet the commercial apartment definition in the Land Development Code may be calculated on the basis of Floor Area Ratio as opposed to units per acre.

**Objective 26:** The County shall identify specific target industry clusters, target industries, and target businesses; shall establish corresponding “economic development areas” and shall provide incentives for the location of desirable economic growth in these areas.

**Policy 26.8:** To cultivate entrepreneurs of small, home based, industries, the land development code shall provide for the establishment of home occupations and live work units, pursuant to specific performance standards. Compatibility with the surrounding area shall be a mandatory requirement for these uses.

## **Community Design Component**

### **2.1 Mixed-Use Development**

**Goal 1:** Plan a pattern of compact, livable and walkable neighborhoods and communities within the urban service area which are supported by locally-oriented employment, goods and services.

**Objective 1-1:** Make it easier to develop in a traditional urban pattern in Urban Service Area of the County.

**Policy 1-1.3:** Promote home-based employment, including live work units and telecommuting, in both existing and new communities.

## **Livable Communities Element**

### **1.0 Community and Special Area Studies- University Area Community**

#### **Goal 5: Economic Development**

The community supports:

- implementing the Urban Infill and Redevelopment Area delineated on the Urban and Infill Redevelopment Area Map and as defined by s. 163.2514 (2), F.S. The geographic limits of this area is bounded by I-275 to the west, Skipper Road to the north, Bruce B. Downs to the east, and Fowler Avenue to the south. Within this area, the following components will be promoted: economic development; job creation; housing; transportation; crime prevention; neighborhood revitalization and preservation; and land use incentives to encourage urban infill and redevelopment within the University Area Community;

#### **Staff Analysis of Goals, Objectives and Policies:**

The subject property is an existing shopping center on 2.54 acres in an urban area. The applicant is proposing to convert the second floor of the shopping center to residential apartments. The proposed redevelopment meets the intent of Objective 1 of the Future Land Use Element of the Comprehensive Plan by providing and maintaining growth in the Urban Service Area.

The proposed rezoning also meets the intent of Policies 1.4 and Objective 16 as it is compatible with the surrounding area. The area is considered urban, with high density residential, light commercial, and high commercial intensities. There are many commercial businesses along Fletcher Avenue which could help add to availability of jobs for the proposed residents. The proposed development will further the intent of the Comprehensive Plan as there are several bus routes within proximity to the subject site which will help encourage the use of public transportation. Hart Bus Routes 400, 33, 1, 42 and 44 all within proximity to the site.

This proposed redevelopment would resemble live-work units or commercial apartments which is consistent with the Community Design Component Goal 1, Objective 1-1 and Policy 1-1.3. Furthermore, live-work units are listed as an innovative housing option in Objective 21, Policy 23.1, Objective 26, Policy 26.8. Live-work units are ideal as it encourages a decrease in carbon footprint through use of public transportation, promoting walkability, and use of neighborhood markets. These have also been identified to increase the quality of life. The proposed redevelopment is also consistent with the University Area Community Plan Goal 5 which encourages housing and neighborhood revitalization, within the urban infill and redevelopment boundary map (Figure 1).

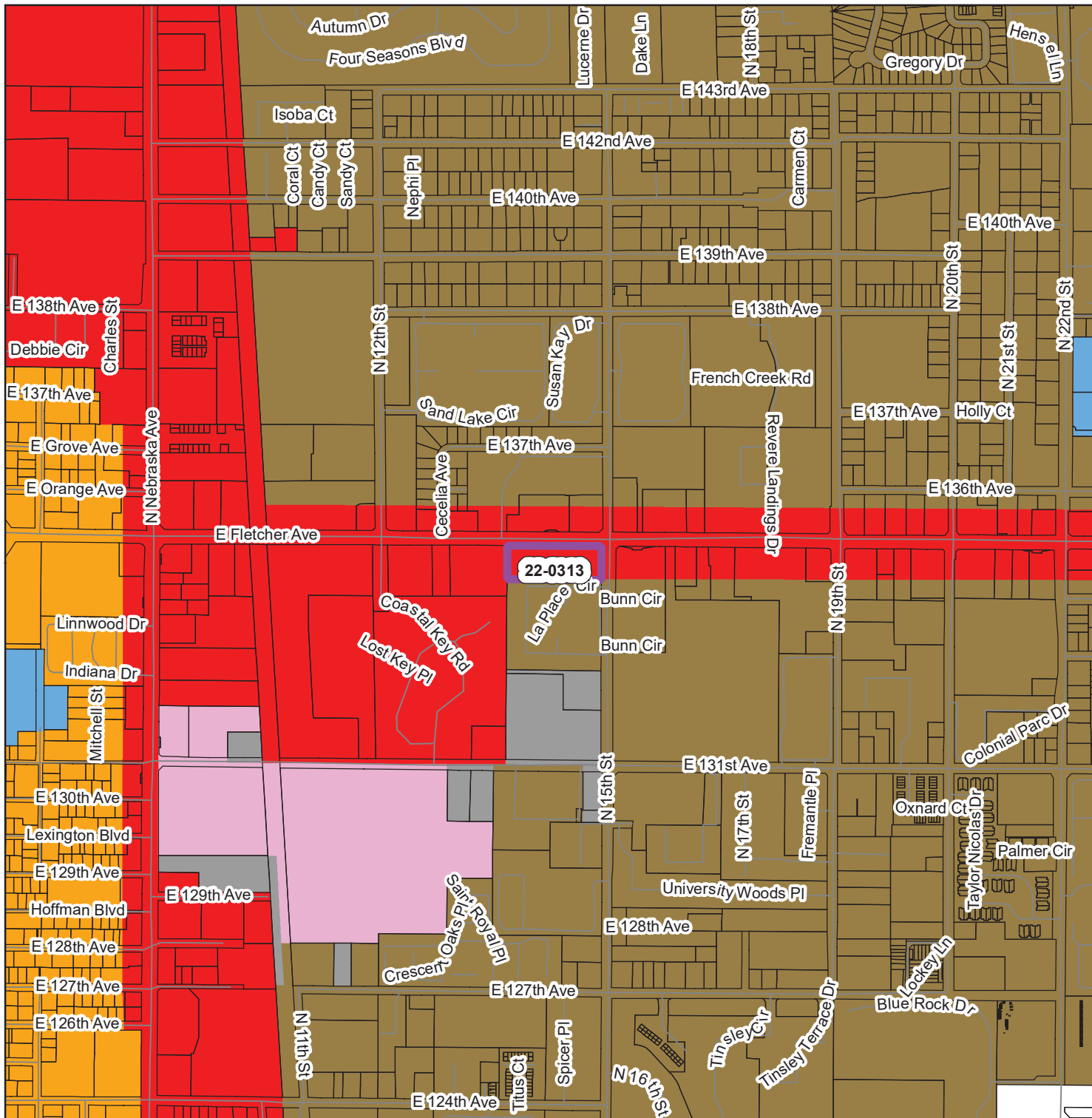
The applicant is proposing 28 apartments in approximately 30,276 square feet. The subject site is in the Office Commercial-20 (OC-20) Future Land Use Category which allows 0.75 floor area ratio or up to a maximum of 600,000 square feet. However, the commercial component cannot exceed 350,000 square feet. Additionally, all development which exceeds 0.35 FAR must be for office or residential support uses, not retail. The shopping center was approved in 1973 with a mix of neighborhood serving office and retail uses on both the upper and lower levels. The applicant's site plan shows a total building area of 60,552 square feet at 0.54 FAR. The first floor is a mix of office and retail totaling 30,276 square feet. The existing shopping center and the proposed apartments are not expected to exceed the maximum intensities per the OC-20 FLU category and is consistent with Objective 8 and Policy 8.1.

Overall, the proposed major modification would allow for redevelopment that is consistent with the Goals, Objectives and Policies of the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County and is compatible with the existing and planned development pattern found in the surrounding area.

### **Recommendation**

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

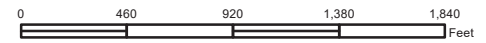
# HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 22-0313



## Rezonings

- <all other values>
- STATUS**
- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING
- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels
- AGRICULTURAL/MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- 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/QUASI-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser.  
 REPRODUCTION: This sheet may not be reproduced in part or full for sale to anyone without specific approval of the Hillsborough County City-County Planning Commission.  
 ACCURACY: It is intended that the accuracy of the base map comply with U.S. national map accuracy standards. 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, see the appropriate source.



Map Printed from Rezoning System: 12/29/2021

Author: Beverly F. Daniels

File: G:\RezoningSystem\MapProjects\HCGreg\_hcRezoning - Copy.mxd





**GENERAL  
SITE PLAN  
FOR  
CERTIFICATION**



**Hillsborough  
County Florida**

**DEVELOPMENT SERVICES**

PO Box 1110, Tampa, FL 33601-1110  
(813) 272-5600

**HILLSBOROUGH COUNTY  
DEVELOPMENT SERVICES DEPARTMENT**

**GENERAL SITE PLAN REVIEW/CERTIFICATION**

**BOARD OF COUNTY  
COMMISSIONERS**

Harry Cohen  
Ken Hagan  
Pat Kemp

Gwendolyn "Gwen" Myers  
Kimberly Overman  
Mariella Smith  
Stacy R. White

**COUNTY ADMINISTRATOR**

Bonnie M. Wise

**COUNTY ATTORNEY**

Christine M. Beck

**INTERNAL AUDITOR**

Peggy Caskey

**DEPUTY COUNTY ADMINISTRATOR**

Gregory S. Horwedel

Project Name: Fletcher Shoppes Inc

Zoning File: PD 22-0313 Modification: None

Atlas Page: None Submitted: 10/17/2022

To Planner for Review: 10/17/22 Date Due: ASAP

Contact Person: Patricia Ortiz, AICP/ Ortiz Planning Solutions Phone: 813-817-8492/OrtizPlanningSolutions@gmail.com

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

The Development Services Department HAS NO OBJECTION to this General Site Plan.

The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:

Reviewed by: Tim Lampkin Date: 10/18/22

Date Agent/Owner notified of Disapproval: \_\_\_\_\_









# **AGENCY COMMENTS**

## AGENCY REVIEW COMMENT SHEET

---

---

TO: Zoning Technician, Development Services Department

DATE: 9/9/2022

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: USF/ Northwest

PETITION NO: MM 22-0313

---

---

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects, based on the listed or attached conditions.

### **CONDITIONS OF APPROVAL**

1. As conditioned hereinabove, the project shall be permitted certain uses under development Option 1 and Development Option 2, as defined hereinabove. Additionally:
  - a. The developer shall be permitted to retain the existing uses, access configuration, and parking configuration provided there are no alterations of the structure or grounds necessitating the site come in through the plat/site/construction plan review processes. This scenario is depicted on the Option 1 General Development Plan (GDP). Notwithstanding the above, nothing herein these conditions shall grandfather any encroachments into public right-of-way or other improvements that were not properly permitted in the past.
  - b. In the event the developer desires to construct commercial apartments or alters the existing structure or grounds such that the site must come in through the plat/site/construction plan review processes, then the developer shall modify the parking area areas and site access connections to comply with current LDC, Transportation Technical Manual, and other applicable standards. This scenario is depicted on the Option 2 GDP.
2. Project access shall be as follows:
  - a. Option 1. The developer shall be permitted to utilize the existing access connections constituting:
    - i. Three (3) vehicular access connections to E. Fletcher Ave.; and,
    - ii. Two (2) vehicular access connections to N. 15<sup>th</sup>. St.
  - b. Option 2. Prior to or concurrent with any development occurring under Option 2, the developer shall:
    - i. Eliminate the easternmost vehicular access connection to E. Fletcher Ave.;
    - ii. Eliminate the northernmost vehicular access connection to N. 15<sup>th</sup> St.;
    - iii. Construct vehicular and pedestrian cross access connections/stubouts to the western project boundary as shown on the GDP;
    - iv. Construct a pedestrian cross access stubout to the southern project boundary as shown on the GDP;

- v. Modify the existing parking facility to add/remove new parking spaces as shown on the GDP, in order to reach the minimum number of spaces required pursuant to Section 6.05 of the LDC as well as ensure drive aisles meet minimum width requirements pursuant to the LDC/Transportation Technical Manual;
    - vi. Restripe parking areas as necessary to provide dumpster area buffers/ loading zones as shown on the GDP; and,
    - vii. Construct minimum 5-foot wide internal and external sidewalks and crosswalks as generally shown on the GDP. With respect to the sidewalk to be constructed within the subject site along the project's N. 15<sup>th</sup> St. frontage, the developer shall record in the Official Records of Hillsborough County an easement for public access and maintenance proposes to Hillsborough County in accordance with Section 6.03.02.D. of the LDC.
3. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
4. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable by the County Engineer (on July 15, 2022) from the Section 6.04.03.G. Land Development Code (LDC) requirements governing minimum throat depth. Approval of this variance will allow a throat depth of +/- 33 feet for the Option 2 Fletcher Ave. access connections, and a throat depth of +/- 13.5 feet for the Option 2 N. 15<sup>th</sup> St. connection.
5. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable (on July 15, 2022) from the Section 6.04.03.I. LDC requirements governing required number of access connections for Option 2. Approval of this variance will allow a total of four (4) access connections to the subject property, to include two (2) vehicular access connections to Fletcher Ave., one (1) vehicular access connection to N. 15<sup>th</sup> St. and one (1) vehicular cross access connection to the west.
6. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable (on July 15, 2022) from the Section 6.04.07 LDC requirements governing required spacing of vehicular access connections. Approval of this variance will permit the following for Option 2:
  - a. The westernmost Fletcher Ave. connection to be spaced +/- 118 feet from the nearest connection to the west on the same side of the roadway;
  - b. The westernmost Fletcher Ave. connection to be spaced +/- 30 feet from the nearest connection on the opposite side of the roadway;
  - c. The westernmost Fletcher Ave. connection to be spaced +/- 141 feet from the nearest connection to the east (i.e. the easternmost Option 2 driveway) on the same side of the roadway;
  - d. The N. 15<sup>th</sup> St. connection to be spaced +/- 170 feet from Fletcher Ave.; and,
  - e. The N. 15<sup>th</sup> St. connection to be spaced +/- 50 feet from the nearest driveway connection to the south.
7. As N. 15<sup>th</sup> St. is a substandard collector roadway, the applicant submitted a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) which was found approvable by the County Engineer for the reasons stated in the letter (on July 15, 2022) from the Section 6.04.03.L. LDC requirement to improve the roadway to current standards. If MM 22-0313 is approved, the County Engineer will approve the above referenced Administrative Variance, upon which no improvements to N. 15 St. will be required for Option 2.

**PROJECT SUMMARY AND TRIP GENERATION**

The applicant is requesting to rezone a +/- 2.5 ac. parcel from Planned Development (PD) #73-0351 to PD. According to zoning staff, approved PD #73-0351 has entitlements which allow up to 60,552 s.f. of “C-1” Neighborhood Commercial District uses pursuant to the 1973 Hillsborough County Zoning Regulations; however, the ability of the developer to use those entitlements is further restricted by the building form, site size, and ability to comply with other applicable regulations within the Land Development Code (LDC). The applicant is proposing to convert the 2<sup>nd</sup> floor of the existing structure to allow up to 28 Commercial Apartments. Commercial Apartment uses are governed by additional standards found within Sec. 6.11.16 of the LDC.

According to the Hillsborough County Property Appraiser, the existing structure(s) were constructed in 1974 and 1975, and as such do not comply with many current development standards within the Hillsborough County LDC. The existing project was submitted using a dual option approach. The first option seeks to maintain the current structure and entitlements. The second option would be utilized in the event the developer proceeds with the proposed commercial apartments use, or certain other alterations to the site or structure which triggers plat/site/construction plan review. This option requires certain alterations to the exiting site to bring the site into compliance with LDC and other applicable standards to the greatest extent possible. The applicant submitted a trip generation and site access analysis. Staff has prepared a summary of the number of trips potentially generated under the existing and proposed zoning designations utilizing a generalized worst-case scenario. Data shown below is based on the ITE’s Trip Generation Manual, 11<sup>th</sup> Edition.

Existing Zoning (#73-0357):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
60,552 s.f. Strip Retail Plaza Uses (LUC 822)	3,297	143	399

Proposed Zoning Option 2 (#22-0313):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
28 Multi-Family Dwelling Units (LUC 220)	189	11	14
30,276 s.f. Strip Retail Plaza Uses (LUC 822)	1,649	72	200
Subtotal:	1,838	83	214

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(-) 1,459</b>	<b>(-) 60</b>	<b>(-) 185</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE AND ROW ENCROACHMENTS**

E. Fletcher Ave. a 4-lane, publicly maintained, arterial roadway. The roadway is characterized by 11-foot wide travel lanes in above average condition. The roadway lies within a +/- 85-foot wide right-of-way along the project’s frontage. There are +/- 5-foot wide sidewalks along the north and south side of

Fletcher Ave. in the vicinity of the proposed project. There are +/- 4-foot wide bicycle lanes on Fletcher Ave. in the vicinity of the proposed project.

N. 15<sup>th</sup> St. is a 2-lane, publicly maintained, substandard, collector roadway owned. The roadway is characterized by 11 to 12-foot wide travel lanes in average condition. The roadway lies within a +/- 63-foot wide right-of-way along the project's frontage. There is a +/- 5-foot wide sidewalk along the eastern portion of Fletcher Ave. in the vicinity of the proposed project. There are no bicycle facilities along N. 15<sup>th</sup> St. in the vicinity of the proposed project.

There are existing parking spaces which appear to encroach in the County's N. 15<sup>th</sup> St. right-of-way. Under Development Option 2, the developer will be required to remove those spaces and construct a sidewalk along the project frontage, which will require placement of the sidewalk within the site and conveyance of an easement for public access and maintenance proposes to the County. The developer may be required to remove such spaces under Option 1 in the future, at the request of Hillsborough County, if such spaces were not properly permitted.

### **SITE ACCESS AND CONNECTIVITY**

The site currently has three (3) vehicular access connections to Fletcher Ave. and two (2) vehicular access connections to N. 15<sup>th</sup> St. The site currently does not have any vehicular or pedestrian cross access to adjacent parcels. This access confirmation is depicted on the Option 1 site plan. Although Option 1 does not comply with the LDC, to the extent the existing use and building was legally constructed its existing configuration is generally considered to be grandfathered. Staff has outlined an issue with respect to encroachment of certain parking spaces in the "Transportation Infrastructure Serving the Site and ROW Encroachments" section of this report hereinabove.

As shown on the development Option 2 site plan, the developer is proposing to modify the site to remove the easternmost access on Fletcher Ave. and the northernmost access on N. 15<sup>th</sup> St. The applicant is also proposing to construct a pedestrian cross access stubout along its southern project boundary as well as a vehicular/pedestrian cross access connection/stubout along its western project boundary. While the site would still not meet all applicable standards, these changes will drastically improve compliance with applicable LDC standards and improve the safety of access to the site, while still providing for adequate vehicular and pedestrian access given the constraints created by the existing parcel configuration and existing building within the site, which the developer is proposing to retain.

Under Development Option 2 and as required pursuant to Section 6.04.03.Q. of the LDC, the developer is proposing pedestrian cross access stubout to the southern project boundary, as well as a vehicular and pedestrian cross access connection/stubout along the western project boundary.

### **PARKING**

The applicant provided parking calculation on the Option 2 site plan. As shown, the shopping center use requires 152 parking spaces, and the commercial apartment uses require 56 parking spaces. Pursuant to Sec. 6.11.16.B. of the LDC. "Off-street parking requirements shall be separately calculated for the non-residential component and the residential component of the building, and the greater number of required parking spaces shall be provided.". As such, the project is required to construct 152 parking spaces, and they are proposing 159 spaces for Option 2.

### **ADMINISTRATIVE VARIANCE #1 – THROAT DEPTH**

The applicant is requesting a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) from the Section 6.04.03.G. requirement governing minimum throat depth. Pursuant to the LDC, the site is required to have a minimum throat depth of 50 feet at each access point. The applicant is proposing to reduce the minimum required throat of +/- 33 feet for the Option 2 Fletcher Ave. access connections, and

a throat depth of +/- 13.5 feet for the Option 2 N. 15<sup>th</sup> St. connection. For the reasons stated in the request letter, the County Engineer found the request approvable (on July 15, 2022). If MM 22-0313 is approved, the County Engineer will approve the Administrative Variance request.

#### **ADMINISTRATIVE VARIANCE #2 – NUMBER OF ACCESS CONNECTIONS**

The applicant is requesting a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) from the Section 6.04.03.I. requirement governing number of access connections for Option 2. Pursuant to Section 6.04.03.I. the project would only be authorized for one (1) access connection. The existing site would have six (6) connections if the required vehicular cross access were constructed, and the existing access connections were to remain. Given the spacing issues with many of these access connections, the potential for bicycle and pedestrian conflict with each access connection, and fact that the site is within an area of high bicycle and pedestrian activity, staff worked with the applicant to eliminate certain access connections to enhance safety of the site and surrounding roadways while still providing for adequate access to the site and circulation within the site given constraints including those related to adaptive reuse of an existing building. The variance would permit a total of four (4) vehicular access connections, i.e. two (2) connections on Fletcher Ave., one (1) connection to N. 15<sup>th</sup> St. and one (1) cross-access connection to the west. For the reasons stated in the request letter, the County Engineer found the request approvable (on July 15, 2022). If MM 22-0313 is approved, the County Engineer will approve the Administrative Variance request.

#### **ADMINISTRATIVE VARIANCE #3 – SPACING OF ACCESS CONNECTIONS**

The applicant is requesting a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) from the Section 6.04.07 spacing of access connections. In the vicinity of the proposed project, Fletcher Ave. is a Class 5 roadway with a posted speed limit of 35 m.p.h. and N. 15<sup>th</sup> St. is a Class 6 roadway with a posted speed limit of 30 m.p.h. As such, the minimum connection spacing is 245 miles per hour for both roadways. The applicant is requesting the following variances for the Option 2 access spacing:

- a. The westernmost Fletcher Ave. connection to be spaced +/- 118 feet from the nearest connection to the west on the same side of the roadway, for a variance of 127 feet;
- b. The westernmost Fletcher Ave. connection to be spaced +/- 30 feet from the nearest connection on the opposite side of the roadway, for a variance of 215 feet;
- c. The westernmost Fletcher Ave. connection to be spaced +/- 141 feet from the nearest connection to the east (i.e. the easternmost Option 2 driveway) on the same side of the roadway, for a variance of 104 feet;
- d. The N. 15<sup>th</sup> St. connection to be spaced +/- 170 feet from Fletcher Ave., for a variance of 75 feet; and,
- e. The N. 15<sup>th</sup> St. connection to be spaced +/- 50 feet from the nearest driveway connection to the south, for a variance of 195 feet.

For the reasons stated in the request letter, the County Engineer found the request approvable (on July 15, 2022). If MM 22-0313 is approved, the County Engineer will approve the Administrative Variance request.

#### **ADMINISTRATIVE VARIANCE #4 – SUBSTANDARD ROAD**

The applicant is requesting a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) from the Section 6.04.03.L requirement governing required improvements to N. 15<sup>th</sup> St., which is substandard collector roadway. For the reasons stated in the request letter, the County Engineer found the request



approvable (on July 15, 2022). If MM 22-0313 is approved, the County Engineer will approve the Administrative Variance request, upon which no improvements will be required to N. 15<sup>th</sup> St. Other improvements, i.e. requiring removal of certain encroachments into the right-of-way and construction of a sidewalk along the project's frontage, are addressed in the proposed conditions hereinabove.

**ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

Level of Service (LOS) for adjacent roadway section(s) is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Fletcher Ave.	Nebraska Ave.	Bruce B. Downs Blvd.	E	C
15 <sup>th</sup> St.	Fowler Ave.	Fletcher Ave.	D	D

Source: Hillsborough County 2020 Level of Service Report.

## Ratliff, James

---

**From:** Williams, Michael  
**Sent:** Friday, July 15, 2022 9:26 AM  
**To:** Elizabeth Rodriguez  
**Cc:** Tirado, Sheida; PW-CEIntake; Ratliff, James; Lampkin, Timothy  
**Subject:** FW: MM 22-0313 Administrative Variance Review  
**Attachments:** 22-0313 AVReq 06-06-22\_1.pdf; 22-0313 AVReq 06-06-22\_2.pdf; 22-0313 AVReq 06-06-22\_3.pdf; 22-0313 AVReq 06-06-22\_4.pdf

**Importance:** High

Libby,

I have found the attached Section 6.04.02.B. Administrative Variances (AV) for PD 22-0313 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](mailto: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](mailto: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:** Wednesday, July 13, 2022 7:26 PM  
**To:** Williams, Michael <WilliamsM@HillsboroughCounty.ORG>  
**Subject:** MM 22-0313 Administrative Variance Review  
**Importance:** High

Hello Mike,

The attached AV's are approvable to me, please include the following people in your email.

[libbytraffic@yahoo.com](mailto:libbytraffic@yahoo.com)  
[lampkint@hillsboroughcounty.org](mailto:lampkint@hillsboroughcounty.org)  
[ratliffja@hillsboroughcounty.org](mailto:ratliffja@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](mailto:tirados@HCFLGov.net)  
W: [HCFLGov.net](http://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:** Rome, Ashley <[RomeA@hillsboroughcounty.org](mailto:RomeA@hillsboroughcounty.org)>  
**Sent:** Monday, June 6, 2022 9:02 AM  
**To:** Allen, Cari <[AllenCA@hillsboroughcounty.org](mailto:AllenCA@hillsboroughcounty.org)>; Andrea Papandrew <[papandrewa@plancom.org](mailto:papandrewa@plancom.org)>; Blinck, Jim <[BlinckJ@HillsboroughCounty.ORG](mailto:BlinckJ@HillsboroughCounty.ORG)>; Brown, Gregory <[BrownGr@hillsboroughcounty.org](mailto:BrownGr@hillsboroughcounty.org)>; Cabrera, Richard <[CabreraR@HillsboroughCounty.ORG](mailto:CabreraR@HillsboroughCounty.ORG)>; Dalfino, Jarryd <[DalfinoJ@hillsboroughcounty.org](mailto:DalfinoJ@hillsboroughcounty.org)>; Santos, Daniel <[daniel.santos@dot.state.fl.us](mailto:daniel.santos@dot.state.fl.us)>; David Skrelunas <[David.Skrelunas@dot.state.fl.us](mailto:David.Skrelunas@dot.state.fl.us)>; DeWayne Brown <[brownd2@gohart.org](mailto:brownd2@gohart.org)>; Dickerson, Ross <[DickersonR@HillsboroughCounty.ORG](mailto:DickersonR@HillsboroughCounty.ORG)>; Ellen Morrison <[ellen.morrison@swfwmd.state.fl.us](mailto:ellen.morrison@swfwmd.state.fl.us)>; Franklin, Deborah <[FranklinDS@hillsboroughcounty.org](mailto:FranklinDS@hillsboroughcounty.org)>; Glorimar Belangia <[Glorimar.Belangia@hcps.net](mailto:Glorimar.Belangia@hcps.net)>; Greg Colangelo <[colangeeg@plancom.org](mailto:colangeeg@plancom.org)>; Hansen, Raymond <[HansenR@hillsboroughcounty.org](mailto:HansenR@hillsboroughcounty.org)>; Holman, Emily - PUD <[HolmanE@HillsboroughCounty.ORG](mailto:HolmanE@HillsboroughCounty.ORG)>; Hummel, Christina <[HummelC@hillsboroughcounty.org](mailto:HummelC@hillsboroughcounty.org)>; Impact Fees <[ImpactFees@hillsboroughcounty.org](mailto:ImpactFees@hillsboroughcounty.org)>; James Hamilton <[jkhamilton@tecoenergy.com](mailto:jkhamilton@tecoenergy.com)>; Jillian Massey <[masseyj@plancom.org](mailto:masseyj@plancom.org)>; Justin Willits <[WillitsJ@gohart.org](mailto:WillitsJ@gohart.org)>; Kaiser, Bernard <[KAISERB@HillsboroughCounty.ORG](mailto:KAISERB@HillsboroughCounty.ORG)>; Karla Llanos <[llanosk@plancom.org](mailto:llanosk@plancom.org)>; Katz, Jonah <[KatzJ@hillsboroughcounty.org](mailto:KatzJ@hillsboroughcounty.org)>; Kyle Brown <[kyle.brown@myfwc.com](mailto:kyle.brown@myfwc.com)>; [landuse-zoningreviews@tampabaywater.org](mailto:landuse-zoningreviews@tampabaywater.org); Mineer, Lindsey <[Lindsey.Mineer@dot.state.fl.us](mailto:Lindsey.Mineer@dot.state.fl.us)>; Lindstrom, Eric <[LindstromE@hillsboroughcounty.org](mailto:LindstromE@hillsboroughcounty.org)>; Mackenzie, Jason <[MackenzieJ@hillsboroughcounty.org](mailto:MackenzieJ@hillsboroughcounty.org)>; McGuire, Kevin <[McGuireK@HillsboroughCounty.ORG](mailto:McGuireK@HillsboroughCounty.ORG)>; Melanie Ganas <[mxganas@tecoenergy.com](mailto:mxganas@tecoenergy.com)>; Melissa Lienhard <[lienhardm@plancom.org](mailto:lienhardm@plancom.org)>; Olivia Ryall <[oryall@teamhcso.com](mailto:oryall@teamhcso.com)>; Perez, Richard <[PerezRL@hillsboroughcounty.org](mailto:PerezRL@hillsboroughcounty.org)>; Petrovic, Jaksa <[PetrovicJ@HillsboroughCounty.ORG](mailto:PetrovicJ@HillsboroughCounty.ORG)>; Pezone, Kathleen <[PezoneK@hillsboroughcounty.org](mailto:PezoneK@hillsboroughcounty.org)>; Ratliff, James <[RatliffJa@hillsboroughcounty.org](mailto:RatliffJa@hillsboroughcounty.org)>; Hessinger, Rebecca

<[HessingerR@hillsboroughcounty.org](mailto:HessingerR@hillsboroughcounty.org)>; Renee Kamen <[renee.kamen@hcps.net](mailto:renee.kamen@hcps.net)>; Revette, Nacole <[RevetteN@HillsboroughCounty.ORG](mailto:RevetteN@HillsboroughCounty.ORG)>; Carroll, Richard <[CarrollR@HillsboroughCounty.ORG](mailto:CarrollR@HillsboroughCounty.ORG)>; Rochelle, Randy <[RochelleR@HillsboroughCounty.ORG](mailto:RochelleR@HillsboroughCounty.ORG)>; Rodriguez, Dan <[RodriguezD@gohart.org](mailto:RodriguezD@gohart.org)>; RP-Development <[RP-Development@hillsboroughcounty.org](mailto:RP-Development@hillsboroughcounty.org)>; Salisbury, Troy <[SalisburyT@hillsboroughcounty.org](mailto:SalisburyT@hillsboroughcounty.org)>; Salma Ahmad <[ahmads@plancom.org](mailto:ahmads@plancom.org)>; Sanchez, Silvia <[sanchezs@epchc.org](mailto:sanchezs@epchc.org)>; Shelton, Carla <[SheltonC@HillsboroughCounty.ORG](mailto:SheltonC@HillsboroughCounty.ORG)>; Steady, Alex <[SteadyA@hillsboroughcounty.org](mailto:SteadyA@hillsboroughcounty.org)>; Tapley, Kimberly <[tapleyk@epchc.org](mailto:tapleyk@epchc.org)>; Thompson, Mike <[Thompson@epchc.org](mailto:Thompson@epchc.org)>; Tony Mantegna <[tmantegna@tampaairport.com](mailto:tmantegna@tampaairport.com)>; Turbiville, John (Forest) <[TurbivilleJ@HillsboroughCounty.ORG](mailto:TurbivilleJ@HillsboroughCounty.ORG)>; Woodard, Sterlin <[Woodard@epchc.org](mailto:Woodard@epchc.org)>; Yeneka Mills <[millsy@plancom.org](mailto:millsy@plancom.org)>  
**Cc:** Grady, Brian <[GradyB@HillsboroughCounty.ORG](mailto:GradyB@HillsboroughCounty.ORG)>; Lampkin, Timothy <[LampkinT@hillsboroughcounty.org](mailto:LampkinT@hillsboroughcounty.org)>; Timoteo, Rosalina <[TimoteoR@HillsboroughCounty.ORG](mailto:TimoteoR@HillsboroughCounty.ORG)>; Padron, Ingrid <[PadronI@hillsboroughcounty.org](mailto:PadronI@hillsboroughcounty.org)>; Tirado, Sheida <[TiradoS@hillsboroughcounty.org](mailto:TiradoS@hillsboroughcounty.org)>; Williams, Michael <[WilliamsM@HillsboroughCounty.ORG](mailto:WilliamsM@HillsboroughCounty.ORG)>

**Subject:** RE MM 22-0313

Good Day All,

Please be advised, we have received and uploaded to Optix **revised documents/plans** for the above mentioned application. Please review and comment.

For further information regarding the change/update please contact the assigned planner.

Planner assigned:

Planner: Timothy Lampkin

Contact: [lampkint@hillsboroughcounty.org](mailto:lampkint@hillsboroughcounty.org)

Have a good one,

**Ashley Rome**

**Planning & Zoning Technician**

Development Services Dept.

---

**P:** (813) 272-5595

**E:** [romea@hillsboroughcounty.org](mailto:romea@hillsboroughcounty.org)

**W:** [HCFLGov.net](http://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.

*Elizabeth Rodriguez & Associates, Inc.  
18156 Sandy Pointe Drive  
Tampa, Florida 33647*

May 24, 2022

Mr. Michael J. Williams, P.E.  
Development Review Director, County Engineer  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Dear Mr. Williams:

**RE: Administrative Variance for Driveway Throat Depth 1441 E. Fletcher – FOLIO #  
035853.0100 RZ 22-0313**

The subject rezoning is a modification to RZ-73- 0351 to allow for second floor apartments at the existing commercial building. Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03.G of the Hillsborough County Land Development Code (LDC), which states:

“G. Operational Characteristics of Access

The driveway should be constructed so that all entering and exiting movements can be accomplished with minimum disruption to traffic flow on the intersecting roadway. For developments having drive-in services, the service area should be far enough from the roadway to ensure adequate vehicle storage space within the property limits, i.e., avoid vehicle backups blocking the service operation and interfering with the safe movement of highway traffic. Where possible, a minimum of 50' (for Type II) or 100' (for Type III or higher) of the driveway throats shall remain free of internal connections or parking spaces which might interfere with the movement of vehicles into or out of the access. The applicant may submit an analysis showing that for his site, a throat of less than 100' is appropriate and will result in no adverse impact to the public roadway system.”

This is also a variance to Section 6.04.04.A of the Hillsborough County Land Development Code (LDC), which states:

Land Use	Driveway Length (in feet)
Small Strip Shopping Center	50

The subject property is in for review, as is shown on the attached **Site Plan** and **Location Map**. This variance is to request that the developer not be required to meet the above-described throat depth measurement at one of the two project driveways. See **Throat Depth Exhibit**.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO # 035853.0100*
2. Associated Application Numbers: RZ 22-0313
3. Type of Request: *Administrative variance to Section 6.04.03.G and Section 6.04.04.A*
4. Section of the LDC from which the variance is being sought, as well as any associated zoning conditions which require said improvements: *Section 6.04.03.G requires a 50 foot throat depth at the project driveways shown on the site plan, “where possible.” Section 6.04.04.A is a table that shows throat depth based upon square footage, and the 50 foot throat depth corresponds to the square footage (60,552 square feet) of this existing center.*
5. Description of what the LDC/zoning conditions require: *A 50 foot throat depth at the proposed 3 project driveways. It is important that the LDC says that this is the requirement, “where possible.”*
6. Description of existing roadway conditions (e.g., Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *Fletcher Avenue has an approximately 90-foot right-of-way and four approximately 11-foot lanes with median. The pavement condition appears to be average. There are marked bike lanes and sidewalk on both sides of the roadway. There are currently five driveways serving the center – three onto Fletcher Avenue and two onto 15<sup>th</sup> Street. If the applicant converts the second floor of the building to residential, he will close one driveway onto each roadway – resulting in two driveways onto Fletcher Avenue and one driveway onto 15<sup>th</sup> Street. As the Throat Depth Exhibit indicates, the two Fletcher driveways will have 33 foot throat depths, and the 15<sup>th</sup> Street driveway will have a 13.5 foot throat depth.*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria (a) and (b) – if applicable (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:

- a. There is unreasonable burden on the applicant. *This project was first permitted in 1973. It would have to be completely rebuilt to meet these standards, and parking spaces would be lost.*
- b. The variance would not be detrimental to the public health, safety, and welfare. *The variance is not expected to be detrimental to the public health, safety, and welfare. The attached Crash Data shows that there is currently no crash problem attributable to these existing throat depths. Since the trip generation is not expected to increase, no new crash problems are anticipated to occur, so it would not be detrimental to the public health, safety, and welfare to not require that these existing throat depths be lengthened.*
- c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *In light of the fact that this development was permitted in the seventies and no net increase in trip generation is proposed, and there is no existing nor anticipated crash problem, it would be unreasonable to require the parking lot and driveways to be torn up and reconfigured for throat depth.*
8. Documentation/other attachments: *Attached are throat depth exhibit, site plan, crash data and location map.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.

Sincerely



Elizabeth Rodriguez

---

Based upon the information provided by the application, this request is:

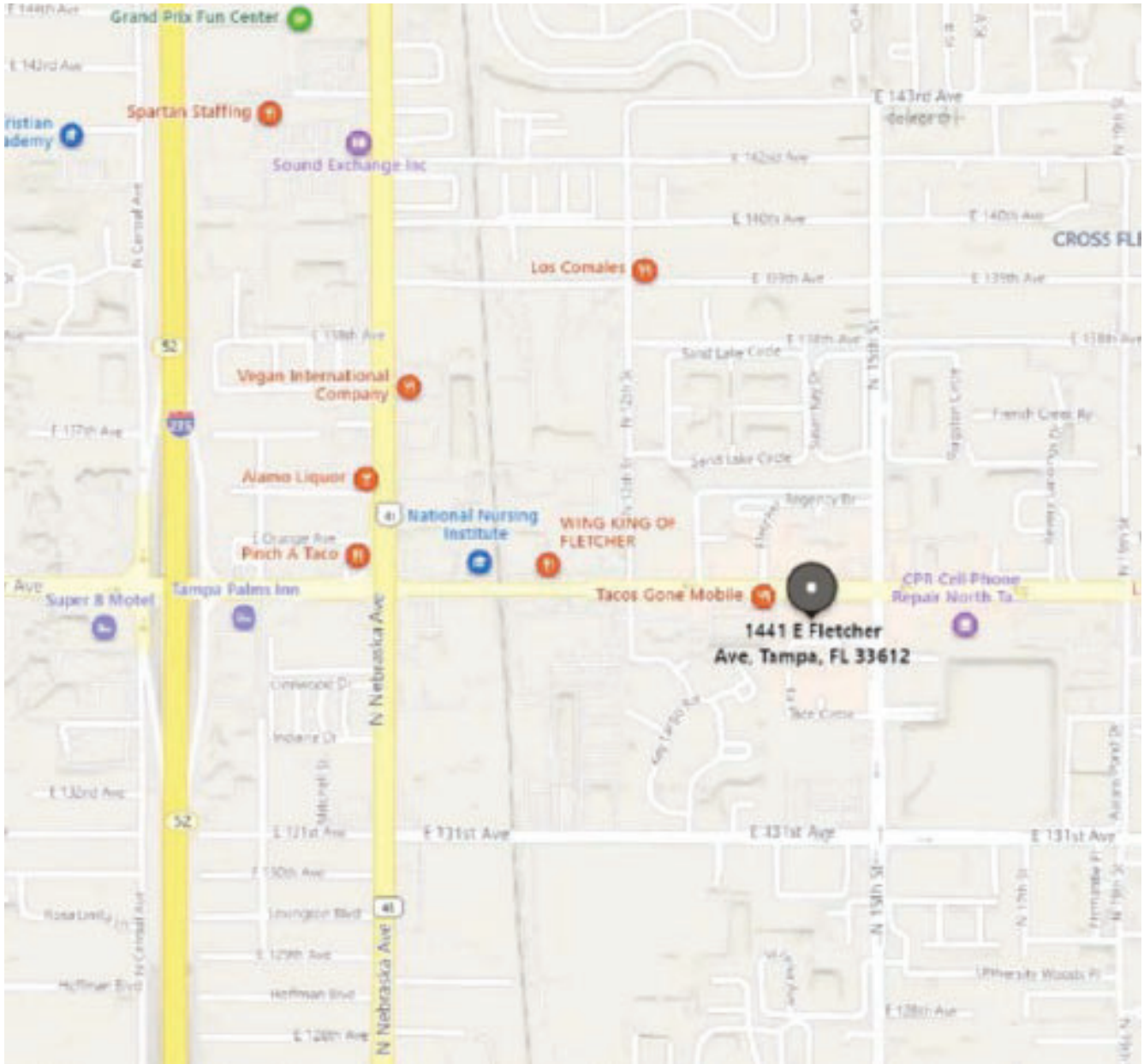
\_\_\_\_\_ Disapproved

\_\_\_\_\_ Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E. at (813) 307-1758.

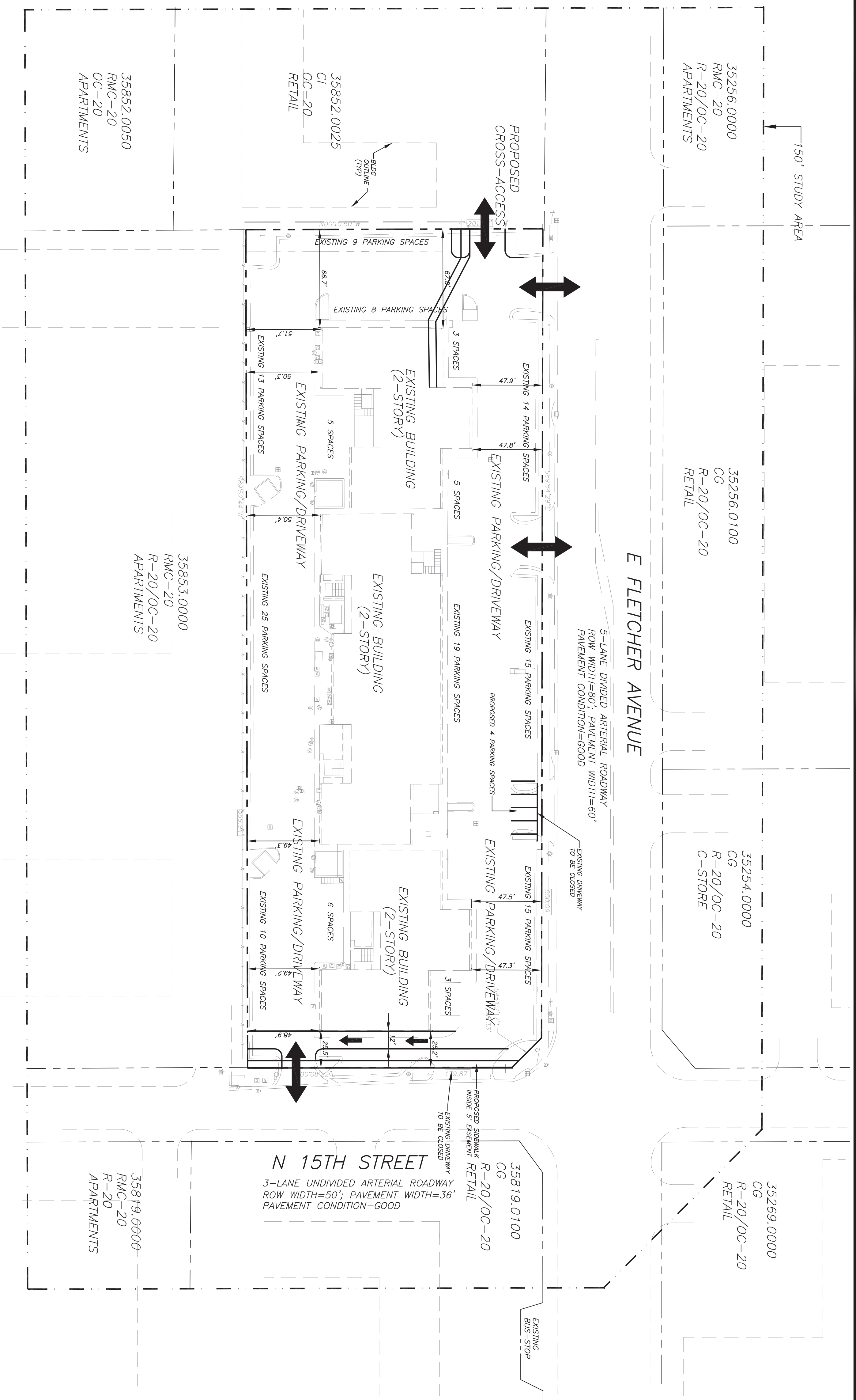
Sincerely,

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



## ***LOCATION MAP***

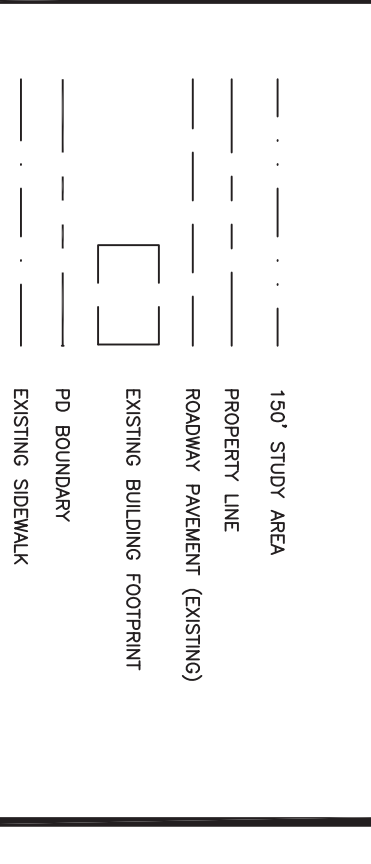




TRANSPORTATION DATA TABLE

ROAD NAME:	E FLETCHER AVENUE	N 15TH STREET
CLASSIFICATION:	ARTERIAL	COLLECTOR
ROW WIDTH:	80.0 FT	50.0 FT
NUMBER OF LANES:	5	3
DRAGGAGE OR UNDRAGGAGE:	DIVIDED	UNDIVIDED
SURFACE TYPE:	ASPHALT	ASPHALT
SURFACE CONDITION:	GOOD	GOOD
PAVEMENT WIDTH:	60 FT	36 FT

LEGEND: (AS APPLICABLE)



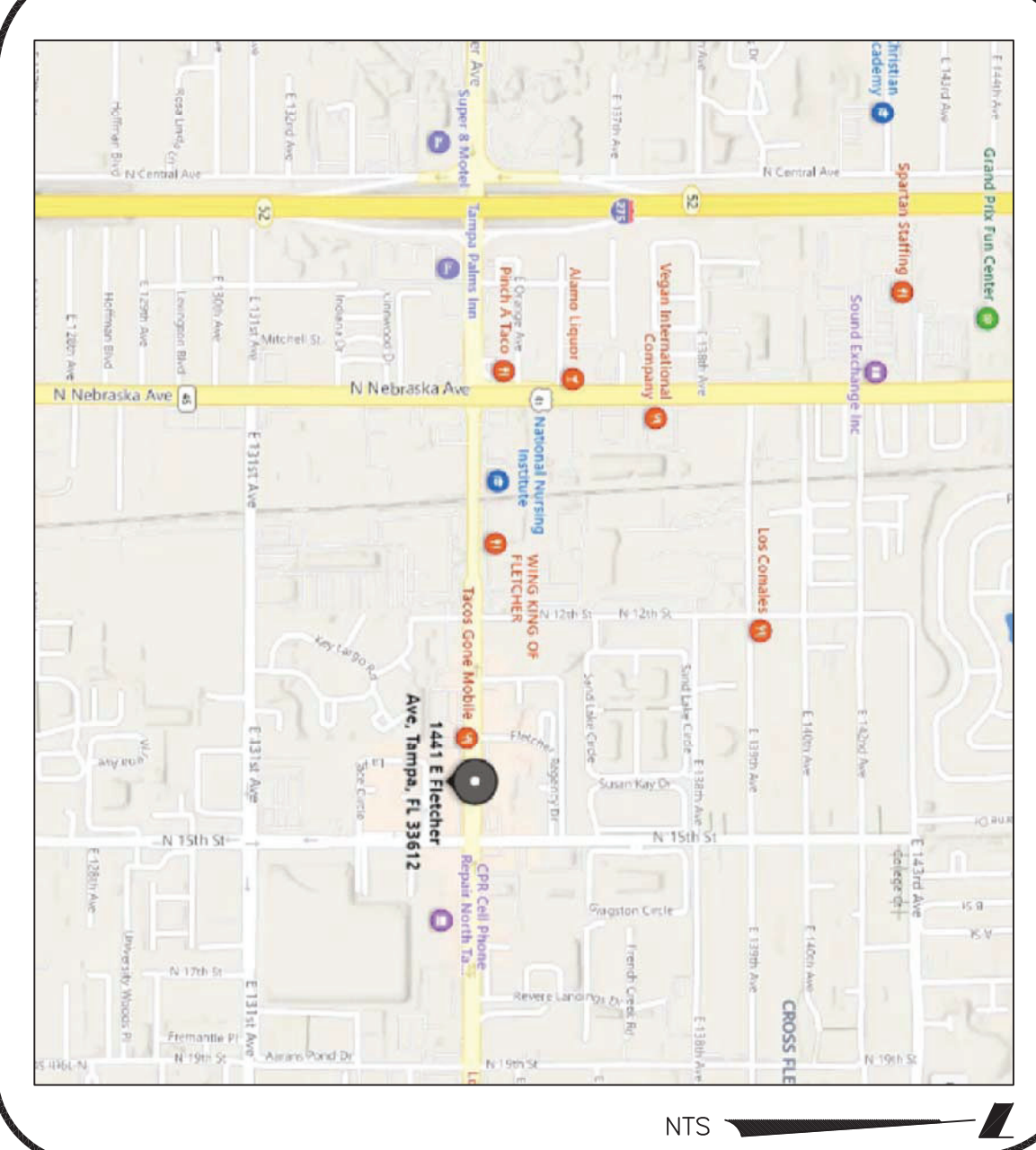
LEGAL DESCRIPTION

FOR A POINT OF REFERENCE COMMENCE AT THE NORTH QUARTER CORNER OF SECTION 7, TOWNSHIP 28 SOUTH, RANGE 19 EAST, SAID POINT LYING NORTH OF... (Detailed legal description text follows)

PROJECT DATA TABLE

ESDUL NO.:	025853-0100
APPLICABLE:	C/D LAND/WHITE REALTY GROUP
ENGINEER:	ASPIRE ENGINEERING, INC.
DEVELOPER:	FLETCHER SHOPPES, INC.
PROPOSED ZONING:	PD 22-0313
REQUIRED FRONT YARD IS:	30 FEET EXISTING = 23.2 FT
REQUIRED SIDE YARD IS:	0 FEET EXISTING = 0 FT
REQUIRED REAR YARD IS:	0 FEET EXISTING = 0 FT
MAXIMUM BUILDING HEIGHT IS:	35 FEET EXISTING = 30 FT
MAXIMUM FLOOR AREA IS:	546,000 SF EXISTING = 546,000 SF
MAXIMUM OVERLAP SURFACE IS:	95% FOR THE ENTIRE PROJECT SITE
ENVIRONMENTAL SENSITIVE AREA:	0 SF = 0% OF SITE
NATURAL WATER BODIES:	0 SF = 0% OF SITE
MAN-MADE WATER BODIES:	0 SF = 0% OF SITE
EXISTING/PROPOSED IMPERVIOUS AREA:	2.8 ACRES = 94% OF SITE
EXISTING/PROPOSED BUILDING AREA (1ST FLOOR):	30,278 SF
EXISTING/PROPOSED BUILDING AREA (ALL FLOORS):	60,552 SF
PARKING REQUIRED (BASED ON RETAIL) = 9 PER 1,000 SF = 9/1,000(30,278) = 129 SPACES	
PARKING PROVIDED (PROPOSED) = 154 SPACES (INCLUDING 6 ADA SPACES)	
PROPOSED PAVEMENT SURFACE AREA:	14,116 SQ. FT.

LOCATION MAP



ZONING NOTES (APPLICATION COMPLETION CHECKLIST):

- GENERAL INFORMATION: 1. PD BOUNDARY IS GRAPHICALLY DEPICTED AND LABELED... 2. 150' STUDY AREA IS GRAPHICALLY DEPICTED AND LABELED... 3. THE NAME OF THE PROPOSED PD AND ASSOCIATED TEAM MEMBERS IS SHOWN IN THE TITLE BLOCK... (List continues with 15 items)

- PROJECT DATA TABLE: 33. PROJECT DATA TABLE IS PROVIDED IN THE 'PROJECT DATA TABLE'. 34. GROSS ACREAGE IS PROVIDED IN THE 'PROJECT DATA TABLE'. 35. THE PROJECT SITE FALLS ENTIRELY WITHIN ONE COMPREHENSIVE PLAN DESIGNATION... (List continues with 10 items)

- ENVIRONMENTAL INFORMATION: 54. THERE ARE NO CROSS ACCESS POINTS WITHIN THE PROJECT AREA. 55. THE GENERAL BOUNDARY OF PROPOSED BUILDING IS SHOWN ON THE PLAN... (List continues with 10 items)

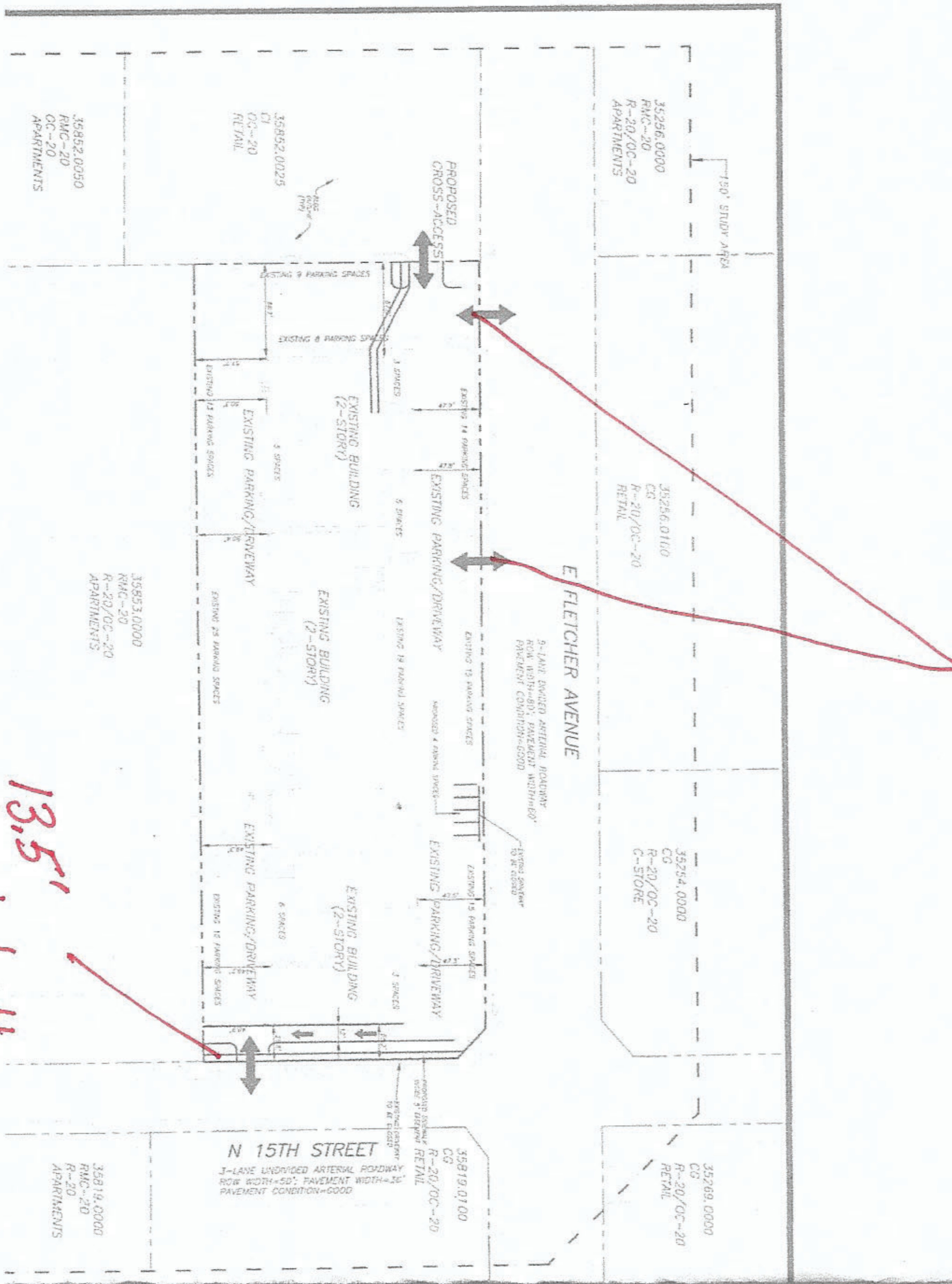
- GENERAL NOTES: 1. THERE ARE NO JURISDICTIONAL VEGETABLES EXIST ON-SITE. 2. THIS PROJECT SITE IS LOCATED IN FLOOD ZONE X AS SHOWN ON THE FIRM MAP... (List continues with 6 items)

NO.	REVISIONS	DATE:
1.	SUBMIT TO HILLSBOROUGH COUNTY	12/20/21
2.	REV PER HC	2/14/22

ASPIRE ENGINEERING, INC.  
CONSULTING ENGINEERS - PLANNERS  
1023 PROFESSIONAL PARK DR., BRANDON, FL 33511  
TEL: (813)571-2850, FAX: (813)571-1753; E-mail: aspireeng@yahoo.com

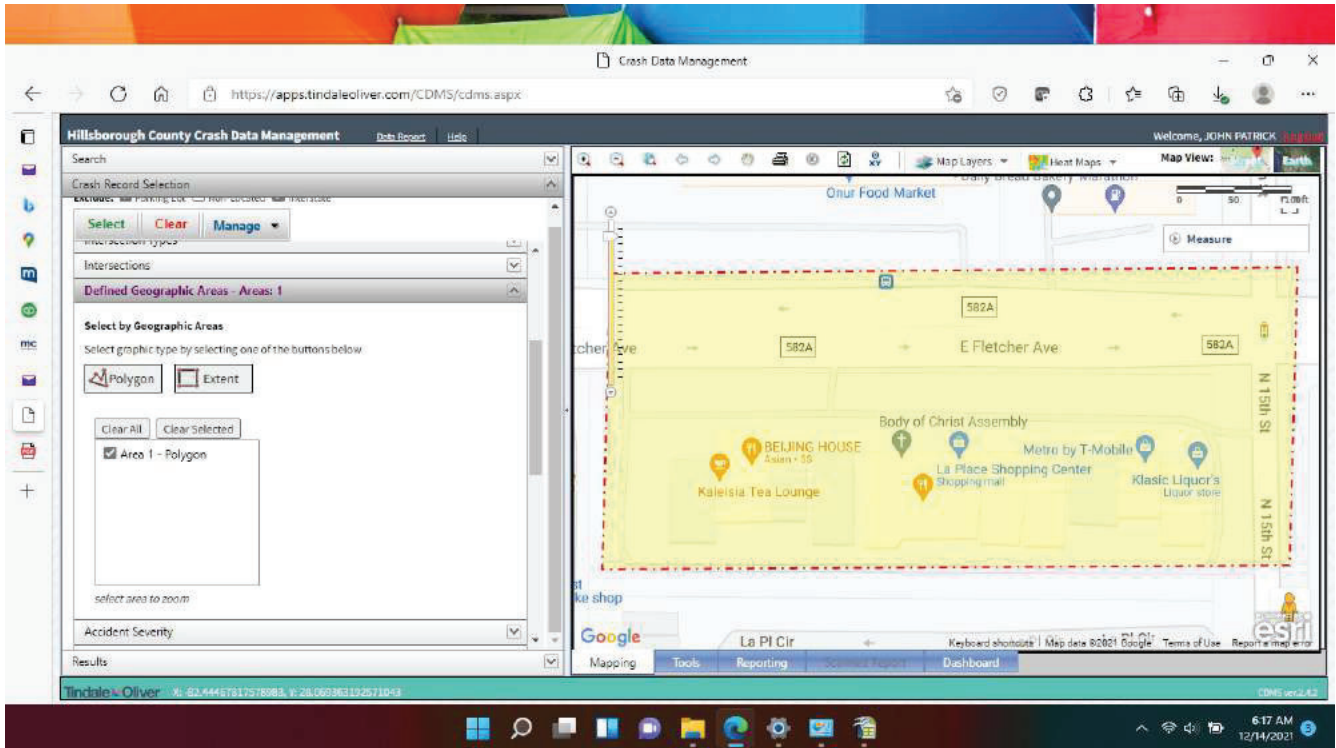
FLETCHER SHOPPES  
SECTION 07, TOWNSHIP 28 S., RANGE 19 E.  
HILLSBOROUGH COUNTY, FLORIDA

GENERAL DEVELOPMENT PLAN (OPTION #2)  
DESIGNED BY: RA  
DRAWN BY: RA  
CHECKED BY: RA  
FILE NAME: 21030GSP  
DATE: 12/17/2021  
SHEET: 1 OF 2  
PROJECT #: 21-030  
GDP



33' throat depth

13.5' throat depth



**Hillsborough County Crash Data Polygon**

## **Hillsborough County Crash Data at the Subject Driveways by Year**

### **2016**

*2016-86566229 right turn from the westernmost driveway on Fletcher Avenue.*

### **2017**

*2017-85887287 left turn into the westernmost driveway on Fletcher Avenue.*

*2017-87369895 left turn into the westernmost driveway on Fletcher Avenue.*

### **2018**

*2018-87709159 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2018-88684672 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

### **2019**

*2019-88689320 left turn from 15<sup>th</sup> Street into driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2019-89128923 left turn from the westernmost driveway on Fletcher Avenue.*

*2019-89131258 no detail - involving easternmost driveway on Fletcher Avenue.*

### **2020**

*2020-89427543 left turn from the westernmost driveway on Fletcher Avenue.*

### **2021**

*2021-89444676 no detailed – involved middle driveway on Fletcher Avenue.*

*Elizabeth Rodriguez & Associates, Inc.  
18156 Sandy Pointe Drive  
Tampa, Florida 33647*

May 24, 2022

Mr. Michael J. Williams, P.E.  
Development Review Director, County Engineer  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Dear Mr. Williams:

**RE: Administrative Variance for Number of Driveways 1441 E. Fletcher – FOLIO # 035853.0100 RZ 22-0313**

The subject rezoning is a modification to RZ-73- 0351 to allow for second floor apartments at the existing commercial building. Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03.I. of the Hillsborough County Land Development Code (LDC), which states that:

*Trip generation of 430 / 300 = 1.4, rounding up to 2 driveways.*

The subject property is in for review, as is shown on the attached **Site Plan** and **Location Map**. This variance is to request that the developer not be required to meet LDC “Number of Driveways” standards.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO # 035853.0100*
2. Associated Application Numbers: *RZ-22-0313 to Allow Second Story Residential. Note that a variance for “Driveway Spacing” is being submitted concurrently.*
3. Type of Request: *Administrative variance to Section 6.04.03.I*

4. Section of the LDC from which the variance is being sought, as well as any associated zoning conditions which require said improvements: *Relief from LDC Section 6.04.03.I is sought.*
5. Description of what the LDC/zoning conditions require: *Trip generation of  $430 / 300 = 1.4$ , rounding up to 2 driveways is the required number of driveways. But, there are five existing driveways, but there are three proposed driveways serving numerous businesses and proposed residences.*
6. Description of existing roadway conditions (e.g. Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *Fletcher Avenue has an approximately 90 foot right-of-way and four approximately 11 foot lanes with median. The pavement condition appears to be average. There are marked bike lanes and sidewalk on the both sides of the roadway.*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria (a) and (b) – if applicable (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:
  - a. There is an unreasonable burden on the applicant. *The applicant is simply modifying the zoning to allow residential uses on the second floor of this existing building in addition to the commercial and office uses that are currently allowable. See **Site Plan**. Since the trip generation associated with residential is lower than that of commercial, an increase of zero (0) net trips is projected. Nonetheless, the applicant is closing 2 of his 5 existing driveways (resulting in 3 driveways). Therefore, it would be an unreasonable burden on the developer in this economically depressed area to incur additional costs of re-configuring the driveways to address a zero (0) trip increase.*
  - b. The variance would not be detrimental to the public health, safety, and welfare. *The variance is not expected to be detrimental to the public health, safety, and welfare because there is no projected increase in trip generation. The driveways will be handling the existing volume of traffic in the proposed scenario. Hillsborough County crash software was used to pull 5 years of crash data in the polygon shown in the attachments. There were 150 crashes within the polygon (crash reports being sent under separate cover) mainly at the Fletcher Avenue/15<sup>th</sup> Street intersection. There were 10 crashes involving the subject driveway during the 5 year period. However, 3 of those were attributable to left-in or left-out movements at the 15<sup>th</sup> Street driveways where the median is being closed; so, that situation is correcting itself. If the remaining 7 crashes are divided by the 5 year time period, this equates to just 1.4 crashes/year, an acceptable level in this dense part of the urban network, especially since none of the crash data reported serious injury or fatalities, probably because of low speeds. Thus, this variance is not expected to be detrimental to the public health, safety and welfare.*
  - c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *This building contains a collection of very small shops and restaurants as well as numerous accesses to the upstairs spaces. Each of the three (3) remaining driveways serves several businesses, or the apartments in the back. It is important that these businesses be afforded every opportunity for success, such as convenient access. They are located in an economically depressed area.*

8. Documentation/other attachments: *Attached are site plan, location map and crash data.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.

Sincerely



Elizabeth Rodriguez

---

Based upon the information provided by the application, this request is:

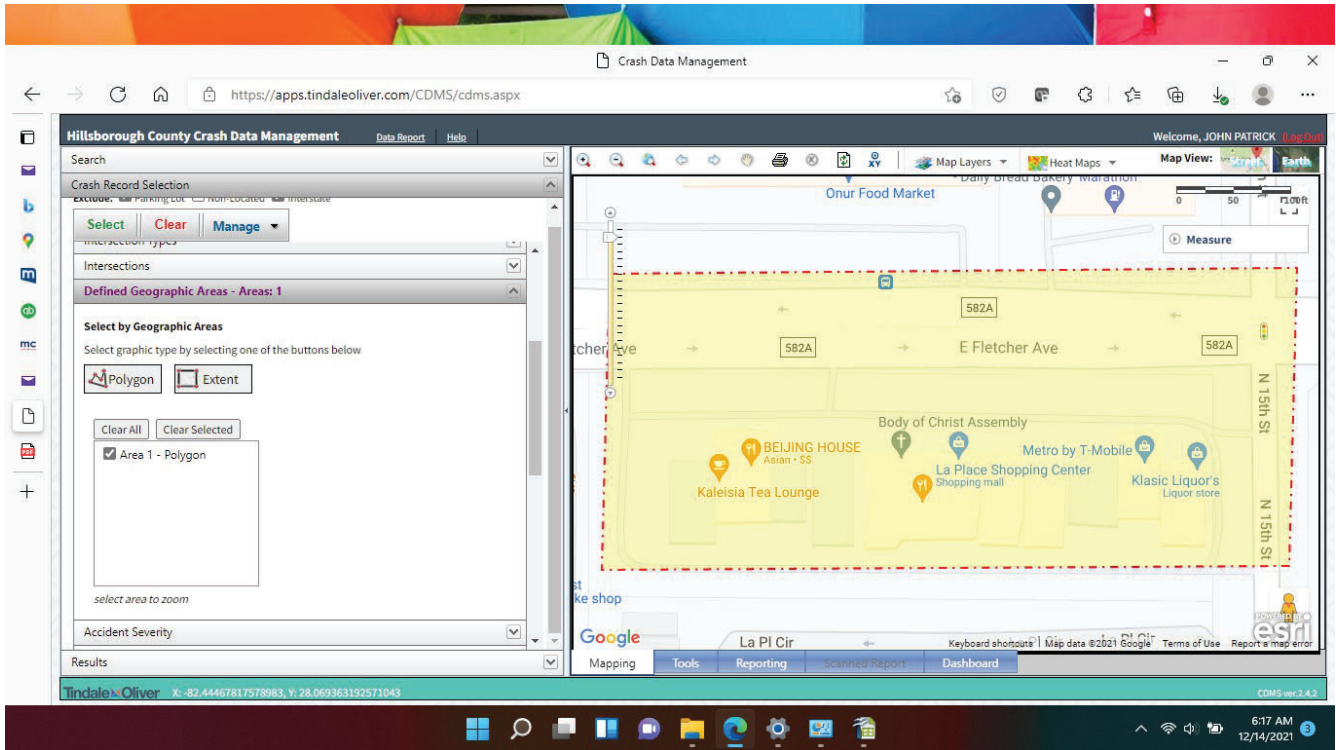
\_\_\_\_\_ Disapproved

\_\_\_\_\_ Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E. at (813) 307-1758.

Sincerely,

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



## Hillsborough County Crash Data Polygon



## **Hillsborough County Crash Data at the Subject Driveways by Year**

### **2016**

*2016-86566229 right turn from the westernmost driveway on Fletcher Avenue.*

### **2017**

*2017-85887287 left turn into the westernmost driveway on Fletcher Avenue.*

*2017-87369895 left turn into the westernmost driveway on Fletcher Avenue.*

### **2018**

*2018-87709159 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2018-88684672 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

### **2019**

*2019-88689320 left turn from 15<sup>th</sup> Street into driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2019-89128923 left turn from the westernmost driveway on Fletcher Avenue.*

*2019-89131258 no detail - involving easternmost driveway on Fletcher Avenue.*

### **2020**

*2020-89427543 left turn from the westernmost driveway on Fletcher Avenue.*

### **2021**

*2021-89444676 no detailed – involved middle driveway on Fletcher Avenue.*



*Elizabeth Rodriguez & Associates, Inc.  
18156 Sandy Pointe Drive  
Tampa, Florida 33647*

May 24, 2022

Mr. Michael J. Williams, P.E.  
Development Review Director, County Engineer  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Dear Mr. Williams:

**RE: Administrative Variance for Driveway Spacing - 1441 E. Fletcher – FOLIO # 035853.0100  
RZ 22-0313**

The subject rezoning is a modification to RZ-73- 0351 to allow for second floor apartments at the existing commercial building. Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03.07 of the Hillsborough County Land Development Code (LDC), which states:

***Sec. 6.04.07. - Table: Minimum Spacing – CLASS 5 – 245 foot spacing (35 mph posted speed).***

The subject property is in for review, as is shown on the attached **Site Plan** and **Location Map**. This variance is to request that the developer not be required to meet LDC driveway spacing.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO # 035853.0100*
2. Associated Application Numbers: *RZ-22-0313 to Allow Second Story Residential. Note that a variance for “Number of Driveways” is being submitted concurrently.*
3. Type of Request: *Administrative variance to Section 6.04.07*
4. Section of the LDC from which the variance is being sought, as well as any associated zoning

conditions which require said improvements: *Relief from LDC Section 6.04.07 is sought.*

5. Description of what the LDC/zoning conditions require: *The posted speed on this link of Fletcher Avenue is 35 mph, and Section 6.04.07 requires the existing driveways to be 245 feet from the other driveways/intersections. However, the driveway spacing does not meet this standard (See **Driveway Spacing Exhibit**). This exhibit shows the existing driveway locations and spacing. If the developer ends of exercising the “do nothing” option, he will not construct the second floor apartments and the driveway configuration will remain “as is.”*

*However, if he does construct the second floor apartments, he has committed to closing the easternmost driveway on Fletcher Avenue and the northern driveway on 15<sup>th</sup> Street. Even if these two driveways are closed, the remaining driveways still do not meet the required 245 foot spacing. As the exhibit indicates, on Fletcher Avenue, the westernmost driveway would still be about 118 feet from the driveway to the west on the adjoining property; the spacing between the two remaining driveways on Fletcher Avenue would still be 144 feet. However, if the easternmost driveway on Fletcher Avenue is closed, the distance between the intersection and the middle driveway (which would become the eastern driveway) would meet spacing at a distance of approximately 341 feet.*

*On 15<sup>th</sup> Street, the exhibit shows that the driveways do not currently meet the required 245 foot spacing. Even with the northern driveway on 15<sup>th</sup> Street closed, the remaining (southern) driveway does not meet spacing in either direction. The remaining driveway would still be 52 feet from the apartment driveway to the south and approximately 150 feet from the Fletcher Avenue/15<sup>th</sup> Street intersection.*

6. Description of existing roadway conditions (e.g., Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *Fletcher Avenue has an approximately 90-foot right-of-way and four approximately 11-foot lanes with median. The pavement condition appears to be average. There are marked bike lanes and sidewalk on both sides of the roadway.*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria (a) and (b) – if applicable (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:
  - a. There is an unreasonable burden on the applicant. *The applicant is simply modifying the zoning to allow residential uses on the second floor of this existing building in addition to the commercial and office uses that are currently allowable. Since the trip generation associated with residential is lower than that of commercial, an increase of zero (0) net trips is projected. Therefore, it would be an unreasonable burden on the developer in this economically depressed area to incur additional costs of re-configuring the driveways to address a zero (0) trip increase more than he already is by agreeing to remove the northern driveway on 15<sup>th</sup> Street and the easternmost driveway on Fletcher Avenue if he proceeds with the option to convert the second floor to apartments.*
  - b. The variance would not be detrimental to the public health, safety, and welfare. *The variance is not expected to be detrimental to the public health, safety, and welfare because there is no projected increase in trip generation. The driveways will be handling the existing*

*volume of traffic in the proposed scenario. Hillsborough County crash software was used to pull 5 years of crash data in the polygon shown in the attachments. There were 150 crashes within the polygon (crash reports being sent under separate cover) mainly at the Fletcher Avenue/15<sup>th</sup> Street intersection. There were 10 crashes involving the subject driveway during the 5-year period. However, 3 of those were attributable to left-in or left-out movements at the 15<sup>th</sup> Street driveways where the median is being closed; so, that situation is correcting itself. If the remaining 7 crashes are divided by the 5-year time period, this equates to just 1.4 crashes/year, an acceptable level in this dense part of the urban network, especially since none of the crash data reported serious injury or fatalities, probably because of low speeds. Thus, this variance is not expected to be detrimental to the public health, safety, and welfare. Note that if the two above-described driveways are closed, this represents an improvement in driveway spacing over the existing condition.*

c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall consider the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *If the developer goes forward with constructing the apartments and closes the two above-described driveways, the remaining 15<sup>th</sup> Street driveway will serve the proposed apartments. The two remaining Fletcher Avenue driveways will serve the numerous small shops on the property. It is important that these businesses be afforded every opportunity for success, such as convenient access. They are in an economically depressed area.*

8. Documentation/other attachments: *Attached are site plan, location map, spacing exhibit, and crash data.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.

Sincerely



Elizabeth Rodriguez

---

Based upon the information provided by the application, this request is:

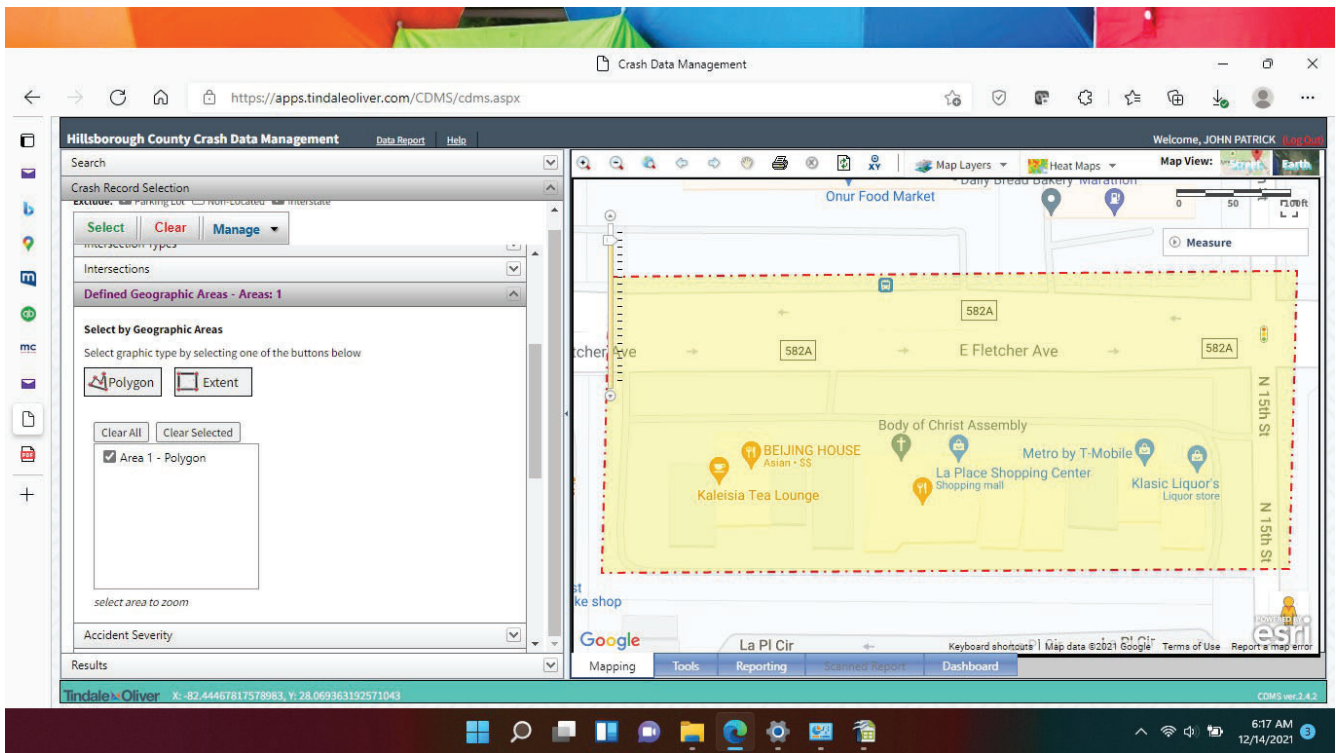
\_\_\_\_\_ Disapproved

\_\_\_\_\_ Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E. at (813) 307-1758.

Sincerely,

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



**Hillsborough County Crash Data Polygon**

## **Hillsborough County Crash Data at the Subject Driveways by Year**

### **2016**

*2016-86566229 right turn from the westernmost driveway on Fletcher Avenue.*

### **2017**

*2017-85887287 left turn into the westernmost driveway on Fletcher Avenue.*

*2017-87369895 left turn into the westernmost driveway on Fletcher Avenue.*

### **2018**

*2018-87709159 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2018-88684672 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

### **2019**

*2019-88689320 left turn from 15<sup>th</sup> Street into driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2019-89128923 left turn from the westernmost driveway on Fletcher Avenue.*

*2019-89131258 no detail - involving easternmost driveway on Fletcher Avenue.*

### **2020**

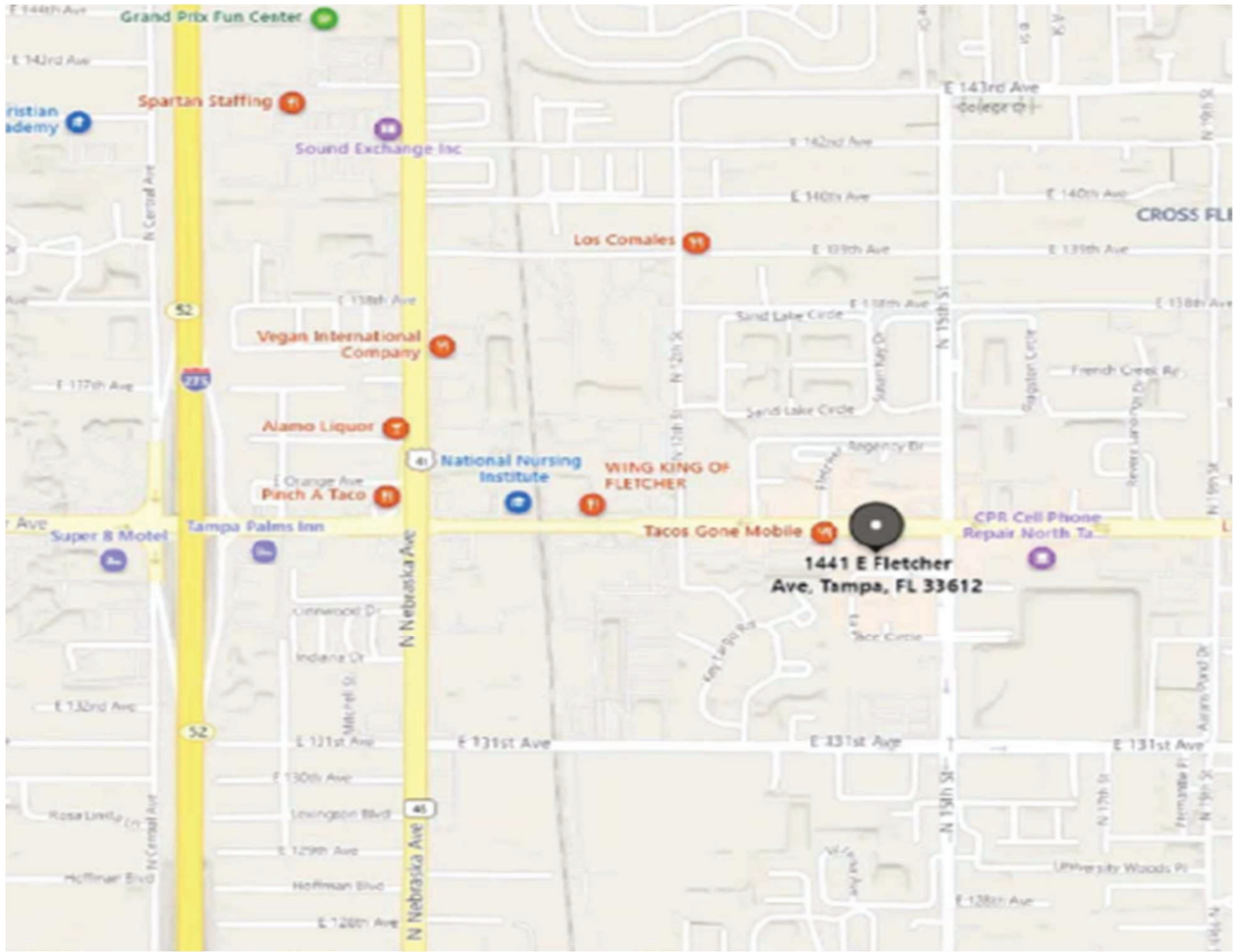
*2020-89427543 left turn from the westernmost driveway on Fletcher Avenue.*

### **2021**

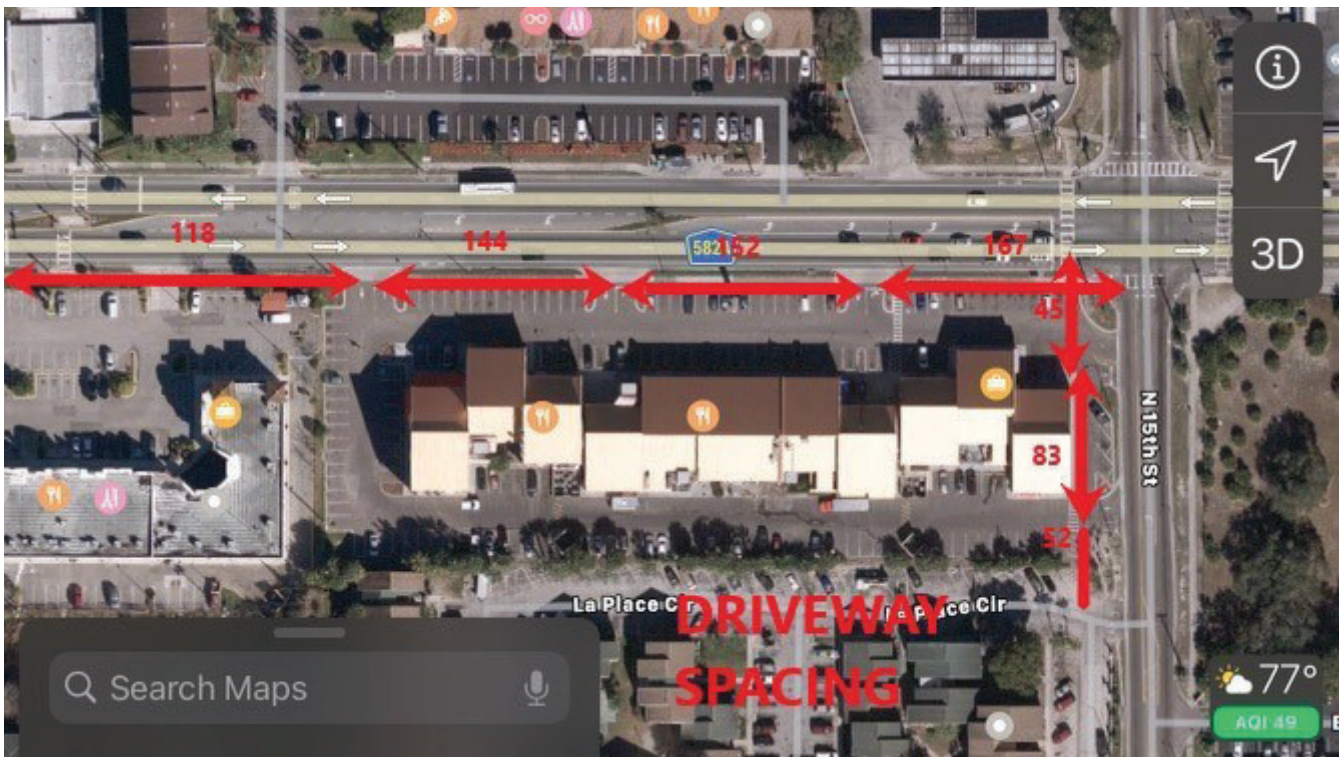
*2021-89444676 no detailed – involved middle driveway on Fletcher Avenue.*







Location Map



*Elizabeth Rodriguez & Associates, Inc.  
18156 Sandy Pointe Drive  
Tampa, Florida 33647*

May 24, 2022

Mr. Michael J. Williams, P.E.  
Development Review Director, County Engineer  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Dear Mr. Williams:

**RE: Substandard Roadway Administrative Variance (15<sup>th</sup> Street) - 1441 E. Fletcher – FOLIO # 035853.0100 RZ 22-0313**

The subject rezoning is a modification to RZ-73- 0351 to allow for second floor apartments at the existing commercial building. Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03.L(1) of the Hillsborough County Land Development Code (LDC), which states:

“Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.” The “standards for new roadways” to which this section of the LDC refers are included in the Hillsborough County Transportation Technical Manual (TTM). The TTM mandates Typical Section 3 (TS-3) for this local roadway.

The subject property is in for review as is shown on the attached **Site Plan and Location Map**. This variance is to request that the developer not be required to bring 15<sup>th</sup> Street up to TS-3 standards.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO # 035853.0100*
2. Associated Application Numbers: *Modification to RZ-73- 0351 to Allow Second Story Residential.*

3. Type of Request: *Administrative variance to Section 6.04.03.L(1)*
4. Section of the LDC from which the variance is being sought, as well as any associated zoning conditions which require said improvements: *Relief from LDC Section 6.04.03.L(1) is sought.*
5. Description of what the LDC/zoning conditions require: *The LDC requires 15<sup>th</sup> to be fully standard.*
6. Description of existing roadway conditions (e.g., Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *15<sup>th</sup> Street aerials are attached. There is approximately 70 feet of right of way. There are 12 foot lanes and sidewalk on the east side of the street (and being constructed on the subject side of the street as part of the project.)*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria (a) and (b) – if applicable (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:
  - a. There is an unreasonable burden on the applicant. *The applicant is simply modifying the zoning to allow residential uses on the second floor of this existing building in addition to the commercial and office uses that are currently allowable. Since the trip generation associated with residential is lower than that of commercial, an increase of zero (0) net trips is projected. Nonetheless, he already agrees to close 2 of his 5 existing driveways (resulting in 3 driveways). Therefore, it would be an unreasonable burden on the developer in this economically depressed area to incur additional costs of upgrading 15<sup>th</sup> Street. Note also that the same developer is closing the 15<sup>th</sup> Street median as part of his other project on the other side of 15<sup>th</sup> Street.*
  - b. The variance would not be detrimental to the public health, safety, and welfare. *The variance is not expected to be detrimental to the public health, safety, and welfare because there is no projected increase in trip generation. The roadway will be handling the existing volume of traffic in the proposed scenario. 15<sup>th</sup> Street already has many of the elements of a TS3 roadway, such as the 12 foot travel lanes that are required for a TS3 section, and while there are no bike lanes, the developer is constructing sidewalk along his 15<sup>th</sup> Street frontage to accommodate existing and anticipated pedestrian traffic. Thus, this variance is not expected to be detrimental to the public health, safety, and welfare.*
  - c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall consider the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *As explained above, it would not be reasonable to force the developer to upgrade 15<sup>th</sup> Street for zero (0) new trips.*
8. Documentation/other attachments: *Attached are site plan, location map and aerials.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.

Sincerely



Elizabeth Rodriguez

---

Based upon the information provided by the application, this request is:

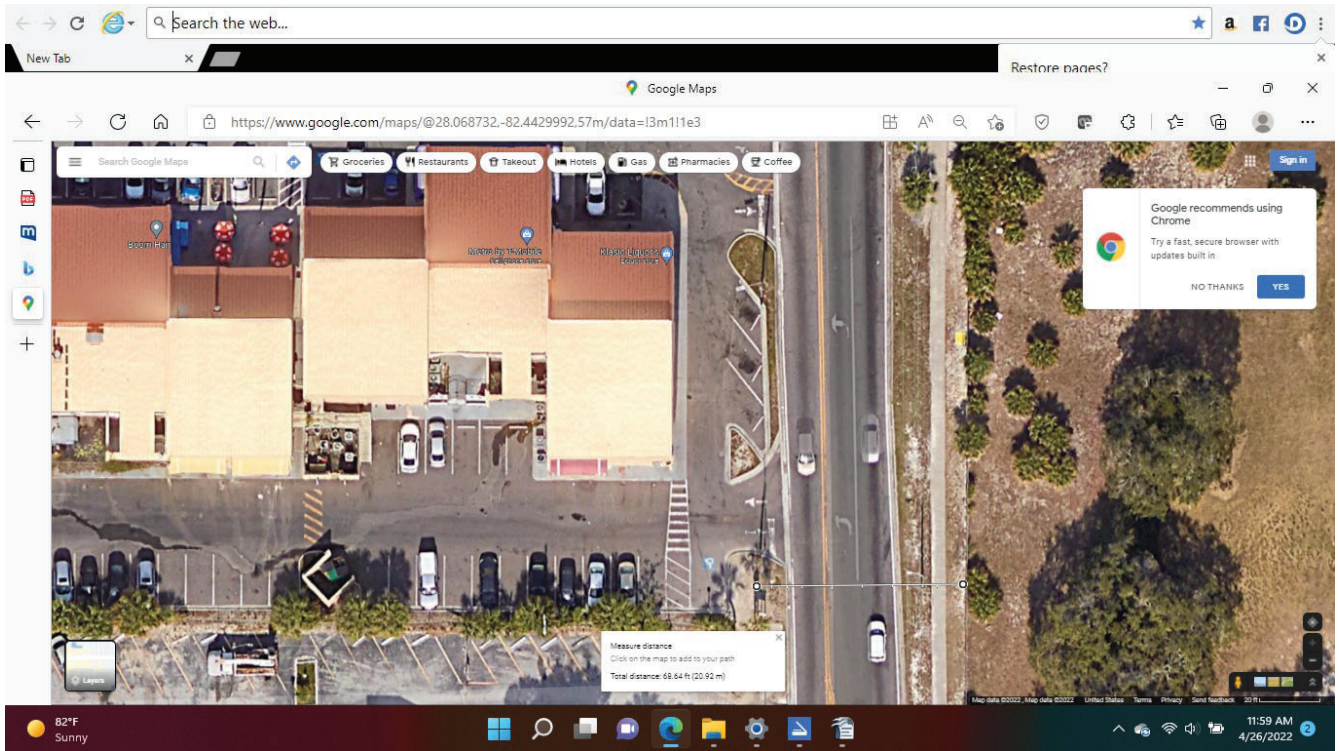
\_\_\_\_\_ Disapproved

\_\_\_\_\_ Approved

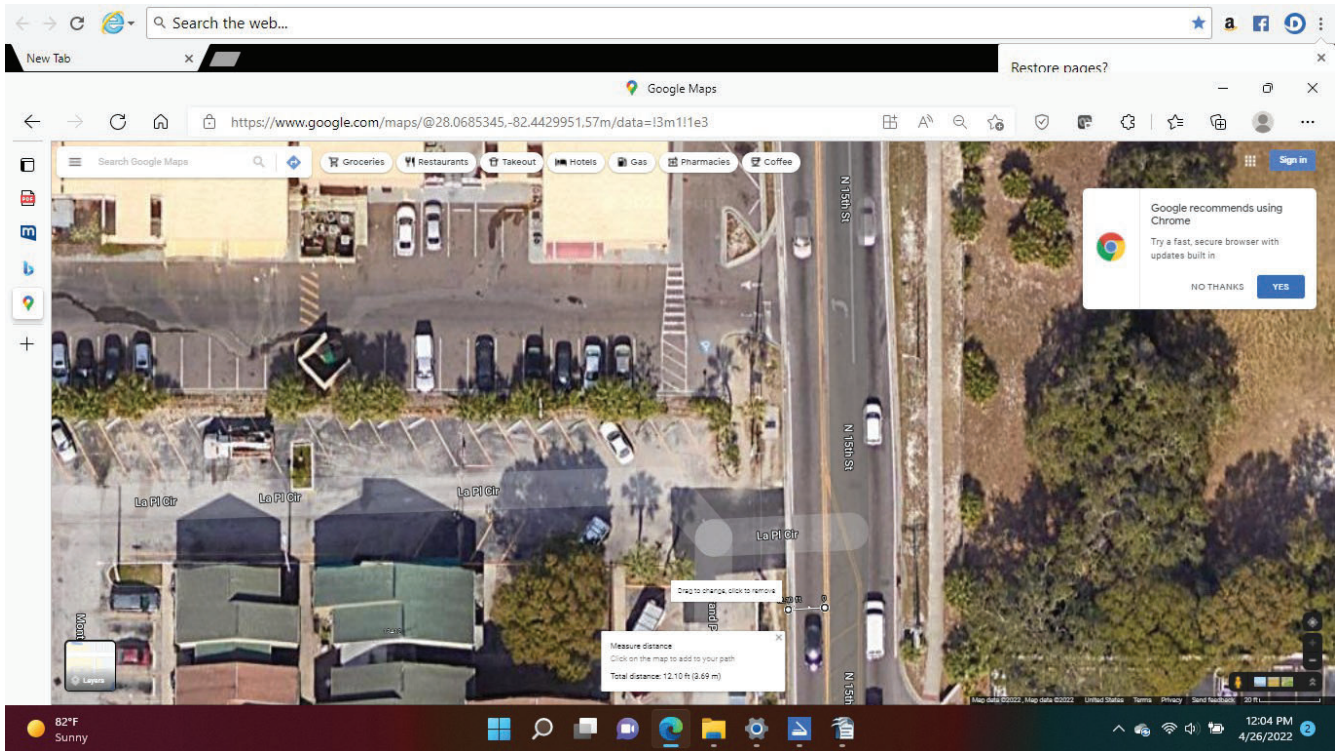
If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E. at (813) 307-1758.

Sincerely,

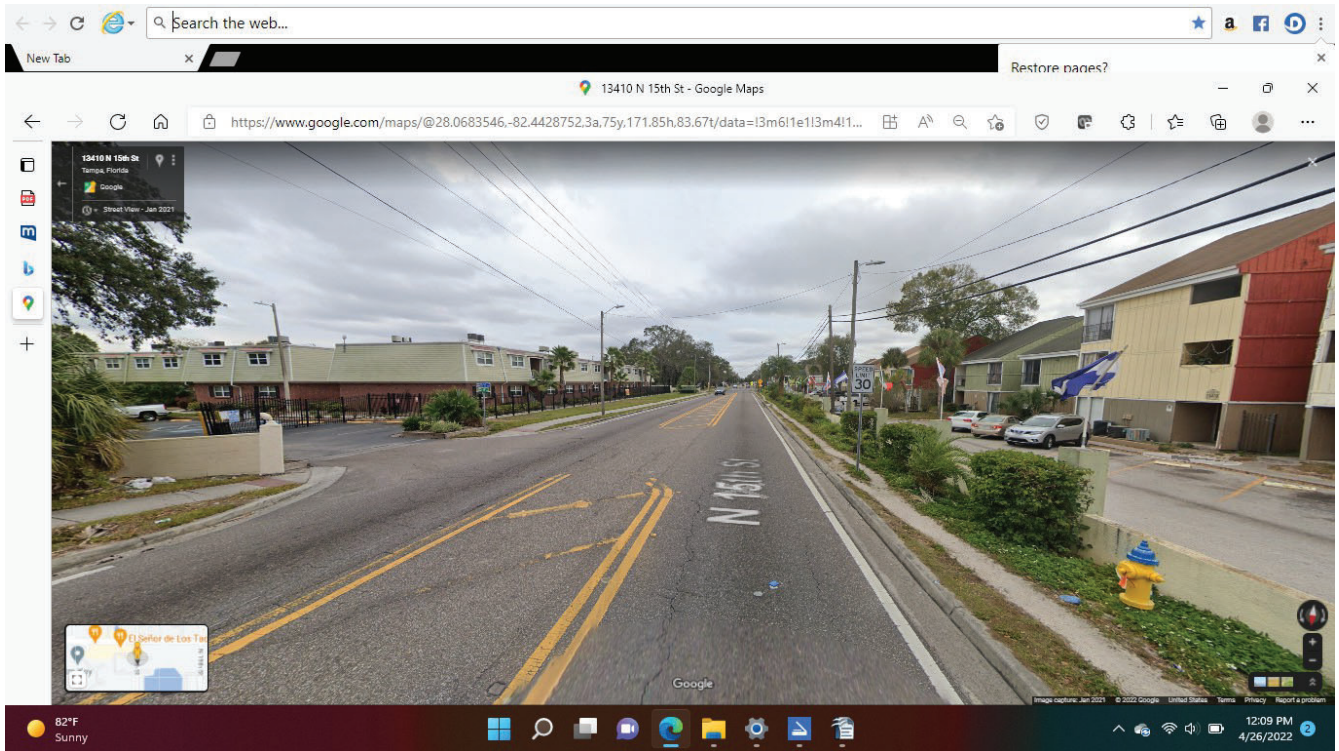
Michael J. Williams, P.E.  
Hillsborough County Engineer



70 foot ROW



**12 foot lane widths**



**Pavement Condition – Average (cracking)**







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
E. Fletcher Ave.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
N. 15 <sup>th</sup> St.	County Collector - 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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Option 1) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,297	143	399
Proposed	3,297	143	399
Difference (+/-)	No Change	No Change	No Change

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

Project Trip Generation (Option 2) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,297	143	399
Proposed	1,838	83	214
Difference (+/-)	(-) 1,459	(-) 60	(-) 185

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

Connectivity and Cross Access (Option 2) <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South		None	Pedestrian	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West		None	Vehicular & Pedestrian	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Throat Depth	Administrative Variance Requested	Approvable
Number of Access Connections	Administrative Variance Requested	Approvable
Spacing of Access Connections	Administrative Variance Requested	Approvable

Transportation Comment Sheet

N. 15 <sup>th</sup> St. – Substandard Road	Administrative Variance Requested	Approvable
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	

**COMMISSION**

Mariella Smith CHAIR  
 Pat Kemp VICE-CHAIR  
 Harry Cohen  
 Ken Hagan  
 Gwendolyn “Gwen” W. Myers  
 Kimberly Overman  
 Stacy White



**DIRECTORS**

Janet L. Dougherty EXECUTIVE DIRECTOR  
 Elaine S. DeLeeuw ADMIN DIVISION  
 Sam Elrabi, P.E. WATER DIVISION  
 Rick Muratti, Esq. LEGAL DEPT  
 Reginald Sanford, MPH AIR DIVISION  
 Steffanie L. Wickham WASTE DIVISION  
 Sterlin Woodard, P.E. WETLANDS DIVISION

**AGENCY COMMENT SHEET**

REZONING	
<p><b>HEARING DATE:</b> March 14, 2022</p> <p><b>PETITION NO.:</b> 22-0313</p> <p><b>EPC REVIEWER:</b> Sarah Hartshorn</p> <p><b>CONTACT INFORMATION:</b> (813) 627-2600 X 1237</p> <p><b>EMAIL:</b> hartshorns@epchc.org</p>	<p><b>COMMENT DATE:</b> January 10, 2022</p> <p><b>PROPERTY ADDRESS:</b> 1441 E Fletcher Ave, Tampa, FL 33612</p> <p><b>FOLIO #:</b> 035853-0100</p> <p><b>STR:</b> 07-28S-19E</p>
<p><b>REQUESTED ZONING:</b> Major Mod to PD 73-0351</p>	
FINDINGS	
<p><b>WETLANDS PRESENT</b></p>	<p>NO</p>
<p><b>SITE INSPECTION DATE</b></p>	<p>NA - Aerial Review</p>
<p><b>WETLAND LINE VALIDITY</b></p>	<p>NA</p>
<p><b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b></p>	<p>Site completely paved over</p>
<p><b>INFORMATIONAL COMMENTS:</b></p> <p>Wetlands Division staff of the Environmental Protection Commission of Hillsborough County (EPC) inspected the above referenced site in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using the methodology described within Chapter 62-340, Florida Administrative Code, and adopted into Chapter 1-11. The site inspection revealed that no wetlands or other surface waters exist within the above referenced parcel.</p> <p>Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a “WDR30 - Delineation Request Application”. Once approved, the formal wetland delineation would be binding for five years.</p>	

Sjh/mst



## Adequate Facilities Analysis: Rezoning

<b>Date:</b> 4/1/2022	<b>Acreage:</b> 2.62 (+/- acres)
<b>Jurisdiction:</b> Hillsborough	<b>Proposed Zoning:</b> Planned Development
<b>Case Number:</b> 22-0313	<b>Future Land Use:</b> OC-20
<b>HCPS #:</b> RZ-436	<b>Maximum Residential Units:</b> 28 Units
<b>Location:</b> 1441 E. Fletcher Ave, Tampa 33613	<b>Residential Type:</b> Multi-Family
<b>Parcel Folio Number(s):</b> 035853.0100	

School Data	Miles Elementary	Turner/Bartels K8	Freedom High
<b>FISH Capacity</b> Total school capacity as reported to the Florida Inventory of School Houses (FISH)	807	2311	2587
<b>2021-22 Enrollment</b> K-12 enrollment on 2021-22 40 <sup>th</sup> day of school. This count is used to evaluate school concurrency per Interlocal Agreements with area jurisdictions	775	1507	1835
<b>Current Utilization</b> Percentage of school capacity utilized based on 40 <sup>th</sup> day enrollment and FISH capacity	96%	65%	71%
<b>Concurrency Reservations</b> Existing concurrency reservations due to previously approved development. Source: CSA Tracking Sheet as of 3/31/2022	13	170	252
<b>Students Generated</b> Estimated number of new students expected in development based on adopted generation rates. Source: Duncan Associates, School Impact Fee Study for Hillsborough County, Florida, Dec. 2019	4	2	2
<b>Proposed Utilization</b> School capacity utilization based on 40 <sup>th</sup> day enrollment, existing concurrency reservations, and estimated student generation for application	98%	73%	81%

**Notes:** Miles Elementary, Turner/Bartels K-8, and Freedom High School have adequate capacity for the proposed development at this time.

**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.**

Renee M. Kamen, AICP  
 Manager, Planning & Siting  
 Growth Management Department  
 Hillsborough County Public Schools  
 E: renee.kamen@hcps.net  
 P: 813.272.4083



**AGENCY REVIEW COMMENT SHEET**

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

**TO:** Zoning Review, Development Services

**DATE:** 03/04/2022

**REVIEWER:** Ron Barnes, Impact & Mobility Fee Coordinator

**APPLICANT:** Fletcher Shoppes, Inc

**PETITION NO:** 22-0313

**LOCATION:** 1441 E Fletcher Ave

**FOLIO NO:** 35853.0100

**Estimated Fees:**

(Fee estimate is based on a 1,200 square foot, 2 bedroom, Apartments (w/first floor retail 3-10 levels)

Mobility: \$2,638

Parks: \$1,555

School: \$3,891

Fire: \$249

Shopping Center  
(per 1,000 s.f.)

Mobility: \$12,206

Fire: \$313

General Office  
(per 1,000 s.f.)

Mobility: \$7,502

Fire: \$158

**Project Summary/Description:**

Urban Mobility, Northeast Park, Northwest Fire - first floor business, apartments. Retail/office center mix. Credit for prior use may apply, not reflected in figures here.

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

---

---

PETITION NO.: PD22-0313      REVIEWED BY: Randy Rochelle      DATE: 1/7/2022

FOLIO NO.: 35853.0100.0000

---

---

**WATER**

- The property lies within the City of Tampa Water Service Area. The applicant should contact the provider to determine the availability of water service.
  
- A \_\_\_ inch water main exists  (adjacent to the site),  (approximately \_\_\_ feet from the site) \_\_\_\_\_. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
  
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

**WASTEWATER**

- The property lies within the City of Tampa Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
  
- A \_\_\_ inch wastewater gravity main exists  (adjacent to the site),  (approximately \_\_\_ feet from the site) \_\_\_\_\_. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
  
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: \_\_\_\_\_.



**AGENCY REVIEW COMMENT SHEET**

---

---

**TO: ZONING TECHNICIAN, Planning Growth Management**

**DATE: 4 Jan. 2022**

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

**APPLICANT: Patricia Ortiz**

**PETITION NO: MM 22-0313**

**LOCATION: 1441 E. Fletcher Ave, Tampa, FL 33617**

**FOLIO NO: 35853.0100**

**SEC: 07 TWN: 28 RNG: 19**

---

---

- This agency has no comments.
  
- This agency has no objection.
  
- This agency has no objection, subject to listed or attached conditions.
  
- This agency objects, based on the listed or attached conditions.

COMMENTS: \_\_\_\_\_.



# **VERBATIM TRANSCRIPT**

HILLSBOROUGH COUNTY, FLORIDA  
BOARD OF COUNTY COMMISSIONERS

```

-----X
)
IN RE: )
)
ZONE HEARING MASTER )
HEARINGS )
)
-----X

```

ZONING HEARING MASTER HEARING  
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: PAMELA JO HATLEY  
Land Use Hearing Master

DATE: Monday, September 19, 2022

TIME: Commencing at 6:00 p.m.  
Concluding at 8:34 p.m.

PLACE: Robert W. Saunders, Sr. Public  
Library  
Ada T. Payne Community Room  
1505 N. Nebraska Avenue  
Tampa, Florida 33602

Reported via Cisco Webex Videoconference by:

Christina M. Walsh, RPR  
Executive Reporting Service  
Ulmerton Business Center  
13555 Automobile Blvd., Suite 130  
Clearwater, FL 33762  
(800) 337-7740

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

HILLSBOROUGH COUNTY, FLORIDA  
BOARD OF COUNTY COMMISSIONERS  
  
ZONING HEARING MASTER HEARINGS  
September 19, 2022  
ZONING HEARING MASTER: PAMELA JO HATLEY

D1:  
Application Number: MM 22-0313  
Applicant: Fletcher Shoppes, Inc.  
Location: 1441 E. Fletcher Ave.  
Folio Number: 035853.0100  
Acreage: 2.5 acres, more or less  
Comprehensive Plan: OC-20  
Service Area: Urban  
Existing Zoning: PD 73-0351  
Request: Major Modification to a Planned  
Development

1 MR. GRADY: The next item is agenda item  
2 D-1, Major Mod Application 22-0313. The applicant  
3 is Fletcher Shoppes, Incorporated. The request is  
4 for a Major Modification to an existing Planned  
5 Development.

6 Tim Lampkin will provide staff  
7 recommendation after presentation by the applicant.

8 MS. ORTIZ: Good evening, Ms. Hatley. For  
9 the record, my name is Patricia Ortiz. My address  
10 is 2810 North Central Avenue, Tampa, Florida 33602.  
11 And I have been sworn in.

12 I'm here tonight on behalf of the Shoppes at  
13 Fletcher, and we are seeking a Major Modification  
14 to this Planned Development that was approved back  
15 in 1973. In fact, this is the first modification  
16 of this Planned Development, and it's been almost  
17 50 years.

18 Back in 1973, the approval granted a mix of  
19 Office and Commercial uses on both the upper and  
20 lower levels of the buildings located on-site.  
21 Today, we're here kind of in response to the  
22 changing market conditions seeking a dual  
23 development option.

24 The first option would be to keep things as  
25 they are with the Commercial and Office on both

1 floors, and option two, which would allow for  
2 commercial apartment use on the second story. And  
3 we would limit that to 28 commercial apartments.

4 And here, I'll just kind of put down what  
5 we're looking for for option one. Can you see that  
6 on the ELMO?

7 HEARING MASTER HATLEY: Yes.

8 MS. ORTIZ: Okay. So basic -- so basically,  
9 we're seeking to allow the existing mix of  
10 Commercial and Office uses to continue on both  
11 levels.

12 Right now there is a maximum of  
13 60,552 square feet of area. We're not proposing  
14 any changes to the building configuration, access,  
15 or parking layout. No increases to FAR or ISR, et  
16 cetera, and no variations for option one.

17 Option two requires some changes because  
18 we're adding a new use. So we have to come into  
19 compliance with the LDC.

20 So in summary, we're proposing Office and  
21 Commercial uses on the first floor for a total of  
22 30,276 square feet, and as I said, 28 commercial  
23 apartments.

24 The access points from Fletcher Avenue will  
25 be reduced from the three that currently exist to

1 two. The access points from 15th Street will be  
2 reduced from two to one. A one-way drive aisle  
3 will be provided along the east 15th Street  
4 frontage. Sidewalks will be provided along 15th  
5 Street. We'll provide both vehicular and  
6 pedestrian cross access.

7 So the vehicular cross access will go to the  
8 west. The pedestrian cross access will go to the  
9 south allowing, you know, the patrons or persons  
10 living within the apartments to come on over to  
11 this site.

12 We are proposing 159 parking spaces where  
13 152 are required. This will necessitate the  
14 restriping of the parking lot. Again, there'll be  
15 no change to the building configuration as a built  
16 site. You know, we're not proposing to move the  
17 building or increase FAR or ISR or building  
18 coverage. However, we are asking for some  
19 variations with option two. Yes.

20 HEARING MASTER HATLEY: Before you cover  
21 that one or pick it up, those items listed there,  
22 again, those are changes that will come only if  
23 option two is implemented; is that correct?

24 MS. ORTIZ: Yes, ma'am.

25 HEARING MASTER HATLEY: And these -- they're

1 referred to as commercial apartments, but these are  
2 residential living spaces; is that correct?

3 MS. ORTIZ: That is correct. It will meet  
4 the definition of commercial apartment in the Land  
5 Development Code, which essentially is an apartment  
6 over retail space.

7 HEARING MASTER HATLEY: Okay. Thank you.

8 MS. ORTIZ: No problem. We are asking for  
9 some variations, and I'll just kind of put this  
10 down for you. Essentially, these variations have  
11 to do with landscaping and buffering, which has  
12 changed over time. Of course, there have been many  
13 changes since 1973.

14 So the commercial apartment use requires a  
15 10 percent increase in the parking landscape. We  
16 can't meet the requirements of the parking  
17 landscape today because of the configuration. So  
18 we certainly cannot increase that by 10 percent.

19 Code Section 6.06.06 requires a 20-foot-wide  
20 Type B buffer along the southern property line  
21 between this commercial use and the apartment  
22 complex.

23 There's a buffer that exists right now, but  
24 it's probably 2 to 3 feet wide. It has miniature  
25 palm trees in it, but the placement of the building



1 really prevents compliance with this.

2 And then we're requesting several variances  
3 from Code Section 6.04.04 which deal with the  
4 parking lot landscaping. And, again, that is  
5 primarily because of the constrained nature of this  
6 developed site.

7 In my project narrative, I went into great  
8 detail to discuss the hardships and special unique  
9 circumstances, which I'm sure you read the report.  
10 I don't know that you need me to go over those in  
11 detail.

12 HEARING MASTER HATLEY: Just if you would  
13 please, the staff report lists variances from  
14 Section 6.06.04, 6.06.06, and 6.11.16. And I  
15 thought you mentioned another section. 6.04.04?  
16 Is that what you --

17 MS. ORTIZ: Yeah. That's what I'm seeing  
18 here. Let me double-check to make sure I got that  
19 right. That is parking lot landscaping. So give  
20 me one second.

21 HEARING MASTER HATLEY: Okay.

22 MS. ORTIZ: My apologies. It's Section  
23 6.06.04, not 6.04.04.

24 HEARING MASTER HATLEY: Okay. Thank you.

25 MS. ORTIZ: And with that, I can show you --

1           maybe show you a picture of the site to orient you  
2           with the location. The property is located at the  
3           intersection, the southwest corner of 15th and  
4           Fletcher in the University Community Planning Area.  
5           You've probably seen this building before. It's  
6           been there for a while.

7                     And with that, I'll be happy to answer  
8           whatever questions you have or maybe save the time  
9           for rebuttal.

10                    HEARING MASTER HATLEY: No questions for you  
11           right now. Thank you.

12                    MS. ORTIZ: Okay. Thank you.

13                    MR. LAMPKIN: Good evening. Tim Lampkin,  
14           Hillsborough County Development Services.

15                    The property associated with this has a  
16           Future Land Use Designation of Office  
17           Commercial-20. The applicant is seeking a Major  
18           Modification to the existing PD 73-0351 to allow  
19           two development options.

20                    Option one is to allow the existing mix of  
21           Commercial and Office uses to continue on the upper  
22           and lower levels with no change to the building  
23           configuration, excuse me, access or parking lot  
24           layout.

25                    Option two proposes to allow a mix of Office

1 and Commercial uses on the lower level and  
2 commercial apartment on the upper level with no  
3 change to the existing building configurations.

4 Option two proposes, as the applicant just  
5 stated, to reduce the number of access points and  
6 to add cross access to the west, construct a  
7 one-way drive aisle along 15th Street frontage, and  
8 add a sidewalk along 15th Street.

9 Neither development option seeks increases  
10 to the number of the building's FAR, the building  
11 coverage, the access points, or impervious surface.  
12 As the applicant stated, the new development option  
13 will convert the second floor of the existing  
14 building from commercial to residential for 28  
15 apartments.

16 The subject of this rezoning is located at  
17 1441 East Fletcher Avenue, south of East Fletcher  
18 Avenue, west of North 15th Street, east of North  
19 Nebraska Avenue, and north of La Place Circle.

20 The surrounding zoning and development  
21 pattern consists of a mix of uses located  
22 approximately 2900 feet east of State Road 93  
23 interchange. Nearby is RMC-20 zoning developed  
24 with an apartment complex located south and the  
25 north. General commercial designated properties

1 are located both north and east of the subject  
2 site.

3 As the applicant noted, the existing  
4 buildings on the site have many nearby and  
5 surrounding properties were built in the early '70s  
6 consistent with the development patterns and the  
7 regulations in place at the time.

8 Since then, many development regulations  
9 have changed. Mostly notably, those addressing  
10 uses buffers and parking lot design. The applicant  
11 is requesting multiple variations including the  
12 following: So it's LDC Section -- there was a  
13 scrivener's error on the front page. It's Section  
14 6.04.04 and Section 6.06.04 regarding all street  
15 vehicular use, perimeter buffer, buffer adjacent to  
16 the right-of-way, and the perimeter landscaping.

17 Additionally, variation to Section 6.06.06  
18 regarding the landscaping and buffering and then a  
19 variation to LDC Section 6.11.16 to eliminate the  
20 increased parking lot landscaping.

21 All these -- most of these are in place  
22 already. Variation one through five just reflects  
23 the development pattern and the age of the  
24 structure.

25 Transportation had a number of variances,

1 and just briefly I'll list them. Administrative  
2 variance for driveway spacing where the applicant  
3 had variances -- let me correct that, for  
4 Transportation to review.

5 Administrative variance for the number of  
6 driveways, substandard roadway. Administrative  
7 variance, administrative variance for the throat  
8 depth.

9 The county engineer found the above  
10 administrative variances approvable for the rezoned  
11 22-0313. An in-depth review may be found in the  
12 transportation, which I'm sure you've already  
13 reviewed it, section of the report.

14 Staff has not identified any compatibility  
15 issues relative to the surrounding properties. The  
16 proposed use is located in that mixed-use area of  
17 commercial, multifamily development in close  
18 proximity to the subject site.

19 The proposed project with the proposed  
20 development standards, existing scale and  
21 restrictions may be found compatible with the  
22 nearby development patterns. The proposed  
23 development has also been found consistent with the  
24 future of Hillsborough County of unincorporated  
25 Hillsborough County Comprehensive Plan.

1           Based upon the above, staff finds the  
2           request approvable. That concludes staff's  
3           presentation, unless there are any questions.

4           HEARING MASTER HATLEY: All right. Yep.  
5           Let's go back to the variances, please. And so I'm  
6           seeing a variance from LDC Section 6.06.04,  
7           off-street vehicular use, the perimeter buffer, the  
8           buffer adjacent to the right-of-way, and perimeter  
9           landscaping. So that's one; is that correct?

10          MR. LAMPKIN: So -- yeah. So no. I kind of  
11          lumped them together for space on the cover page.  
12          So they have variations one through four. I'm  
13          opening up the Code right now. If you can bear  
14          with me, thank you.

15          HEARING MASTER HATLEY: Sure. Thank you.  
16          Take your time. And if it's in the report on a  
17          different page, point me to it. I'm looking at it.  
18          I just don't see 6.04.

19          MR. LAMPKIN: Yeah. I think it's a  
20          scrivener's error, but let me look at the report  
21          too. Okay. I think it actually might be a  
22          scrivener's error in the applicant's presentation  
23          because the 6.04.04 are transportation related.

24          HEARING MASTER HATLEY: Okay.

25          MR. LAMPKIN: Just one second.

1 HEARING MASTER HATLEY: She did clarify  
2 that, and I think she agrees with you. It's  
3 6.06.04. I believe that's --

4 MR. LAMPKIN: Okay. Sorry. I missed that  
5 part.

6 HEARING MASTER HATLEY: That's okay.

7 MR. LAMPKIN: That was -- sorry.

8 HEARING MASTER HATLEY: So variance one is  
9 from 6.06.04 and that's the buffer landscaping --

10 MR. LAMPKIN: Yes.

11 HEARING MASTER HATLEY: -- adjacent to  
12 right-of-way, let's see, perimeter buffer. And  
13 then 6.06.04, off-street vehicular use area Part E.  
14 So we've got Part E and Part G.

15 And then variation three, 6.04.04 off-street  
16 vehicular use area Part D, again, perimeter buffer.  
17 And variation four is LDC Section 6.06.04.  
18 Variation five is landscaping 6.06.06, and then  
19 variation six is LDC Section 6.11.16, apartment  
20 commercial Part C.

21 So that's the 10 percent increase in  
22 parking. That one I understand. And that's it. I  
23 think that clears it up.

24 MR. LAMPKIN: Yes. Thank you.

25 HEARING MASTER HATLEY: Okay. Thank you.

1 I don't think I have any more questions for  
2 you, Mr. Lampkin.

3 MR. LAMPKIN: Thank you.

4 HEARING MASTER HATLEY: All right. Planning  
5 Commission.

6 MS. MASSEY: This is Jillian Massey with  
7 Planning Commission staff.

8 The subject site is located in Office  
9 Commercial-20 or OC-20 Future Land Use Category.  
10 It's located in the Tampa Service Area and within  
11 the limits of the University Area Community Plan.

12 The proposed redevelopment meets the intent  
13 of Objective 1 of the Future Land Use Element of  
14 the Comprehensive Plan by providing and maintaining  
15 growth in the Urban Service Area.

16 The proposed rezoning also meets the intent  
17 of policies 1.4 and Objective 16 as it is  
18 compatible with the surrounding area. The area is  
19 considered urban with high-density residential,  
20 light commercial, and high commercial intense --  
21 intensities.

22 The proposed redevelopment is consistent  
23 with the University Area Community Plan Goal 5,  
24 which encourages housing and neighborhood  
25 revitalization within the urban infill and



1 redevelopment boundary map.

2 The existing shopping center and the  
3 proposed departments are not expected to exceed the  
4 maximum intensities of the Office Commercial-20  
5 Future Land Use Category, and it's consistent with  
6 Objective 8 and Policy 8.1.

7 And based on these considerations, Planning  
8 Commission staff finds that the Major Modification  
9 is consistent with the Future of Hillsborough  
10 Comprehensive Plan for unincorporated Hillsborough  
11 County subject to the conditions proposed by the  
12 Development Services Department. Thank you.

13 HEARING MASTER HATLEY: All right. Thank  
14 you.

15 All right. Is there anyone here or online  
16 who wishes to speak in support of this application?  
17 I do not hear anyone.

18 Is there anyone here or online who wishes to  
19 speak in opposition to this application? All  
20 right. I do not hear anyone. All right.

21 Development Services, anything further?

22 MR. GRADY: Nothing further.

23 HEARING MASTER HATLEY: All right. Thank  
24 you.

25 And, Applicant, anything further?

1 MS. ORTIZ: No. I'd just like to say thanks  
2 for your time, and I think Tim did a really good  
3 job with this report. Those variances are outlined  
4 on pages 10 and 11 of the staff report.

5 HEARING MASTER HATLEY: I saw them. Thank  
6 you very much.

7 MS. ORTIZ: We do have one letter of support  
8 in the record. I did receive two phone calls.  
9 They were both basically wondering what was going  
10 on. When I explained the situation, both persons  
11 were happy. That was for the Sunscape apartments  
12 across -- on the north side of Fletcher and for a  
13 gas station, also on the north side. Thanks.

14 HEARING MASTER HATLEY: All right. Thank  
15 you, Ms. Ortiz.

16 That closes the hearing, then, on Major  
17 Modification 22-0313.

18  
19  
20  
21  
22  
23  
24  
25

HILLSBOROUGH COUNTY, FLORIDA  
BOARD OF COUNTY COMMISSIONERS

```

-----X
)
IN RE: )
)
ZONE HEARING MASTER )
HEARINGS )
)
-----X

```

ZONING HEARING MASTER HEARING  
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: SUSAN FINCH  
Land Use Hearing Master

DATE: Monday, August 15, 2022

TIME: Commencing at 6:00 p.m.  
Concluding at 10:09 p.m.

PLACE: Robert W. Saunders, Sr. Public  
Library  
Ada T. Payne Community Room  
1505 N. Nebraska Avenue  
Tampa, Florida 33602

Reported via Cisco Webex Videoconference by:

Christina M. Walsh, RPR  
Executive Reporting Service  
Ulmerton Business Center  
13555 Automobile Blvd., Suite 130  
Clearwater, FL 33762  
(800) 337-7740

1           Ratliff and Richard Perez and Alex Steady, and then  
2           for the County's Attorney's Office, Cameron Clark,  
3           and Andrea Papandrew with the Hillsborough County's  
4           Planning Commission.

5           We have one change to tonight's agenda.  
6           It's on page 8 of the agenda, item D-4. The  
7           applicant is withdrawing this from the Zoning  
8           Hearing Master process. So, again, item D-4 is  
9           being withdrawn.

10           That's the only change to tonight's agenda.  
11           I will now go through published withdrawals and  
12           continuances beginning on page 4 of the agenda.

13           The first item is A-1, Rezoning-PD 22-0181.  
14           This application is being withdrawn from the Zoning  
15           Hearing Master process.

16           Item A-2, Rezoning-PD 22-0207. This  
17           application is being withdrawn from the Zoning  
18           Hearing Master process.

19           Item A-3, Major Mod Application 22-0221.  
20           This application is being withdrawn from the Zoning  
21           Hearing Master process.

22           Item A-4, Major Mod Application 22-0313.  
23           This application is continued by staff to the  
24           September 19, 2022, Zoning Hearing Master Hearing.

25           Item A-5, Rezoning-PD 22-0433. This



1 August 15th, 2022, Zoning Hearing Master Hearing.

2 Item A-5, Rezoning-PD 22-0207. This  
3 application is out of order to be heard and is  
4 being continued to the August 15th, 2022, Zoning  
5 Hearing Master Hearing.

6 Item A-6, Major Mod Application 22-0221.  
7 This application is being continued by the  
8 applicant to the August 15th, 2022, Zoning Hearing  
9 Master Hearing.

10 Item A-7, Major Mod Application 22-0313.  
11 This application is being continued by staff to the  
12 August 15, 2022, Zoning Hearing Master Hearing.

13 Item A-8, Rezoning-PD 22-0369. This  
14 application is being continued by staff to the  
15 August 15, 2022, Zoning Hearing Master Hearing.

16 Item A-9, Rezoning-PD 22-0433. The  
17 application is out of order to be heard and is  
18 being continued to the August 15th, 2022, Zoning  
19 Hearing Master Hearing.

20 Item A-10, Rezoning-PD 22-0461. This  
21 application is being continued by the applicant to  
22 the August 15, 2022, Zoning Hearing Master Hearing.

23 Item A-11, Rezoning-PD 22-0559. This  
24 application is being continued by the applicant to  
25 the August 15, 2022, Zoning Hearing Master Hearing.



1 applicant to the June 13, 2022, Zoning Hearing  
2 Master Hearing.

3 Item A-11, Rezoning-PD 22-0181. This  
4 application is being continued by the applicant to  
5 the June 13, 2022, Zoning Hearing Master Hearing.

6 Item A-12, Major Mod Application 22-0221.  
7 This application is being continued by the  
8 applicant to the June 13, 2022, Zoning Hearing  
9 Master Hearing.

10 Item A-13, Rezoning-Standard 22-0295. This  
11 application is out of order to be heard and is  
12 being continued to the June 13, 2022, Zoning  
13 Hearing Master Hearing.

14 Item A-14, Major Mod Application 22-0313.  
15 This application is being continued by the  
16 applicant to the July 25, 2022, Zoning Hearing  
17 Master Hearing.

18 A-15, Rezoning-PD 22-0319. This application  
19 is being continued by the applicant to the June 13,  
20 2022, Zoning Hearing Master Hearing.

21 Item A-16, Rezoning-PD 22-0369. This  
22 application is being continued by staff to the  
23 June 13, 2022, Zoning Hearing Master Hearing.

24 Item A-17, Major Mod Application 22-0416.  
25 This application is being continued by the



HILLSBOROUGH COUNTY, FLORIDA  
BOARD OF COUNTY COMMISSIONERS

-----X  
  )  
IN RE:                                  )  
  )  
ZONE HEARING MASTER                  )  
HEARINGS                              )  
  )  
-----X

ZONING HEARING MASTER HEARING  
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE:          SUSAN FINCH  
                  Land Use Hearing Master

DATE:            Monday, March 14, 2022

TIME:            Commencing at 6:00 p.m.  
                  Concluding at 10:07 p.m.

PLACE:           Robert W. Saunders, Sr. Public  
                  Library  
                  Ada T. Payne Community Room  
                  1505 N. Nebraska Avenue  
                  Tampa, Florida 33602

Reported via Cisco Webex Videoconference by:

Christina M. Walsh, RPR  
Executive Reporting Service  
Ulmerton Business Center  
13555 Automobile Blvd., Suite 130  
Clearwater, FL 33762  
(800) 337-7740

1 This application has been continued by the  
2 applicant to the April 18, 2022, Zoning Hearing  
3 Master Hearing.

4 Item A-12, Major Mod Application 22-0109.  
5 This application is being by the applicant to the  
6 April 18, 2022, Zoning Hearing Master Hearing.

7 Item A-13, Rezoning-PD 22-0181. This  
8 application is being continued by the applicant to  
9 the April 18, 2022, Zoning Hearing Master Hearing.

10 Item A-14, Rezoning-PD 22-0209. This  
11 application is being withdrawn from the Zoning  
12 Hearing Master process.

13 Item A-15, Major Mod Application 22-0221.  
14 This application is being continued by staff to the  
15 April 18, 2022, Zoning Hearing Master Hearing.

16 Item A-16, Major Mod Application 22-0223.  
17 This application is being withdrawn from the Zoning  
18 Hearing Master process.

19 Item A-17, Rezoning-Standard 22-0295. This  
20 application is out of order to be heard and is  
21 being continued to the April 18, 2022, Zoning  
22 Hearing Master Hearing.

23 Item A-18, Major Mod Application 22-0313.  
24 This application is being continued by staff to the  
25 May 16, 2022, Zoning Hearing Master Hearing.



**EXHIBITS SUBMITTED  
DURING THE ZHM HEARING**

DATE/TIME: 9/19/2022

HEARING MASTER: Pamela Jo Hatley

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # RZ 22-0461 VS	PLEASE PRINT NAME Addie Clark MAILING ADDRESS 400 N. Ashley Dr. #1100 CITY Tampa STATE FL ZIP 33602 PHONE
APPLICATION # RZ 22-0688 VS	PLEASE PRINT NAME David Wright MAILING ADDRESS P.O. Box 273417 CITY Tampa STATE FL ZIP 33688 PHONE
APPLICATION # RZ 22-0927	PLEASE PRINT NAME Todd Pressman MAILING ADDRESS 200 2 <sup>nd</sup> Ave S. #451 CITY St. Pete STATE FL ZIP 33701 PHONE 804-4760
APPLICATION # RZ 22-1670	PLEASE PRINT NAME Todd Pressman MAILING ADDRESS 200 2 <sup>nd</sup> Ave S. #451 CITY St Pete STATE FL ZIP 33701 PHONE 804-4760
APPLICATION # RZ 22-1105	PLEASE PRINT NAME John LaRocca MAILING ADDRESS 101 E. Kennedy Blvd. St 2420 CITY Tampa STATE FL ZIP 33602 PHONE 813-695-0469
APPLICATION # RZ 22-1240 VS	PLEASE PRINT NAME Rhea Lopes MAILING ADDRESS 4762 Del Sol Blvd. CITY Sarasota STATE FL ZIP 34243 PHONE

DATE/TIME: 9/19/2022HEARING MASTER: Pamela Jo HatleyPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION #  MM 22-0313	PLEASE PRINT NAME <u>Patricia Ortiz AICP</u> MAILING ADDRESS <u>2810 N Central Ave</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>8138178492</u>
APPLICATION #  RZ 22-0437	PLEASE PRINT NAME <u>David Wright</u> MAILING ADDRESS <u>P.O. Box 273417</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33688</u> PHONE _____
APPLICATION #  RZ 22-0684	PLEASE PRINT NAME <u>Jake Cremer</u> MAILING ADDRESS <u>401 E Jackson St #2100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-222-5051</u>
APPLICATION #  RZ 22-0684	PLEASE PRINT NAME <u>Justin Wright</u> MAILING ADDRESS <u>13421 Glen Harwell Rd</u> CITY <u>Dover</u> STATE <u>FL</u> ZIP <u>33527</u> PHONE <u>813-391-6088</u>
APPLICATION #  RZ 22-0684	PLEASE PRINT NAME <u>Amanda Wright</u> MAILING ADDRESS <u>13421 Glen Harwell Rd</u> CITY <u>Dover</u> STATE <u>FL</u> ZIP <u>33527</u> PHONE <u>813-785-9012</u>
APPLICATION #  RZ 22-0684	PLEASE PRINT NAME <u>Janet D. Lorton</u> MAILING ADDRESS <u>12722 Flint Lake Drive</u> CITY <u>Thonotosassa</u> STATE <u>FL</u> ZIP <u>33592</u> PHONE <u>813-382-5709</u>

DATE/TIME: 9/19/2022HEARING MASTER: Pamela Jo HatleyPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION #  <u>RZ 22-0692</u>	PLEASE PRINT NAME <u>David M. Smith</u>  MAILING ADDRESS <u>401 E. Jackson Street Ste 2100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33601</u> PHONE <u>813 222-5011</u>
APPLICATION #  <u>RZ 22-0692</u>	PLEASE PRINT NAME <u>DIANA Keene</u>  MAILING ADDRESS <u>16207 Tamlier Rd</u> CITY <u>TAMPAH</u> STATE <u>FL</u> ZIP <u>33610</u> PHONE <u>813 786-0723</u>
APPLICATION #  <u>RZ 22-0864</u>	PLEASE PRINT NAME <u>William J. Molloy</u>  MAILING ADDRESS <u>885 S Blvd</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE _____
APPLICATION #  <u>RZ 22-0864</u>	PLEASE PRINT NAME <u>Isabelle Albert</u>  MAILING ADDRESS <u>1000 W. Ashley Dr.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33629</u> PHONE <sup>813</sup> <u>331-0974</u>
APPLICATION #  <u>RZ 22-0864</u>	PLEASE PRINT NAME <u>Marilyn Beavers</u>  MAILING ADDRESS <u>14215 RR Magdalene Rd</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33618</u> PHONE <sup>4258</sup> <u>813 245-4258</u>
APPLICATION #  <u>RZ 22-0864</u>	PLEASE PRINT NAME <u>Suzette Murphree</u>  MAILING ADDRESS <u>13805 Cherry Creek Drive</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33618</u> PHONE <u>813-695-3971</u>

DATE/TIME: 9/19/2022HEARING MASTER: Pamela Jo HatleyPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION #  RZ 22-0864	PLEASE PRINT NAME <u>Jarrad Bragg</u> MAILING ADDRESS <u>801 E Chapman Rd.</u> CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33549</u> PHONE <u>813-731-2513</u>
APPLICATION #  RZ 22-0864	PLEASE PRINT NAME <u>SAVANNAH GROOMS</u> MAILING ADDRESS <u>14225 Lake Magdalene Blvd.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33619</u> PHONE <u>813-466-8582</u>
APPLICATION #  RZ 22-0864	PLEASE PRINT NAME <u>Hope Hamilton</u> MAILING ADDRESS <u>2413 Clark road</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>813</u> PHONE <u>766-1866</u>
APPLICATION #  RZ 22-0864	PLEASE PRINT NAME <u>Brent Lawson</u> MAILING ADDRESS <u>116 Cashin (th Rd</u> CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33546</u> PHONE _____
APPLICATION #  RZ 22-0864	PLEASE PRINT NAME <u>Andrea Albert</u> MAILING ADDRESS <u>4510 3rd st CIR W #313</u> CITY <u>Bradenton</u> STATE <u>FL</u> ZIP <u>34207</u> PHONE <u>941-4650422</u>
APPLICATION #  RZ 22-0864	PLEASE PRINT NAME <u>Samuel Amos</u> MAILING ADDRESS <u>3327 Tipoli Blvd</u> CITY <u>Punta Gorda</u> STATE <u>FL</u> ZIP <u>33950</u> PHONE <u>763-3600411</u>

HEARING TYPE: **ZHM**, PHM, VRH, LUHO

DATE: 9/19/2022

HEARING MASTER: Pamela Jo Hatley

PAGE: 1 OF 1

APPLICATION #	SUBMITTED BY	EXHIBITS SUBMITTED	HRG. MASTER YES OR NO
MM 22-0313	Brian Grady	1. Revised Staff Report	No
RZ 22-0461	Brian Grady	1. Staff Supplemental Document	No
RZ 22-1240	Brian Grady	1. Revised Staff Report	No
RZ 22-0692	Brian Grady	1. Revised Staff Report	No
RZ 22-0692	David Smith	1. Applicant Presentation	Yes (Copy)
RZ 22-1070	Todd Pressman	1. Applicant Presentation	No
RZ 22-0684	Jacob Cremer	1. Applicant Presentation	No



SEPTEMBER 19, 2022 - ZONING HEARING MASTER

The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, September 19, 2022, at 6:00 p.m., in the Ada T. Payne Community Room, Robert W. Saunders Sr. Public Library, Tampa, Florida, and held virtually.

▶ Pamela Jo Hatley, ZHM, calls the meeting to order and leads in the pledge of allegiance to the flag.

A. WITHDRAWALS AND CONTINUANCES

▶ Brian Grady, Development Services, introduces staff and reviews changes/withdrawals/continuances.

D.3. RZ 22-0461

▶ Brian Grady, Development Services, calls RZ 22-0461.

▶ Addie Clark, applicant rep, requests continuance.

▶ Pamela Jo Hatley, ZHM, calls proponents/opponents/continues RZ 22-0461.

C.1. RZ 22-0698

▶ Brian Grady, calls RZ 22-0698.

▶ David Wright, applicant rep, requests continuance.

▶ Pamela Jo Hatley, ZHM, calls for proponents/opponents/continues RZ 22-0698.

C.2. RZ 22-0927

▶ Brian Grady, Development Services, calls RZ 22-0927.

▶ Todd Pressman, applicant rep, requests continuance.

▶ Pamela Jo Hatley, ZHM, calls proponents/opponents/continues RZ 22-0927.

C.4. RZ 22-1096

▶ Brian Grady, Development Services, calls RZ 22-1096 and requests continuance.

▶ Pamela Jo Hatley, ZHM, questions to Development Services.

MONDAY, SEPTEMBER 19, 2022

- ▶ Brian Grady, Development Services, answers ZHM questions.
- ▶ Pamela Jo Hatley, ZHM, calls for proponents/opponents/continues RZ 22-1096.

D.7. MM 22-1112

- ▶ Brian Grady, Development Services, calls MM 22-1112 staff continuance
- ▶ Pamela Jo Hatley, ZHM, calls proponents/opponents/continues MM 22-1112.
- ▶ Brian Grady, Development Services, continues changes/withdrawals/continuances.
- ▶ Pamela Jo Hatley, ZHM, overview of ZHM process.
- ▶ Cameron Clark, Senior Assistant County Attorney, overview of oral argument/ZHM process.
- ▶ Pamela Jo Hatley, ZHM, Oath.

B. REMANDS

C. REZONING STANDARD (RZ-STD):

C.3. RZ 22-1070

- ▶ Brian Grady, Development Services, calls RZ 22-1070.
- ▶ Todd Pressman, applicant rep, presents testimony.
- ▶ Chris Grandlienard, Development Services, staff report.
- ▶ Jillian Massey, Planning Commission, staff report.
- ▶ Pamela Jo Hatley, ZHM, calls proponents/opponents/Development Services/applicant rep/closes RZ 22-1070.

C.5. RZ 22-1105

- ▶ Brian Grady, Development Services, calls RZ 22-1105.
- ▶ John LaRocca, applicant rep, presents testimony.
- ▶ Chris Granlienard, Development Services, staff report.

MONDAY, SEPTEMBER 19, 2022

▶ Jillian Massey, Planning Commission, staff report.

▶ Pamela Jo Hatley, ZHM, calls proponents/opponents/Development Services/applicant rep/closes RZ 22-1105.

C.6. RZ 22-1240

▶ Brian Grady, Development Services, calls RZ 22-1240.

▶ Rhea Lopes, applicant rep, presents testimony.

▶ Isis Brown, Development Services, staff report.

▶ Jillian Massey, Planning Commission, staff report.

▶ Pamela Jo Hatley, ZHM, calls proponents/opponents/Development Services/applicant rep/closes RZ 22-1240.

D. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM) :

D.1. MM 22-0313

▶ Brian Grady, Development Services, calls MM 22-0313.

▶ Patricia Ortiz, applicant rep, presents testimony.

▶ Pamela Jo Hatley, ZHM, questions applicant rep.

▶ Patricia Ortiz, applicant rep, answers ZHM questions and continues testimony.

▶ Pamela Jo Hatley, ZHM, questions to applicant rep.

▶ Patricia Ortiz, applicant rep, answers ZHM questions and continues testimony.

▶ Tim Lampkin, Development Services, staff report.

▶ Pamela Ho Hatley, ZHM, questions to Development Services.

▶ Tim Lampkin, Development Services, answers ZHM questions.

▶ Jillian Massey, Planning Commission, staff report.

MONDAY, SEPTEMBER 19, 2022

▶ Pamela Jo Hatley, ZHM, calls proponents/opponents/Development Services/applicant rep.

▶ Patricia Ortiz, applicant rep, provides rebuttal.

▶ Pamela Jo Hatley, ZHM, closes RZ 22-0313.

D.2. RZ 22-0433

▶ Brian Grady, Development Services, calls RZ 22-0433.

▶ David Wright, applicant rep, presents testimony.

▶ Tim Lampkin, Development Services, staff report.

▶ Jillian Massey, Planning Commission, staff report.

▶ Pamela Jo Hatley, ZHM, calls proponents/opponents/Development Services/applicant rep/closes RZ 22-0433.

D.4. RZ 22-0684

▶ Brian Grady, Development Services, calls RZ 22-0684.

▶ Jacob Cremer, applicant rep, presents testimony.

▶ Justin Wright, applicant rep, presents testimony.

▶ Pamela Jo Hatley, ZHM, questions to applicant rep.

▶ Justin Wright, applicant rep, answers ZHM questions and continues testimony.

▶ Amanda Wright, applicant rep, presents testimony

▶ Jacob Cremer, applicant rep, continues testimony.

▶ Israel Monsanto, Development Services, staff report.

▶ Jillian Massey, Planning Commission, staff report.

▶ Pamela Jo Hatley, ZHM, calls proponents.

▶ Janet Lorton, proponent, presents testimony.

MONDAY, SEPTEMBER 19, 2022

- ▶ Pamela Jo Hatley, ZHM, calls opponents/Development Services.
- ▶ Pamela Jo Hatley, ZHM, questions to Development Services
- ▶ Israel Monsanto, Development Services, answers ZHM questions.
- ▶ Jacob Cremer, applicant rep, answers ZHM questions.
- ▶ Pamela Jo Hatley, ZHM, statement for record.
- ▶ Jacob Cremer, applicant rep, answers ZHM statement for record.
- ▶ Pamela Jo Hatley, ZHM, closes RZ 22-0684.

D.5. RZ 22-0692

- ▶ Brian Grady, Development Services, calls RZ 22-0692.
- ▶ David Smith, applicant rep, presents testimony.
- ▶ Pamela Jo Hatley, ZHM, questions to applicant rep.
- ▶ David Smith, applicant rep, answers ZHM questions and continues testimony.
- ▶ Sam Ball, Development Services, staff report.
- ▶ Pamela Jo Hatley, ZHM, questions to Development Services.
- ▶ Sam Ball, Development Services, answers ZHM questions.
- ▶ Brian Grady, Development Services, answers ZHM questions.
- ▶ Jillian Massey, Planning Commission, staff report.
- ▶ Pamela Jo Hatley, ZHM, calls proponents
- ▶ Diana Keene, proponent, presents testimony.
- ▶ Pamela Jo Hatley, ZHM, calls opponents/Development Services.
- ▶ Brian Grady, Development Services, statement for record.
- ▶ Pamela Jo Hatley, ZHM, questions to applicant rep.
- ▶ David Smith, applicant rep, answers ZHM questions and provides rebuttal.

MONDAY, SEPTEMBER 19, 2022

▶ Pamela Jo Hatley, ZHM, closes RZ 22-0692.

D.6. RZ 22-0864

▶ Brian Grady, Development Services, calls RZ 22-0864.

▶ William Molloy, applicant rep, presents testimony.

▶ Isabelle Albert, applicant rep, presents testimony.

▶ Michelle Heinrich, Development Services, staff report.

▶ Jillian Massey, Planning Commission, staff report.

▶ Pamela Jo Hatley, ZHM, calls proponents.

▶ Marilyn Bearss, proponent, presents testimony.

▶ Suzette Murphree, proponent, presents testimony.

▶ Jarrod Bragg, proponent, presents testimony.

▶ Savannah Grooms, proponent, presents testimony.

▶ Hope Hamilton, proponent, presents testimony.

▶ Barry Lawrence, proponent, presents testimony.

▶ Andrea Albert, proponent, presents testimony.

▶ Samuel Amos, proponent, presents testimony.

▶ Pamela Jo Hatley, ZHM, calls opponents/Development Services/applicant rep.

▶ Isabelle Albert, Development Services, provides rebuttal.

▶ Pamela Jo Hatley, ZHM, questions to applicant rep

▶ Isabelle Albert, applicant rep, answers ZHM questions and continues rebuttal.

▶ Pamela Jo Hatley, ZHM, questions to Development Services.

▶ Brian Grady, Development Services, questions to applicant rep.

MONDAY, SEPTEMBER 19, 2022

▶ Isabelle Albert, applicant rep, answers Development Services questions and continues rebuttal.

▶ Brian Grady, Development Services, statement for record.

▶ James Ratliff, Development Services Transportation, questions to applicant rep.

▶ Isabelle Albert, applicant rep, answers Development Services Transportation questions.

▶ James Ratliff, Development Services Transportation, statement for record.

▶ Isabelle Albert, applicant rep, continues rebuttal.

▶ James Ratliff, Development Services Transportation, statement for record.

▶ Isabelle Albert, applicant rep, continues rebuttal.

▶ Pamela Jo Hatley, ZHM, calls closes RZ 22-0864.

ADJOURNMENT

▶ Pamela Jo Hatley, ZHM, adjourns meeting.

# Rezoning Application:

## MM 22-0313

Zoning Hearing Master Date:  
September 19, 2022

BOCC Land Use Meeting Date: November 3, 2022



**Hillsborough**  
**County** Florida

Development Services Department

### 1.0 APPLICATION SUMMARY

Applicant: Patricia Ortiz, AICP  
Ortiz Planning Solutions, LLC

FLU Category: OC-20

Service Area: Urban

Site Acreage: 2.62 acres

Community Plan Area: University

Overlay: None



### Existing Approvals:

**PD 73-0351** was approved by the Board of County Commissioners 1973 for a retail / office establishment. No subsequent modifications have occurred since approval.

### Proposed Modifications:

The applicant is seeking a major modification to the existing Planned Development PD 73-0351 to allow two development options. Option 1 is to allow the existing mix of commercial and office uses to continue on the upper and lower levels with no change to building configuration, access, or parking lot layout. Option 2 proposes to allow a mix of office and commercial uses on the lower level and commercial apartment, on the upper level with no change to the existing building configuration. Option 2 proposes to reduce the number of access points and to add cross access to the west, construct a one-way drive aisle along the 15<sup>th</sup> St. frontage and add a sidewalk along 15<sup>th</sup> Street. Neither development option seeks increases to the number of buildings, FAR, building coverage, access points or impervious surface.

### Additional Information:

PD Variation(s):	<p>Variations 1 thru 4: LDC Section 6.06.04 Off-street vehicular use, perimeter buffer, buffer adjacent to the row, and perimeter landscaping.</p> <p>Variation 5: Section 6.06.06 Landscaping &amp; Buffering.</p> <p>Variation 6: LDC Section 6.11.16 Apartment Commercial to eliminate the increased parking lot landscaping.</p>
Waiver(s) to the Land Development Code:	No waivers requested.

Application No. MM 22-0313  
Name: Brian Grady  
Entered at Public Hearing: ZHM  
Exhibit # 1 Date: 9/19/2022

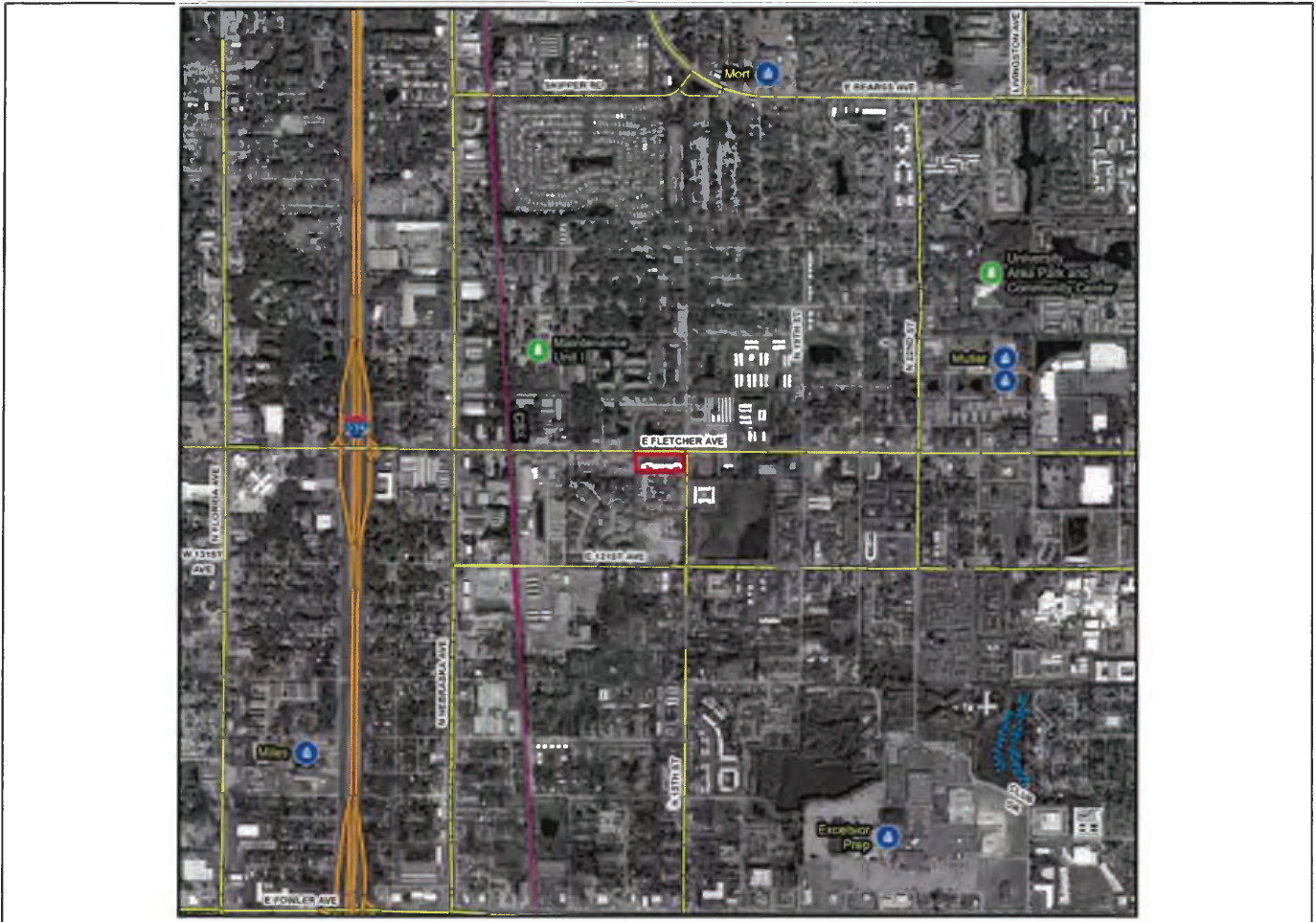


**Planning Commission Recommendation:**  
Consistent

**Development Services Recommendation:**  
Approvable, with Conditions.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



#### Context of Surrounding Area:

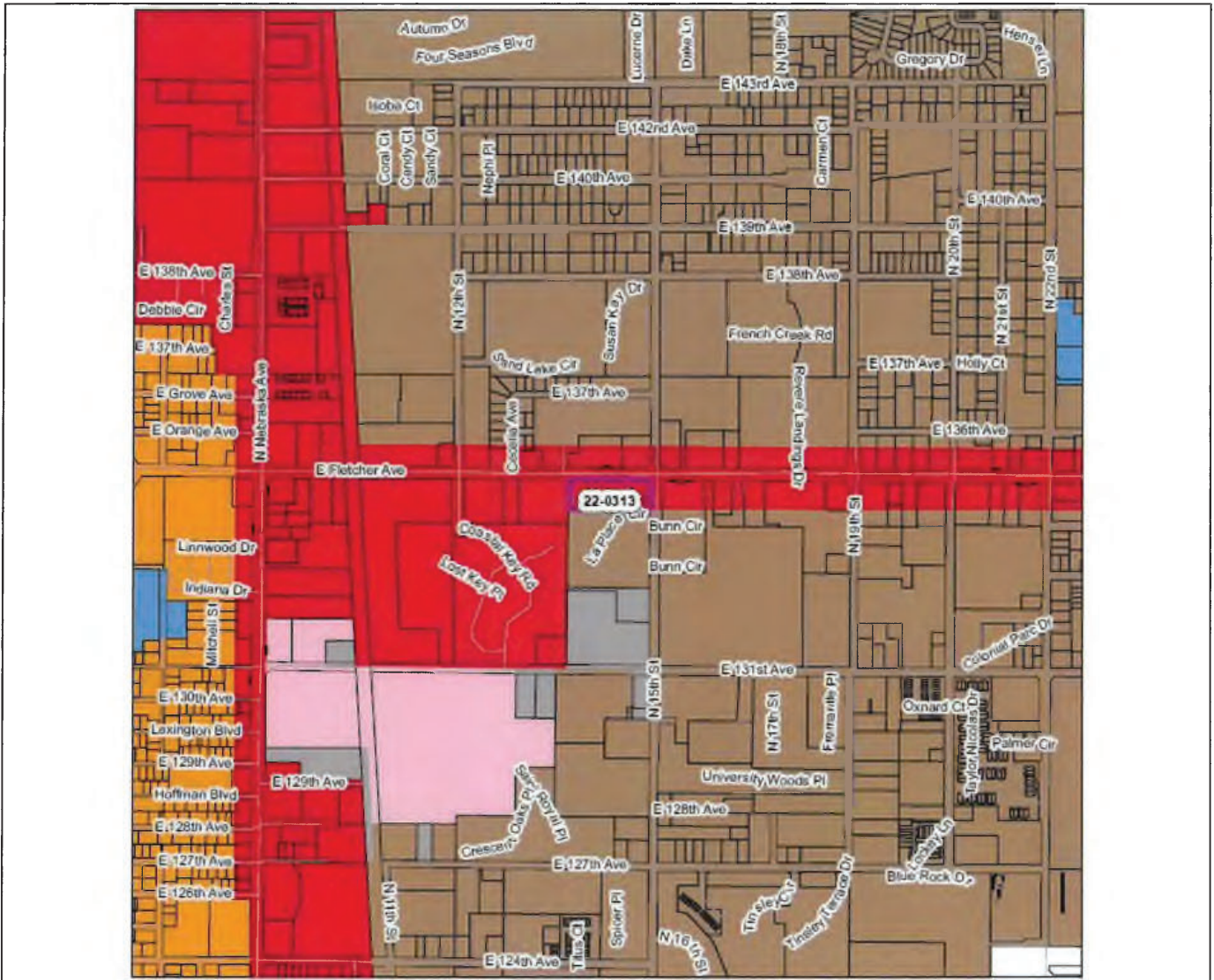
The subject site is located at the southeast corner of the East Fletcher Avenue and N. 15th Street intersection. The 2.62 +/- acre property is located at 1441 East Fletcher Avenue, south of East Fletcher Avenue, west of North 15th Street, east of North Nebraska Avenue and north of La Place Circle. The development is approximately 2,900 feet east of the State Road 93 interchange.

The site is currently developed with a retail and office development consisting of two levels.

- South of the site is RMC-20 and developed with multi-family housing.
- Immediately east of the subject site is a parcel zoned as Commercial General and currently undeveloped.
- To the west of the subject site is Commercial Intensive zoning.
- North across East Fletcher Avenue is Commercial General and RMC-20 zoning.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	OC-20
Maximum Density/F.A.R.:	Office Commercial-20: Maximum 0.75 FAR All development which exceeds 0.35 FAR must be for office or residential support uses.
Typical Uses:	The OC-20 Future Land Use designated area, includes typical uses such as community commercial type uses, office uses, mixed use developments, and compatible residential uses.

**2.0 LAND USE MAP SET AND SUMMARY DATA**

**2.3 Immediate Area Map**

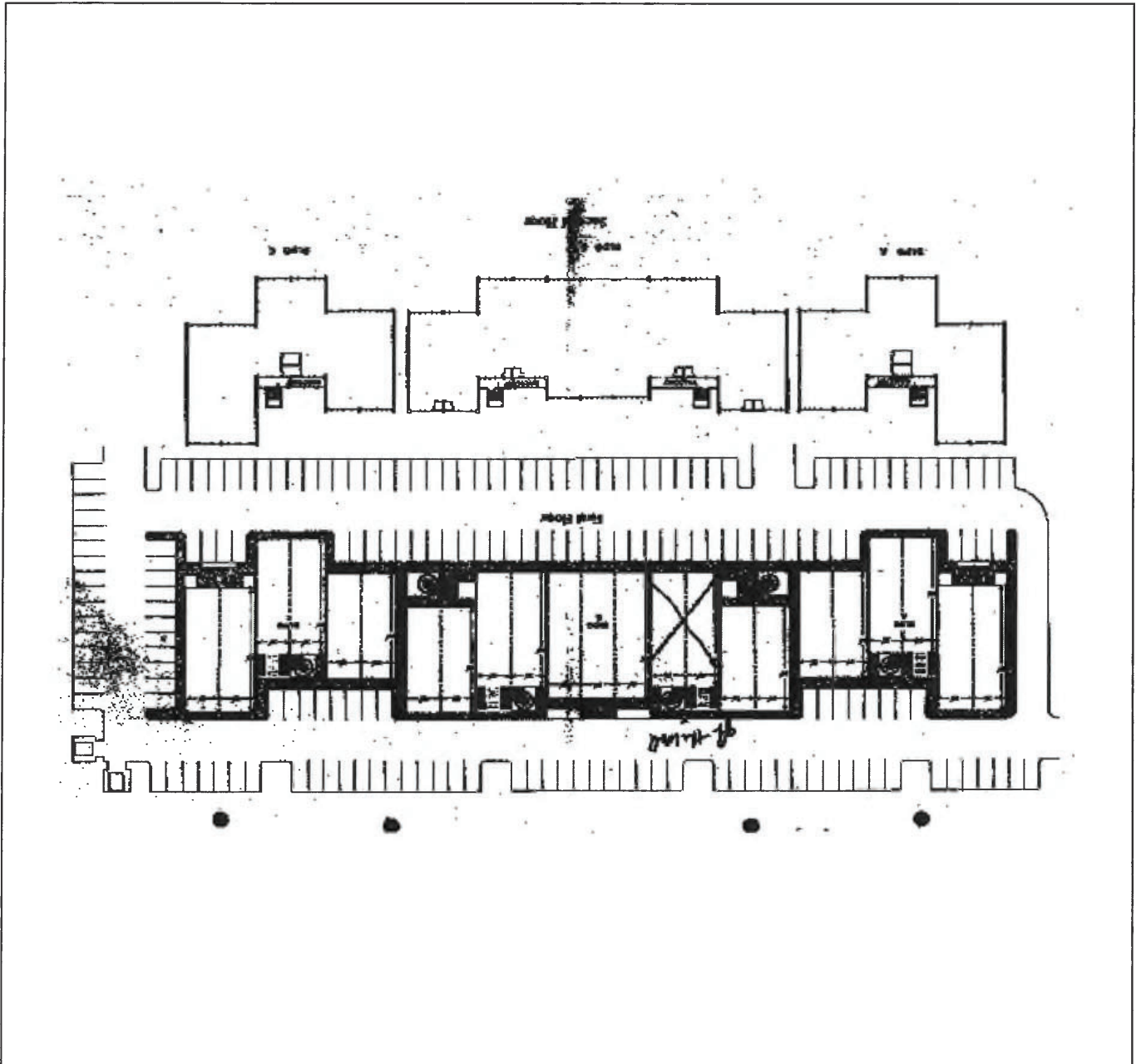


**Adjacent Zonings and Uses**

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CG (Commercial General)	Max. FAR: 0.27	General Commercial Uses	Retail, including grocery store, bike shop and restaurants.
South	RMC-20 (98-1334)	Min. Area / DU: 2,180 Sq. ft.	Residential Multi-Family	Valencia Village Apartment Complex
East	CG (Commercial General)	Max. FAR: 0.27	General Commercial Uses	Vacant
West	CI (Commercial Intensive)	Max. FAR 0.30	Intense commercial activities	Commercial including Little Caesars Pizza restaurant

## 2.0 LAND USE MAP SET AND SUMMARY DATA

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

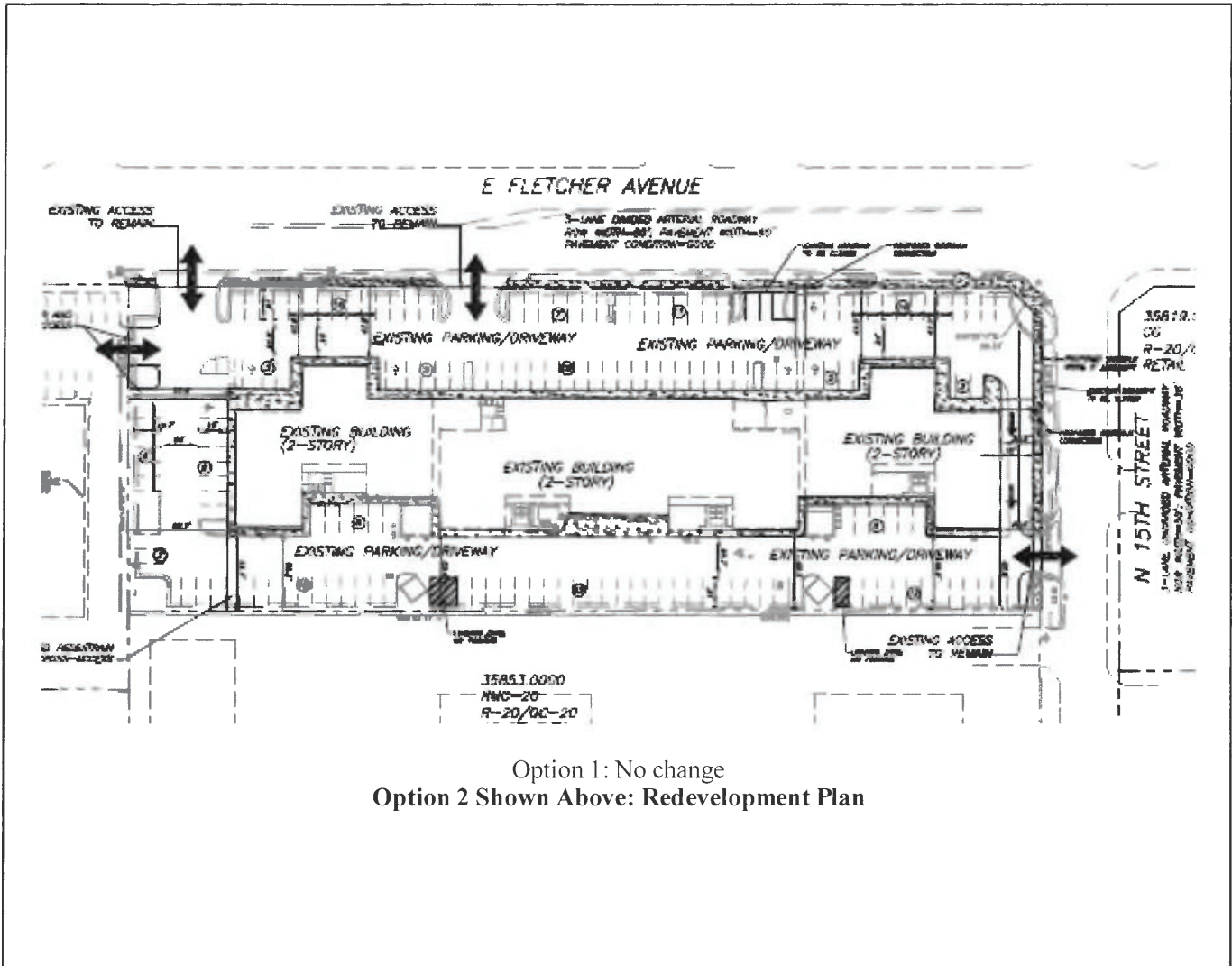


The existing footprint has remained essentially unchanged since the 1973 approval of PD 73-0351 and subsequent development of the subject site. The shopping center was approved in 1973 with a mix of neighborhood serving office and retail uses on both the upper and lower levels. The applicant's site plan shows a total building area of 60,552 square feet at 0.54 FAR.

The subject property is an existing shopping center on 2.62 acres in an urban area.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



#### Option 1 Existing Development:

To allow the existing mix of commercial / office uses to continue on the upper and lower levels of the existing structures with no change to the existing building configuration or parking lot layout.

#### Proposed Development Option 2 (Redevelopment):

According to the applicant, the leasing potential of the retail component remains strong; however, the demand for office space has declined. Therefore, the applicant proposes Development Option Two in response to the ongoing shift in market demand and the increased demand for housing stock. It proposes to retain the existing mix of retail and office on the ground level and introduce the commercial apartment use on the second level. As proposed, there will be a maximum of 28-apartment units. Consistent with LDC Section 6.11.16, the floor space of the commercial apartment will contribute to the overall FAR. Off-street parking requirements shall be separately calculated for the non-residential component and the residential component of the building, and the greater number of required parking spaces shall be provided.

**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
E. Fletcher Ave.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
N. 15 <sup>th</sup> St.	County Collector - 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
	Choose an item.	Choose an item Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Option 1) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,297	143	399
Proposed	3,297	143	399
Difference (+/-)	No Change	No Change	No Change

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

Project Trip Generation (Option 2) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,297	143	399
Proposed	1,838	83	214
Difference (+/-)	(-) 1,459	(-) 60	(-) 185

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

Connectivity and Cross Access (Option 2) <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South		None	Pedestrian	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West		None	Vehicular & Pedestrian	Meets LDC
Notes:				

APPLICATION NUMBER: MM 22-0313

ZHM HEARING DATE: September 19, 2022

BOCC LUM MEETING DATE: November 3, 2022

Case Reviewer: Timothy Lampkin, AICP

**Design Exception/Administrative Variance  Not applicable for this request**

Road Name/Nature of Request	Type	Finding
Throat Depth	Administrative Variance Requested	Approvable
Number of Access Connections	Administrative Variance Requested	Approvable
Spacing of Access Connections	Administrative Variance Requested	Approvable

N. 15 <sup>th</sup> St. – Substandard Road	Administrative Variance Requested	Approvable
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"/> Yes <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	
<input type="checkbox"/> Off-Site Improvements Provided	<input checked="" type="checkbox"/> No	<input type="checkbox"/> No	

**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <li><input type="checkbox"/> Wetlands/Other Surface Waters</li> <li><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</li> <li><input type="checkbox"/> Wellhead Protection Area</li> <li><input type="checkbox"/> Surface Water Resource Protection Area</li> <li><input type="checkbox"/> Potable Water Wellfield Protection Area</li> <li><input type="checkbox"/> Significant Wildlife Habitat</li> <li><input type="checkbox"/> Coastal High Hazard Area</li> <li><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor (Lowell Rd.)</li> <li><input type="checkbox"/> Adjacent to ELAPP property</li> <li><input type="checkbox"/> Other _____</li> </ul>				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input type="checkbox"/> Yes <input checked="" 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"

<p><b>Service Area/ Water &amp; Wastewater</b>  <input type="checkbox"/> Urban    <input checked="" type="checkbox"/> City of Tampa  <input type="checkbox"/> Rural    <input type="checkbox"/> City of Temple Terrace</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><b>Hillsborough County School Board</b>  Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A  Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A</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><b>Impact/Mobility Fees:</b></p> <p>(Fee estimate is based on a 1,200 square foot, 2 bedroom, Apartments (w/first floor retail))  Mobility: \$2,638  Parks: \$1,555  School: \$3,891  Fire: \$249</p> <p>Shopping Center            General Office  (per 1,000 s.f.)            (per 1,000 s.f.)  Mobility: \$12,206            Mobility: \$7,502  Fire: \$313                    Fire: \$158</p> <p>Urban Mobility, Northeast Park, Northwest Fire - first floor business, apartments. Retail/office center mix.  Credit for prior use may apply, not reflected in figures here.</p>				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<p><b>Planning Commission</b>  <input type="checkbox"/> Meets Locational Criteria    <input checked="" type="checkbox"/> N/A  <input type="checkbox"/> Locational Criteria Waiver Requested  <input type="checkbox"/> Minimum Density Met    <input type="checkbox"/> N/A</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 approximately 2.62-acre subject site is located at 1441 East Fletcher Avenue, south of East Fletcher Avenue, west of North 15th Street, east of North Nebraska Avenue and north of La Place Circle. The original Planned Development was approved 1973 for C-1 uses pursuant to Hillsborough County Land Development Code. The site is currently developed with a retail and office development consisting of two levels, which is Option One. The applicant is requesting a Major Modification to a Planned Development to allow a Second Development Option to convert the second floor of the existing building from commercial to residential for 28 apartments in approximately 30,276 square feet. The applicant's site plan shows a total building area of 60,552 square feet at 0.54 FAR. The first floor is a mix of office and retail totaling 30,276 square feet. Currently, the property is an eclectic mix of commercial and offices.

The surrounding development pattern consists of a mixture of uses and located approximately 2,900 feet east of the State Road 93 interchange. Nearby is RMC-20 zoning developed with an apartment complex located to the south and north. Commercial general designated properties located both north and east of the subject site. Buildings of similar bulk, height and mass are located south, southeast and northwest of the subject property. Commercial uses and multifamily uses are prevalent in the area. Multi-family use abuts the site to the south (La Place), southeast (Greenbriar Villa PD 71-0115), and southwest (Royal Palm Apartment PD 98-1334).

As the applicant notes, the proposed mix of uses is appropriate considering the development pattern of the area. The development pattern of the University Community is characterized by a mix of older and newer buildings and higher density and intensity uses. This proposed zoning modification seeks a dual development approach to provide flexibility of use by proposing Option 1 and 2, as necessary to comply with market trends and the redevelopment strategy of the University Area. Specifically, this petition intends to retain the allowed uses as outlined in PD 73-0351 or to add an additional use with minimal changes to configuration and lot design.

#### Variations Requested:

As the applicant notes, the existing buildings on site and many nearby and surrounding properties were built in the early 1970s consistent with the development regulation in place at that time. Since then, many development regulations have changed, most notably those addressing use buffers and parking lot design. The applicant is requesting multiple variations including the following:

##### Variation 1:

Section 6.06.04 Off Street Vehicular Use Area part G Perimeter Landscaping 1. Where the perimeter buffer minimum width requirement is 6 or 8-feet at least one tree for each 40 lineal feet of required buffer shall be planted in the buffer with trees located in the buffer with trees located to maximize shading. The intent is to eliminate required tree plantings on a constrained site.

##### Variation 2:

Section 6.06.04 Off-Street Vehicular Use Area Part E. Other Perimeter Buffer A Landscape buffer, a minimum of 6-feet is required between off-street vehicle use areas and any property boundary not fronted by a right of way, unless the buffer or screening requirements of 6.06.06 is more stringent. The applicant's intent is to reduce the required parking lot landscape buffer from 6-feet to 2-feet.

##### Variation 3:

Variation LDC Section 6.06.04 Off-Street Vehicular Use Area part D. Perimeter Buffer Adjacent to Parking Area Driveway A driveway into a parking area shall be bordered by a landscaped buffer a minimum of 8-feet in width. The applicant's intent for the variation is to reduce the required parking lot driveway buffer from 8-feet to 0-feet.

**Variation 4:**

Variation LDC Section 6.06.04 Off-Street Vehicular Use Area part C Perimeter Buffer Adjacent to Road Right of Way on any parcel of land providing an off-street vehicular use area, where such area is not entirely screened from an abutting right of way by an intervening building or other structure, a landscaped buffer a minimum of 8- feet in width shall be provided between the off-street vehicular use area and the right-of-way. The applicant's intent is to reduce the required 8-foot wide parking lot buffer to 3-feet along Fletcher and 6-feet along 15th Street.

**Variation 5:**

Variation LDC Section 6.06.06 Landscaping, Irrigation, and Buffering Requirements which requires a 20-footwide Type B Buffer and screening to be located between office/commercial uses and residential uses. The applicant's intent for requesting this variation is to reduce the 20-foot-wide Type B Buffer and screening required along the south property line.

**Variation 6:**

Variance Code Section 6.11.16 Apartment Commercial part C. which requires a ten percent increase in parking lot landscaping and one additional canopy type tree for every two apartments shall be required. The applicant's intent for requesting this variation is to eliminate the need for the increased parking lot landscaping.

Justification was included in the applicant's submittal for all the variations. Staff has reviewed the justification statements submitted by the applicant for the 6 variations 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.

**Transportation Administrative Variances**

- Administrative Variance for Driveway Spacing
- Administrative Variance for Number of Driveways
- Substandard Roadway Administrative Variance
- Administrative Variance for Throat Depth

The County Engineer found the above Administrative Variances (AV) approvable for PS 22-0313. An in-depth review may be found in the transportation section of the report.

Staff has not identified any compatibility issues relative to the surrounding properties. The proposed use is appropriately located in a mixed-use area of commercial and multi-family development in close proximity to the subject site. Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan.

**5.2 Recommendation**

The proposed project with the proposed development standards, existing scale and restrictions may be found to be compatible with nearby development patterns. The proposed development satisfies the intent of the Goals, Objectives and Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan and finds the proposed Major Modification consistent with the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County. Based upon 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 August 22, 2022.

1. Uses allowed shall be as allowed within the “C-1” Neighborhood Commercial District pursuant to the 1973 Hillsborough County Zoning Regulations.
  - 1.1 Option 1 shall allow uses within the “C-1” Neighborhood Commercial District on Floor 1 and Floor 2, subject to the following standards:
    - 1.1.1 Maximum of 60,552 square feet of “C-1” uses
    - 1.1.2 Maximum Imperious: 95%
    - 1.1.3 Maximum Building Coverage: 28%
    - 1.1.4 Maximum Building Height: 35 feet
    - 1.1.5 Maximum FAR: 0.54
    - 1.1.6 Buffering and screening along the southern property line is not required (LDC Section 6.06.06)
    - 1.1.7 Access: 3 driveways from Fletcher Ave. and 2 driveways from 15th Street
    - 1.1.8 A 0-foot buffer and no screening will be allowed along the southern property boundary.
    - 1.1.9 A 3-foot-wide perimeter landscape parking lot buffer is required along the north property line adjacent to Fletcher and along the east property line adjacent to N 15th Street; trees are not required within this perimeter landscape buffer. (606.04.C)
    - 1.1.10 Perimeter buffers adjacent to parking area driveways are not required (LCD 6.06.04.D)
    - 1.1.11 Landscape buffers are not required between off street vehicle use area and property not fronted by a road right of way (6.04.06 E)
    - 1.1.12 No trees are required within any perimeter landscape buffers( 6.06.04 G)
    - 1.1.13 Setbacks shall be those currently existing:
      - North (Front on Fletcher): 47 feet
      - East (Front on 15<sup>th</sup> St.): 25 feet
      - South (Side): 48 feet
      - West (Side): 66 feet
  - 1.2 Option 2 shall allow “C-1” Neighborhood Commercial District uses on the lower level of the two-story building, and 28 commercial apartments on the 2<sup>nd</sup> floor, and subject to the following standards.
    - 1.2.1 Maximum building area of 60,552 square feet
      - Maximum of 30,276 square feet of C-1 uses on the ground floor, and 28 commercial apartments located on the second floor comprising up to 30,276 square feet.
    - 1.2.2 Maximum Imperious: 95%
    - 1.2.3 Maximum Building Coverage: 28%
    - 1.2.4 Maximum Building Height: 35 feet
    - 1.2.5 Maximum FAR: 0.54
    - 1.2.6 Buffering and screening along the southern property line is not required (6.06.06)
    - 1.2.7 A 0-foot buffer and no screening will be allowed along the southern property boundary.
    - 1.2.8 A 3-foot-wide perimeter landscape parking lot buffer is required along the north property line adjacent to Fletcher and along the east property line adjacent to N 15th Street; trees shall not be required within this perimeter landscape buffer. (6.06.04.C)

- 1.2.9 Perimeter buffers adjacent to parking area driveways shall not be required (LCD 6.06.04.D)
  - 1.2.10 Landscape buffers shall not be required between off street vehicle use area and property not fronted by a road right of way (6.04.06 E)
  - 1.2.11 No trees are required within any perimeter landscape buffers (6.06.04 G)
  - 1.2.12 Setbacks shall be those currently existing:
    - North (Front on Fletcher): 47 feet
    - East (Front on 15<sup>th</sup> St.): 25 feet
    - South (Side): 48 feet
    - West (Side): 66 feet
2. As conditioned hereinabove, the project shall be permitted certain uses under development Option 1 and Development Option 2, as defined hereinabove. Additionally:
- 2.1 The developer shall be permitted to retain the permitted uses, access configuration, and parking configuration provided there are no alterations of the structure or grounds necessitating the site come in through the plat/site/construction plan review processes. This scenario is depicted on the Option 1 General Development Plan (GDP). Notwithstanding the above, nothing herein these conditions shall grandfather any encroachments into public right-of-way or other improvements that were not properly permitted in the past.
  - 2.2 In the event the developer desires to construct commercial apartments or alters the existing structure or grounds such that the site must come in through the plat/site/construction plan review processes, then the developer shall modify the parking area areas and site access connections to comply with current LDC, Transportation Technical Manual, and other applicable standards. This scenario is depicted on the Option 2 GDP.
3. Project access shall be as follows:
- 3.1 Option 1. The developer shall be permitted to utilize the existing access connections constituting:
    - 3.1.1 Three (3) vehicular access connections to E. Fletcher Ave.; and,
    - 3.1.2 Two (2) vehicular access connections to N. 15<sup>th</sup> St.
  - 3.2 Option 2. Prior to or concurrent with any development occurring under Option 2, the developer shall:
    - 3.2.1 Eliminate the easternmost vehicular access connection to E. Fletcher Ave.;
    - 3.2.2 Eliminate the northernmost vehicular access connection to N. 15<sup>th</sup> St.;
    - 3.2.3 Construct vehicular and pedestrian cross access connections/stubouts to the western project boundary as shown on the GDP;
    - 3.2.4 Construct a pedestrian cross access stubout to the southern project boundary as shown on the GDP;
    - 3.2.5 Modify the existing parking facility to add/remove new parking spaces as shown on the GDP, in order to reach the minimum number of spaces required pursuant to Section 6.05 of the LDC as well as ensure drive aisles meet minimum width requirements pursuant to the LDC/Transportation Technical Manual;
    - 3.2.6 Restripe parking areas as necessary to provide dumpster area buffers/ loading zones as shown on the GDP; and,
    - 3.2.7 Construct minimum 5-foot wide internal and external sidewalks and crosswalks as generally shown on the GDP. With respect to the sidewalk to be constructed within the

subject site along the project's N. 15<sup>th</sup> St. frontage, the developer shall record in the Official Records of Hillsborough County an easement for public access and maintenance proposes to Hillsborough County in accordance with Section 6.03.02.D. of the LDC.

4. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
5. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable by the County Engineer (on July 15, 2022) from the Section 6.04.03.G. Land Development Code (LDC) requirements governing minimum throat depth. Approval of this variance will allow a throat depth of +/- 33 feet for the Option 2 Fletcher Ave. access connections, and a throat depth of +/- 13.5 feet for the Option 2 N. 15<sup>th</sup> St. connection.
6. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable (on July 15, 2022) from the Section 6.04.03.I. LDC requirements governing required number of access connections for Option 2. Approval of this variance will allow a total of four (4) access connections to the subject property, to include two (2) vehicular access connections to Fletcher Ave., one (1) vehicular access connection to N. 15<sup>th</sup> St. and one (1) vehicular cross access connection to the west.
7. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable (on July 15, 2022) from the Section 6.04.07 LDC requirements governing required spacing of vehicular access connections. Approval of this variance will permit the following for Option 2:
  - 7.1 The westernmost Fletcher Ave. connection to be spaced +/- 118 feet from the nearest connection to the west on the same side of the roadway;
  - 7.2 The westernmost Fletcher Ave. connection to be spaced +/- 30 feet from the nearest connection on the opposite side of the roadway;
  - 7.3 The westernmost Fletcher Ave. connection to be spaced +/- 141 feet from the nearest connection to the east (i.e. the easternmost Option 2 driveway) on the same side of the roadway;
  - 7.4 The N. 15<sup>th</sup> St. connection to be spaced +/- 170 feet from Fletcher Ave.; and,
  - 7.5 The N. 15<sup>th</sup> St. connection to be spaced +/- 50 feet from the nearest driveway connection to the south.
8. As N. 15<sup>th</sup> St. is a substandard collector roadway, the applicant submitted a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) which was found approvable by the County Engineer for the reasons stated in the letter (on July 15, 2022) from the Section 6.04.03.L. LDC requirement to improve the roadway to current standards. If MM 22-0313 is approved, the County Engineer will approve the above referenced Administrative Variance, upon which no improvements to N. 15 St. will be required for Option 2.
9. 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.
10. 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.

- 11. 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.
- 12. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

**Zoning Administrator Sign Off:**



J. Brian Grady  
Mon Sep 12 2022 07:57:05

**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.

APPLICATION NUMBER: MM 22-0313

ZHM HEARING DATE: September 19, 2022

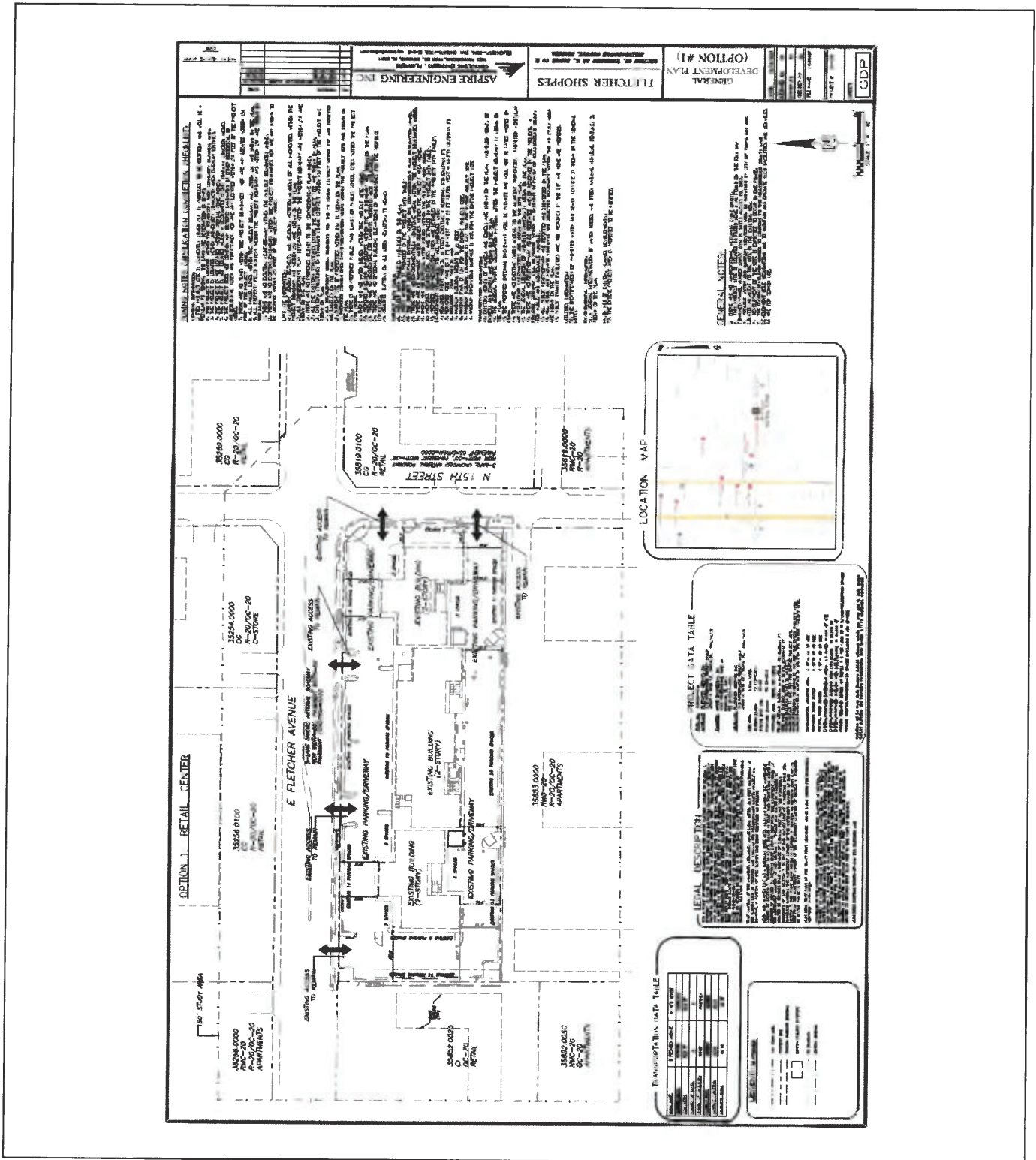
BOCC LUM MEETING DATE: November 3, 2022

Case Reviewer: Timothy Lampkin, AICP

---

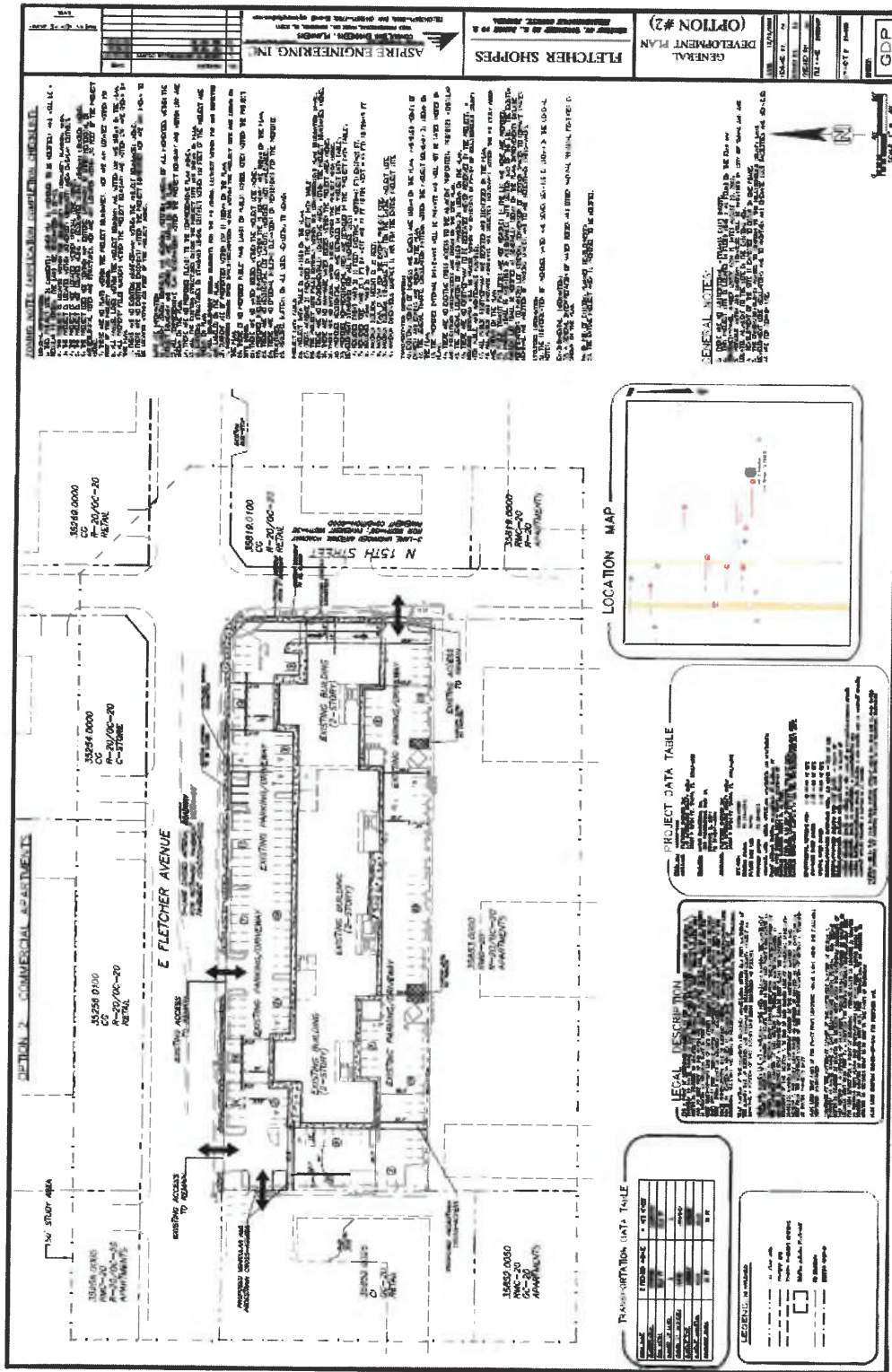
## 7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 PROPOSED SITE PLAN (FULL) OPTION 1





8.0 PROPOSED SITE PLAN (FULL) OPTION 2



APPLICATION NUMBER: MM 22-0313

ZHM HEARING DATE: September 19, 2022

BOCC LUM MEETING DATE: November 3, 2022

Case Reviewer: Timothy Lampkin, AICP

---

**9.0 FULL TRANSPORTATION REPORT (see following pages)**

## AGENCY REVIEW COMMENT SHEET

---

---

TO: Zoning Technician, Development Services Department

DATE: 9/9/2022

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: USF/ Northwest

PETITION NO: MM 22-0313

---

---

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects, based on the listed or attached conditions.

### CONDITIONS OF APPROVAL

1. As conditioned hereinabove, the project shall be permitted certain uses under development Option 1 and Development Option 2, as defined hereinabove. Additionally:
  - a. The developer shall be permitted to retain the existing uses, access configuration, and parking configuration provided there are no alterations of the structure or grounds necessitating the site come in through the plat/site/construction plan review processes. This scenario is depicted on the Option 1 General Development Plan (GDP). Notwithstanding the above, nothing herein these conditions shall grandfather any encroachments into public right-of-way or other improvements that were not properly permitted in the past.
  - b. In the event the developer desires to construct commercial apartments or alters the existing structure or grounds such that the site must come in through the plat/site/construction plan review processes, then the developer shall modify the parking area areas and site access connections to comply with current LDC, Transportation Technical Manual, and other applicable standards. This scenario is depicted on the Option 2 GDP.
2. Project access shall be as follows:
  - a. Option 1. The developer shall be permitted to utilize the existing access connections constituting:
    - i. Three (3) vehicular access connections to E. Fletcher Ave.; and,
    - ii. Two (2) vehicular access connections to N. 15<sup>th</sup>. St.
  - b. Option 2. Prior to or concurrent with any development occurring under Option 2, the developer shall:
    - i. Eliminate the easternmost vehicular access connection to E. Fletcher Ave.;
    - ii. Eliminate the northernmost vehicular access connection to N. 15<sup>th</sup> St.;
    - iii. Construct vehicular and pedestrian cross access connections/stubouts to the western project boundary as shown on the GDP;
    - iv. Construct a pedestrian cross access stubout to the southern project boundary as shown on the GDP;

- v. Modify the existing parking facility to add/remove new parking spaces as shown on the GDP, in order to reach the minimum number of spaces required pursuant to Section 6.05 of the LDC as well as ensure drive aisles meet minimum width requirements pursuant to the LDC/Transportation Technical Manual;
    - vi. Restripe parking areas as necessary to provide dumpster area buffers/ loading zones as shown on the GDP; and,
    - vii. Construct minimum 5-foot wide internal and external sidewalks and crosswalks as generally shown on the GDP. With respect to the sidewalk to be constructed within the subject site along the project's N. 15<sup>th</sup> St. frontage, the developer shall record in the Official Records of Hillsborough County an easement for public access and maintenance proposes to Hillsborough County in accordance with Section 6.03.02.D. of the LDC.
3. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
4. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable by the County Engineer (on July 15, 2022) from the Section 6.04.03.G. Land Development Code (LDC) requirements governing minimum throat depth. Approval of this variance will allow a throat depth of +/- 33 feet for the Option 2 Fletcher Ave. access connections, and a throat depth of +/- 13.5 feet for the Option 2 N. 15<sup>th</sup> St. connection.
5. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable (on July 15, 2022) from the Section 6.04.03.I. LDC requirements governing required number of access connections for Option 2. Approval of this variance will allow a total of four (4) access connections to the subject property, to include two (2) vehicular access connections to Fletcher Ave., one (1) vehicular access connection to N. 15<sup>th</sup> St. and one (1) vehicular cross access connection to the west.
6. If MM 22-0313 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) and found approvable (on July 15, 2022) from the Section 6.04.07 LDC requirements governing required spacing of vehicular access connections. Approval of this variance will permit the following for Option 2:
  - a. The westernmost Fletcher Ave. connection to be spaced +/- 118 feet from the nearest connection to the west on the same side of the roadway;
  - b. The westernmost Fletcher Ave. connection to be spaced +/- 30 feet from the nearest connection on the opposite side of the roadway;
  - c. The westernmost Fletcher Ave. connection to be spaced +/- 141 feet from the nearest connection to the east (i.e. the easternmost Option 2 driveway) on the same side of the roadway;
  - d. The N. 15<sup>th</sup> St. connection to be spaced +/- 170 feet from Fletcher Ave.; and,
  - e. The N. 15<sup>th</sup> St. connection to be spaced +/- 50 feet from the nearest driveway connection to the south.
7. As N. 15<sup>th</sup> St. is a substandard collector roadway, the applicant submitted a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) which was found approvable by the County Engineer for the reasons stated in the letter (on July 15, 2022) from the Section 6.04.03.L. LDC requirement to improve the roadway to current standards. If MM 22-0313 is approved, the County Engineer will approve the above referenced Administrative Variance, upon which no improvements to N. 15 St. will be required for Option 2.

**PROJECT SUMMARY AND TRIP GENERATION**

The applicant is requesting to rezone a +/- 2.5 ac. parcel from Planned Development (PD) #73-0351 to PD. According to zoning staff, approved PD #73-0351 has entitlements which allow up to 60,552 s.f. of “C-1” Neighborhood Commercial District uses pursuant to the 1973 Hillsborough County Zoning Regulations; however, the ability of the developer to use those entitlements is further restricted by the building form, site size, and ability to comply with other applicable regulations within the Land Development Code (LDC). The applicant is proposing to convert the 2<sup>nd</sup> floor of the existing structure to allow up to 28 Commercial Apartments. Commercial Apartment uses are governed by additional standards found within Sec. 6.11.16 of the LDC.

According to the Hillsborough County Property Appraiser, the existing structure(s) were constructed in 1974 and 1975, and as such do not comply with many current development standards within the Hillsborough County LDC. The existing project was submitted using a dual option approach. The first option seeks to maintain the current structure and entitlements. The second option would be utilized in the event the developer proceeds with the proposed commercial apartments use, or certain other alterations to the site or structure which triggers plat/site/construction plan review. This option requires certain alterations to the exiting site to bring the site into compliance with LDC and other applicable standards to the greatest extent possible. The applicant submitted a trip generation and site access analysis. Staff has prepared a summary of the number of trips potentially generated under the existing and proposed zoning designations utilizing a generalized worst-case scenario. Data shown below is based on the ITE’s Trip Generation Manual, 11<sup>th</sup> Edition.

Existing Zoning (#73-0357):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
60,552 s.f. Strip Retail Plaza Uses (LUC 822)	3,297	143	399

Proposed Zoning Option 2 (#22-0313):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
28 Multi-Family Dwelling Units (LUC 220)	189	11	14
30,276 s.f. Strip Retail Plaza Uses (LUC 822)	1,649	72	200
<b>Subtotal:</b>	<b>1,838</b>	<b>83</b>	<b>214</b>

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(-) 1,459</b>	<b>(-) 60</b>	<b>(-) 185</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE AND ROW ENCROACHMENTS**

E. Fletcher Ave. a 4-lane, publicly maintained, arterial roadway. The roadway is characterized by 11-foot wide travel lanes in above average condition. The roadway lies within a +/- 85-foot wide right-of-way along the project’s frontage. There are +/- 5-foot wide sidewalks along the north and south side of

Fletcher Ave. in the vicinity of the proposed project. There are +/- 4-foot wide bicycle lanes on Fletcher Ave. in the vicinity of the proposed project.

N. 15<sup>th</sup> St. is a 2-lane, publicly maintained, substandard, collector roadway owned. The roadway is characterized by 11 to 12-foot wide travel lanes in average condition. The roadway lies within a +/- 63-foot wide right-of-way along the project's frontage. There is a +/- 5-foot wide sidewalk along the eastern portion of Fletcher Ave. in the vicinity of the proposed project. There are no bicycle facilities along N. 15<sup>th</sup> St. in the vicinity of the proposed project.

There are existing parking spaces which appear to encroach in the County's N. 15<sup>th</sup> St. right-of-way. Under Development Option 2, the developer will be required to remove those spaces and construct a sidewalk along the project frontage, which will require placement of the sidewalk within the site and conveyance of an easement for public access and maintenance proposes to the County. The developer may be required to remove such spaces under Option 1 in the future, at the request of Hillsborough County, if such spaces were not properly permitted.

### **SITE ACCESS AND CONNECTIVITY**

The site currently has three (3) vehicular access connections to Fletcher Ave. and two (2) vehicular access connections to N. 15<sup>th</sup> St. The site currently does not have any vehicular or pedestrian cross access to adjacent parcels. This access confirmation is depicted on the Option 1 site plan. Although Option 1 does not comply with the LDC, to the extent the existing use and building was legally constructed its existing configuration is generally considered to be grandfathered. Staff has outlined an issue with respect to encroachment of certain parking spaces in the "Transportation Infrastructure Serving the Site and ROW Encroachments" section of this report hereinabove.

As shown on the development Option 2 site plan, the developer is proposing to modify the site to remove the easternmost access on Fletcher Ave. and the northernmost access on N. 15<sup>th</sup> St. The applicant is also proposing to construct a pedestrian cross access stubout along its southern project boundary as well as a vehicular/pedestrian cross access connection/stubout along its western project boundary. While the site would still not meet all applicable standards, these changes will drastically improve compliance with applicable LDC standards and improve the safety of access to the site, while still providing for adequate vehicular and pedestrian access given the constraints created by the existing parcel configuration and existing building within the site, which the developer is proposing to retain.

Under Development Option 2 and as required pursuant to Section 6.04.03.Q. of the LDC, the developer is proposing pedestrian cross access stubout to the southern project boundary, as well as a vehicular and pedestrian cross access connection/stubout along the western project boundary.

### **PARKING**

The applicant provided parking calculation on the Option 2 site plan. As shown, the shopping center use requires 152 parking spaces, and the commercial apartment uses require 56 parking spaces. Pursuant to Sec. 6.11.16.B. of the LDC. "Off-street parking requirements shall be separately calculated for the non-residential component and the residential component of the building, and the greater number of required parking spaces shall be provided." As such, the project is required to construct 152 parking spaces, and they are proposing 159 spaces for Option 2.

### **ADMINISTRATIVE VARIANCE #1 – THROAT DEPTH**

The applicant is requesting a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) from the Section 6.04.03.G. requirement governing minimum throat depth. Pursuant to the LDC, the site is required to have a minimum throat depth of 50 feet at each access point. The applicant is proposing to reduce the minimum required throat of +/- 33 feet for the Option 2 Fletcher Ave. access connections, and

a throat depth of +/- 13.5 feet for the Option 2 N. 15<sup>th</sup> St. connection. For the reasons stated in the request letter, the County Engineer found the request approvable (on July 15, 2022). If MM 22-0313 is approved, the County Engineer will approve the Administrative Variance request.

#### **ADMINISTRATIVE VARIANCE #2 – NUMBER OF ACCESS CONNECTIONS**

The applicant is requesting a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) from the Section 6.04.03.I. requirement governing number of access connections for Option 2. Pursuant to Section 6.04.03.I. the project would only be authorized for one (1) access connection. The existing site would have six (6) connections if the required vehicular cross access were constructed, and the existing access connections were to remain. Given the spacing issues with many of these access connections, the potential for bicycle and pedestrian conflict with each access connection, and fact that the site is within an area of high bicycle and pedestrian activity, staff worked with the applicant to eliminate certain access connections to enhance safety of the site and surrounding roadways while still providing for adequate access to the site and circulation within the site given constraints including those related to adaptive reuse of an existing building. The variance would permit a total of four (4) vehicular access connections, i.e. two (2) connections on Fletcher Ave., one (1) connection to N. 15<sup>th</sup> St. and one (1) cross-access connection to the west. For the reasons stated in the request letter, the County Engineer found the request approvable (on July 15, 2022). If MM 22-0313 is approved, the County Engineer will approve the Administrative Variance request.

#### **ADMINISTRATIVE VARIANCE #3 – SPACING OF ACCESS CONNECTIONS**

The applicant is requesting a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) from the Section 6.04.07 spacing of access connections. In the vicinity of the proposed project, Fletcher Ave. is a Class 5 roadway with a posted speed limit of 35 m.p.h. and N. 15<sup>th</sup> St. is a Class 6 roadway with a posted speed limit of 30 m.p.h. As such, the minimum connection spacing is 245 miles per hour for both roadways. The applicant is requesting the following variances for the Option 2 access spacing:

- a. The westernmost Fletcher Ave. connection to be spaced +/- 118 feet from the nearest connection to the west on the same side of the roadway, for a variance of 127 feet;
- b. The westernmost Fletcher Ave. connection to be spaced +/- 30 feet from the nearest connection on the opposite side of the roadway, for a variance of 215 feet;
- c. The westernmost Fletcher Ave. connection to be spaced +/- 141 feet from the nearest connection to the east (i.e. the easternmost Option 2 driveway) on the same side of the roadway, for a variance of 104 feet;
- d. The N. 15<sup>th</sup> St. connection to be spaced +/- 170 feet from Fletcher Ave., for a variance of 75 feet; and,
- e. The N. 15<sup>th</sup> St. connection to be spaced +/- 50 feet from the nearest driveway connection to the south, for a variance of 195 feet.

For the reasons stated in the request letter, the County Engineer found the request approvable (on July 15, 2022). If MM 22-0313 is approved, the County Engineer will approve the Administrative Variance request.

#### **ADMINISTRATIVE VARIANCE #4 – SUBSTANDARD ROAD**

The applicant is requesting a Section 6.04.02.B. Administrative Variance (dated May 24, 2022) from the Section 6.04.03.L requirement governing required improvements to N. 15<sup>th</sup> St., which is substandard collector roadway. For the reasons stated in the request letter, the County Engineer found the request

approvable (on July 15, 2022). If MM 22-0313 is approved, the County Engineer will approve the Administrative Variance request, upon which no improvements will be required to N. 15<sup>th</sup> St. Other improvements, i.e. requiring removal of certain encroachments into the right-of-way and construction of a sidewalk along the project's frontage, are addressed in the proposed conditions hereinabove.

**ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

Level of Service (LOS) for adjacent roadway section(s) is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Fletcher Ave.	Nebraska Ave.	Bruce B. Downs Blvd.	E	C
15 <sup>th</sup> St.	Fowler Ave.	Fletcher Ave.	D	D

Source: Hillsborough County 2020 Level of Service Report.



## Ratliff, James

---

**From:** Williams, Michael  
**Sent:** Friday, July 15, 2022 9:26 AM  
**To:** Elizabeth Rodriguez  
**Cc:** Tirado, Sheida; PW-CEIntake; Ratliff, James; Lampkin, Timothy  
**Subject:** FW: MM 22-0313 Administrative Variance Review  
**Attachments:** 22-0313 AVReq 06-06-22\_1.pdf; 22-0313 AVReq 06-06-22\_2.pdf; 22-0313 AVReq 06-06-22\_3.pdf; 22-0313 AVReq 06-06-22\_4.pdf

**Importance:** High

Libby,

I have found the attached Section 6.04.02.B. Administrative Variances (AV) for PD 22-0313 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](mailto: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](mailto: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:** Wednesday, July 13, 2022 7:26 PM  
**To:** Williams, Michael <WilliamsM@HillsboroughCounty.ORG>  
**Subject:** MM 22-0313 Administrative Variance Review  
**Importance:** High

Hello Mike,

The attached AV's are approvable to me, please include the following people in your email.

[libbytraffic@yahoo.com](mailto:libbytraffic@yahoo.com)  
[lampkint@hillsboroughcounty.org](mailto:lampkint@hillsboroughcounty.org)  
[ratliffja@hillsboroughcounty.org](mailto:ratliffja@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](mailto:tirados@HCFLGov.net)

W: [HCFLGov.net](http://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:** Rome, Ashley <[RomeA@hillsboroughcounty.org](mailto:RomeA@hillsboroughcounty.org)>

**Sent:** Monday, June 6, 2022 9:02 AM

**To:** Allen, Cari <[AllenCA@hillsboroughcounty.org](mailto:AllenCA@hillsboroughcounty.org)>; Andrea Papandrew <[papandrewa@plancom.org](mailto:papandrewa@plancom.org)>; Blinck, Jim <[BlinckJ@HillsboroughCounty.ORG](mailto:BlinckJ@HillsboroughCounty.ORG)>; Brown, Gregory <[BrownGr@hillsboroughcounty.org](mailto:BrownGr@hillsboroughcounty.org)>; Cabrera, Richard <[CabreraR@HillsboroughCounty.ORG](mailto:CabreraR@HillsboroughCounty.ORG)>; Dalfino, Jarryd <[DalfinoJ@hillsboroughcounty.org](mailto:DalfinoJ@hillsboroughcounty.org)>; Santos, Daniel <[daniel.santos@dot.state.fl.us](mailto:daniel.santos@dot.state.fl.us)>; David Skrelunas <[David.Skrelunas@dot.state.fl.us](mailto:David.Skrelunas@dot.state.fl.us)>; DeWayne Brown <[brownd2@gohart.org](mailto:brownd2@gohart.org)>; Dickerson, Ross <[DickersonR@HillsboroughCounty.ORG](mailto:DickersonR@HillsboroughCounty.ORG)>; Ellen Morrison <[ellen.morrison@swfwmd.state.fl.us](mailto:ellen.morrison@swfwmd.state.fl.us)>; Franklin, Deborah <[FranklinDS@hillsboroughcounty.org](mailto:FranklinDS@hillsboroughcounty.org)>; Glorimar Belangia <[Glorimar.Belangia@hcps.net](mailto:Glorimar.Belangia@hcps.net)>; Greg Colangelo <[colangeg@plancom.org](mailto:colangeg@plancom.org)>; Hansen, Raymond <[HansenR@hillsboroughcounty.org](mailto:HansenR@hillsboroughcounty.org)>; Holman, Emily - PUD <[HolmanE@HillsboroughCounty.ORG](mailto:HolmanE@HillsboroughCounty.ORG)>; Hummel, Christina <[HummelC@hillsboroughcounty.org](mailto:HummelC@hillsboroughcounty.org)>; Impact Fees <[ImpactFees@hillsboroughcounty.org](mailto:ImpactFees@hillsboroughcounty.org)>; James Hamilton <[jxhamilton@tecoenergy.com](mailto:jxhamilton@tecoenergy.com)>; Jillian Massey <[masseyj@plancom.org](mailto:masseyj@plancom.org)>; Justin Willits <[WillitsJ@gohart.org](mailto:WillitsJ@gohart.org)>; Kaiser, Bernard <[KAISERB@HillsboroughCounty.ORG](mailto:KAISERB@HillsboroughCounty.ORG)>; Karla Llanos <[llanosk@plancom.org](mailto:llanosk@plancom.org)>; Katz, Jonah <[KatzJ@hillsboroughcounty.org](mailto:KatzJ@hillsboroughcounty.org)>; Kyle Brown <[kyle.brown@myfwc.com](mailto:kyle.brown@myfwc.com)>; [landuse-zoningreviews@tampabaywater.org](mailto:landuse-zoningreviews@tampabaywater.org); Mineer, Lindsey <[Lindsey.Mineer@dot.state.fl.us](mailto:Lindsey.Mineer@dot.state.fl.us)>; Lindstrom, Eric <[LindstromE@hillsboroughcounty.org](mailto:LindstromE@hillsboroughcounty.org)>; Mackenzie, Jason <[MackenzieJ@hillsboroughcounty.org](mailto:MackenzieJ@hillsboroughcounty.org)>; McGuire, Kevin <[McGuireK@HillsboroughCounty.ORG](mailto:McGuireK@HillsboroughCounty.ORG)>; Melanie Ganas <[mxganas@tecoenergy.com](mailto:mxganas@tecoenergy.com)>; Melissa Lienhard <[lienhardm@plancom.org](mailto:lienhardm@plancom.org)>; Olivia Ryall <[oryall@teamhcs.com](mailto:oryall@teamhcs.com)>; Perez, Richard <[PerezRL@hillsboroughcounty.org](mailto:PerezRL@hillsboroughcounty.org)>; Petrovic, Jaksa <[PetrovicJ@HillsboroughCounty.ORG](mailto:PetrovicJ@HillsboroughCounty.ORG)>; Pezone, Kathleen <[PezoneK@hillsboroughcounty.org](mailto:PezoneK@hillsboroughcounty.org)>; Ratliff, James <[RatliffJa@hillsboroughcounty.org](mailto:RatliffJa@hillsboroughcounty.org)>; Hessinger, Rebecca

<[HessingerR@hillsboroughcounty.org](mailto:HessingerR@hillsboroughcounty.org)>; Renee Kamen <[renee.kamen@hcps.net](mailto:renee.kamen@hcps.net)>; Revette, Nacole <[RevetteN@HillsboroughCounty.ORG](mailto:RevetteN@HillsboroughCounty.ORG)>; Carroll, Richard <[CarrollR@HillsboroughCounty.ORG](mailto:CarrollR@HillsboroughCounty.ORG)>; Rochelle, Randy <[RochelleR@HillsboroughCounty.ORG](mailto:RochelleR@HillsboroughCounty.ORG)>; Rodriguez, Dan <[RodriguezD@gohart.org](mailto:RodriguezD@gohart.org)>; RP-Development <[RP-Development@hillsboroughcounty.org](mailto:RP-Development@hillsboroughcounty.org)>; Salisbury, Troy <[SalisburyT@hillsboroughcounty.org](mailto:SalisburyT@hillsboroughcounty.org)>; Salma Ahmad <[ahmads@plancom.org](mailto:ahmads@plancom.org)>; Sanchez, Silvia <[sanchezs@epchc.org](mailto:sanchezs@epchc.org)>; Shelton, Carla <[SheltonC@HillsboroughCounty.ORG](mailto:SheltonC@HillsboroughCounty.ORG)>; Steady, Alex <[SteadyA@hillsboroughcounty.org](mailto:SteadyA@hillsboroughcounty.org)>; Tapley, Kimberly <[tapleyk@epchc.org](mailto:tapleyk@epchc.org)>; Thompson, Mike <[Thompson@epchc.org](mailto:Thompson@epchc.org)>; Tony Mantegna <[tmantegna@tampaairport.com](mailto:tmantegna@tampaairport.com)>; Turbiville, John (Forest) <[TurbivilleJ@HillsboroughCounty.ORG](mailto:TurbivilleJ@HillsboroughCounty.ORG)>; Woodard, Sterlin <[Woodard@epchc.org](mailto:Woodard@epchc.org)>; Yeneka Mills <[millsy@plancom.org](mailto:millsy@plancom.org)>  
Cc: Grady, Brian <[GradyB@HillsboroughCounty.ORG](mailto:GradyB@HillsboroughCounty.ORG)>; Lampkin, Timothy <[LampkinT@hillsboroughcounty.org](mailto:LampkinT@hillsboroughcounty.org)>; Timoteo, Rosalina <[TimoteoR@HillsboroughCounty.ORG](mailto:TimoteoR@HillsboroughCounty.ORG)>; Padron, Ingrid <[PadronI@hillsboroughcounty.org](mailto:PadronI@hillsboroughcounty.org)>; Tirado, Sheida <[TiradoS@hillsboroughcounty.org](mailto:TiradoS@hillsboroughcounty.org)>; Williams, Michael <[WilliamsM@HillsboroughCounty.ORG](mailto:WilliamsM@HillsboroughCounty.ORG)>  
Subject: RE MM 22-0313

Good Day All,

Please be advised, we have received and uploaded to Optix **revised documents/plans** for the above mentioned application. Please review and comment.

For further information regarding the change/update please contact the assigned planner.

Planner assigned:

Planner: Timothy Lampkin

Contact: [lampkint@hillsboroughcounty.org](mailto:lampkint@hillsboroughcounty.org)

Have a good one,

**Ashley Rome**

**Planning & Zoning Technician**

Development Services Dept.

---

P: (813) 272-5595

E: [romea@hillsboroughcounty.org](mailto:romea@hillsboroughcounty.org)

W: [HCFLGov.net](http://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.

*Elizabeth Rodriguez & Associates, Inc.  
18156 Sandy Pointe Drive  
Tampa, Florida 33647*

May 24, 2022

Mr. Michael J. Williams, P.E.  
Development Review Director, County Engineer  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Dear Mr. Williams:

**RE: Administrative Variance for Driveway Throat Depth 1441 E. Fletcher – FOLIO #  
035853.0100 RZ 22-0313**

The subject rezoning is a modification to RZ-73- 0351 to allow for second floor apartments at the existing commercial building. Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03.G of the Hillsborough County Land Development Code (LDC), which states:

“G. Operational Characteristics of Access

The driveway should be constructed so that all entering and exiting movements can be accomplished with minimum disruption to traffic flow on the intersecting roadway. For developments having drive-in services, the service area should be far enough from the roadway to ensure adequate vehicle storage space within the property limits, i.e., avoid vehicle backups blocking the service operation and interfering with the safe movement of highway traffic. Where possible, a minimum of 50' (for Type II) or 100' (for Type III or higher) of the driveway throats shall remain free of internal connections or parking spaces which might interfere with the movement of vehicles into or out of the access. The applicant may submit an analysis showing that for his site, a throat of less than 100' is appropriate and will result in no adverse impact to the public roadway system.”

This is also a variance to Section 6.04.04.A of the Hillsborough County Land Development Code (LDC), which states:

Land Use	Driveway Length (in feet)
Small Strip Shopping Center	50

The subject property is in for review, as is shown on the attached **Site Plan and Location Map**. This variance is to request that the developer not be required to meet the above-described throat depth measurement at one of the two project driveways. See **Throat Depth Exhibit**.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO # 035853.0100*
2. Associated Application Numbers: RZ 22-0313
3. Type of Request: *Administrative variance to Section 6.04.03.G and Section 6.04.04.A*
4. Section of the LDC from which the variance is being sought, as well as any associated zoning conditions which require said improvements: *Section 6.04.03.G requires a 50 foot throat depth at the project driveways shown on the site plan, "where possible." Section 6.04.04.A is a table that shows throat depth based upon square footage, and the 50 foot throat depth corresponds to the square footage (60,552 square feet) of this existing center.*
5. Description of what the LDC/zoning conditions require: *A 50 foot throat depth at the proposed 3 project driveways. It is important that the LDC says that this is the requirement, "where possible."*
6. Description of existing roadway conditions (e.g., Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *Fletcher Avenue has an approximately 90-foot right-of-way and four approximately 11-foot lanes with median. The pavement condition appears to be average. There are marked bike lanes and sidewalk on both sides of the roadway. There are currently five driveways serving the center – three onto Fletcher Avenue and two onto 15<sup>th</sup> Street. If the applicant converts the second floor of the building to residential, he will close one driveway onto each roadway – resulting in two driveways onto Fletcher Avenue and one driveway onto 15<sup>th</sup> Street. As the Throat Depth Exhibit indicates, the two Fletcher driveways will have 33 foot throat depths, and the 15<sup>th</sup> Street driveway will have a 13.5 foot throat depth.*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria (a) and (b) – if applicable (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:

a. There is unreasonable burden on the applicant. *This project was first permitted in 1973. It would have to be completely rebuilt to meet these standards, and parking spaces would be lost.*

b. The variance would not be detrimental to the public health, safety, and welfare. *The variance is not expected to be detrimental to the public health, safety, and welfare. The attached Crash Data shows that there is currently no crash problem attributable to these existing throat depths. Since the trip generation is not expected to increase, no new crash problems are anticipated to occur, so it would not be detrimental to the public health, safety, and welfare to not require that these existing throat depths be lengthened.*

c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *In light of the fact that this development was permitted in the seventies and no net increase in trip generation is proposed, and there is no existing nor anticipated crash problem, it would be unreasonable to require the parking lot and driveways to be torn up and reconfigured for throat depth.*

8. Documentation/other attachments: *Attached are throat depth exhibit, site plan, crash data and location map.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.

Sincerely



Elizabeth Rodriguez

---

Based upon the information provided by the application, this request is:

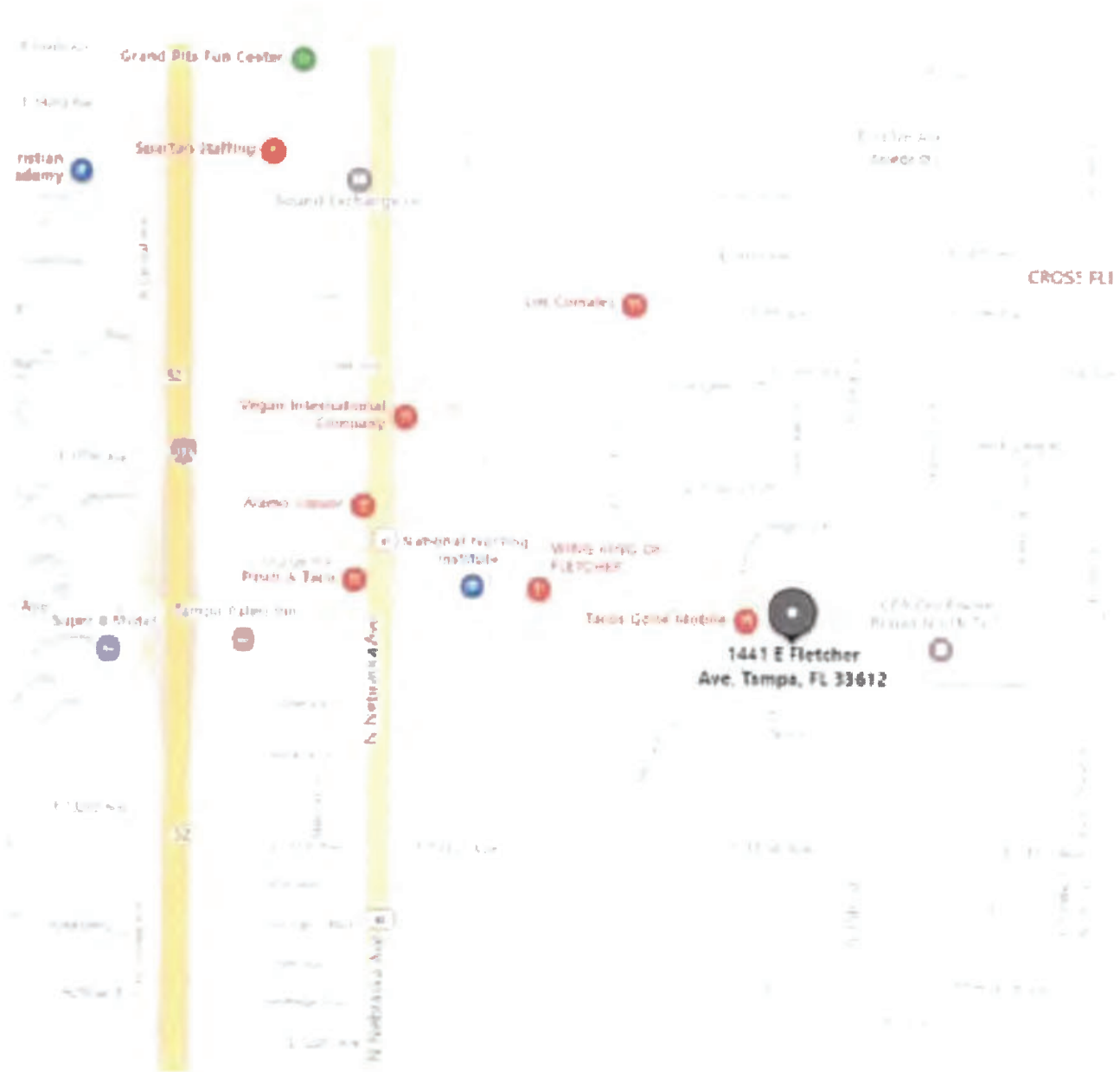
\_\_\_\_\_ Disapproved

\_\_\_\_\_ Approved

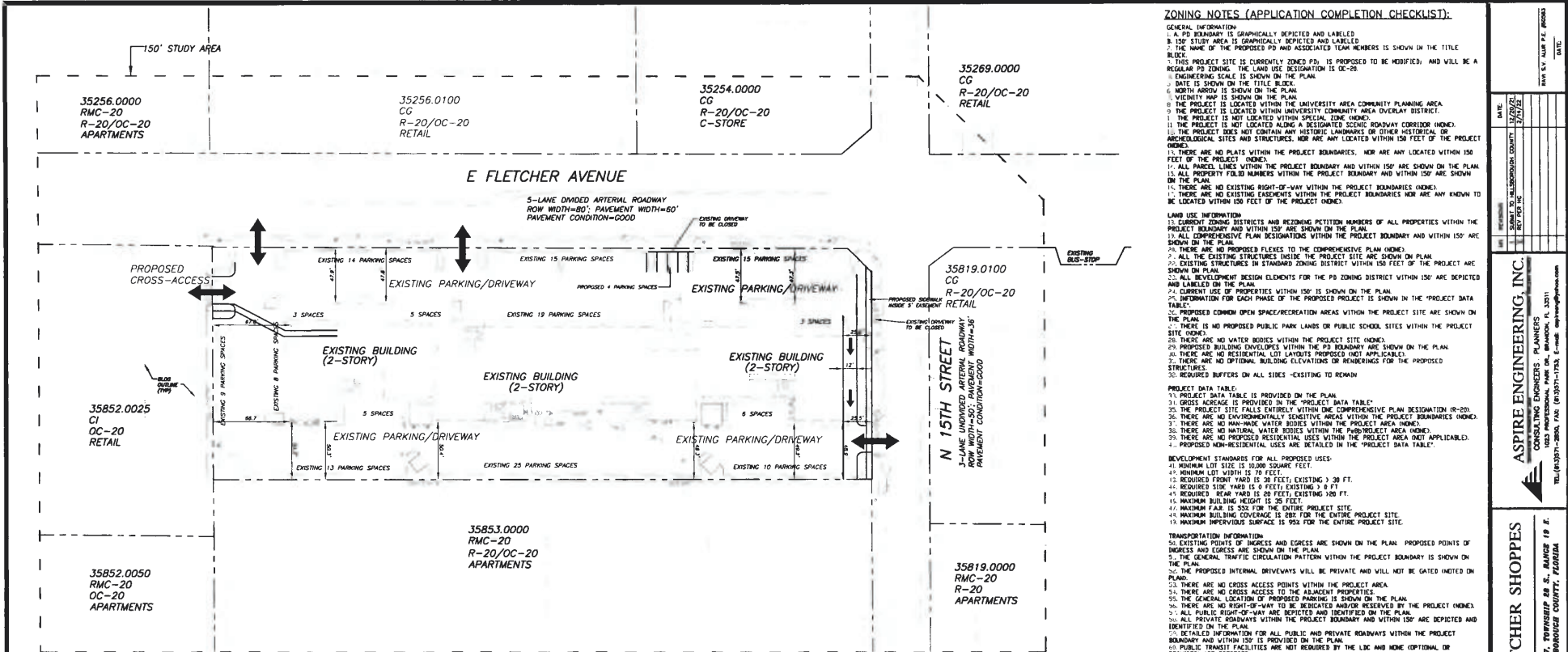
If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E. at (813) 307-1758.

Sincerely,

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



## ***LOCATION MAP***



**ZONING NOTES (APPLICATION COMPLETION CHECKLIST):**

- GENERAL INFORMATION:**
1. PD BOUNDARY IS GRAPHICALLY DEPICTED AND LABELED.
  2. 150' STUDY AREA IS GRAPHICALLY DEPICTED AND LABELED.
  3. THE NAME OF THE PROPOSED PD OR ASSOCIATED TEAM NUMBERS IS SHOWN IN THE TITLE BLOCK.
  4. THIS PROJECT SITE IS CURRENTLY ZONED PD-15 PROPOSED TO BE MODIFIED; AND WILL BE A REGULAR PD ZONING. THE LAND USE DESIGNATION IS OC-20.
  5. ENGINEERING SCALE IS SHOWN ON THE PLAN.
  6. DATE IS SHOWN ON THE PLAN.
  7. NORTH ARROW IS SHOWN ON THE PLAN.
  8. THE PROJECT IS LOCATED WITHIN THE UNIVERSITY AREA COMMUNITY PLANNING AREA.
  9. THE PROJECT IS NOT LOCATED ALONG A DESIGNATED SCENIC ROADWAY CORRIDOR (INDEX).
  10. THE PROJECT IS NOT LOCATED WITHIN SPECIAL ZONE (INDEX).
  11. THE PROJECT DOES NOT CONTAIN ANY HISTORIC LANDMARKS OR OTHER HISTORICAL OR ARCHEOLOGICAL SITES AND STRUCTURES. NOR ARE ANY LOCATED WITHIN 150 FEET OF THE PROJECT (INDEX).
  12. THERE ARE NO PLATS WITHIN THE PROJECT BOUNDARIES. NOR ARE ANY LOCATED WITHIN 150 FEET OF THE PROJECT (INDEX).
  13. ALL PARCEL LINES WITHIN THE PROJECT BOUNDARY AND WITHIN 150' ARE SHOWN ON THE PLAN.
  14. ALL PROPERTY FIELD NUMBERS WITHIN THE PROJECT BOUNDARY AND WITHIN 150' ARE SHOWN ON THE PLAN.
  15. THERE ARE NO EXISTING RIGHT-OF-WAY WITHIN THE PROJECT BOUNDARIES (INDEX).
  16. THERE ARE NO EXISTING EASEMENTS WITHIN THE PROJECT BOUNDARIES NOR ARE ANY KNOWN TO BE LOCATED WITHIN 150 FEET OF THE PROJECT (INDEX).
- LAND USE INFORMATION:**
17. CURRENT ZONING DISTRICTS AND PERMITTED USES OF ALL PROPERTIES WITHIN THE PROJECT BOUNDARY AND WITHIN 150' ARE SHOWN ON THE PLAN.
  18. ALL COMPREHENSIVE PLAN DESIGNATIONS WITHIN THE PROJECT BOUNDARY AND WITHIN 150' ARE SHOWN ON THE PLAN.
  19. THERE ARE NO PROPOSED FLEXES TO THE COMPREHENSIVE PLAN (INDEX).
  20. ALL EXISTING STRUCTURES INSIDE THE PROJECT SITE ARE SHOWN ON PLAN.
  21. EXISTING STRUCTURES IN STANDARD ZONING WITHIN 150' OF THE PROJECT ARE SHOWN ON PLAN.
  22. ALL DEVELOPMENT DESIGN ELEMENTS FOR THE PD ZONING DISTRICT WITHIN 150' ARE DEPICTED AND LABELED ON THE PLAN.
  23. CURRENT USE OF PROPERTIES WITHIN 150' IS SHOWN ON THE PLAN.
  24. INFORMATION FOR EACH PHASE OF THE PROPOSED PROJECT IS SHOWN IN THE PROJECT DATA TABLE.
  25. PROPOSED COMMON OPEN SPACE/RECREATION AREAS WITHIN THE PROJECT SITE ARE SHOWN ON THE PLAN.
  26. THERE IS NO PROPOSED PUBLIC PARK LANDS OR PUBLIC SCHOOL SITES WITHIN THE PROJECT SITE (INDEX).
  27. THERE ARE NO WATER BODIES WITHIN THE PROJECT SITE (INDEX).
  28. PROPOSED BUILDING ENVELOPES WITHIN THE PD BOUNDARY ARE SHOWN ON THE PLAN.
  29. THERE ARE NO RESIDENTIAL LOT LAYOUTS PROPOSED (NOT APPLICABLE).
  30. THERE ARE NO OPTIONAL BUILDING ELEVATIONS OR RENDERINGS FOR THE PROPOSED STRUCTURES.
  31. REQUIRED BUFFERS ON ALL SIDES - EXISTING TO REMAIN
- PROJECT DATA TABLE:**
1. PROJECT DATA TABLE IS PROVIDED ON THE PLAN.
  2. GROSS AREA IS PROVIDED IN THE PROJECT DATA TABLE.
  3. THE PROJECT SITE FALLS ENTIRELY WITHIN ONE COMPREHENSIVE PLAN DESIGNATION (R-20).
  4. THERE ARE NO ENVIRONMENTALLY SENSITIVE AREAS WITHIN THE PROJECT BOUNDARIES (INDEX).
  5. THERE ARE NO NATURAL WATER BODIES WITHIN THE PROJECT AREA (INDEX).
  6. THERE ARE NO NATURAL WATER BODIES WITHIN THE PD/PROJECT AREA (INDEX).
  7. THERE ARE NO PROPOSED RESIDENTIAL USES WITHIN THE PROJECT AREA (NOT APPLICABLE).
  8. PROPOSED NON-RESIDENTIAL USES ARE DETAILED IN THE PROJECT DATA TABLE.
- DEVELOPMENT STANDARDS FOR ALL PROPOSED USES:**
1. MINIMUM LOT SIZE IS 10,000 SQUARE FEET.
  2. MINIMUM LOT WIDTH IS 30 FEET.
  3. REQUIRED FRONT YARD IS 20 FEET (EXISTING > 30 FT).
  4. REQUIRED SIDE YARD IS 6 FEET (EXISTING > 8 FT).
  5. REQUIRED REAR YARD IS 20 FEET (EXISTING > 20 FT).
  6. MAXIMUM BUILDING HEIGHT IS 35 FEET.
  7. MAXIMUM FAR IS 30% FOR THE ENTIRE PROJECT SITE.
  8. MAXIMUM BUILDING COVERAGE IS 25% FOR THE ENTIRE PROJECT SITE.
  9. MAXIMUM IMPERVIOUS SURFACE IS 25% FOR THE ENTIRE PROJECT SITE.
- TRANSPORTATION INFORMATION:**
10. EXISTING POINTS OF ENTRY AND EGRESS ARE SHOWN ON THE PLAN. PROPOSED POINTS OF ENTRY AND EGRESS ARE SHOWN ON THE PLAN.
  11. THE GENERAL TRAFFIC CIRCULATION PATTERN WITHIN THE PROJECT BOUNDARY IS SHOWN ON THE PLAN.
  12. THE PROPOSED INTERNAL DRIVEWAYS WILL BE PRIVATE AND WILL NOT BE GATED (INDEX ON PLAN).
  13. THERE ARE NO CROSS ACCESS POINTS WITHIN THE PROJECT AREA.
  14. THERE ARE NO CROSS ACCESS TO THE ADJACENT PROPERTIES.
  15. THE GENERAL LOCATION OF PROPOSED PARKING IS SHOWN ON THE PLAN.
  16. THERE ARE NO RIGHT-OF-WAY TO BE RESURFACED AND/OR RECEIVED BY THE PROJECT (INDEX).
  17. ALL PUBLIC RIGHT-OF-WAY ARE DEPICTED AND IDENTIFIED ON THE PLAN.
  18. ALL PRIVATE ROADWAYS WITHIN THE PROJECT BOUNDARY AND WITHIN 150' ARE DEPICTED AND IDENTIFIED ON THE PLAN.
  19. DETAILED INFORMATION FOR ALL PUBLIC AND PRIVATE ROADWAYS WITHIN THE PROJECT BOUNDARY AND WITHIN 150' IS PROVIDED ON THE PLAN.
  20. PUBLIC TRANSIT FACILITIES ARE NOT REQUIRED BY THE LDC AND NONE (OPTIONAL OR REQUIRED) ARE PROPOSED.
- UTILITIES INFORMATION:**
21. THE IDENTIFICATION OF PROPOSED WATER AND SEWER SERVICES IS SHOWN IN THE GENERAL NOTES.
- ENVIRONMENTAL INFORMATION:**
22. A GENERAL INTERPRETATION OF WATER BODIES AND OTHER NATURAL PHYSICAL FEATURES IS SHOWN ON THE PLAN.
  23. MAJOR WED OF EXISTING PLANNED DEVELOPMENTS.
  24. THE ENTIRE PROJECT AREA IS PROPOSED TO BE MODIFIED.
  25. A COPY OF THE CURRENT APPROVED CONDITIONS SHOWING REVISIONS IN STRIKE-OUT IS PROVIDED AS A SEPARATE EXHIBIT.

DATE:	12/02/22
PROJECT NO. HILLSBOROUGH COUNTY:	27072
BY:	PLN
DATE:	12/02/22
PROJECT NO. HILLSBOROUGH COUNTY:	27072
BY:	PLN
DATE:	12/02/22
PROJECT NO. HILLSBOROUGH COUNTY:	27072
BY:	PLN

ASPIRE ENGINEERING, INC.  
CONSULTING ENGINEERS - PLANNERS  
1025 PROFESSIONAL PARK DR. WINTER, FL 32781  
TEL: (407) 571-2800, FAX: (407) 571-1521, E-mail: info@aspire-engineering.com

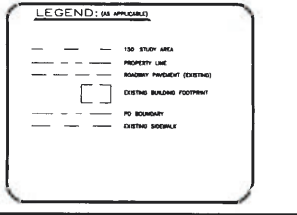
FLETCHER SHOPPES  
SECTION 07, TOWNSHIP 28 S., RANGE 19 E.  
HILLSBOROUGH COUNTY, FLORIDA

GENERAL DEVELOPMENT PLAN  
DEVELOPMENT PLAN  
(OPTION #2)

DATE: 12/12/2021  
DESIGNED BY: RL  
CHECKED BY: RL  
FILE NAME: 210300DP  
PROJECT #: 21-030  
SHEET:  
GDP

**TRANSPORTATION DATA TABLE**

LINE NUMBER	E FLETCHER AVENUE	N 15TH STREET
CLASSIFICATION	ARTERIAL	ARTERIAL
MIN. WIDTH	60 FT	30 FT
MINIMUM OF LANE	3	2
DIVIDE OF LANES	DIVIDE	UNDIVIDE
GRADE TYPE	UNPAVED	UNPAVED
SURFACE CONDITION	ASPH	ASPH
PROPOSED WIDTH	60 FT	30 FT

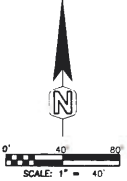


**LEGAL DESCRIPTION**

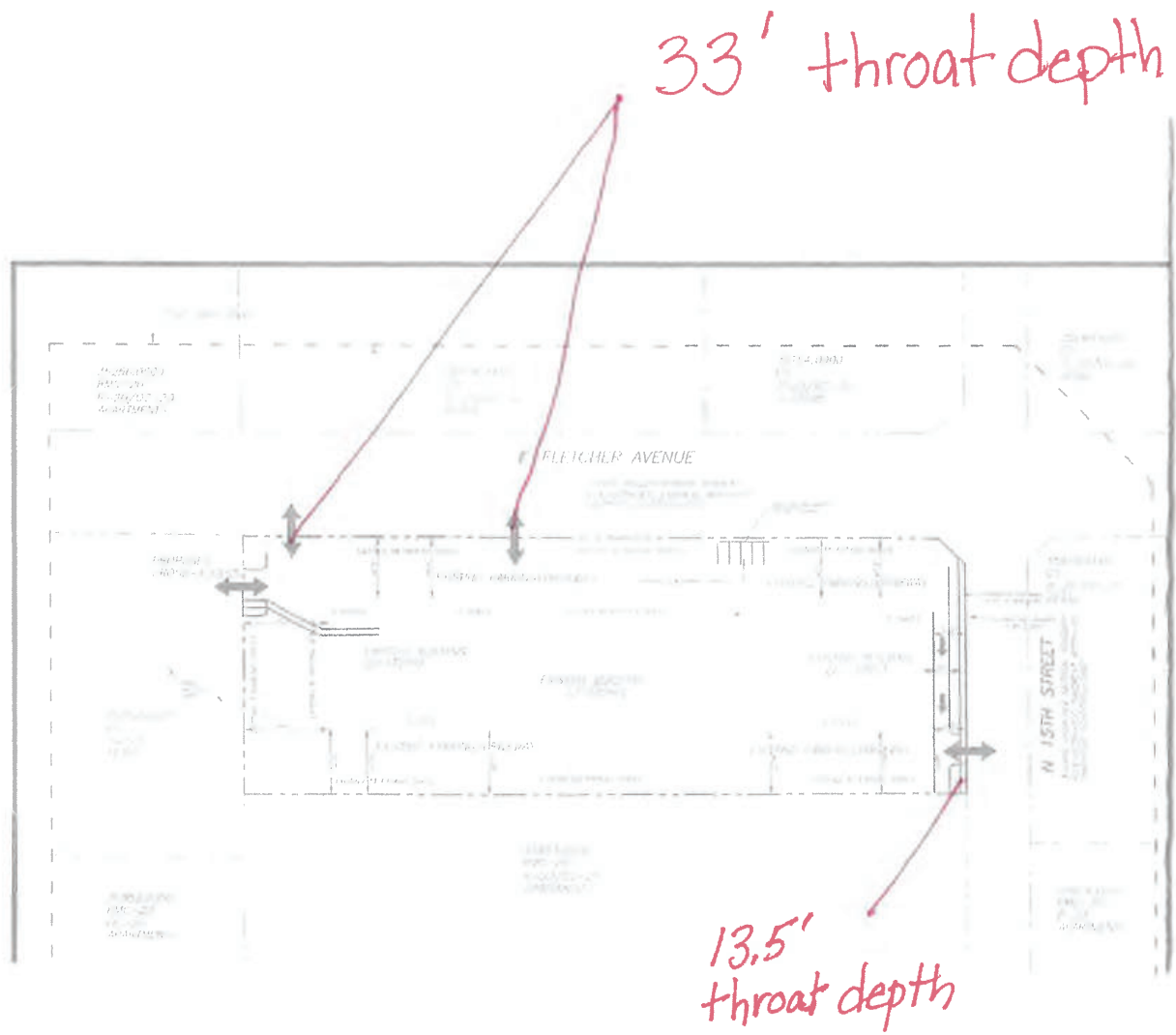
FOR A POINT OF REFERENCE CORNER AT THE NORTH QUARTER CORNER OF SECTION 3, TOWNSHIP 28 SOUTH, RANGE 19 EAST, HILLSBOROUGH COUNTY, FLORIDA. RUN THENCE NORTH 88 DEGREES 33 MINUTES 25 SECONDS WEST ALONG THE NORTHERN BOUNDARY OF SAID SECTION 3, A DISTANCE OF 240.00 FEET TO THE POINT OF BEGINNING. THENCE SOUTH 89 DEGREES 33 MINUTES 25 SECONDS WEST ALONG THE WEST BOUNDARY OF SAID SECTION 3, A DISTANCE OF 300.00 FEET TO THE POINT OF BEGINNING. THENCE SOUTH 89 DEGREES 33 MINUTES 25 SECONDS WEST ALONG THE WEST BOUNDARY OF SAID SECTION 3, A DISTANCE OF 300.00 FEET TO THE POINT OF BEGINNING. THENCE SOUTH 89 DEGREES 33 MINUTES 25 SECONDS WEST ALONG THE WEST BOUNDARY OF SAID SECTION 3, A DISTANCE OF 300.00 FEET TO THE POINT OF BEGINNING. THENCE SOUTH 89 DEGREES 33 MINUTES 25 SECONDS WEST ALONG THE WEST BOUNDARY OF SAID SECTION 3, A DISTANCE OF 300.00 FEET TO THE POINT OF BEGINNING.

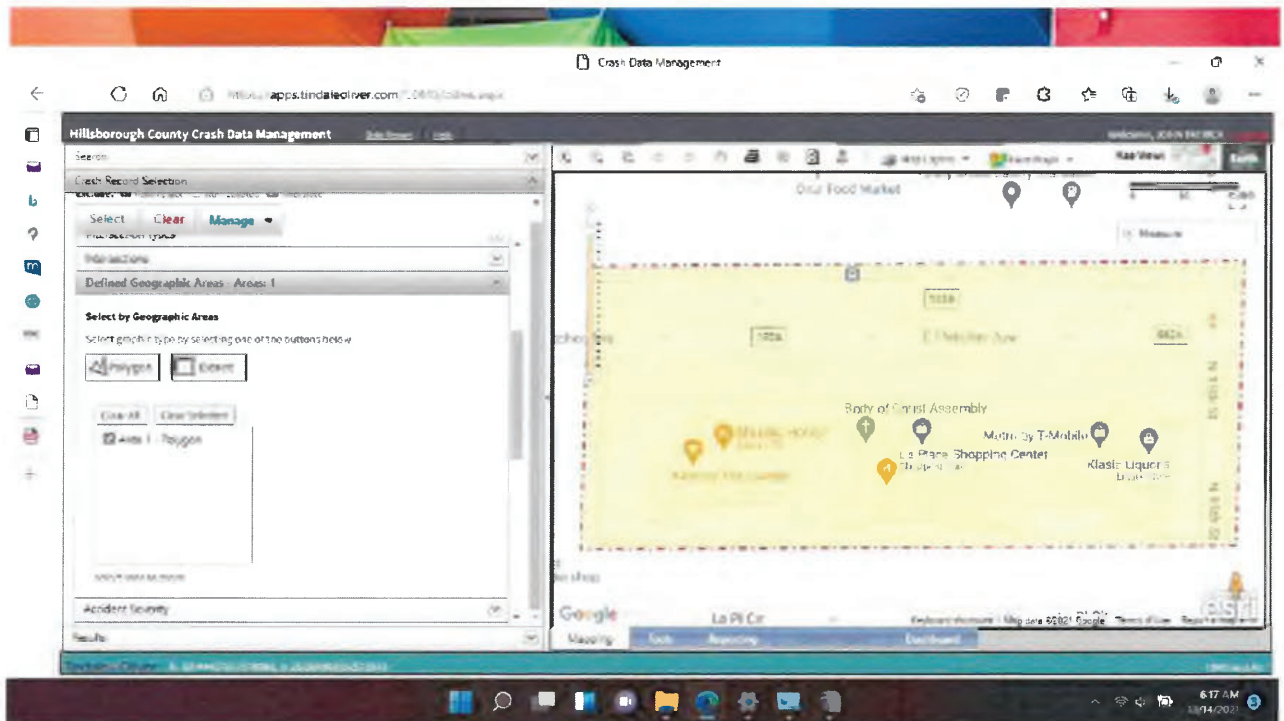
**PROJECT DATA TABLE**

STATE NO.	88883-0100
ADDRESS	FLETCHER SHOPPES, INC. (C/O NATIONAL REALTY GROUP) 1025 N 56TH ST., TAMPA, FL 33617-1531
ENGINEER	ASPIRE ENGINEERING, INC. 1025 PROFESSIONAL PARK DR. WINTER, FL 32781
DEVELOPER	FLETCHER SHOPPES, INC. (C/O NATIONAL REALTY GROUP) 1025 N 56TH ST., TAMPA, FL 33617-1531
SITE AREA	3.88 ACRES
EXISTING ZONING	PD 173-2081
FUTURE LAND USE	OC-20
PROPOSED ZONING	PD 28-0312
PROPOSED USES	RETAIL, OFFICE AND APARTMENTS (28 APARTMENTS)
REQUIRED FRONT YARD	IS 30 FEET (EXISTING = 25.2 FT)
REQUIRED SIDE YARD	IS 6 FEET (EXISTING = 8 FT)
REQUIRED REAR YARD	IS 20 FEET (EXISTING = 20 FT)
MAXIMUM BUILDING HEIGHT	IS 35 FEET
MAXIMUM FAR	IS 30% FOR THE ENTIRE PROJECT SITE
MAXIMUM BUILDING COVERAGE	IS 25% FOR THE ENTIRE PROJECT SITE
MAXIMUM IMPERVIOUS SURFACE	IS 25% FOR THE ENTIRE PROJECT SITE
ENVIRONMENTAL SENSITIVE AREA	0 SF = 0% OF SITE
WATER-MADE WATER BODIES	0 SF = 0% OF SITE
EXISTING/PROPOSED IMPERVIOUS AREA	3.8 ACRES = 95% OF SITE
EXISTING/PROPOSED BUILDING AREA (1ST FLOOR)	= 30,278 SF
PARKING REQUIRED (BASED ON APARTMENTS) = 24 APARTMENTS X 1.5 SPACES PER 1,000 SF OF RETAIL = 3 PER 1,000 SF = 3/1,000(30,278)=153 SPACES	
PARKING REQUIRED (BASED ON APARTMENTS) = 24 APARTMENTS X 1.5 SPACES PER 1,000 SF OF RETAIL = 3 PER 1,000 SF = 3/1,000(30,278)=153 SPACES	
PARKING: EXISTING/PROPOSED=154 SPACES (INCLUDING 8 ADA SPACES)	









Hillsborough County Crash Data Polygon

### **Hillsborough County Crash Data at the Subject Driveways by Year**

#### **2016**

*2016-86566229 right turn from the westernmost driveway on Fletcher Avenue.*

#### **2017**

*2017-85887287 left turn into the westernmost driveway on Fletcher Avenue.*

*2017-87369895 left turn into the westernmost driveway on Fletcher Avenue.*

#### **2018**

*2018-87709159 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2018-88684672 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

#### **2019**

*2019-88689320 left turn from 15<sup>th</sup> Street into driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2019-89128923 left turn from the westernmost driveway on Fletcher Avenue.*

*2019-89131258 no detail - involving easternmost driveway on Fletcher Avenue.*

#### **2020**

*2020-89427543 left turn from the westernmost driveway on Fletcher Avenue.*

#### **2021**

*2021-89444676 no detailed – involved middle driveway on Fletcher Avenue.*

*Elizabeth Rodriguez & Associates, Inc.  
18156 Sandy Pointe Drive  
Tampa, Florida 33647*

May 24, 2022

Mr. Michael J. Williams, P.E.  
Development Review Director, County Engineer  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Dear Mr. Williams:

**RE: Administrative Variance for Number of Driveways 1441 E. Fletcher – FOLIO #  
035853.0100 RZ 22-0313**

The subject rezoning is a modification to RZ-73- 0351 to allow for second floor apartments at the existing commercial building. Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03.I. of the Hillsborough County Land Development Code (LDC), which states that:

*Trip generation of  $430 / 300 = 1.4$ , rounding up to 2 driveways.*

The subject property is in for review, as is shown on the attached **Site Plan and Location Map**. This variance is to request that the developer not be required to meet LDC “Number of Driveways” standards.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO # 035853.0100*
2. Associated Application Numbers: *RZ-22-0313 to Allow Second Story Residential. Note that a variance for “Driveway Spacing” is being submitted concurrently.*
3. Type of Request: *Administrative variance to Section 6.04.03.I*

4. Section of the LDC from which the variance is being sought, as well as any associated zoning conditions which require said improvements: *Relief from LDC Section 6.04.03.1 is sought.*
5. Description of what the LDC/zoning conditions require: *Trip generation of 430 / 300 = 1.4, rounding up to 2 driveways is the required number of driveways. But, there are five existing driveways, but there are three proposed driveways serving numerous businesses and proposed residences.*
6. Description of existing roadway conditions (e.g. Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *Fletcher Avenue has an approximately 90 foot right-of-way and four approximately 11 foot lanes with median. The pavement condition appears to be average. There are marked bike lanes and sidewalk on the both sides of the roadway.*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria (a) and (b) – if applicable (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:
  - a. There is an unreasonable burden on the applicant. *The applicant is simply modifying the zoning to allow residential uses on the second floor of this existing building in addition to the commercial and office uses that are currently allowable. See Site Plan. Since the trip generation associated with residential is lower than that of commercial, an increase of zero (0) net trips is projected. Nonetheless, the applicant is closing 2 of his 5 existing driveways (resulting in 3 driveways). Therefore, it would be an unreasonable burden on the developer in this economically depressed area to incur additional costs of re-configuring the driveways to address a zero (0) trip increase.*
  - b. The variance would not be detrimental to the public health, safety, and welfare. *The variance is not expected to be detrimental to the public health, safety, and welfare because there is no projected increase in trip generation. The driveways will be handling the existing volume of traffic in the proposed scenario. Hillsborough County crash software was used to pull 5 years of crash data in the polygon shown in the attachments. There were 150 crashes within the polygon (crash reports being sent under separate cover) mainly at the Fletcher Avenue/15<sup>th</sup> Street intersection. There were 10 crashes involving the subject driveway during the 5 year period. However, 3 of those were attributable to left-in or left-out movements at the 15<sup>th</sup> Street driveways where the median is being closed; so, that situation is correcting itself. If the remaining 7 crashes are divided by the 5 year time period, this equates to just 1.4 crashes/year, an acceptable level in this dense part of the urban network, especially since none of the crash data reported serious injury or fatalities, probably because of low speeds. Thus, this variance is not expected to be detrimental to the public health, safety and welfare.*
  - c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *This building contains a collection of very small shops and restaurants as well as numerous accesses to the upstairs spaces. Each of the three (3) remaining driveways serves several businesses, or the apartments in the back. It is important that these businesses be afforded every opportunity for success, such as convenient access. They are located in an economically depressed area.*

8. Documentation/other attachments: *Attached are site plan, location map and crash data.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.

Sincerely



Elizabeth Rodriguez

---

Based upon the information provided by the application, this request is:

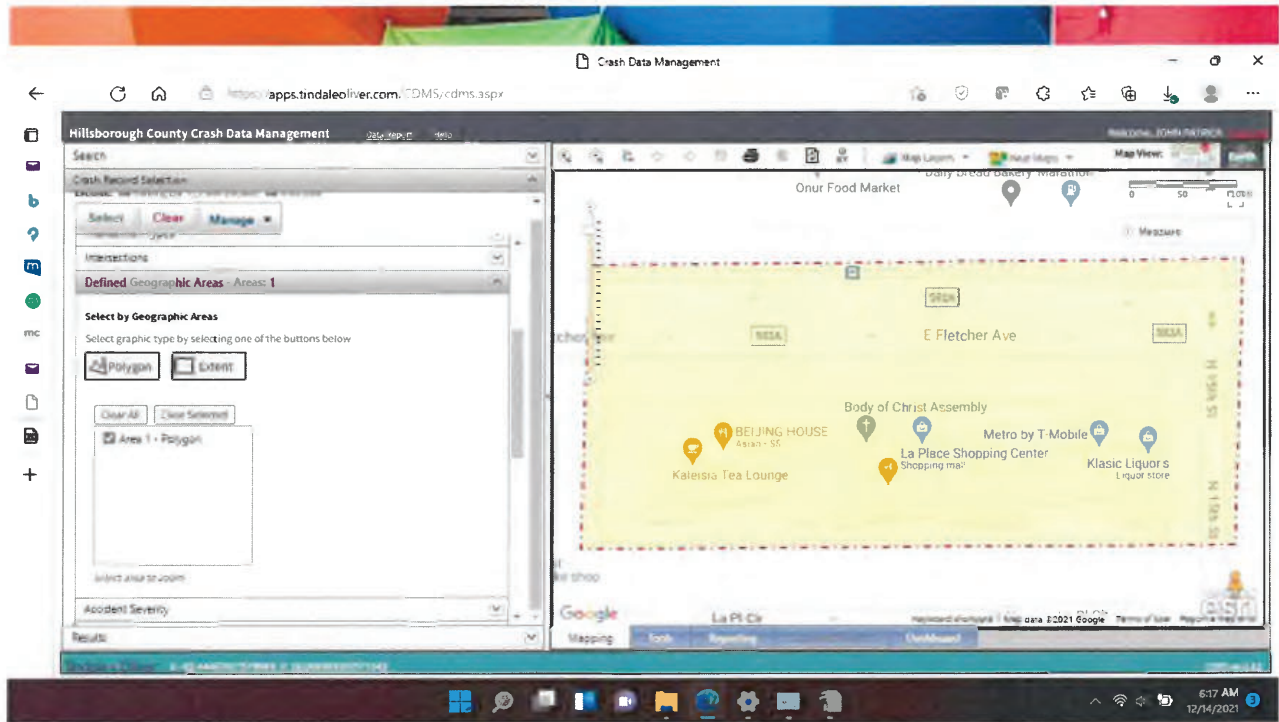
Disapproved

Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E. at (813) 307-1758.

Sincerely,

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



**Hillsborough County Crash Data Polygon**

### **Hillsborough County Crash Data at the Subject Driveways by Year**

**2016**

*2016-86566229 right turn from the westernmost driveway on Fletcher Avenue.*

**2017**

*2017-85887287 left turn into the westernmost driveway on Fletcher Avenue.*

*2017-87369895 left turn into the westernmost driveway on Fletcher Avenue.*

**2018**

*2018-87709159 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2018-88684672 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

**2019**

*2019-88689320 left turn from 15<sup>th</sup> Street into driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2019-89128923 left turn from the westernmost driveway on Fletcher Avenue.*

*2019-89131258 no detail - involving easternmost driveway on Fletcher Avenue.*

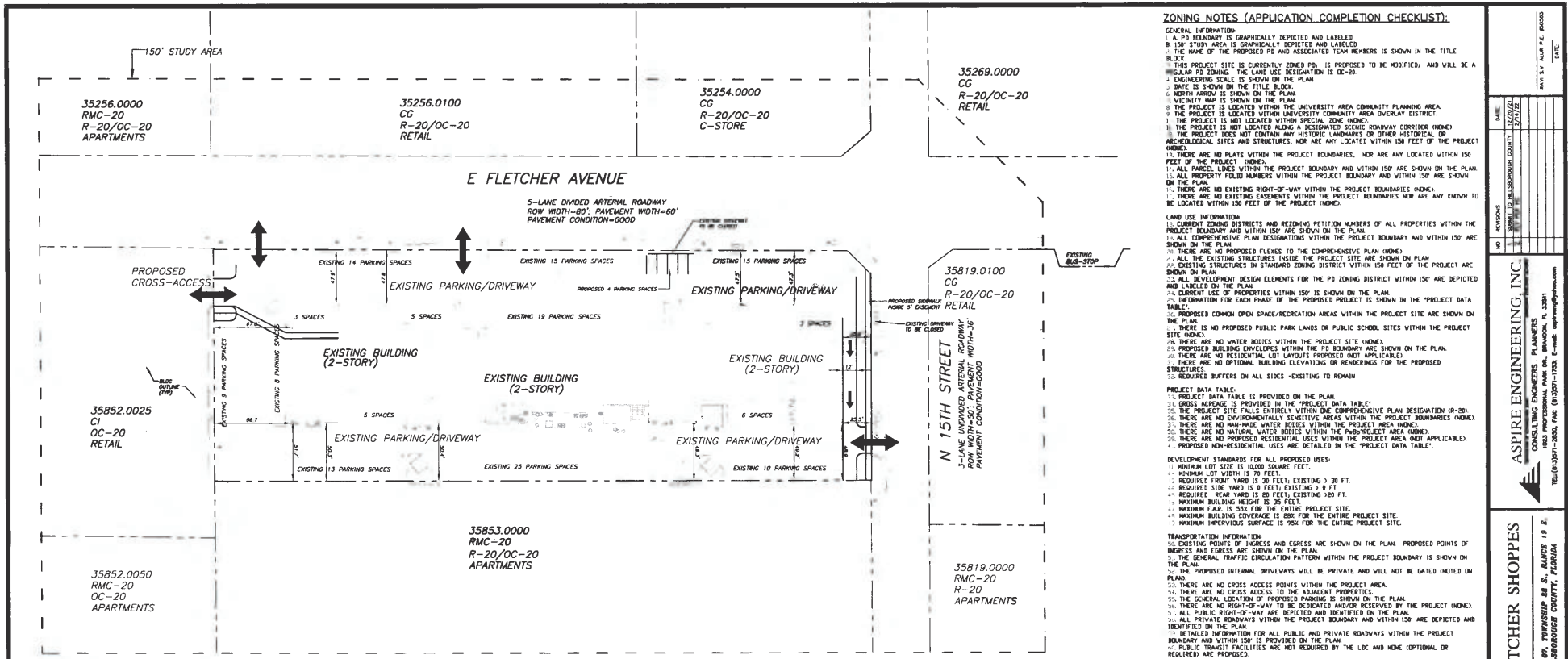
**2020**

*2020-89427543 left turn from the westernmost driveway on Fletcher Avenue.*

**2021**

*2021-89444676 no detailed – involved middle driveway on Fletcher Avenue.*





**ZONING NOTES (APPLICATION COMPLETION CHECKLIST):**

- GENERAL INFORMATION:**
- A PD BOUNDARY IS GRAPHICALLY DEPICTED AND LABELED.
  - 150' STUDY AREA IS GRAPHICALLY DEPICTED AND LABELED.
  - THE NAME OF THE PROPOSED PD AND ASSOCIATED TEAM MEMBERS IS SHOWN IN THE TITLE BLOCK.
  - THIS PROJECT SITE IS CURRENTLY ZONED PD; IS PROPOSED TO BE MODIFIED; AND WILL BE A REGULAR PD ZONING. THE LAND USE DESIGNATION IS OC-20.
  - ENGINEERING SCALE IS SHOWN ON THE PLAN.
  - DATE IS SHOWN ON THE TITLE BLOCK.
  - NORTH ARROW IS SHOWN ON THE PLAN.
  - VICINITY MAP IS SHOWN ON THE TITLE BLOCK.
  - THE PROJECT IS LOCATED WITHIN THE UNIVERSITY AREA COMMUNITY PLANNING AREA.
  - THE PROJECT IS NOT LOCATED WITHIN UNIVERSITY COMMUNITY AREA OVERLAY DISTRICT.
  - THE PROJECT IS NOT LOCATED WITHIN SPECIAL ZONE (INDEX).
  - THE PROJECT IS NOT LOCATED ALONG A DESIGNATED SENIOR ROADWAY CORRIDOR (INDEX).
  - THE PROJECT DOES NOT CONTAIN ANY HISTORIC LANDMARKS OR OTHER HISTORICAL OR ARCHITECTURAL SITES AND STRUCTURES, NOR ARE ANY LOCATED WITHIN 150 FEET OF THE PROJECT (INDEX).
  - THERE ARE NO PLATES WITHIN THE PROJECT BOUNDARIES. NOR ARE ANY LOCATED WITHIN 150 FEET OF THE PROJECT (INDEX).
  - ALL PARCEL LINES WITHIN THE PROJECT BOUNDARY AND WITHIN 150' ARE SHOWN ON THE PLAN.
  - ALL PROPERTY FILED NUMBERS WITHIN THE PROJECT BOUNDARY AND WITHIN 150' ARE SHOWN ON THE PLAN.
  - THERE ARE NO EXISTING RIGHT-OF-WAY WITHIN THE PROJECT BOUNDARIES (INDEX).
  - THERE ARE NO EXISTING EASEMENTS WITHIN THE PROJECT BOUNDARIES NOR ARE ANY KNOWN TO BE LOCATED WITHIN 150 FEET OF THE PROJECT (INDEX).
- LAND USE INFORMATION:**
- CURRENT ZONING DISTRICTS AND REZONING PETITION NUMBERS OF ALL PROPERTIES WITHIN THE PROJECT BOUNDARY AND WITHIN 150' ARE SHOWN ON THE PLAN.
  - ALL COMPREHENSIVE PLAN DESIGNATIONS WITHIN THE PROJECT BOUNDARY AND WITHIN 150' ARE SHOWN ON THE PLAN.
  - THERE ARE NO PROPOSED FLEXES TO THE COMPREHENSIVE PLAN (INDEX).
  - ALL EXISTING STRUCTURES INSIDE THE PROJECT SITE ARE SHOWN ON PLAN.
  - EXISTING STRUCTURES IN STANDING ZONING DISTRICT WITHIN 150' FEET OF THE PROJECT ARE SHOWN ON PLAN.
  - ALL DEVELOPMENT DESIGN ELEMENTS FOR THE PD ZONING DISTRICT WITHIN 150' ARE DEPICTED AND LABELED ON THE PLAN.
  - CURRENT USE OF PROPERTIES WITHIN 150' IS SHOWN ON THE PLAN.
  - INFORMATION FOR EACH PHASE OF THE PROPOSED PROJECT IS SHOWN IN THE 'PROJECT DATA TABLE'.
  - PROPOSED COMMON OPEN SPACE/RECREATION AREAS WITHIN THE PROJECT SITE ARE SHOWN ON THE PLAN.
  - THERE IS NO PROPOSED PUBLIC PARK LANDS OR PUBLIC SCHOOL SITES WITHIN THE PROJECT SITE (INDEX).
  - THERE ARE NO WATER BODIES WITHIN THE PROJECT SITE (INDEX).
  - PROPOSED BUILDING ENVELOPES WITHIN THE PROJECT SITE ARE SHOWN ON THE PLAN.
  - THERE ARE NO RESIDENTIAL LOT LAYOUTS PROPOSED OR APPLICABLE.
  - THERE ARE NO OPTIONAL BUILDING ELEVATIONS OR RENDERINGS FOR THE PROPOSED STRUCTURES.
  - REQUIRED BUFFERS ON ALL SIDES - EXISTING TO REMAIN
- PROJECT DATA TABLE:**
- PROJECT DATA TABLE IS PROVIDED ON THE PLAN.
  - GROSS ACRESAGE IS PROVIDED IN THE 'PROJECT DATA TABLE'.
  - THE PROJECT SITE FALLS ENTIRELY WITHIN ONE COMPREHENSIVE PLAN DESIGNATION (R-20).
  - THERE ARE NO ENVIRONMENTALLY SENSITIVE AREAS WITHIN THE PROJECT BOUNDARIES (INDEX).
  - THERE ARE NO MAJOR WATER BODIES WITHIN THE PROJECT AREA (INDEX).
  - THERE ARE NO NATURAL WATER BODIES WITHIN THE PROJECT AREA (INDEX).
  - THERE ARE NO PROPOSED RESIDENTIAL USES WITHIN THE PROJECT AREA (NOT APPLICABLE).
  - PROPOSED NON-RESIDENTIAL USES ARE DETAILED IN THE 'PROJECT DATA TABLE'.

DATE:	12/02/22
APPROVAL:	
REVISIONS:	
NO:	
BY:	
DATE:	

**ASPIRE ENGINEERING, INC.**  
CONSULTING ENGINEERS - PLANNERS  
1035 PROFESSIONAL PARK DR. TAMPA, FL 33611  
TEL: (813) 777-2020, FAX: (813) 777-1100, EMAIL: info@aspire-engineering.com

**FLETCHER SHOPPES**  
SECTION #7, TOWNSHIP #28 S., RANGE #19 E., HILLSBOROUGH COUNTY, FLORIDA

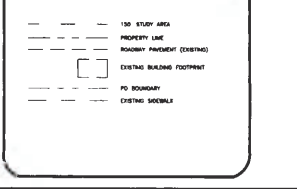
**GENERAL DEVELOPMENT PLAN (OPTION #2)**

DATE: 12/13/2021  
DESIGNED BY: RA  
CHECKED BY: RA  
FILE NAME: 210300P  
PROJECT #: 21-030  
SHEET: GDP

**TRANSPORTATION DATA TABLE**

ROAD NAME	E FLETCHER AVENUE	N 15TH STREET
CLASSIFICATION	ARTERIAL	COLLECTION
ROAD WIDTH	80' FT	50' FT
NUMBER OF LANES	5	2
PAVED OR UNPAVED	PAVED	UNPAVED
SURFACE TYPE	ASPHALT	ASPHALT
SURFACE CONDITION	GOOD	GOOD
EXISTING SIGNAL	NO FT	NO FT

**LEGEND: (AS APPLICABLE)**



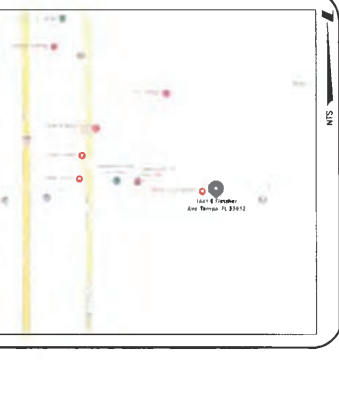
**LEGAL DESCRIPTION**

FOR A PART OF REFERENCE CORNER AT THE NORTH QUARTER CORNER OF SECTION 7, TOWNSHIP 28 SOUTH RANGE 19 EAST, RANGE WITH THE NORTH BOUNDARY OF SECTION 7, NORTH 88 DEGREES 15 MINUTES 12 SECONDS WEST 300 FEET FROM THE INTERSECTION OF WEST RIGHT-OF-WAY LINE OF 13TH STREET SOUTH QUARTER SECTION ONE, SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST 40 FEET FOR A POINT OF BEGINNING. THENCE WITH THE WEST RIGHT-OF-WAY LINE OF 13TH STREET SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST 100 FEET TO A POINT OF BEGINNING. THENCE WITH THE SOUTH RIGHT-OF-WAY LINE OF FLETCHER AVENUE, THENCE WITH S&B RIGHT-OF-WAY LINE SOUTH 88 DEGREES 00 MINUTES 12 SECONDS EAST 100 FEET TO THE POINT OF BEGINNING. ALSO LESS THAT PART OF THE TRACT FIRST DESCRIBED ABOVE, LYING WITHIN THE FOLLOWING DESCRIBED BOUNDARIES:  
 THAT PORTION OF THE PROPERTY DESCRIBED ABOVE LYING WITHIN 63.5 FEET SOUTHWESTLY OF THE S&B RIGHT-OF-WAY LINE OF FLETCHER AVENUE, (S&B-1) AND HILLSBOROUGH COUNTY PROJECT NO. 21-030, A PORTION OF SAID S&B RIGHT-OF-WAY LINE.  
 BEING SAID SURVEY LINE AT A BARRIADA SPINE (21A, 814320) MARKING THE SOUTHWEST CORNER OF SECTION 7, TOWNSHIP 28 SOUTH RANGE 19 EAST. SAID POINT LYING NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST 2,000 FEET FROM THE SOUTHWEST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION. THENCE RUN SOUTH 88 DEGREES 00 MINUTES 00 SECONDS EAST A DISTANCE OF 2,000 FEET TO THE POINT OF BEGINNING. THENCE WITH THE WEST RIGHT-OF-WAY LINE OF 13TH STREET SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST 100 FEET TO A POINT ON THE EXISTING WESTLY RIGHT-OF-WAY LINE FOR 13TH STREET FOR A POINT OF BEGINNING. THENCE SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST ALONG SAID RIGHT-OF-WAY LINE 200 FEET. THENCE NORTH 88 DEGREES 00 MINUTES 00 SECONDS WEST 20 FEET. THENCE SOUTH 88 DEGREES 00 MINUTES 00 SECONDS EAST 200 FEET TO THE POINT OF BEGINNING.  
 ALSO LESS THAT PART OF THE TRACT FIRST DESCRIBED ABOVE, LYING WITHIN THE FOLLOWING DESCRIBED BOUNDARIES:  
 CONSISTENT AT THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 28 SOUTH RANGE 19 EAST HILLSBOROUGH COUNTY FLORIDA. RUN THENCE NORTH 88 DEGREES 00 MINUTES 00 SECONDS WEST ALONG THE NORTHERN BOUNDARY OF SAID SECTION 7, A DISTANCE OF 180 FEET. THENCE SOUTH 88 DEGREES 00 MINUTES 00 SECONDS WEST ALONG SAID RIGHT-OF-WAY LINE 200 FEET. THENCE NORTH 88 DEGREES 00 MINUTES 00 SECONDS WEST 20 FEET. THENCE SOUTH 88 DEGREES 00 MINUTES 00 SECONDS EAST 200 FEET TO THE POINT OF BEGINNING.  
 ALSO LESS EXISTING RIGHT-OF-WAY FOR FLETCHER AVE.

**PROJECT DATA TABLE**

PLANNING NO.	035463-0100
APPLICABLE:	FLETCHER SHOPPES INC (C) WATSON/RE REALTY GROUP 1202 N 54TH ST, TAMPA, FL 33617-1521
OWNER:	ASPIRE ENGINEERING, INC 1035 PROFESSIONAL PARK DR TAMPA, FL 33611 PH: (813) 777-2020
DEVELOPER:	FLETCHER SHOPPES INC (C) WATSON/RE REALTY GROUP 1202 N 54TH ST, TAMPA, FL 33617-1521
SITE AREA:	2.83 ACRES
EXISTING ZONING:	PD (21-0313)
FUTURE LAND USE:	OC-20
PROPOSED ZONING:	PD-21-0313
PROPOSED USE:	RETAIL, OFFICE AND APARTMENTS (28 APARTMENTS)
REQUIRED FRONT YARD SETBACK:	25.2 FT
REQUIRED SIDE YARD SETBACK:	10 FT
REQUIRED REAR YARD SETBACK:	20 FT
MINIMUM BUILDING HEIGHT:	12 FT
MINIMUM BUILDING COVERAGE:	35%
MAXIMUM BUILDING COVERAGE:	65%
MAXIMUM IMPERVIOUS SURFACE:	95%
ENVIRONMENTAL SENSITIVE AREA:	0 SF = 0% OF SITE
NATURAL WATER BODIES:	0 SF = 0% OF SITE
EXISTING/PROPOSED IMPERVIOUS AREA:	2.3 ACRES = 95% OF SITE
EXISTING/PROPOSED BUILDING AREA (ALL FLOORS):	20,274 SF
EXISTING/PROPOSED BUILDING AREA (ALL FLOORS):	80,243 SF
PARKING REQUIRED (BASED ON RETAIL) = 3 PER 1,000 SF = 37,629/3748-123 SPACES	
PARKING REQUIRED (BASED ON APARTMENTS) = 1.5 PER 1,000 SF = 42,408/4248-158 SPACES	
PARKING EXISTING/PROPOSED-154 SPACES (INCLUDING ADA SPACES)	

**LOCATION MAP**



**GENERAL NOTES:**

- THERE ARE NO JURISDICTIONAL WETLANDS EXIST INSIDE.
- THIS PROJECT SITE IS LOCATED IN ZONED PD AND IS NOT FOUND ON THE FIRM MAP COMMUNITY-PANEL NUMBER 15057T, 8004 N, DATED AUGUST 28, 2008.
- POTABLE WATER AND SANITARY SERVICES WILL BE PROVIDED BY CITY OF TAMPA AND ARE LOCATED ADJACENT TO THE SITE IN THE EXISTING ROW.
- DEVELOPMENT OF THE SITE IS EXPECTED TO OCCUR IN ONE PHASE.
- THE OWNER/DEVELOPER AGREES TO CONFORM TO THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE REGULATIONS AND TO MAINTAIN AND OPERATE SUCH FACILITIES AND SERVICES AS ARE FOR COMMON USE.

*Elizabeth Rodriguez & Associates, Inc.  
18156 Sandy Pointe Drive  
Tampa, Florida 33647*

May 24, 2022

Mr. Michael J. Williams, P.E.  
Development Review Director, County Engineer  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Dear Mr. Williams:

**RE: Administrative Variance for Driveway Spacing - 1441 E. Fletcher – FOLIO # 035853.0100  
RZ 22-0313**

The subject rezoning is a modification to RZ-73- 0351 to allow for second floor apartments at the existing commercial building. Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03.07 of the Hillsborough County Land Development Code (LDC), which states:

*Sec. 6.04.07. - Table: Minimum Spacing – CLASS 5 – 245 foot spacing (35 mph posted speed).*

The subject property is in for review, as is shown on the attached **Site Plan and Location Map**. This variance is to request that the developer not be required to meet LDC driveway spacing.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO # 035853.0100*
2. Associated Application Numbers: *RZ-22-0313 to Allow Second Story Residential. Note that a variance for "Number of Driveways" is being submitted concurrently.*
3. Type of Request: *Administrative variance to Section 6.04.07*
4. Section of the LDC from which the variance is being sought, as well as any associated zoning

conditions which require said improvements: *Relief from LDC Section 6.04.07 is sought.*

5. Description of what the LDC/zoning conditions require: *The posted speed on this link of Fletcher Avenue is 35 mph, and Section 6.04.07 requires the existing driveways to be 245 feet from the other driveways/intersections. However, the driveway spacing does not meet this standard (See **Driveway Spacing Exhibit**). This exhibit shows the existing driveway locations and spacing. If the developer ends of exercising the “do nothing” option, he will not construct the second floor apartments and the driveway configuration will remain “as is.”*

*However, if he does construct the second floor apartments, he has committed to closing the easternmost driveway on Fletcher Avenue and the northern driveway on 15<sup>th</sup> Street. Even if these two driveways are closed, the remaining driveways still do not meet the required 245 foot spacing. As the exhibit indicates, on Fletcher Avenue, the westernmost driveway would still be about 118 feet from the driveway to the west on the adjoining property; the spacing between the two remaining driveways on Fletcher Avenue would still be 144 feet. However, if the easternmost driveway on Fletcher Avenue is closed, the distance between the intersection and the middle driveway (which would become the eastern driveway) would meet spacing at a distance of approximately 341 feet.*

*On 15<sup>th</sup> Street, the exhibit shows that the driveways do not currently meet the required 245 foot spacing. Even with the northern driveway on 15<sup>th</sup> Street closed, the remaining (southern) driveway does not meet spacing in either direction. The remaining driveway would still be 52 feet from the apartment driveway to the south and approximately 150 feet from the Fletcher Avenue/15<sup>th</sup> Street intersection.*

6. Description of existing roadway conditions (e.g., Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *Fletcher Avenue has an approximately 90-foot right-of-way and four approximately 11-foot lanes with median. The pavement condition appears to be average. There are marked bike lanes and sidewalk on both sides of the roadway.*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria (a) and (b) – if applicable (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:
  - a. There is an unreasonable burden on the applicant. *The applicant is simply modifying the zoning to allow residential uses on the second floor of this existing building in addition to the commercial and office uses that are currently allowable. Since the trip generation associated with residential is lower than that of commercial, an increase of zero (0) net trips is projected. Therefore, it would be an unreasonable burden on the developer in this economically depressed area to incur additional costs of re-configuring the driveways to address a zero (0) trip increase more than he already is by agreeing to remove the northern driveway on 15<sup>th</sup> Street and the easternmost driveway on Fletcher Avenue if he proceeds with the option to convert the second floor to apartments.*
  - b. The variance would not be detrimental to the public health, safety, and welfare. *The variance is not expected to be detrimental to the public health, safety, and welfare because there is no projected increase in trip generation. The driveways will be handling the existing*

*volume of traffic in the proposed scenario. Hillsborough County crash software was used to pull 5 years of crash data in the polygon shown in the attachments. There were 150 crashes within the polygon (crash reports being sent under separate cover) mainly at the Fletcher Avenue/15<sup>th</sup> Street intersection. There were 10 crashes involving the subject driveway during the 5-year period. However, 3 of those were attributable to left-in or left-out movements at the 15<sup>th</sup> Street driveways where the median is being closed; so, that situation is correcting itself. If the remaining 7 crashes are divided by the 5-year time period, this equates to just 1.4 crashes/year, an acceptable level in this dense part of the urban network, especially since none of the crash data reported serious injury or fatalities, probably because of low speeds. Thus, this variance is not expected to be detrimental to the public health, safety, and welfare. Note that if the two above-described driveways are closed, this represents an improvement in driveway spacing over the existing condition.*

c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall consider the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *If the developer goes forward with constructing the apartments and closes the two above-described driveways, the remaining 15<sup>th</sup> Street driveway will serve the proposed apartments. The two remaining Fletcher Avenue driveways will serve the numerous small shops on the property. It is important that these businesses be afforded every opportunity for success, such as convenient access. They are in an economically depressed area.*

8. Documentation/other attachments: *Attached are site plan, location map, spacing exhibit, and crash data.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.

Sincerely



Elizabeth Rodriguez

---

Based upon the information provided by the application, this request is:

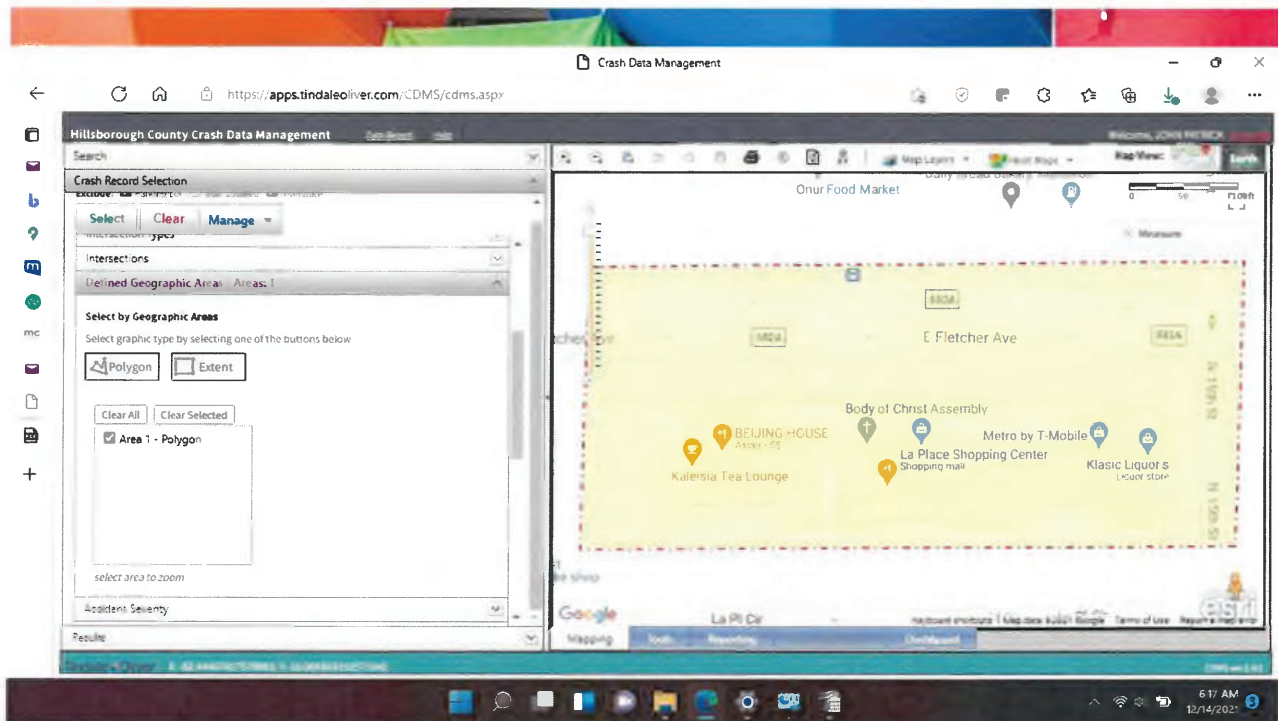
Disapproved

Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E. at (813) 307-1758.

Sincerely,

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



**Hillsborough County Crash Data Polygon**

### **Hillsborough County Crash Data at the Subject Driveways by Year**

**2016**

*2016-86566229 right turn from the westernmost driveway on Fletcher Avenue.*

**2017**

*2017-85887287 left turn into the westernmost driveway on Fletcher Avenue.*

*2017-87369895 left turn into the westernmost driveway on Fletcher Avenue.*

**2018**

*2018-87709159 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2018-88684672 left turn from 15<sup>th</sup> Street driveway – note that median is being closed on 15<sup>th</sup> Street.*

**2019**

*2019-88689320 left turn from 15<sup>th</sup> Street into driveway – note that median is being closed on 15<sup>th</sup> Street.*

*2019-89128923 left turn from the westernmost driveway on Fletcher Avenue.*

*2019-89131258 no detail - involving easternmost driveway on Fletcher Avenue.*

**2020**

*2020-89427543 left turn from the westernmost driveway on Fletcher Avenue.*

**2021**

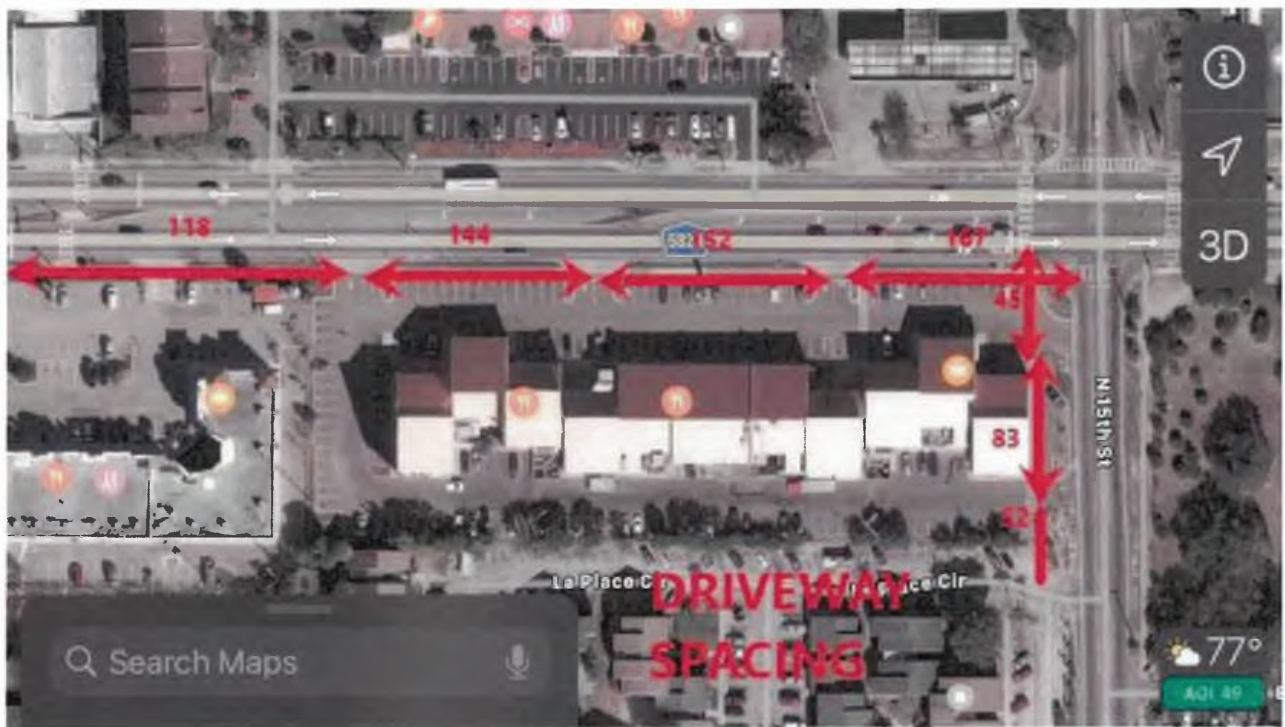
*2021-89444676 no detailed – involved middle driveway on Fletcher Avenue.*





Location Map





*Elizabeth Rodriguez & Associates, Inc.*  
*18156 Sandy Pointe Drive*  
*Tampa, Florida 33647*

May 24, 2022

Mr. Michael J. Williams, P.E.  
Development Review Director, County Engineer  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Dear Mr. Williams:

**RE: Substandard Roadway Administrative Variance (15<sup>th</sup> Street) - 1441 E. Fletcher – FOLIO # 035853.0100 RZ 22-0313**

The subject rezoning is a modification to RZ-73- 0351 to allow for second floor apartments at the existing commercial building. Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03.L(1) of the Hillsborough County Land Development Code (LDC), which states:

“Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.” The “standards for new roadways” to which this section of the LDC refers are included in the Hillsborough County Transportation Technical Manual (TTM). The TTM mandates Typical Section 3 (TS-3) for this local roadway.

The subject property is in for review as is shown on the attached **Site Plan** and **Location Map**. This variance is to request that the developer not be required to bring 15<sup>th</sup> Street up to TS-3 standards.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO # 035853.0100*
2. Associated Application Numbers: *Modification to RZ-73- 0351 to Allow Second Story Residential.*

3. Type of Request: *Administrative variance to Section 6.04.03.L(1)*
4. Section of the LDC from which the variance is being sought, as well as any associated zoning conditions which require said improvements: *Relief from LDC Section 6.04.03.L(1) is sought.*
5. Description of what the LDC/zoning conditions require: *The LDC requires 15<sup>th</sup> to be fully standard.*
6. Description of existing roadway conditions (e.g., Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *15<sup>th</sup> Street aeriels are attached. There is approximately 70 feet of right of way. There are 12 foot lanes and sidewalk on the east side of the street (and being constructed on the subject side of the street as part of the project.)*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria (a) and (b) – if applicable (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:
  - a. There is an unreasonable burden on the applicant. *The applicant is simply modifying the zoning to allow residential uses on the second floor of this existing building in addition to the commercial and office uses that are currently allowable. Since the trip generation associated with residential is lower than that of commercial, an increase of zero (0) net trips is projected. Nonetheless, he already agrees to close 2 of his 5 existing driveways (resulting in 3 driveways). Therefore, it would be an unreasonable burden on the developer in this economically depressed area to incur additional costs of upgrading 15<sup>th</sup> Street. Note also that the same developer is closing the 15<sup>th</sup> Street median as part of his other project on the other side of 15<sup>th</sup> Street.*
  - b. The variance would not be detrimental to the public health, safety, and welfare. *The variance is not expected to be detrimental to the public health, safety, and welfare because there is no projected increase in trip generation. The roadway will be handling the existing volume of traffic in the proposed scenario. 15<sup>th</sup> Street already has many of the elements of a TS3 roadway, such as the 12 foot travel lanes that are required for a TS3 section, and while there are no bike lanes, the developer is constructing sidewalk along his 15<sup>th</sup> Street frontage to accommodate existing and anticipated pedestrian traffic. Thus, this variance is not expected to be detrimental to the public health, safety, and welfare.*
  - c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall consider the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *As explained above, it would not be reasonable to force the developer to upgrade 15<sup>th</sup> Street for zero (0) new trips.*
8. Documentation/other attachments: *Attached are site plan, location map and aeriels.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.

Sincerely



Elizabeth Rodriguez

---

Based upon the information provided by the application, this request is:

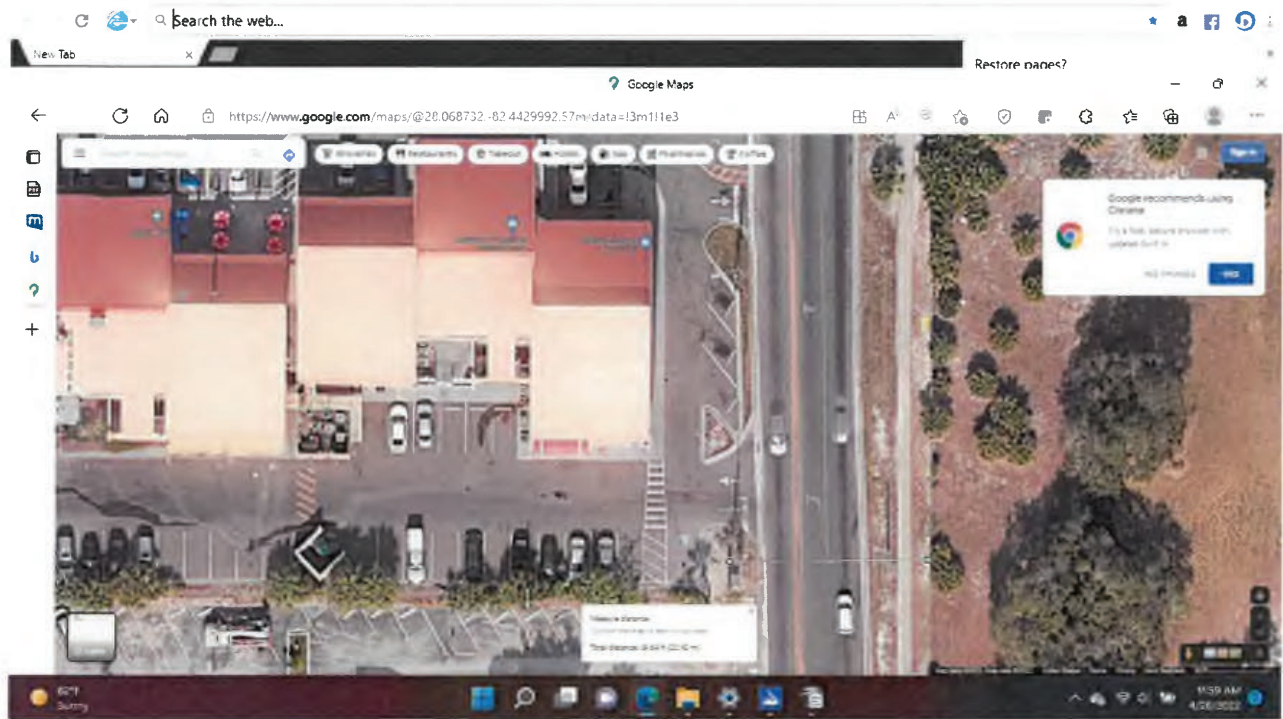
Disapproved

Approved

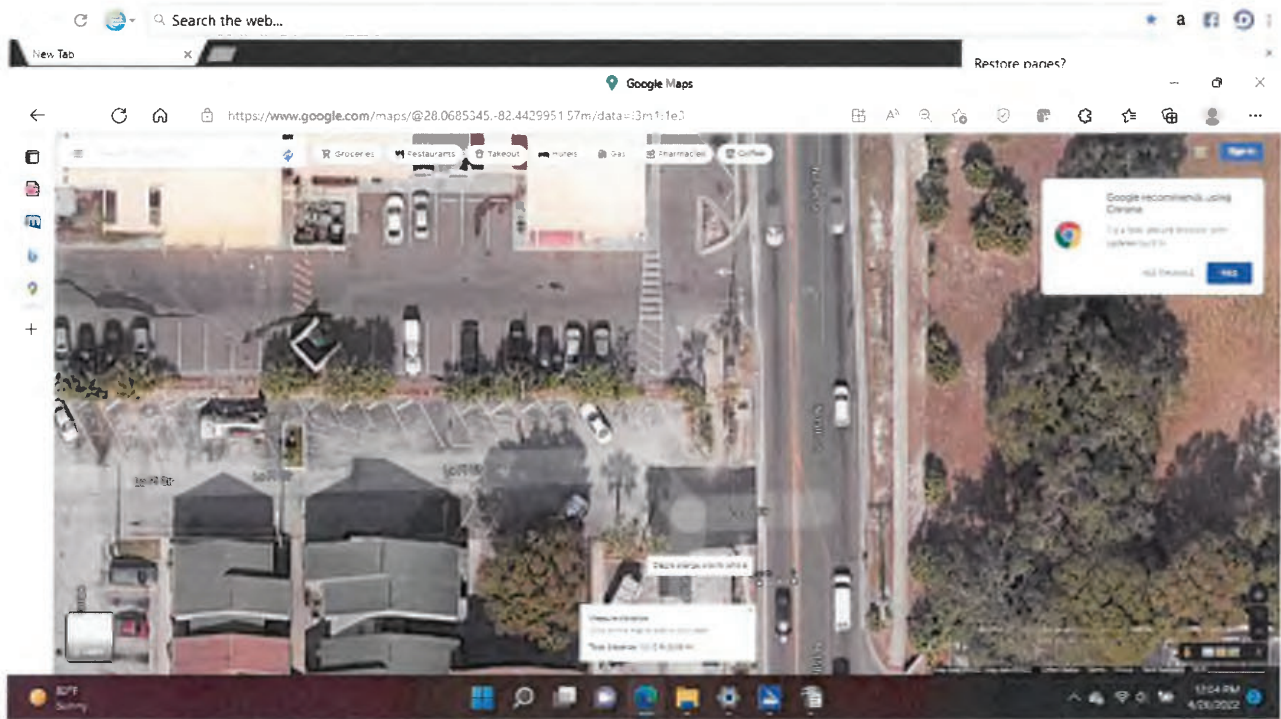
If there are any further questions or you need clarification, please contact Benjamin Kniesly, P.E. at (813) 307-1758.

Sincerely,

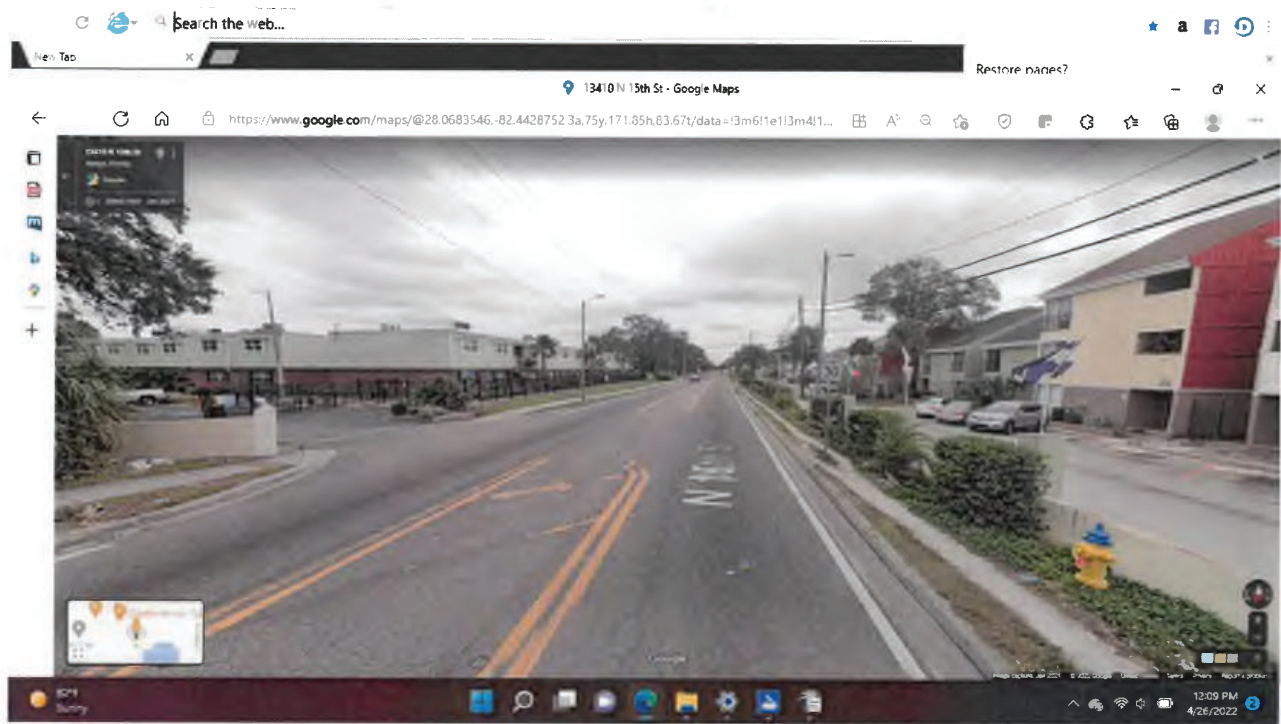
Michael J. Williams, P.E.  
Hillsborough County Engineer



**70 foot ROW**



**12 foot lane widths**



**Pavement Condition – Average (cracking)**







Location Map

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
E. Fletcher Ave.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
N. 15 <sup>th</sup> St.	County Collector - 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
	Choose an item.	Choose an item: Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item: Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Option 1) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,297	143	399
Proposed	3,297	143	399
Difference (+/-)	No Change	No Change	No Change

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

Project Trip Generation (Option 2) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,297	143	399
Proposed	1,838	83	214
Difference (+/-)	(-) 1,459	(-) 60	(-) 185

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

Connectivity and Cross Access (Option 2) <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	None	Meets LDC
South		None	Pedestrian	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West		None	Vehicular & Pedestrian	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Throat Depth	Administrative Variance Requested	Approvable
Number of Access Connections	Administrative Variance Requested	Approvable
Spacing of Access Connections	Administrative Variance Requested	Approvable

### Transportation Comment Sheet

N. 15 <sup>th</sup> St. – Substandard Road	Administrative Variance Requested	Approvable
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	



**PARTY OF  
RECORD**

## Rome, Ashley

---

**From:** Zoning Intake-DSD  
**Sent:** Friday, June 17, 2022 7:30 AM  
**To:** Timoteo, Rosalina  
**Cc:** Rome, Ashley  
**Subject:** FW: Letter of Support MM 22-0313  
**Attachments:** Support .docx

### Clare Odell

#### Planning & Zoning Technician

Development Services Department (DSD)

---

**P:** (813) 276-8680 | **VoIP:** 39680

**M:** (813) 272-5600

**E:** [odellcl@hillsboroughcounty.org](mailto:odellcl@hillsboroughcounty.org)

**W:** [HillsboroughCounty.Org](http://HillsboroughCounty.Org)

---

#### 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:** Patricia Ortiz <[ortizplanningsolutions@gmail.com](mailto:ortizplanningsolutions@gmail.com)>  
**Sent:** Thursday, June 16, 2022 4:57 PM  
**To:** Zoning Intake-DSD <[ZoningIntake-DSD@hillsboroughcounty.org](mailto:ZoningIntake-DSD@hillsboroughcounty.org)>  
**Subject:** Letter of Support MM 22-0313

**External email:** Use caution when clicking on links, opening attachments or replying to this email.

Hi Clare,  
Please add this letter of support to the file for MM 22-0313

Patricia Ortiz, AICP  
Ortiz Planning Solutions, LLC  
2810 N Central Unit B  
Tampa FL 33602  
813-817-8492





June 16, 2022

Ms. Patricia Ortiz, AICP  
2810 N Central Ave  
Tampa FL 33602

**RE: MM 22-0313**

**Dear Ms. Ortiz,**

**I have reviewed the file for Major Modification MM 22-0313 and Soaring City !p supports both development options of this project**

**This zoning modification intends to redevelop and older commercial establishment in a manner which complies with market trends and the redevelopment strategy of the University Area.**

**As existing the property functions as a business incubator and offers the community a diverse mix of office and retail uses. The introduction of 28 new apartment is appropriate considering the proximity to mass transit, nearness to employment centers, and the demonstrated need for housing in the University Area**

**Redevelopment as proposed is in harmony with the goals and objectives of Tampa !nnovation Partnership and has my full support.**

**Sincerely,**

*Eric Larson*

**Eric Larson**  
COO Soaring City !p





## Rome, Ashley

---

**From:** Zoning Intake-DSD  
**Sent:** Friday, June 17, 2022 7:30 AM  
**To:** Timoteo, Rosalina  
**Cc:** Rome, Ashley  
**Subject:** FW: Letter of Support MM 22-0313  
**Attachments:** Support .docx

### Clare Odell

#### Planning & Zoning Technician

Development Services Department (DSD)

---

**P:** (813) 276-8680 | **VoIP:** 39680

**M:** (813) 272-5600

**E:** [odellcl@hillsboroughcounty.org](mailto:odellcl@hillsboroughcounty.org)

**W:** [HillsboroughCounty.Org](http://HillsboroughCounty.Org)

---

#### 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:** Patricia Ortiz <[ortizplanningsolutions@gmail.com](mailto:ortizplanningsolutions@gmail.com)>  
**Sent:** Thursday, June 16, 2022 4:57 PM  
**To:** Zoning Intake-DSD <[ZoningIntake-DSD@hillsboroughcounty.org](mailto:ZoningIntake-DSD@hillsboroughcounty.org)>  
**Subject:** Letter of Support MM 22-0313

**External email:** Use caution when clicking on links, opening attachments or replying to this email.

Hi Clare,  
Please add this letter of support to the file for MM 22-0313

Patricia Ortiz, AICP  
Ortiz Planning Solutions, LLC  
2810 N Central Unit B  
Tampa FL 33602  
813-817-8492





June 16, 2022

Ms. Patricia Ortiz, AICP  
2810 N Central Ave  
Tampa FL 33602

**RE: MM 22-0313**

**Dear Ms. Ortiz,**

**I have reviewed the file for Major Modification MM 22-0313 and Soaring City !p supports both development options of this project**

**This zoning modification intends to redevelop and older commercial establishment in a manner which complies with market trends and the redevelopment strategy of the University Area.**

**As existing the property functions as a business incubator and offers the community a diverse mix of office and retail uses. The introduction of 28 new apartment is appropriate considering the proximity to mass transit, nearness to employment centers, and the demonstrated need for housing in the University Area**

**Redevelopment as proposed is in harmony with the goals and objectives of Tampa !nnovation Partnership and has my full support.**

**Sincerely,**

*Eric Larson*

**Eric Larson**  
COO Soaring City !p

