



Rezoning Application: PD 21-0557
Zoning Hearing Master Date: September 13, 2021
BOCC Land Use Meeting Date: November 9, 2021

1.0 APPLICATION SUMMARY

Applicant: AMQ International Corporation
FLU Category: RES-9
Service Area: Urban
Site Acreage: 4.37
Community Plan Area: Seffner Mango
Overlay: None



Introduction Summary:

The request is to rezone property zoned AS-1 (Agriculture, Single-Family), which permits single-family uses at 1 unit per acre, to PD (Planned Development) to allow for 39 multi-family units at 9 units per acre. The proposed zoning is for a Planned Development (PD), which is a site controlled zoning district to allow the proposed use, density and development in accordance with conditions of approval and a general site plan.

Zoning:	Existing	Proposed
District(s)	AS-1	PD
Typical General Use(s)	Single-Family Residential/Agricultural	Multi-Family Residential
Acreage	4.37	4.37
Density/Intensity	1 unit per acre	9 units per acre
Mathematical Maximum*	4 units	39 units

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	AS-1	PD
Lot Size / Lot Width	43,560 sf / 150'	N/A
Setbacks/Buffering and Screening	50' Front 50' Rear with no screening required 15' Sides with no screening required	20' Front 20' Rear with Type A Screening 20' Sides with Type A Screening
Height	50' with no additional setback	35' with additional 2:1 setback when over 20' in height

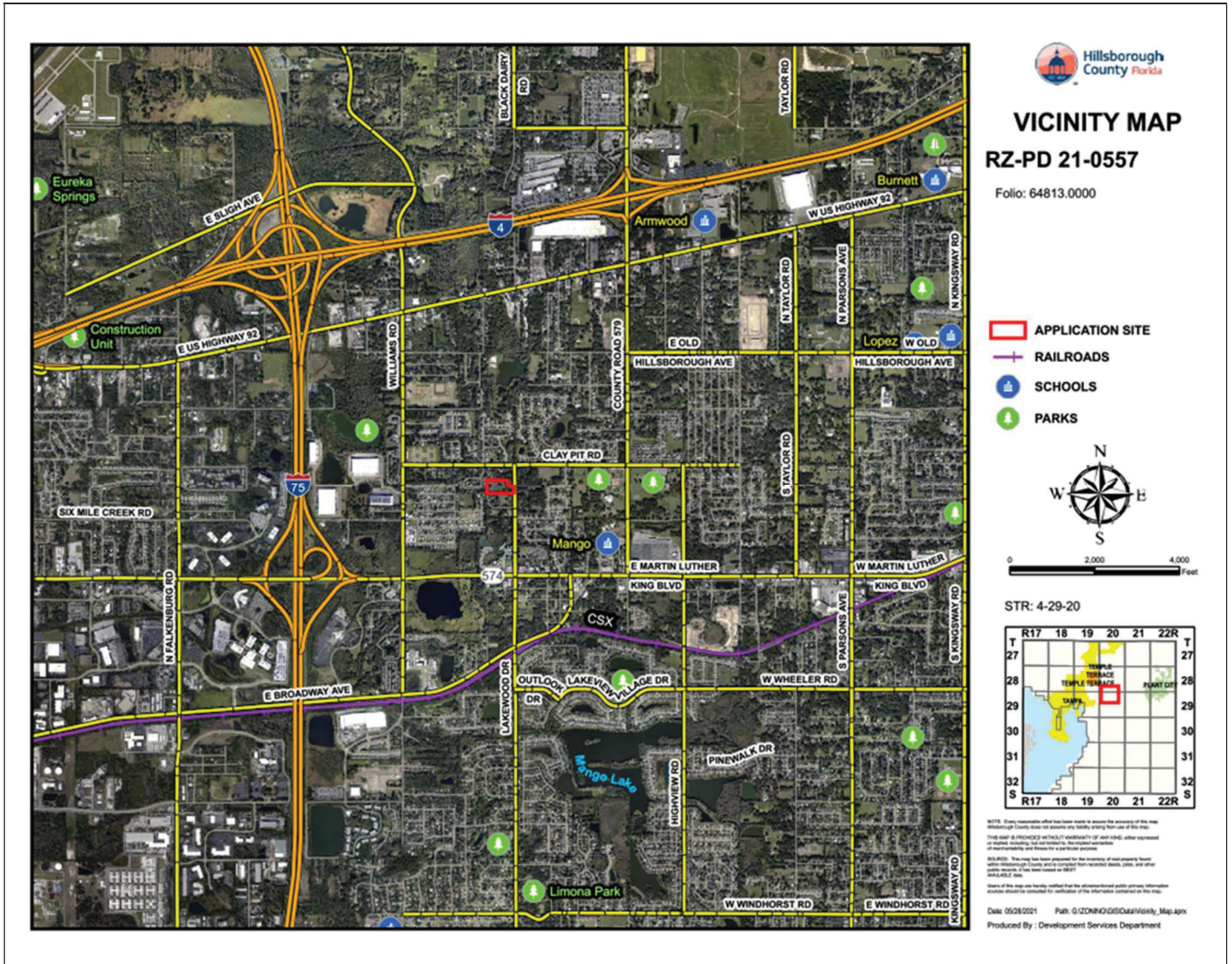
Additional Information:

PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

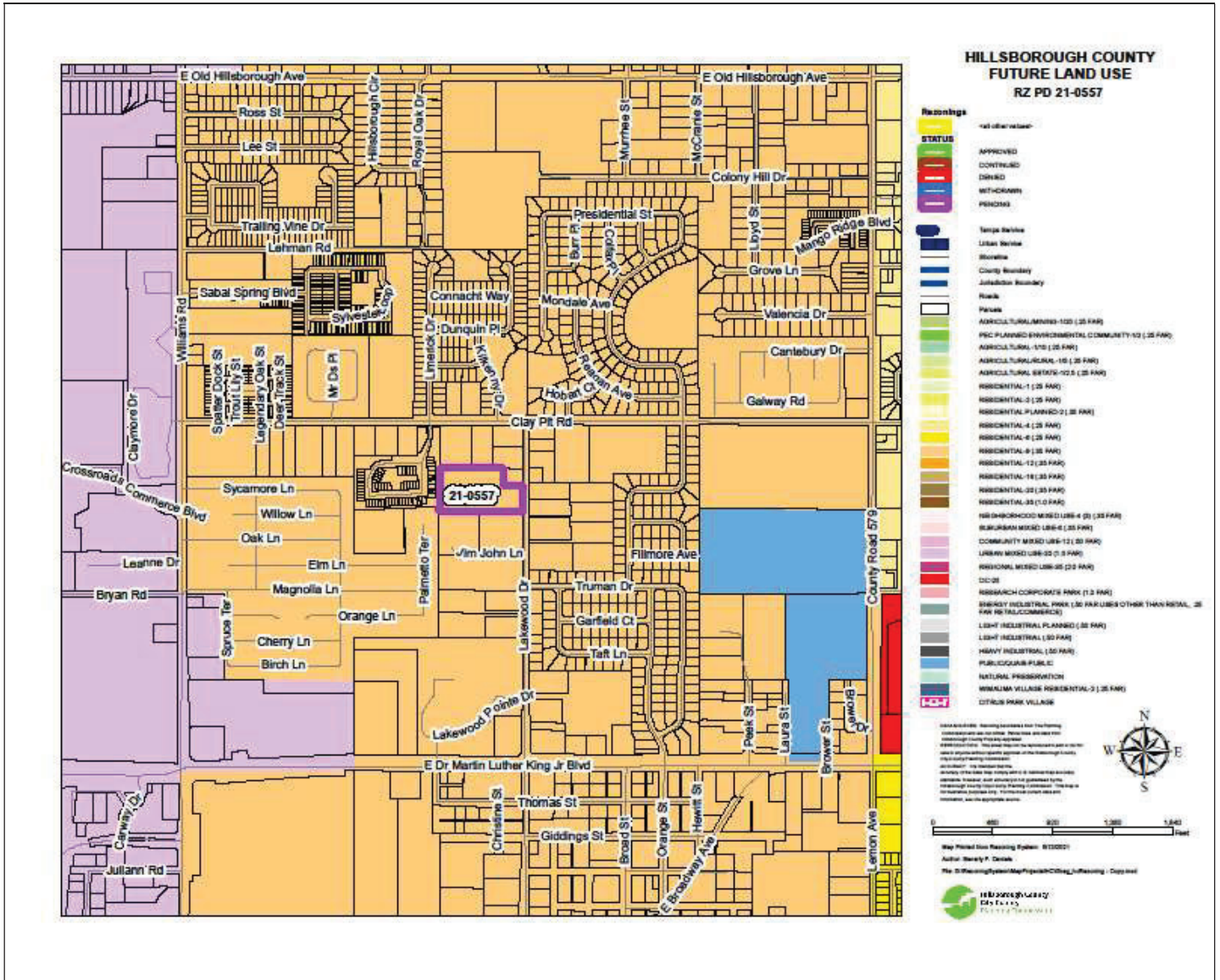


Context of Surrounding Area:

The site is located within an area developed with single-family and multi-family residential at various densities. The area contains larger, agricultural lots, as well as master planned neighborhoods at suburban scaled density. A variety of zonings are found, which includes RSC-9, RSC-6, AS-1 and PDs.

2.0 LAND USE MAP SET AND SUMMARY DATA

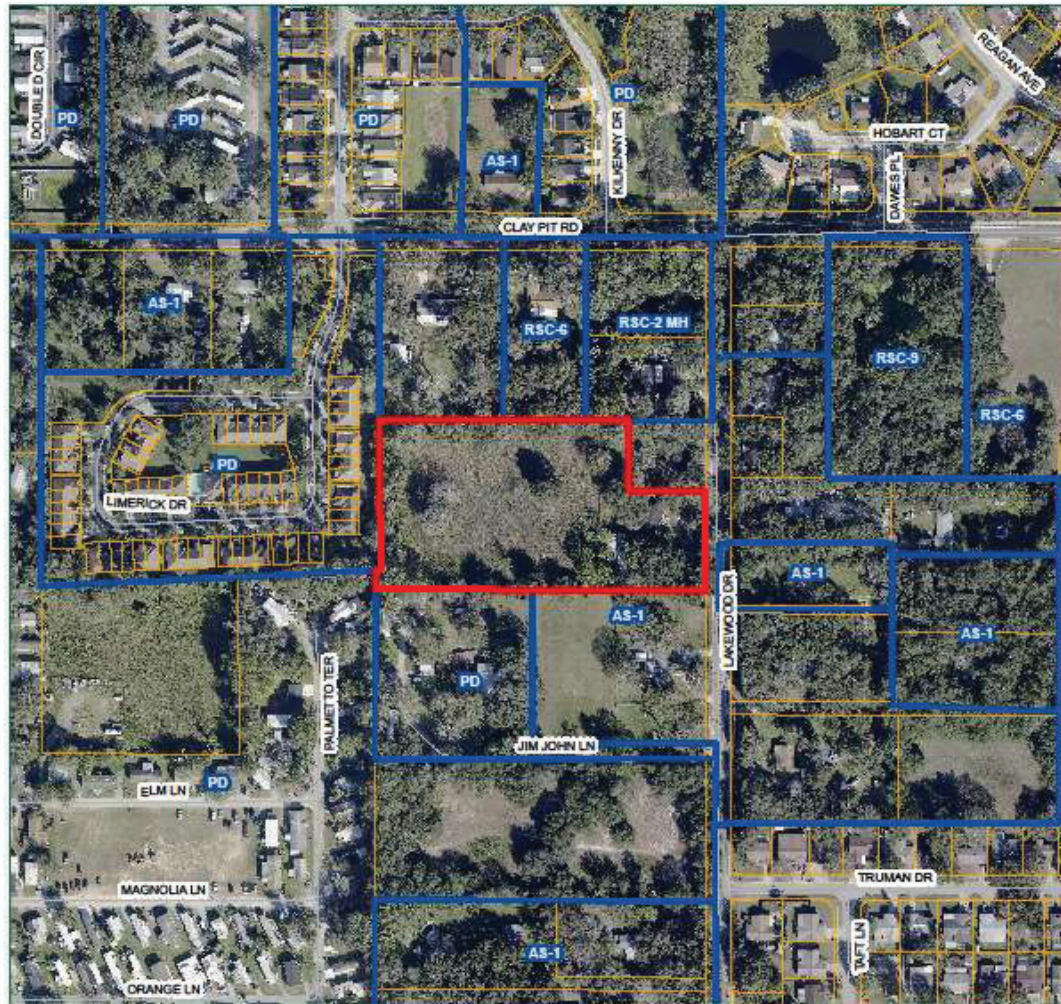
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-9
Maximum Density/F.A.R.:	9 units per acre
Typical Uses:	Residential, urban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Hillsborough County **Public**

Immediate Aerial Zoning Map

RZ-PD 21-0557

Folio: 64813.0000

Application Site (Red outline)

Zoning Boundary (Blue outline)

Parcels (Yellow outline)

North Arrow

Scale: 0 to 300 Feet

STR: 4-29-20

Map Grid: T 27, 28, 29, 30, 31, 32; R 17, 18, 19, 20, 21, 22R

NOTES: These materials are for informational purposes only. The user of this map is responsible for verifying the accuracy of the information. The user of this map is responsible for obtaining all necessary permits and approvals. The user of this map is responsible for obtaining all necessary permits and approvals. The user of this map is responsible for obtaining all necessary permits and approvals.

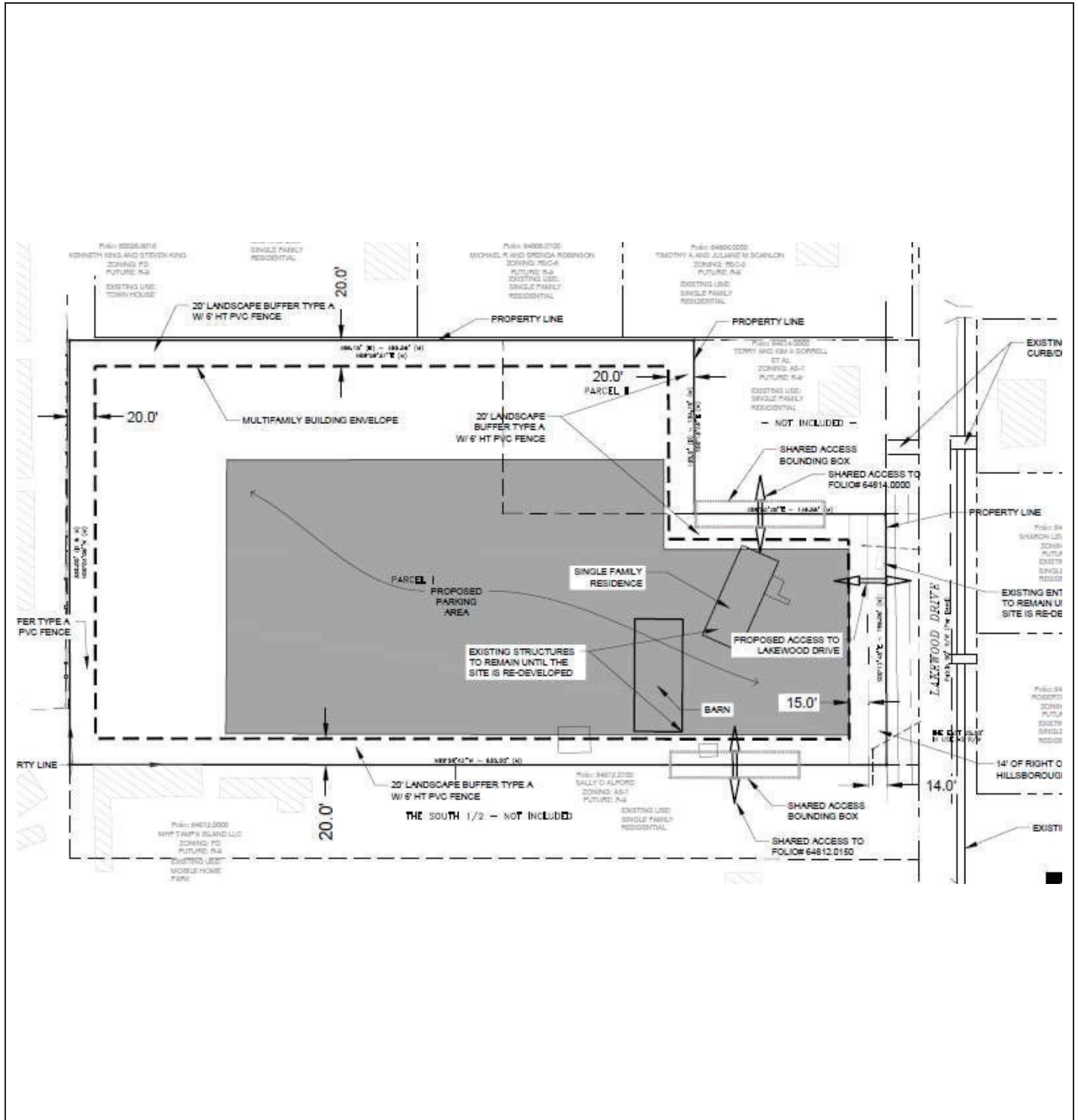
Date: 10/20/2021 File: G:\ZONING\GIS\Zoning_10/20/2021

Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AS-1, RSC-6 & RSC-2	AS-1: 1 unit per acre RSC-6: 6 units per acre RSC-2: 2 units per acre	AS-1: Single-Family Residential/Agricultural RSC-6 RSC-2: Single-Family Residential	Single-Family Residential
South	PD & AS-1	AS-1: 1 unit per acre PD: 8 units per acre	AS-1: Single-Family Residential/Agricultural PD: 20-space MHP and 2 single-family residences	AS-1: Single-Family Residential PD: 2 single-family residences and 4 Mobile Homes
East	AS-1	1 unit per acre	Single-Family Residential/Agricultural	Single-Family Residential
West	PD	9 units per acre	62 Townhomes	Townhomes

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Lakewood Dr.	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

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	38	3	4
Proposed	285	18	22
Difference (+/-)	(+) 247	(+) 15	(+) 18

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

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

Notes: Shared access provided to adjacent properties to the north and south.

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Lakewood Dr./Substandard Roadway	Administrative Variance Requested	Approvable
	Choose an item.	Choose an item.

Notes: Applicant proposes to provide right of way dedication and shared access facility to adjacent properties,

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	Site contains no wetlands
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Shared access and ROW dedication provided
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Mobility: \$7,316 x 39 units = \$285,324 Parks: \$1,815 x 39 units = \$70,785 School: \$8,227 x 39 units = \$320,853 Fire: \$335 x 39 units = \$13,065 Total Single-Family Detached = \$690,027				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input checked="" type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject project is located within an area developed with single-family and multi-family residential (townhome and mobile home park uses). Properties to the north/northeast, west and south will be provided with a 20 foot wide buffer/setback with screening to consist of landscaping and a 6-foot high PVC fence. This proposed buffering and screening exceeds LDC requirements. Building height is limited to 35 feet and along all non-front PD boundaries, an additional setback of 2 feet for every 1 feet over 20 feet in building height will be provided.

The multi-family building envelope will be located along the northern and western areas of the site to provide separation from the eastern areas of Lakewood Drive that are developed with larger lot single-family residential. This will also provide parking internal to the site, rather than adjacent to single-family residential lots.

Staff has not identified any compatibility issues.

5.2 Recommendation

Staff recommends approval, subject to proposed conditions of approval. The development is of an appropriate density within the approved Future Land Use Category and the project is shown to provide compatibility measures with adjacent development. The proposed number of units meets the minimum density requirements of the Comprehensive Plan, which directs growth to the Future Land Use Categories of 4 units or more within the Urban Service Area. Lastly, no objections from reviewing agencies has been provided.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

1. Prior to site plan certification, the applicant shall align the proposed access connection with the existing driveway to the east located on folio# 64838.0000.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 24, 2021.

1. The project shall be limited to a maximum of 39 multi-family units. The site's existing single-family home and accessory structure shall be permitted as an interim use.
2. Building and parking areas shall be developed where generally depicted on the site plan. Stormwater ponds locations shall be limited to within the multi-family building envelopes.
3. Multi-family buildings shall provide a minimum setback of 20 feet from all northern, western and southern PD boundaries. Multi-family buildings shall provide a minimum setback of 20 feet from folio 64814.0000. Multi-family buildings shall be located where depicted from Lakewood Drive.
4. A 20-foot wide buffer with screening shall be provided along the northern, western and southern PD boundaries, and along the west and south of folio 64814.0000, as depicted on the general site plan. Screening within this buffer shall consist of a 6-foot high PVC fence. Cross access stub-outs where depicted on the general site plan shall be permitted within any buffers.
5. Building heights shall be limited to a maximum of 35 feet. An additional setback 2 feet for every 1 foot over 20 feet in height shall be provided from required setbacks. No additional setback along Lakewood Drive shall be required.
6. If PD 21-0557 is approved, the County Engineer will approve a Section 6.04.02. Administrative Variance (dated August 24, 2021) which was found approvable by the County Engineer (on August 30, 2021). Approval of this Administrative Variance will waive the Lakewood Dr. substandard road improvements required by Section 6.04.03.L. of the LDC.
7. The developer shall construct, prior to certificate of occupancy, a pedestrian and vehicular shared access facility to serve the adjacent properties to the north and south, folios# 64814.0000 and 64812.0150, anywhere within the bounding boxes depicted in the site plan consistent with the LDC.
8. The developer, prior to certificate of occupancy, shall record in the Official Records of Hillsborough County a construction easement and any other easement necessary to permit the developer of adjacent properties (within which the access is being shared) to construct and utilize the required the Shared Access Facility upon (re)development of the adjacent properties without further consultation. The design and location of all connections shall be subject to the review and approval of Hillsborough County.
9. Developer shall dedicate 14 feet of right-of-way along the project frontage.
10. Notwithstanding anything shown on the site plan, the developer shall provide ADA compliant sidewalk connections between principal building entrances, parking areas and access points.

- 11. The developer shall construct a sidewalk along the project frontage on Lakewood Drive.
- 12. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

Zoning Administrator Sign Off:



J. Brian Grady
Tue Aug 31 2021 10:26:10

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

None.

8.0 PROPOSED SITE PLAN (FULL)

PROJECT DATA TABLE

PROJECT NUMBER: 48813.2000	PROPOSED ZONING DISTRICT: RS-1	PROPOSED MAX. BUILDING HEIGHT: 20'	PROPOSED MAX. BUILDING SETBACK: 5'	PROPOSED MAX. BUILDING AREA: 408 SQ. FT.	PROPOSED MAX. BUILDING VOLUME: 8 ADJ/VOL
PROPOSED DEVELOPER: SALEM HOLDINGS, LLC	PROPOSED PROJECT NAME: LAKEWOOD DRIVE SITE	PROPOSED PROJECT ADDRESS: 11809 E US HWY 92 SEFFNER, FLORIDA 33884	PROPOSED PROJECT LOCATION: SALEM HOLDINGS, LLC	PROPOSED PROJECT CONTACT: SALEM HOLDINGS, LLC	PROPOSED PROJECT PHONE: 888-988-4488

EXCISEMENT SUMMARY

Permit	Area	Proposed Use	Minimum Building Setback	Max. Lot Area	Max. Building Height	Max. Building Volume	Max. Building Area	Other
1	48.24	Proposed Multi-Family Dwelling	15'	20'	20'	408	796	20 FEET

NOTES:

1. DEVELOPMENT SHALL PROCEED IN ACCORDANCE WITH THE STANDARDS OF THE HALLSBORO COUNTY ZONING ORDINANCE AND ANY APPROVED SUBSTITUTIONS THEREOF.
2. THE DEVELOPMENT SHALL BE CONSIDERED TO BE A RESIDENTIAL DEVELOPMENT AND SHALL FACILITATE RECORDABLE HISTORICAL OR ARCHITECTURAL SITE COMMUNITY PRESERVATION USES ON THE FACILITIES LOCATED ON THE SUBJECT TRACT.
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VICINITY MAP

LEGAL DESCRIPTION

The subject 128.02 acre of the North side of the State Road 148 8th Street of the City of Seffner, Florida, is more or less as shown in the plat of the subject property, and is more or less as shown in the plat of the subject property, and is more or less as shown in the plat of the subject property.

PREPARED FOR:
SALEM HOLDINGS, LLC
 11809 E US HWY 92
 SEFFNER, FLORIDA 33884

PROJECT NAME: LAKEWOOD DRIVE SITE
SHEET TITLE: REZONING PLAN

REVISIONS:

NO.	DATE	DESCRIPTION

08/24/21
SHEET:
1 OF 1

21-0557

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP
PLANNING AREA: Seffner Mango

DATE: 08/30/2021
AGENCY/DEPT: Transportation
PETITION NO: RZ-PD 21-0557

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

REPORT SUMMARY AND CONCLUSIONS

- The proposed rezoning would result in an increase of trips potentially generated by development of the subject site by 247 average daily trips, 15 trips in the a.m. peak hour, and 18 trips in the p.m. peak hour.
- Lakewood Drive is a substandard collector roadway. The applicant requested a Section 6.04.02.B Administrative Variance from the Section 6.04.03.L. requirement to improve the substandard roadway, which was found approvable by the County Engineer. If the rezoning is approved, the County Engineer will approve the Administrative Variance, upon which the developer will not be required to make improvements to Lakewood Dr.
- The project proposed shared access to adjacent properties to the north and the south.
- The applicant is proposing to dedicate right-of-way to the Lakewood Dr.
- Transportation Review Section staff has no objection to this request, subject to the conditions of approval provided herein.

CONDITIONS OF APPROVAL

- If PD 21-0557 is approved, the County Engineer will approve a Section 6.04.02. Administrative Variance (dated August 24, 2021) which was found approvable by the County Engineer (on August 30, 2021). Approval of this Administrative Variance will waive the Lakewood Dr. substandard road improvements required by Section 6.04.03.L. of the LDC.
- The developer shall construct, prior to certificate of occupancy, a pedestrian and vehicular shared access facility to serve the adjacent properties to the north and south, folios# 64814.0000 and 64812.0150, anywhere within the bounding boxes depicted in the site plan consistent with the LDC.

- The developer, prior to certificate of occupancy, shall record in the Official Records of Hillsborough County a construction easement and any other easement necessary to permit the developer of adjacent properties (within which the access is being shared) to construct and utilize the required the Shared Access Facility upon (re)development of the adjacent properties without further consultation. The design and location of all connections shall be subject to the review and approval of Hillsborough County.
- Developer shall dedicate 14 feet of right-of-way along the project frontage.
- Notwithstanding anything shown on the site plan, the developer shall provide ADA compliant sidewalk connections between principal building entrances, parking areas and access points.
- The developer shall construct a sidewalk along the project frontage on Lakewood Drive.

OTHER CONDITIONS:

- Prior to site plan certification, the applicant shall align the proposed access connection with the existing driveway to the east located on folio# 64838.0000.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone two parcels totaling +/- 4.34 acres from Agricultural Single-Family (AS-1) to Planned Development (PD) to construct a 39-unit multi-family development. The site is located on the west side of Lakewood Dr., approximately 500 feet south of Clay Pit Rd. The Future Land Use designation of the site is R-9.

Trip Generation Analysis

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition.

Approved Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS-1: 4 Units, Single Family Detached (ITE 210)	38	3	4

Proposed Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 39 units, Multifamily – Low-rise (ITE 220)	285	18	22

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 247	(+) 15	(+) 18

The proposed rezoning would result in an increase of trips potentially generated by development of the subject site by 247 average daily trips, 15 trips in the a.m. peak hour, and 18 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Lakewood Drive is a 2-lane, undivided, substandard, collector, Hillsborough County maintained roadway with +/- 11-foot travel lanes. Along the project frontage, the roadway lies within +/- 50-foot wide right-of-way. Lakewood Drive has a +/- 4-foot sidewalk along the eastern side and there are no paved shoulders or curb and gutter on either side.

Pursuant to the Hillsborough County Transportation Technical Manual, an urban collector roadway shall meet the typical section TS-7 standard. TS-5 standard includes 12-foot-wide lanes and 5-foot shoulders within a minimum of 96 feet of right-of-way.

To address the substandard right of way width, the applicant has proffered to dedicate 14 feet along the project frontage as shown on the PD site plan.

Lakewood Drive is not included on the Hillsborough County Corridor Preservation Plan.

SITE ACCESS

The proposed site plan provides one (1) access connection on Lakewood Drive.

Pursuant to LDC, Sec. 6.04.03. J. and 6.04.07, Lakewood Dr. is a Class 5 access facility which requires a 245-foot minimum separation between adjacent access points. The proposed PD site plan depicts two access connections to the north within 100 ft and one access connection to the south with 50 ft of the project’s proposed driveway. To meet the intent of the Sec. 6.04.03. J. staff proposes that the project’s access connection aligns with the driveway serving folio# 64838.0000 on the east side of Lakewood Dr.

The proposed site plan provides a shared access facility to allow future access to the properties to the north and south at the time of redevelopment. The shared access facility will be designed for both vehicular and pedestrian access stubouts and include an easement that will ensure that the adjacent properties may build an access connection to and utilize the shared access as their primary means of ingress and egress; therefore, eliminating the need to take their primary access directly from Lakewood Dr. along their frontage if said properties cannot meet the required minimum separation distance.

The developer shall construct a sidewalk along the project frontage on Lakewood Drive and ADA compliant sidewalk connections between principal building entrances, parking areas and access points.

ADMINISTRATIVE VARIANCE: LAKEWOOD DR

The applicant’s EOR submitted a Section 6.04.02.B. Administrative Variance request (dated August 24, 2021) for relief from the Section 6.04.03.L requirement to improve Lakewood Dr., between Claypit Rd. and the project access, to current County standards for a Type TS-7 Typical Section as found within the

Hillsborough County Transportation Technical Manual (TTM). On August 30, 2021 the County Engineer found the variance approvable

If the rezoning is approved, the County Engineer will approve the Administrative Variance.

LEVEL OF SERVICE (LOS)

Level of Service (LOS) information is reported below.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
LAKWOOD DR	M L KING BLVD	CLAY PIT RD	D	C

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



August 24, 2021 (Revision No. 1)

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

**SUBJECT: LAKEWOOD DRIVE APARTMENTS (4704 LAKEWOOD DRIVE)
LAKEWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE
PD 21-0557**

Dear Mr. Williams,

This letter documents a request for a Section 6.04.02.B. **ADMINISTRATIVE VARIANCE** to Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with development permitting for the “**LAKEWOOD DRIVE APARTMENTS**” project.

The subject project site consists of Hillsborough County folio no. 064813-0000, located at 4704 Lakewood Drive, on the west side of Lakewood Drive, approximately 350 feet south of Clay Pit Road, in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The subject project is proposed for development consisting of 39 multi-family apartment units, with access planned to be provided via a site access driveway connection to Lakewood Drive, as shown on the project site PD plan (**ATTACHMENT B**). In addition, the project site will provide for shared access for the properties located both north and south of the subject site, and will dedicate 15 feet of right-of-way to Hillsborough County, to accommodate the future implementation of the Hillsborough County standard typical section for a rural collector roadway (TS-7).

Lakewood Drive was found to be a substandard road in regard to LDC §6.04.03.L., which states the following:

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 Applicant has collaborated with Staff with the intent of achieving a Design Exception associated with the implementation of improvements to Lakewood Drive. However, dimensional right-of-way restrictions as well as the nature of the area has rendered these efforts impossible. The Applicant has offered to construct speed tables to mitigate speeding; however, Hillsborough County does not permit installation of speed tables on County collector roads. The Applicant has offered to perform vibratory edge treatment to mitigate vehicular departure from the travel lanes; however Hillsborough County discourages the installation of this treatment in residential areas due to incompatible noise impacts. The Applicant has offered to perform off-site improvements based on Hillsborough County future right-of-way acquisition; however, improvements based on such a future contingency was also found to be unsupportable. Nevertheless, the Applicant has offered to provide right-of-way to Hillsborough County to facilitate and encourage the future implementation of the Hillsborough County standard typical section for a rural collector roadway (TS-7); as depicted on the project site PD plan (**ATTACHMENT B**).

Due to the foregoing, which exemplifies that neither full nor partial conformance with the TS-7 typical section is physically possible given right-of-way constraints, an **ADMINISTRATIVE VARIANCE** is requested for relief from the otherwise applicable requirement to improve Lakewood Drive to meet new roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of development approval for the project. The County typical section for a two-lane undivided rural collector roadway (TS-7) is provided as **ATTACHMENT C**.

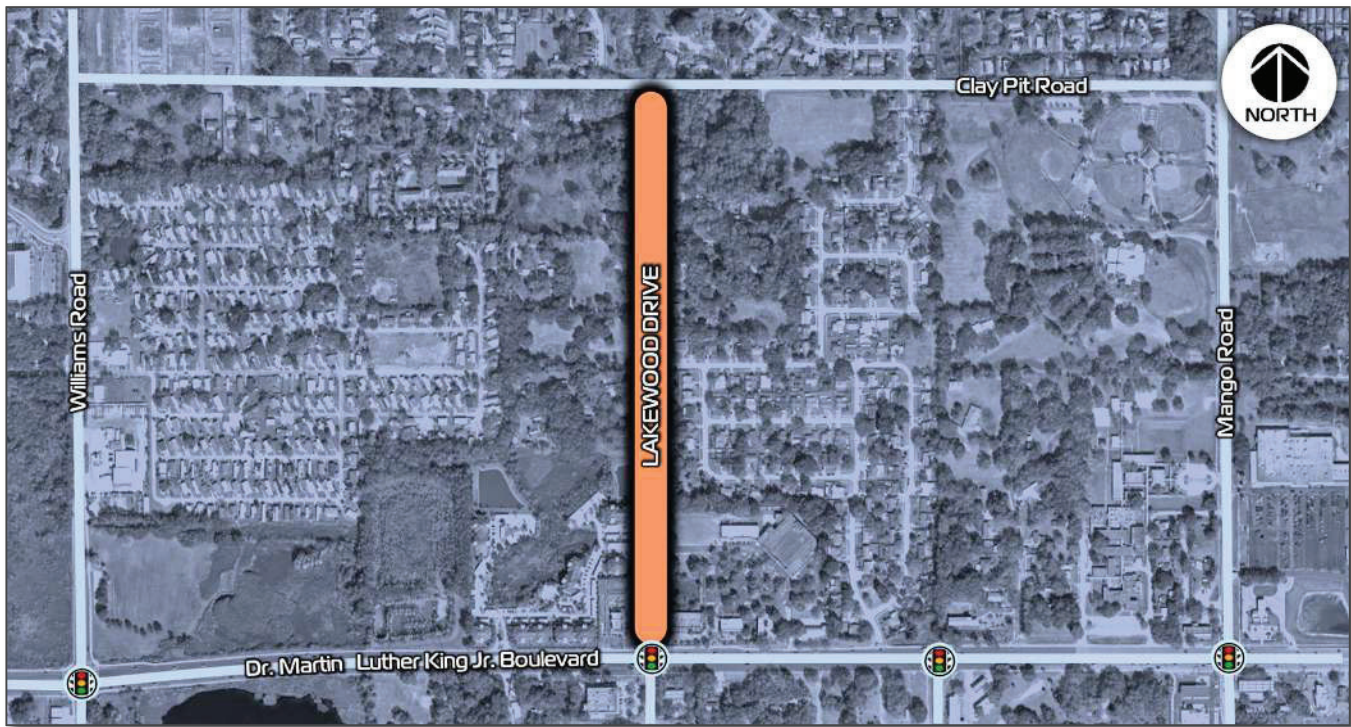


MICHAEL J. WILLIAMS, P.E.
LAKEWOOD DRIVE APARTMENTS (PD 21-0557)
LAKEWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE
AUGUST 24, 2021 (REVISION No. 1)
PAGE 2 OF 4

This request has been prepared in accordance with LDC §6.04.02.B., to address the following: (a) there is an unreasonable burden on the applicant, (b) the exception would not be detrimental to the public health, safety, and welfare, and (c) without the exception, reasonable access cannot be provided; as discussed herein.

The subject segment of Lakewood Drive is a two-lane undivided County collector roadway with a rural cross section and 35 mph posted speed limit, which is approximately 0.50 miles in length from Dr. Martin Luther King Jr. Boulevard to Clay Pit Road; as shown in **FIGURE 1.0**. It is noted that the 250 foot segment of Lakewood Drive immediately north of Dr. Martin Luther King Jr. Boulevard is an urban section, with curb & gutter, and includes turn lanes on the approach to Dr. Martin Luther King Jr. Blvd.

FIGURE 1.0 | LAKEWOOD DRIVE



ROADWAY CHARACTERISTICS

Characteristics of Lakewood Drive were compiled, consisting of Right-of-Way Width, Pavement Condition, Lane Width, Shoulders, and Sidewalks; as discussed below and supplemented with recent photographs as shown in **ATTACHMENT D**.

RIGHT-OF-WAY WIDTH: Lakewood Drive was found to have a right-of-way width that varies between a minimum of $\pm 50'$ to a maximum of $\pm 65'$. These findings indicate that the subject roadway has a substandard right-of-way width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard right-of-way width is identified as 96 feet (plus 10 foot utility easements on each side). It is noted that the reported right-of-way widths are approximate, as measured from the *Hillsborough County Property Appraiser* website.

PAVEMENT CONDITION: Lakewood Drive was found to have good pavement conditions, without cracking or rutting that would be indicative of structural failure; noting that isolated areas of minor cracking were observed. It is noted that pavement condition is not included as part of the TS-7 typical section.



RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
LAKEWOOD DRIVE APARTMENTS (PD 21-0557)
LAKEWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE
AUGUST 24, 2021 (REVISION No. 1)
PAGE 3 OF 4

LANE WIDTH: Lakewood Drive was found to have a lane width of approximately $\pm 11.0'$. These findings indicate that Lakewood Drive has substandard lane width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard lane width is identified as 12 feet.

SHOULDERS: Lakewood Drive was found to have unpaved relatively flat areas adjacent to the edge of pavement (at a width of approximately 5.0') that provide for vehicle refuge and thus function as shoulders. These areas are generally continuous along Lakewood Drive, except for the occasional driveway connection or occasional vegetation/tree. It is unknown whether the referenced areas are stabilized. It is noted that off-tracking was not observed along Lakewood Drive, which would be indicative of the need for shoulder improvements. These findings indicate that Lakewood Drive has substandard shoulder conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard shoulder condition is identified as 5 foot (paved).

As noted above, the 250 foot segment of Lakewood Drive immediately north of Dr. Martin Luther King Jr. Boulevard is an urban section, with curb & gutter; and thus shoulder criteria is not applicable to that segment of Lakewood Drive.

SIDEWALK: Lakewood Drive has sidewalks on both sides of the road from Dr. Martin Luther King Jr. Boulevard northward approximately 850 feet, at which point the sidewalk on the west side terminates and the sidewalk on the east side continues northward to Clay Pit Road. These findings indicate that Lakewood Drive has substandard sidewalk conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, sidewalks are required on both sides of the road.

CRASH DATA EVALUATION

An evaluation of crash data was conducted for the subject segment of Lakewood Drive, excluding the major signalized intersection of Lakewood Drive & Dr. Martin Luther King Jr. Boulevard; as summarized below and further documented in **ATTACHMENT E**. Crash data was extracted from the Hillsborough County Crash Data Management System for Lakewood Drive for the prior 5 year period, from 1/1/16 through 12/31/20. During that period, 11 crashes were identified, where the majority of these crashes (10) occurred at intersections, and involved vehicles turning to and/or from Lakewood Drive; thus not attributable to substandard roadway conditions. The remaining crash occurred on southbound Lakewood Drive, involving a vehicle that left the traveled way and struck a traffic control sign. The associated crash report (#88689284) did not include further details regarding this crash, other than indicating that conditions were dry, daytime, and typical; where no injuries resulted from this crash.

It is concluded from the crash data evaluation that substandard roadway conditions have not historically contributed to a safety deficiency, nor does the crash history for the subject segment of Lakewood Drive exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project.

TRAFFIC VOLUMES

A TRAFFIC IMPACT STUDY was prepared for the "LAKEWOOD DRIVE APARTMENTS" project (4/9/21), which identified the following traffic volumes associated with the subject segment of Lakewood Drive.

Existing Peak Hour Traffic Volumes

- Weekday AM Peak Hour: 426 vph
- Weekday PM Peak Hour: 501 vph

Estimated Project Generated Peak Hour Traffic Volumes

- Weekday AM Peak Hour: 8 vph north of project site / 11 vph south of project site
- Weekday PM Peak Hour: 10 vph north of project site / 16 vph south of project site



MICHAEL J. WILLIAMS, P.E.
LAKEWOOD DRIVE APARTMENTS (PD 21-0557)
LAKEWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE
AUGUST 24, 2021 (REVISION No. 1)
PAGE 4 OF 4

THE ROADWAY CHARACTERISTICS, CRASH DATA EVALUATION, AND TRAFFIC VOLUME DATA AS PRESENTED HEREIN WAS EVALUATED IN CONSIDERATION AND SUPPORT OF THE REQUIREMENTS OF LDC §6.04.02.B, AS FOLLOWS:

THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT as the existing right-of-way width for the subject corridor is not adequate to accommodate the full TS-7 typical section; therefore, a requirement to implement the TS-7 typical section would create the burden of acquiring private property to increase the width of the right-of-way to sufficiently accommodate this typical section. Further, an additional unreasonable burden would similarly be placed upon the applicant if required to expand the roadway or shoulders to meet the full requirements of the TS-7 typical section without the associated need (i.e., nexus) for those improvements based on traffic volume, crash history, and current roadway characteristics; and in consideration of the lack of adequate right-of-way to do so. **Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary such that an unreasonable burden is not unduly imparted upon the applicant.**

THE ADMINISTRATIVE VARIANCE WOULD NOT BE DETRIMENTAL TO THE PUBLIC HEALTH, SAFETY, AND WELFARE in consideration that substandard roadway conditions for the subject segment of Lakewood Drive have not historically contributed to a safety deficiency, nor does Lakewood Drive exhibit any crash patterns that would indicate a potential for future safety concerns associated with development of the project. **Therefore, approval of this ADMINISTRATIVE VARIANCE would not adversely affect, public health, safety, or welfare.**

WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED as access to the "LAKEWOOD DRIVE APARTMENTS" project site relies upon Lakewood Drive, for which alternate access options are not available. **Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary to provide reasonable access to the project.**

It is noted that by providing shared access for the properties located both north and south of the subject site, access connections to Lakewood Drive will be minimized in the future (upon redevelopment of the northerly and southerly properties), which reduces the number of vehicular conflict points along Lakewood Drive, thus enhancing traffic safety. Further, the contribution of right-of-way to Hillsborough County will additionally promote public safety by easing a transition to future TS-7 compliant standards in the future.

The foregoing documents a request for an ADMINISTRATIVE VARIANCE to Hillsborough County Land Development Code (LDC) §6.04.04.L (Existing Facilities) in association with development permitting for the "LAKEWOOD DRIVE APARTMENTS" project, for relief from the implementation of improvements to Lakewood Drive to meet new roadway standards for a two-lane undivided rural collector roadway (TS-7).

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President



This item has been digitally signed and sealed by Michael Daniel Raysor P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

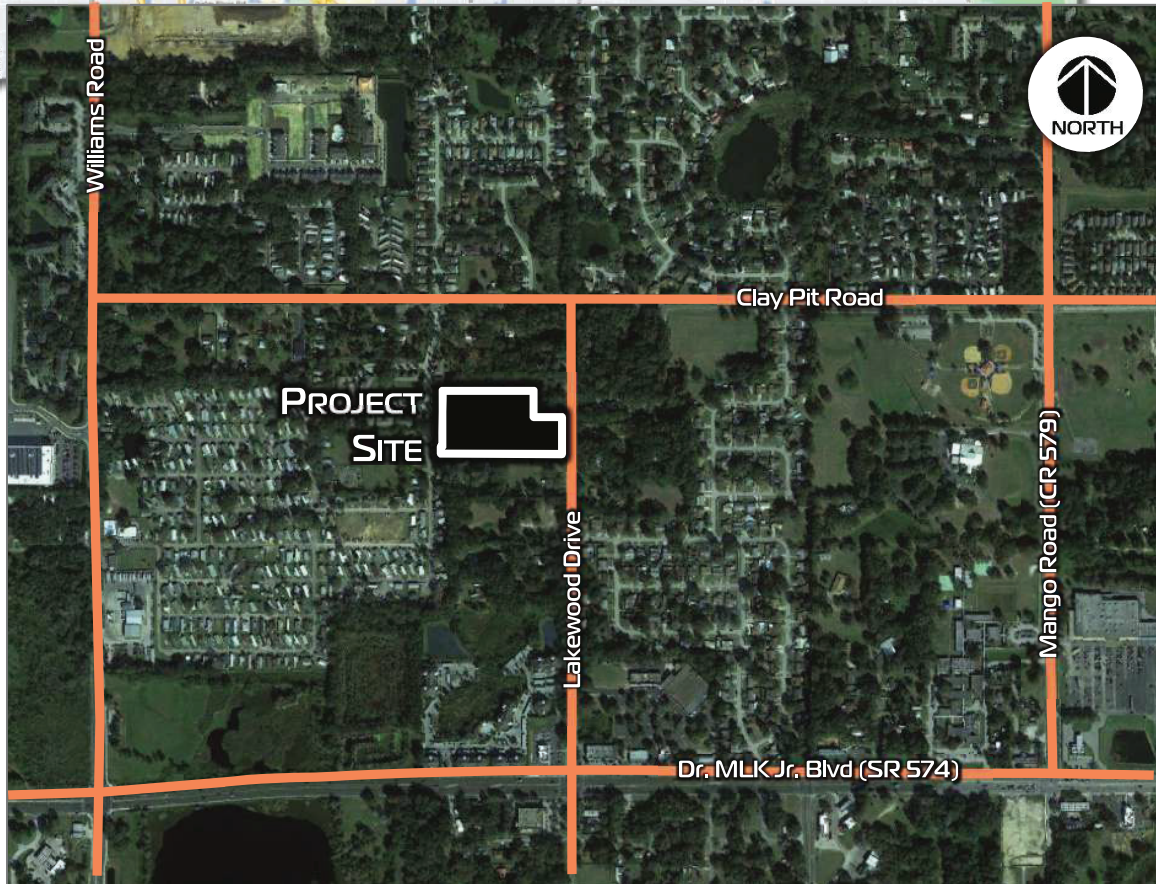
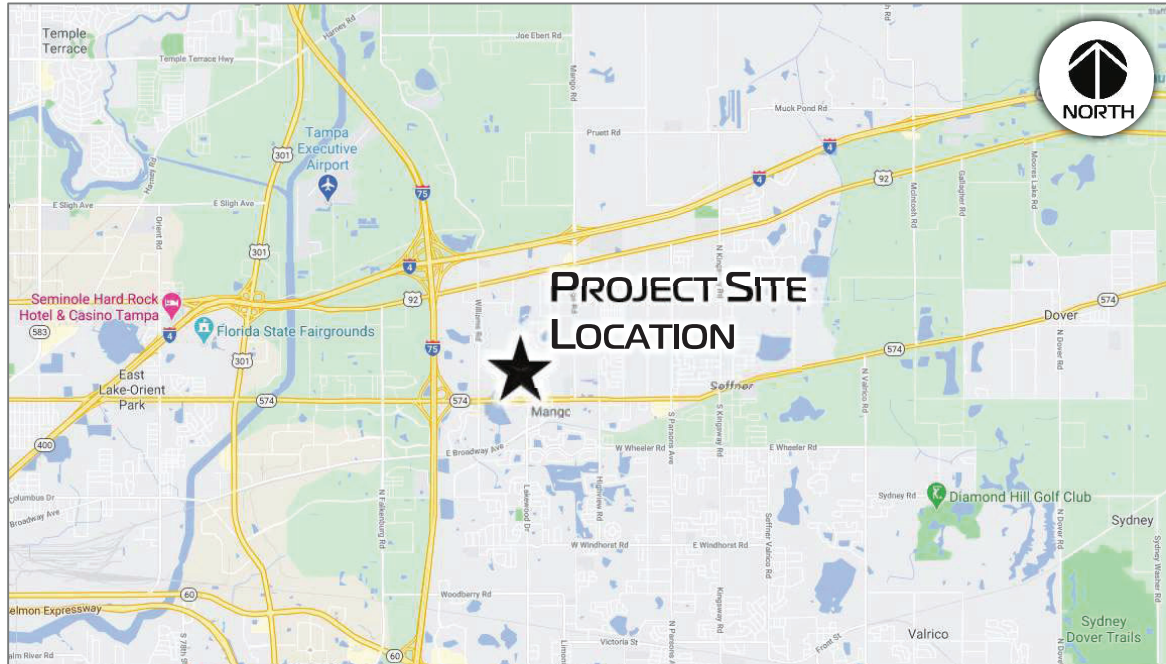
BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY APPROVED.

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

ATTACHMENT A



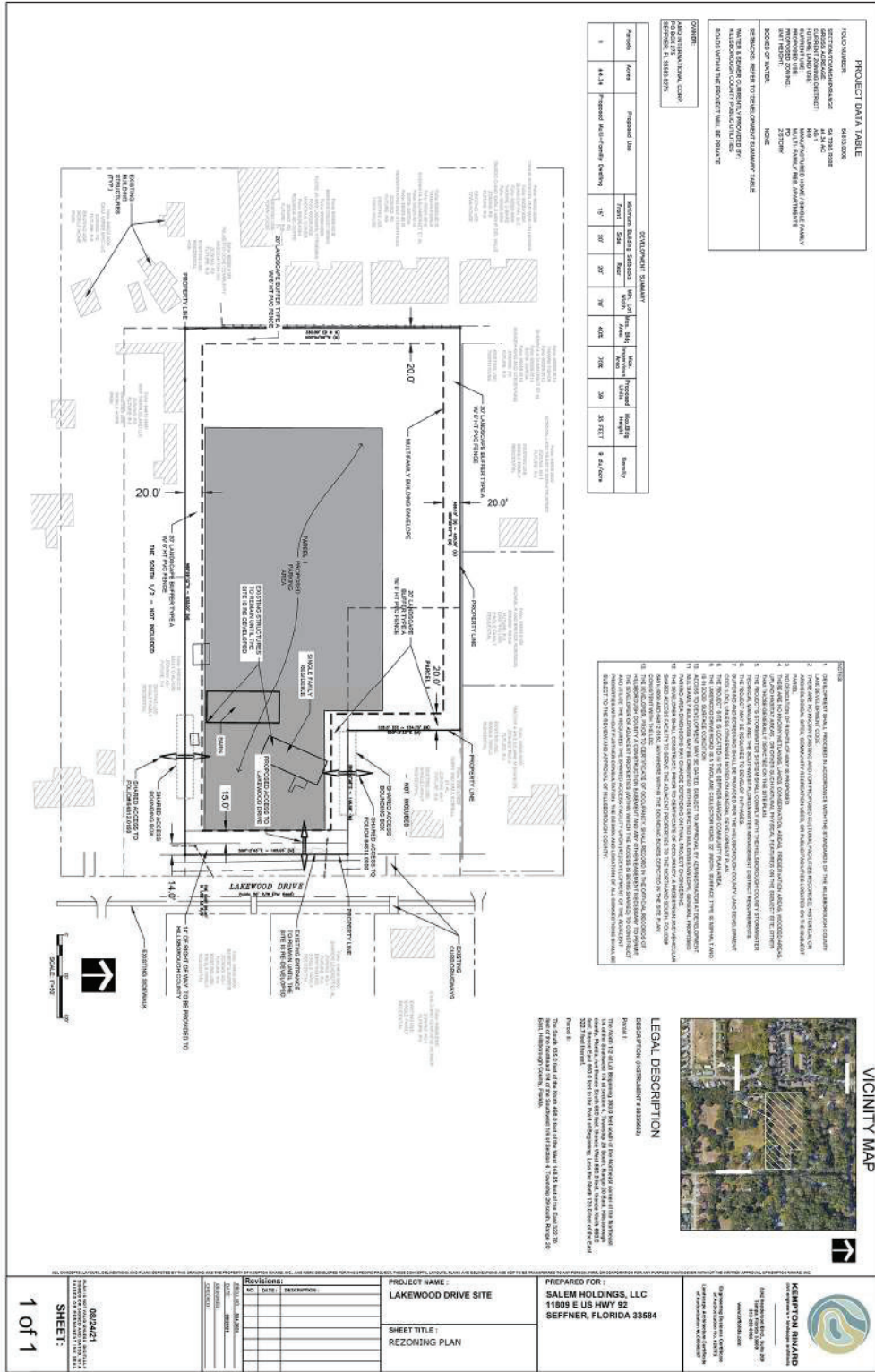
LAKWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE Project Site Location Map



ATTACHMENT B



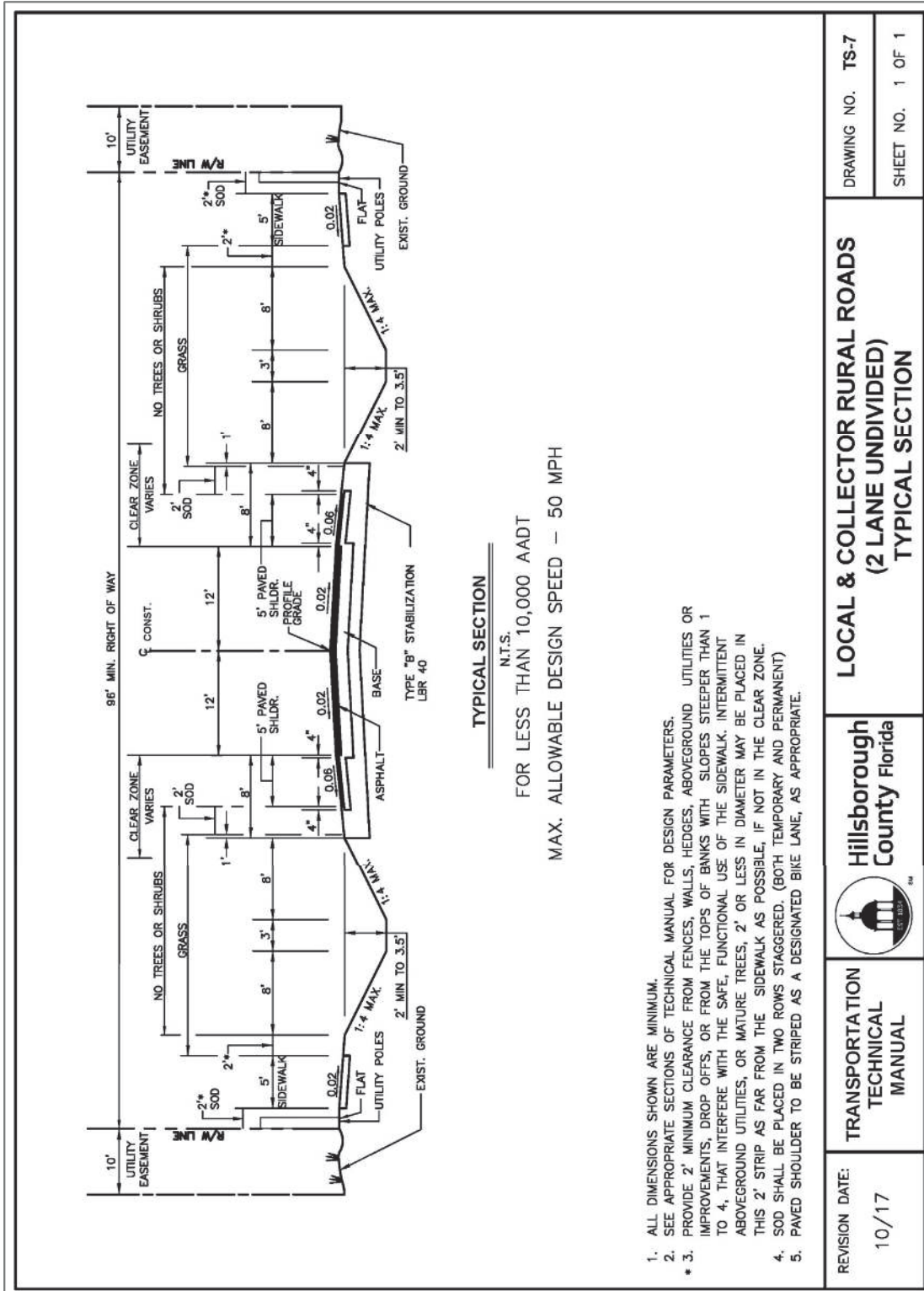
LAKWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE
Project Site Concept Plan



ATTACHMENT C



LAKWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE
Hillsborough County TS-7 Typical Section



1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL		LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-7 SHEET NO. 1 OF 1
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ATTACHMENT D



LAKWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE *Lakewood Drive Photographs*



ATTACHMENT E



LAKEWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE Crash Data Evaluation

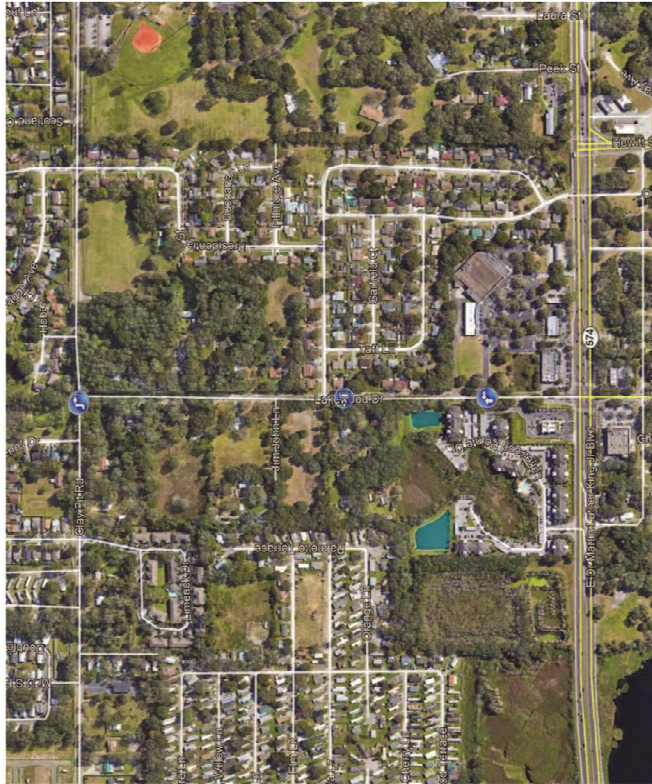
CDMS - Crash Data Management System

Report Memo:

Lakewood Drive from SR-574 to Clay Pl. Road, excluding major signalized intersection of Lakewood Drive & SR-574.



5 Year Crash Report 2016-2020

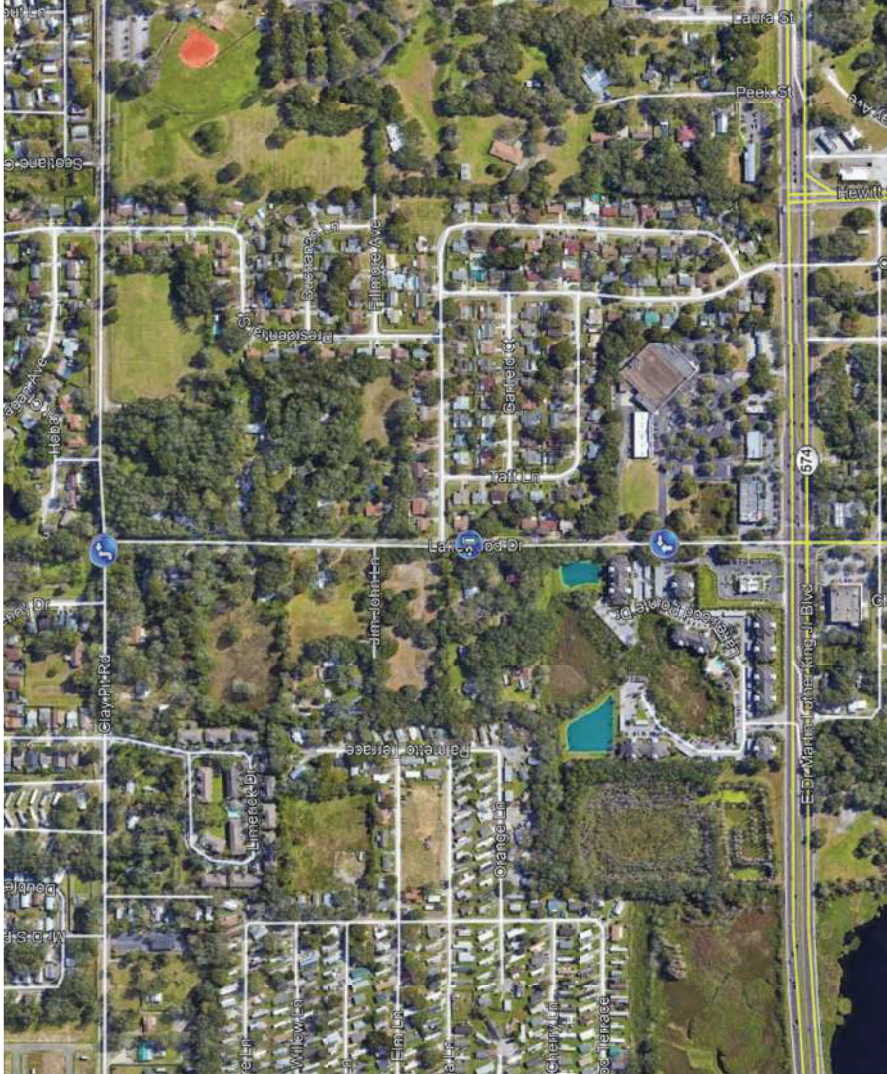


Selections used to generate this report:

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CDMS - Crash Data Management System

5 Year Crash Report 2016-2020



Report Memo:

Lakewood Drive from SR-574 to Clay Pit Road, excluding major signalized intersection of Lakewood Drive & SR-574.



Selections used to generate this report:

Date Range: 1/1/2016 - 12/31/2020
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5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

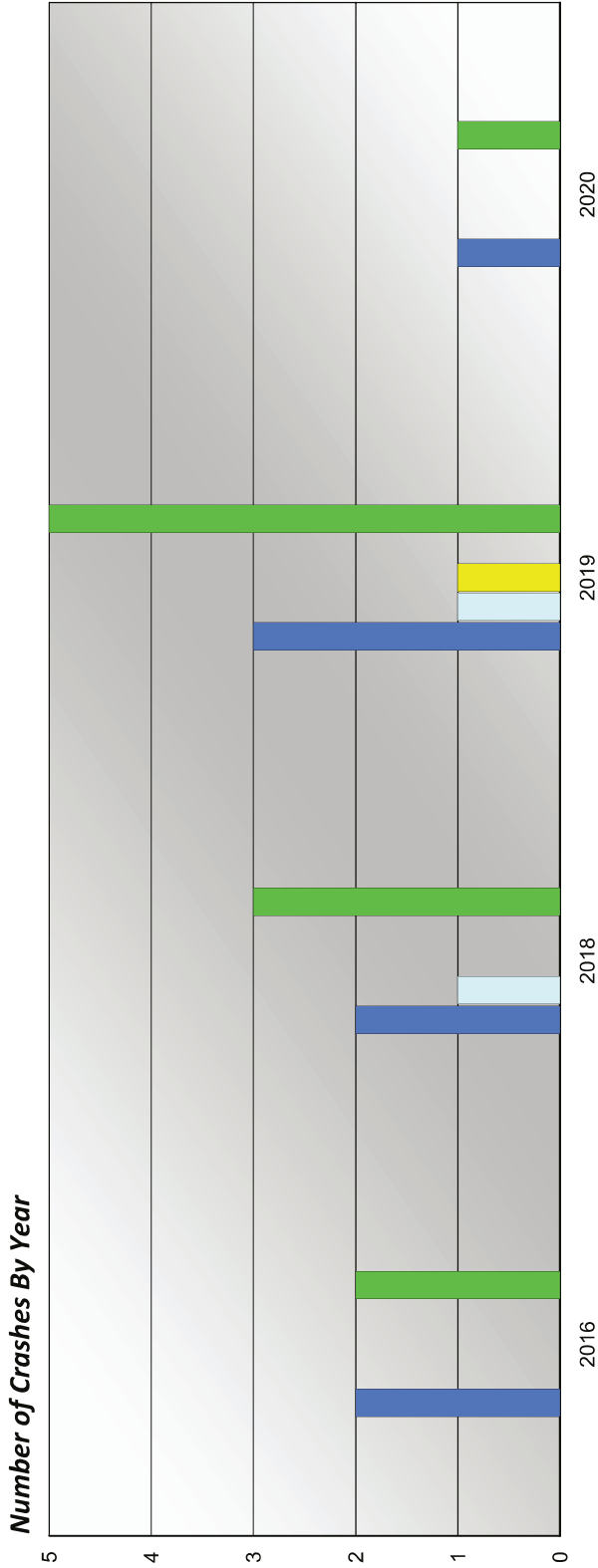
Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.	
07/01/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5	
Intersection Summary																
Top 40 Report																
Click for Drill Down																
LAKENWOOD DR @ CLAY PIT RD	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR-574 @ LAKENWOOD DR	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LAKENWOOD DR @ TRUMAN DR	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Strategic Highway Safety Plan																
Crash Type																
Injury Severity																
Ped and Bike																
Crash Type																
Strategic Highway Safety Plan																
Total Crashes	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Fatalities	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Injuries	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal Crashes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Incap Injuries	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non Incap Injuries	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Possible Injuries	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Angle	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left Turn	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Head On	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm. Veh.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Work Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Restraint	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Speed Agr. Driving	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lane Depart	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
At Int.	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Teen Driver 15-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distract Driving	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aging Driver 65+	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motor Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/01/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5



Breakdown of Crashes by Year

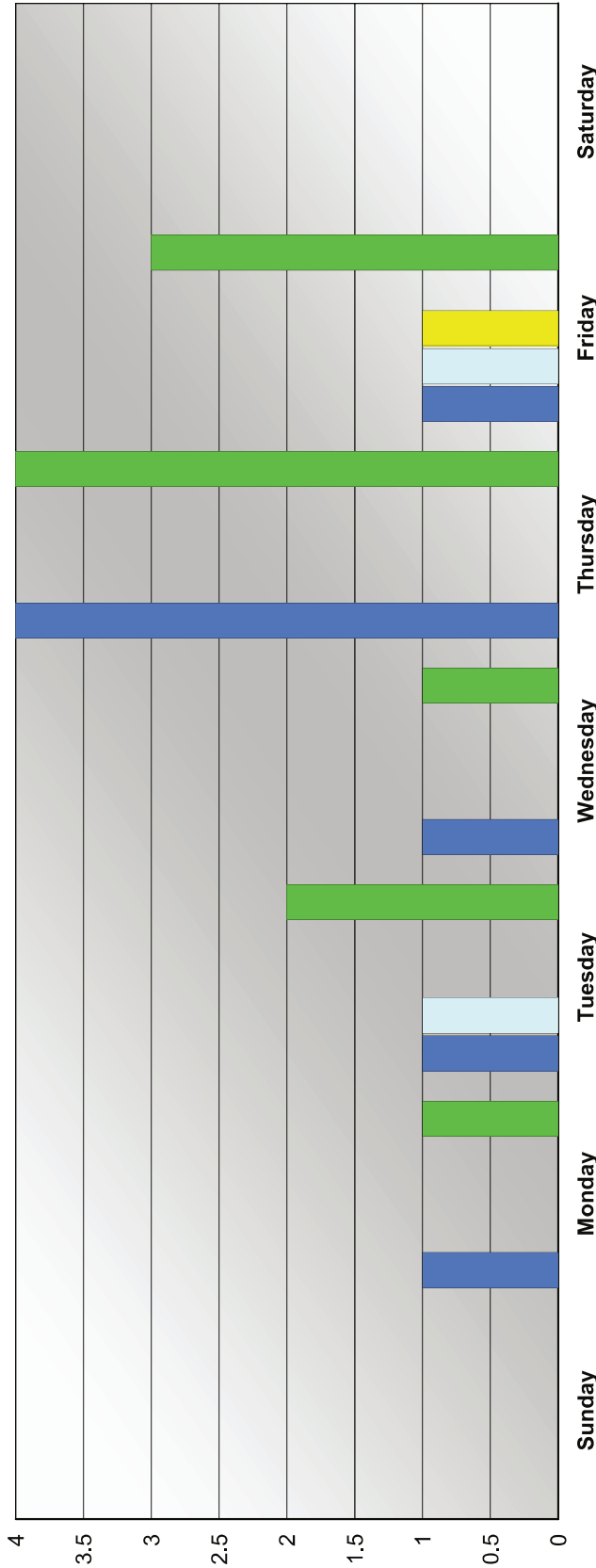
	2016	2018	2019	2020
PDO	2	2	3	1
Possible Injury	0	1	1	0
Injury Crashes	0	0	1	0
Total Crashes	2	3	5	1

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Number of Crashes by Day of Week

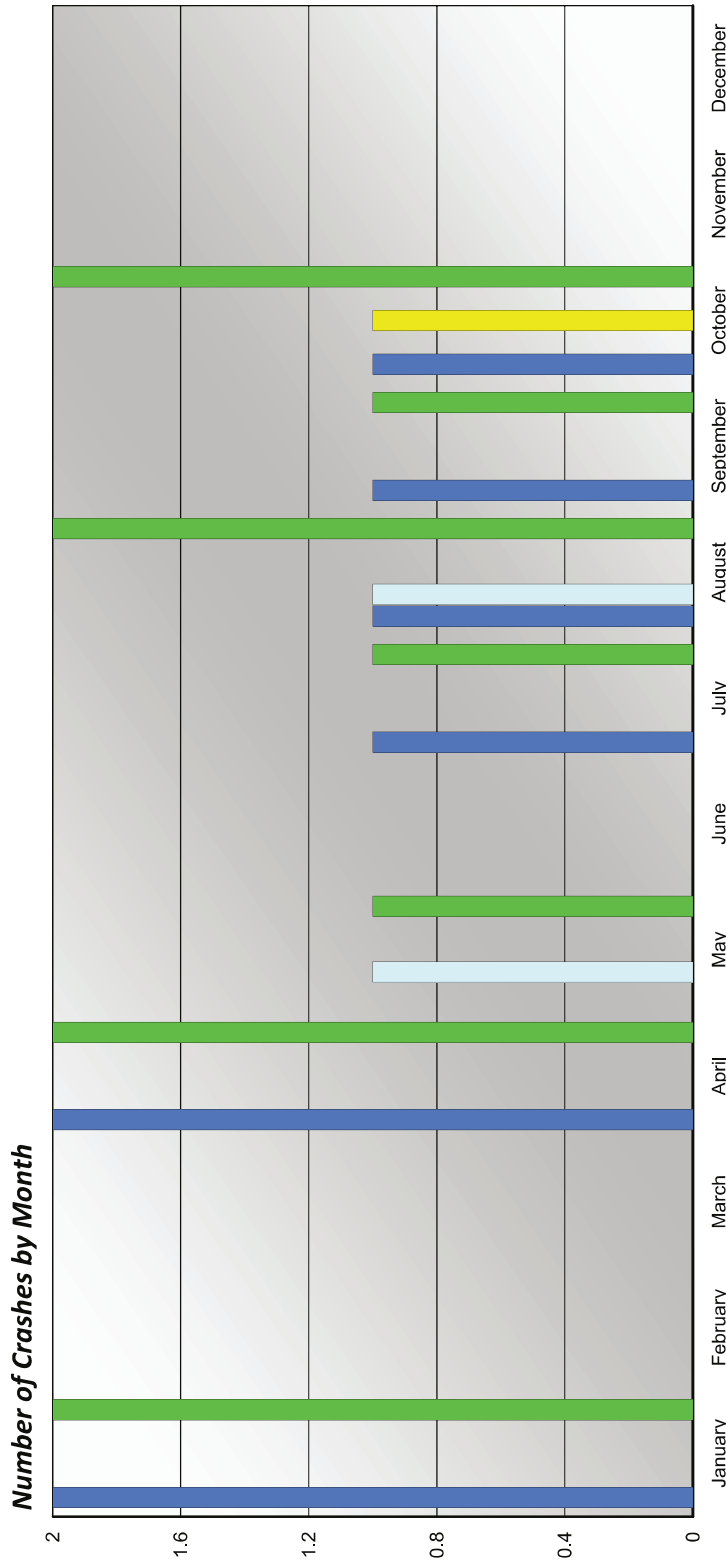


	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	0	1	1	1	4	1	0	8
Possible Injury	0	0	1	0	0	1	0	2
Injury Crashes	0	0	0	0	0	1	0	1
Others	0	0	0	0	0	0	0	0
Total Crashes	0	1	2	1	4	3	0	11

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5



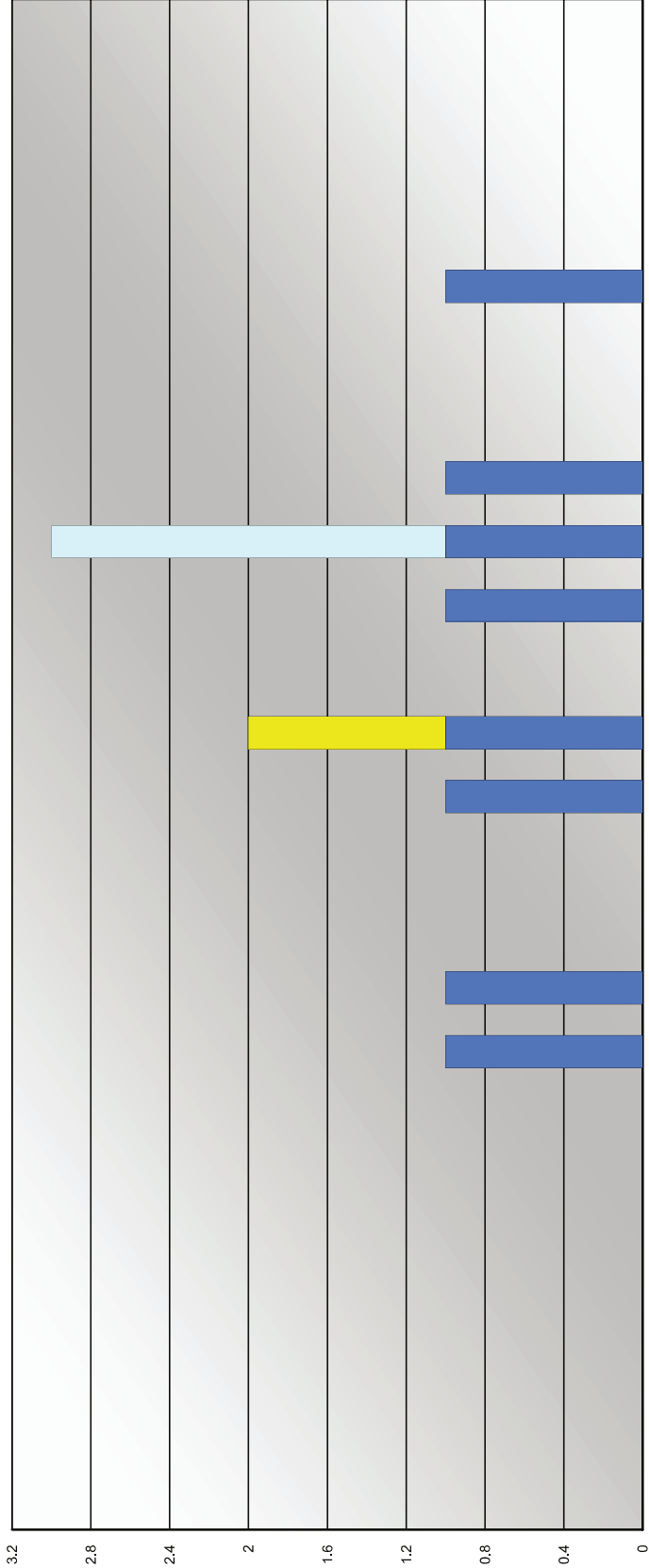
	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	2	0	0	2	0	0	0	1	1	1	0	0	8
Possible Injury	0	0	0	0	1	0	0	1	0	0	0	0	2
Injury Crashes	0	0	0	0	0	0	0	0	0	1	0	0	1
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	2	0	0	2	1	0	1	2	1	2	0	0	11

CDMS - Crash Data Management System

5 Year Crash Report 2016-2020

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/01/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Crashes by Time of Day



	7:00 AM	8:00 AM	11:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM	7:00 PM
PDO	1	1	1	1	1	1	1	1
Possible Injury	0	0	0	0	0	2	0	0
Injury Crashes	0	0	0	1	0	0	0	0
Total	1	1	1	2	1	3	1	1

5 Year Crash Report 2016-2020

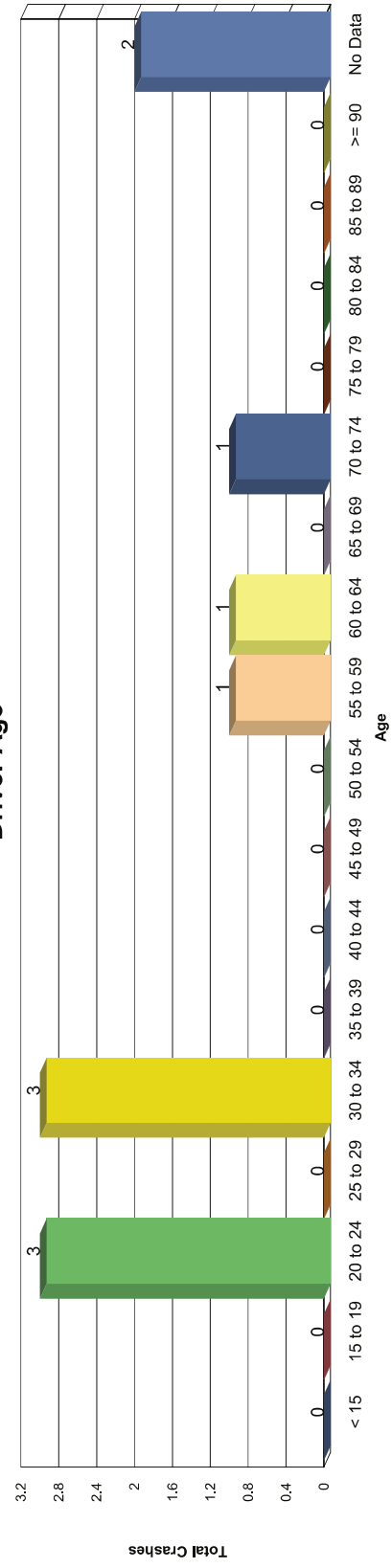
CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Val. Users	Agr. Driving	Lane Depart	At Int.
07/01/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Driver Age Summary (Vehicle 1, Driver 1)

Drill Down Rpt.	Driver Actions														
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving	No Data
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 20 to 24	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Age 25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 30 to 34	3	0	1	1	1	0	0	0	0	0	0	0	0	0	2
Age 35 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 40 to 44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 45 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 50 to 54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 55 to 59	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Age 60 to 64	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 65 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 70 to 74	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 75 to 79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 80 to 84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Driver Age



5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
07/01/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Crash Type Summary

Impact Type

Click for Drill Down

Strategic Highway Safety Plan (SHSP)

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
Angle	6	0	1	1	1	0	1	0	0	1	4	0	0	0	3
Front to Rear	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Unknown	3	0	0	0	0	0	0	0	0	0	1	1	2	2	1

Relation to Intersection

Click for Drill Down

Strategic Highway Safety Plan (SHSP)

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Intersection	5	0	1	1	1	0	1	3	1	5
Intersection-Related	1	0	0	0	0	0	0	0	0	0
Non-Junction	3	0	0	0	0	0	0	0	1	0
Driveway/Ally Access Related	2	0	0	0	0	0	0	2	0	0

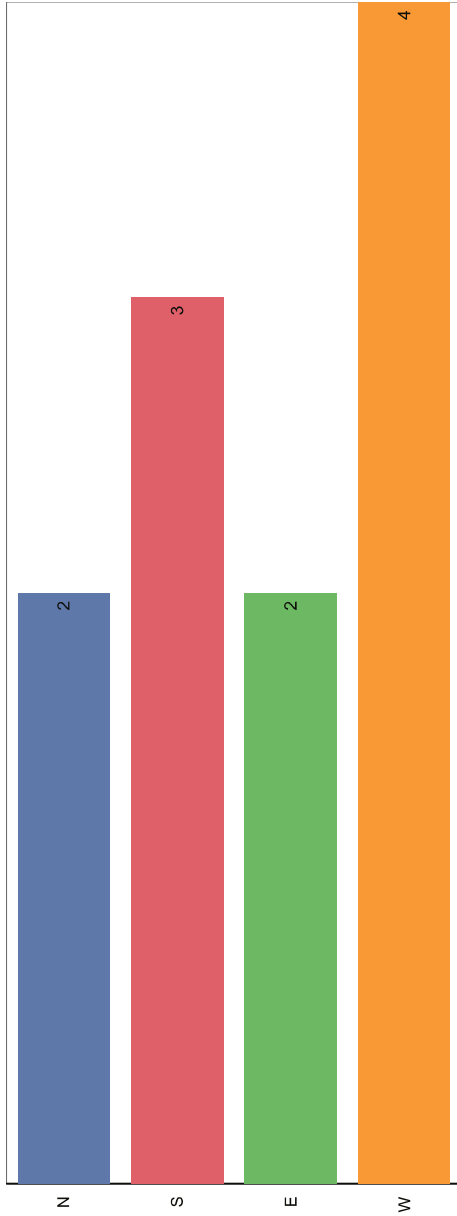
5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

Angle	Front to Rear	Other, Explain in Narrative	Sideswipe, Opposite Direction
N	0	0	1
S	1	1	0
E	0	1	0
W	1	0	0
Total	2	2	1

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/01/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

At Fault Vehicle Summary

Vehicle Type

Click for Drill Down	Strategic Highway Safety Plan (SHSP)									
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Passenger Car	8	0	1	1	1	0	1	3	2	4
Passenger Van	1	0	0	0	0	0	0	0	0	0
Pickup	1	0	0	0	0	0	0	1	0	1
No Data	1	0	0	0	0	0	0	1	0	0

Vehicle Movement

Click for Drill Down	Strategic Highway Safety Plan (SHSP)									
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	8	0	1	1	1	0	1	2	1	3
Turning Left	3	0	0	0	0	0	0	3	1	2

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Roadway Condition Summary

Roadway Location

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
On Roadway	10	0	1	1	1	0	1	0	0	1	5	5	1	1	5
Off Roadway	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0

Road Condition

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
Wet	2	0	0	0	0	0	0	0	0	0	1	1	0	0	1
Dry	9	0	1	1	1	0	1	0	0	1	4	4	2	2	4

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
None	11	0	1	1	1	0	1	0	0	1	5	5	2	2	5

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Stop Sign

No Controls

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
8	0	0	0	0	0	0	0	0	0	5	1	1	1	4
3	0	1	1	1	0	1	0	1	1	0	0	1	1	1

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Straight

Curve Right

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
10	0	1	1	1	0	1	5	2	5
1	0	0	0	0	0	0	0	0	0

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	6	0	0	0	0	1	5	2	5

Environment Summary Report

Lighting

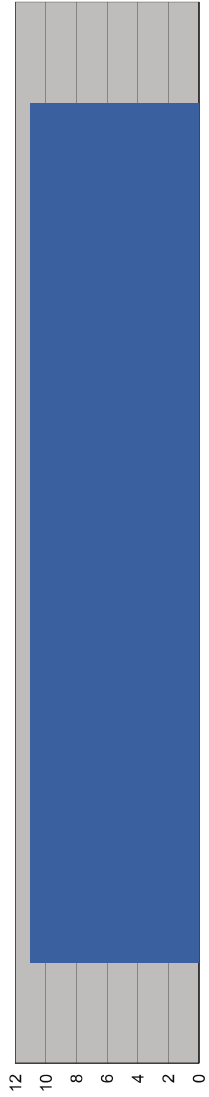
Click for Drill Down

Daylight

Dusk

Strategic Highway Safety Plan (SHSP)

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
10	0	1	1	1	0	6	0	0	0	0	1	5	2	4
1	0	0	0	0	0	0	0	0	0	0	0	0	0	1



Not Dark

Weather

Click for Drill Down

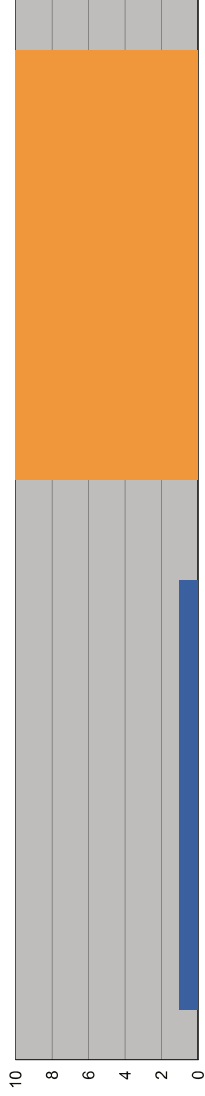
Clear

Cloudy

Rain

Strategic Highway Safety Plan (SHSP)

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
7	0	1	1	1	0	1	0	0	1	3	1	2	2	3
3	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1	0	0	0	0	0	0	0	0	0	1	0	0	0	1



Not Rain or Fog

Rain

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Located Crashes

Area	Crashes	Fatalities	Injuries
SEFFNER	5	0	0
UNINCORPORATED	3	0	0
Totals:	8	0	0

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
E LAKE ORIENT PARK	2	0	1
UNINCORPORATED H.C.	1	0	0
Totals:	3	0	1

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Lakewood Dr.	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

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	38	3	4
Proposed	285	18	22
Difference (+/-)	(+) 247	(+) 15	(+) 18

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

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

Notes: Shared access provided to adjacent properties to the north and south.

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Lakewood Dr./Substandard Roadway	Administrative Variance Requested	Approvable
	Choose an item.	Choose an item.

Notes: Applicant proposes to provide right of way dedication and shared access facility to adjacent properties,

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	Shared access and right of way dedication provided.

COUNTY OF HILLSBOROUGH

**RECOMMENDATION OF THE
LAND USE HEARING OFFICER**

APPLICATION NUMBER: RZ PD 21-0557

DATE OF HEARING: September 13, 2021

APPLICANT: AMQ International Corporation

PETITION REQUEST: A request to rezone property from AS-1 to PD to permit a maximum of 39 multi-family dwelling units

LOCATION: Southwest side of Clay Pit Road and Lakewood Drive

SIZE OF PROPERTY: 4.3 acres, m.o.l.

EXISTING ZONING DISTRICT: AS-1

FUTURE LAND USE CATEGORY: RES-9

SERVICE AREA: Urban

COMMUNITY PLAN: Seffner Mango

DEVELOPMENT REVIEW STAFF REPORT

***Note:** Formatting issues prevented the entire Development Services Department staff report from being copied into the Hearing Master's Recommendation. Therefore, please refer to the Development Services Department web site for the complete staff report.

1.0 APPLICATION SUMMARY



Applicant:	AMQ International Corporation
FLU Category:	RES-9
Service Area:	Urban
Site Acreage:	4.37
Community Plan Area:	Seffner Mango
Overlay:	None

Introduction Summary:

The request is to rezone property zoned AS-1 (Agriculture, Single-Family), which permits single-family uses at 1 unit per acre, to PD (Planned Development) to allow for 39 multi-family units at 9 units per acre. The proposed zoning is for a Planned Development (PD), which is a site controlled zoning district to allow the proposed use, density and development in accordance with conditions of approval and a general site plan.

Additional Information:

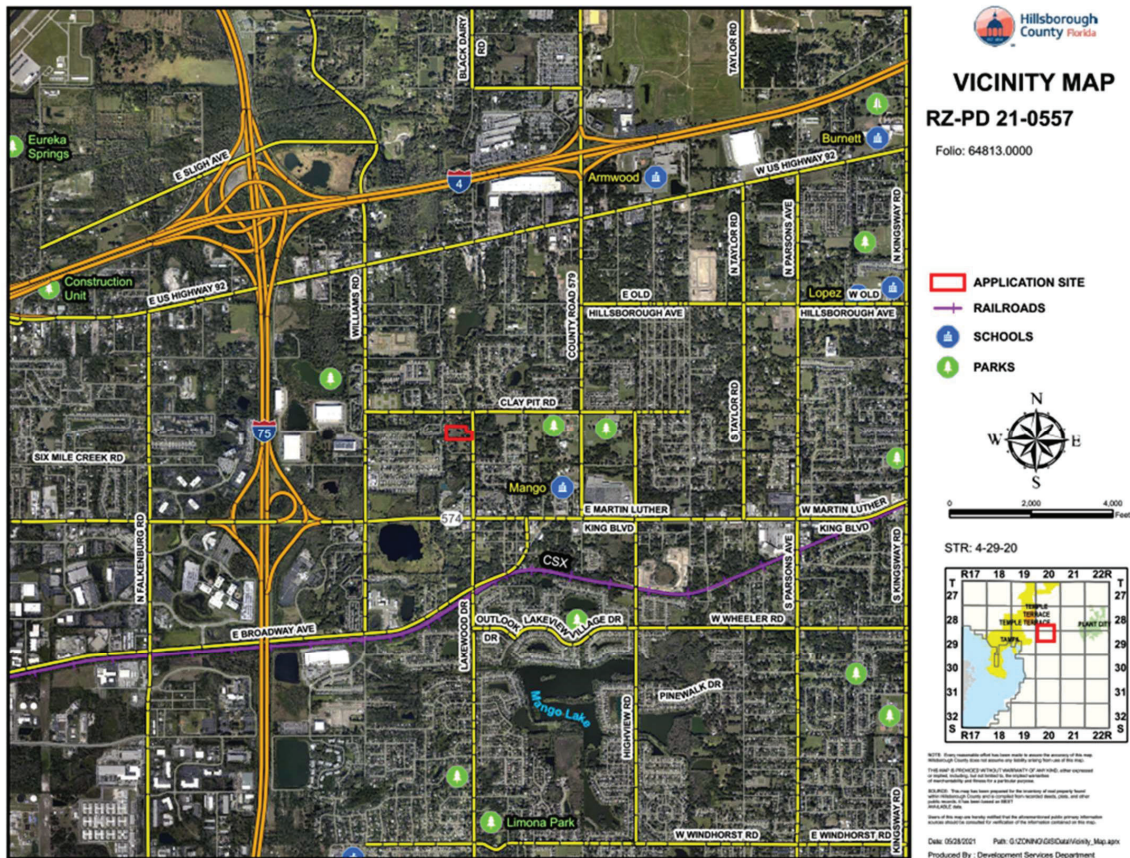
PD Variation(s) None requested as part of this application

Waiver(s) to the Land Development Code: None requested as part of this application

Planning Commission Recommendation: Consistent

Development Services Recommendation: Approvable, subject to proposed conditions

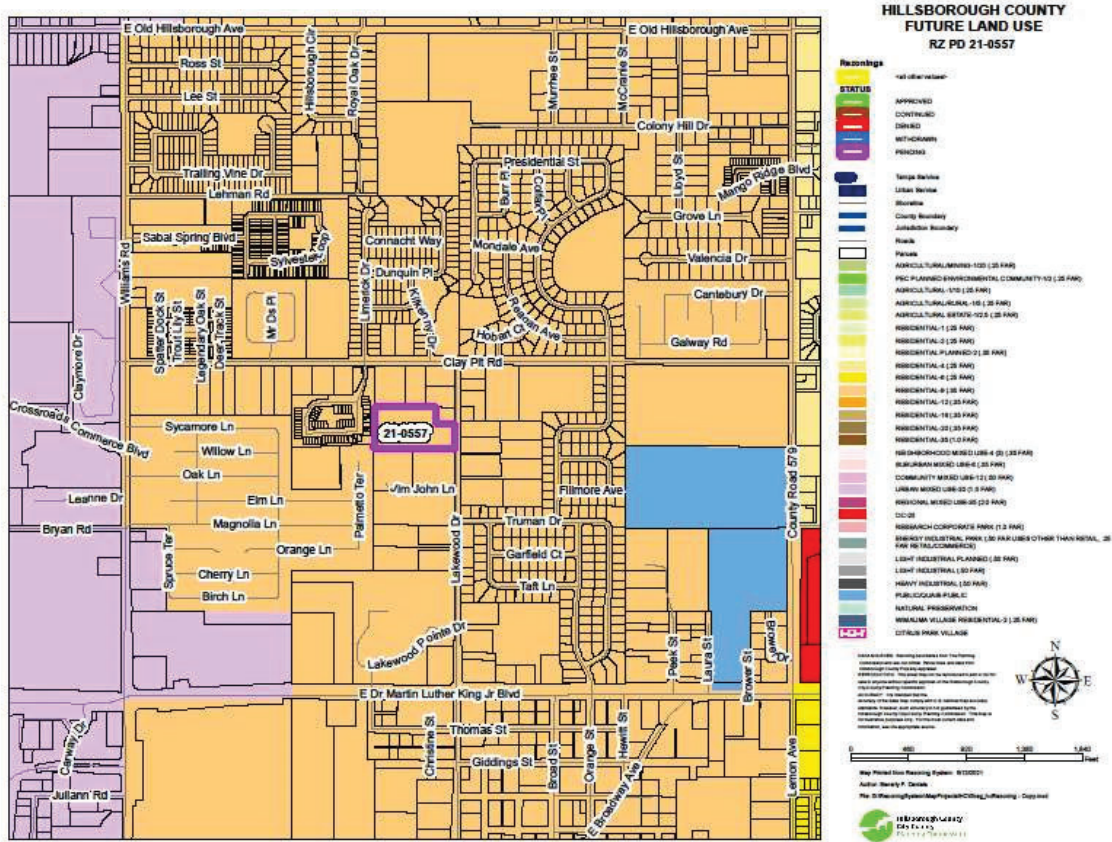
2.0 LAND USE MAP SET AND SUMMARY DATA 2.1 Vicinity Map



Context of Surrounding Area:

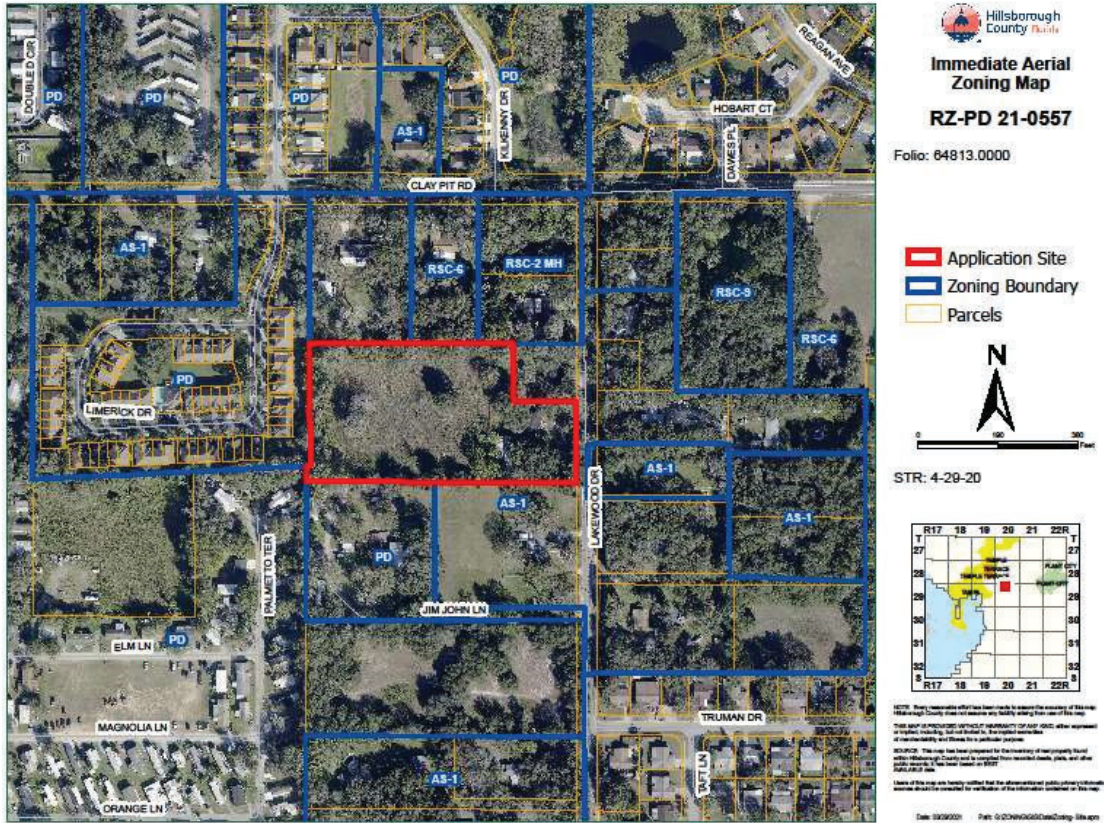
The site is located within an area developed with single-family and multi-family residential at various densities. The area contains larger, agricultural lots, as well as master planned neighborhoods at suburban scaled density. A variety of zonings are found, which includes RSC-9, RSC-6, AS-1 and PDs.

AP SET AND SUMMARY DATA 2.2 Future Land Use Map



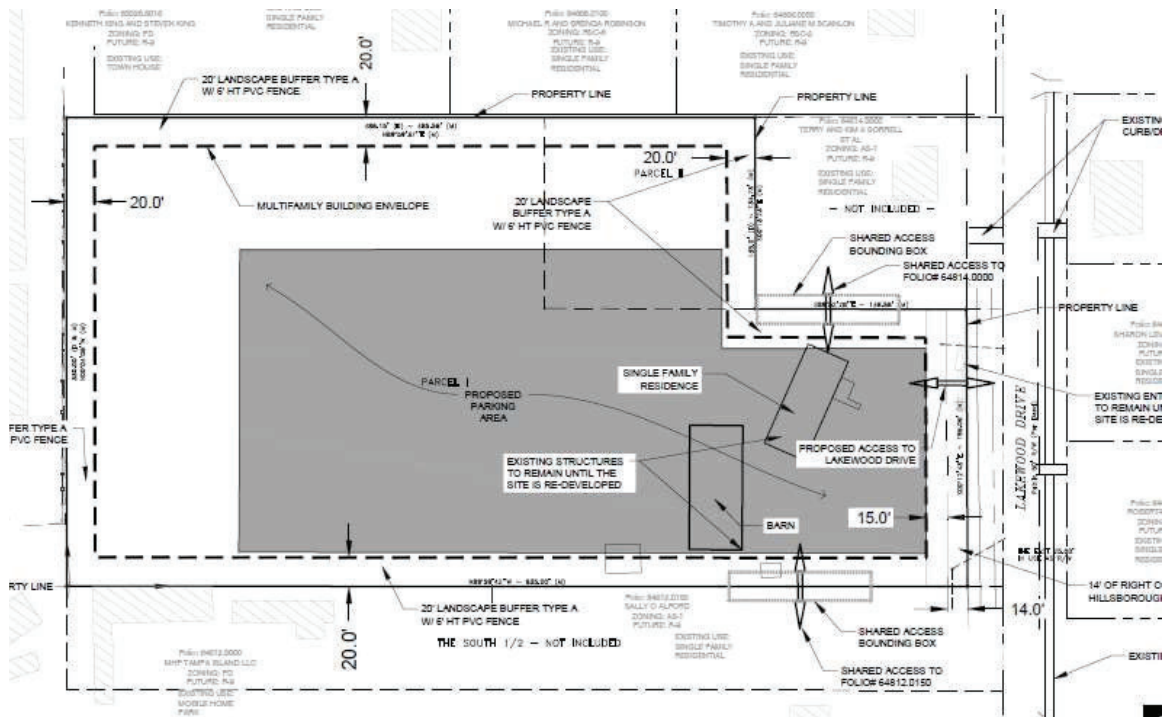
Subject Site Future Land Use Category:	RES-9
Maximum Density/F.A.R.:	9 units per acre
Typical Uses:	Residential, urban scale neighborhood commercial, office uses, multi- purpose projects and mixed use development.

2.0 LAND USE MAP SET AND SUMMARY DATA 2.3 Immediate Area Map



2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Lakewood Dr.	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

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	38	3	4
Proposed	285	18	22
Difference (+/-)	(+) 247	(+) 15	(+) 18

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

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

Notes: Shared access provided to adjacent properties to the north and south.

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Lakewood Dr./Substandard Roadway	Administrative Variance Requested	Approvable
	Choose an item	Choose an item

Notes: Applicant proposes to provide right of way dedication and shared access facility to adjacent properties,

Check if Applicable:

- Wetlands/Other Surface Waters
- Use of Environmentally Sensitive Land Credit
- Wellhead Protection Area
- Surface Water Resource Protection Area
- Potable Water Wellfield Protection Area Significant Wildlife Habitat
- Coastal High Hazard Area
- Urban/Suburban/Rural Scenic Corridor Adjacent to ELAPP property
- Other _____

Additional Information/Comments

Public Facilities:

Transportation

Design Exc./Adm. Variance Requested Off-site Improvements Provided

Service Area/ Water & Wastewater

Urban City of Tampa

Rural City of Temple Terrace

Hillsborough County School Board

Adequate K-5 6-8 9-12 N/A Inadequate K-5 6-8 9-12 N/A

Shared access and ROW dedication provided

Impact/Mobility Fees

Mobility: \$7,316 x 39 units = \$285,324 Parks: \$1,815 x 39 units = \$70,785
School: \$8,227 x 39 units = \$320,853 Fire: \$335 x 39 units = \$13,065 Total
Single-Family Detached = \$690,027

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject project is located within an area developed with single-family and multi-family residential (townhome and mobile home park uses). Properties to the north/northeast, west and south will be provided with a 20 foot wide buffer/setback with screening to consist of landscaping and a 6-foot high PVC fence. This proposed buffering and screening exceeds LDC requirements. Building height is limited to 35 feet and along all non-front PD boundaries, an additional setback of 2 feet for every 1 feet over 20 feet in building height will be provided.

The multi-family building envelope will be located along the northern and western areas of the site to provide separation from the eastern areas of Lakewood Drive that are developed with larger lot single-family residential. This will also provide parking internal to the site, rather than adjacent to single-family residential lots.

Staff has not identified any compatibility issues.

5.2 Recommendation

Staff recommends approval, subject to proposed conditions of approval. The development is of an appropriate density within the approved Future Land Use Category and the project is shown to provide compatibility measures with adjacent development. The proposed number of units meets the minimum density requirements of the Comprehensive Plan, which directs growth to the Future Land Use Categories of 4 units or more within the Urban Service Area. Lastly, no objections from reviewing agencies has been provided.

Zoning conditions, which were presented Zoning Hearing Master hearing, were reviewed and are incorporated by reference as a part of the Zoning Hearing Master recommendation.

SUMMARY OF HEARING

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on September 13, 2021. Mr. Brian Grady of the Hillsborough County Development Services Department introduced the petition.

Mr. Colin Rice 101 East Kennedy Blvd. Suite 2800 Tampa testified on behalf of the applicant. Mr. Rice showed graphics to discuss the requested rezoning from AS-1 to Planned Development for the purpose of development up to 39 multi-family dwelling units. He described the location of the property and stated that the units will be two-story in height and provided much needed workforce housing in Hillsborough County. The project will provide a 20-foot buffer with screening that includes a six-foot high PVC fence on the north, northeast, west and south sides. Mr. Rice testified that he held a zoom meeting with the neighbors in the notice area. He added that he spoke with one neighbor that lives off Lakewood and answered his questions. Mr. Rice concluded his presentation by stating that the project serves a need in Hillsborough County.

Ms. Michelle Heinrich, Development Services Department testified regarding the County's staff report. Ms. Heinrich stated that the request is to rezone property from AS-1 to Planned Development to permit a maximum of 39 multi-family dwelling units. The property is 4.37 acres in size and located on the west side of Lakewood Drive south of Clay Pit Road. She described the surrounding area as having a varied development pattern with zoning districts that range from RSC-9 to AS-1. Ms. Heinrich testified that that single-family residential is located to the north and south, a mobile home park is also located to the south, a townhome project is located to the west and single-family residential is located to the east. She showed a copy of the proposed site plan and stated that the building setbacks will be 20 feet with an internal parking area. A 20-foot buffer is proposed along the north, south, west and part of the eastern boundary. The proposed building height is 35 feet which requires additional setback for heights over 20 feet. The primary access is along Lakewood with a shared access point to the property to the north and a cross access point stub-out to the south. Ms.

Heinrich stated that staff finds the project compatible with the surrounding area.

Ms. Melissa Lienhard of the Planning Commission staff testified that the property is within the Residential-9 Future Land Use category and located in the Urban Service Area and the Seffner Mango Community Planning Area. She stated that the proposed density meets Policy 1.2 as a minimum of 29 units would be allowed and the applicant is proposing 39 units. The request is consistent with Policies 16.7 and 16.8 regarding compatibility with the surrounding area. Ms. Lienhard testified that the rezoning is also consistent with the Seffner Mango Community Plan as the development furthers the goal of enhancing the community character within the Urban Service Area. She concluded her remarks by stating that the rezoning request is consistent with the Future of Hillsborough Comprehensive Plan.

Hearing Master Finch asked audience members if there were any proponents of the application. None replied.

Hearing Master Finch asked audience members if there were any opponents of the application.

Mr. Gordon Smith 11029 Clay Pit Road Tampa testified in opposition. Mr. Smith stated that he owns the property to the north of the subject property. He added that he was also speaking for his neighbor Mr. Mike Robinson who lives at 11039 Clay Pit Road. Mr. Smith stated that he is concerned about the water runoff and the traffic impact of the proposed development. Lakewood Drive is a two-lane road that is currently very busy. He stated that there should be a turn lane. There are delivery truck and fire trucks on the roadway all the time. He is also concerned about the noise from the 39 dwelling units. Mr. Smith testified that the height of the units concerns him. The 20-foot setback is not sufficient from the rear of his property. Mr. Smith concluded his comments by stating that he did not know if the project will include a retention pond to ensure that his property does not become a swamp from the project water.

County staff did not have additional comments.

Mr. Rice testified during the rebuttal period that there is a zoning condition which requires a stormwater pond which will keep the water on-site. The retention will meet all applicable code and technical manuals. Mr. Rice stated that the roadways will operate at an acceptable level of service and that the shared access will alleviate some of the trips generated by the project. Regarding noise and height concerns, buffering is proposed in excess of the Land Development Code requirements. The buildings are two-stories in height and not a high rise building.

Hearing Master Finch asked what was the maximum height of the buildings stated in the proposed zoning conditions. Mr. Grady of the Development Services Department replied 35 feet. Hearing Master Finch asked what was the

maximum height of the zoning district to the north where the gentleman in opposition lived. Mr. Grady replied 35 feet.

The hearing was then concluded.

EVIDENCE SUBMITTED

Mr. Rice submitted a PowerPoint presentation into the record.

PREFACE

All matters that precede the Summary of Hearing section of this Decision are hereby incorporated into and shall constitute a part of the ensuing Findings of Fact and Conclusions of Law.

FINDINGS OF FACT

1. The subject site is 4.3 acres in size and is zoned Agricultural Single-Family-1 (AS-1). The property is designated Residential-9 (RES-9) by the Comprehensive Plan and located in the Urban Service Area and the Seffner Mango Community Planning Area.
2. The purpose of the rezoning from AS-1 to PD is to permit a maximum of 39 multi-family dwelling units on-site. The maximum height is proposed to be two-stories (35 feet).
3. The applicant has committed to provide buffering and screening in excess of the Land Development Code requirements.
4. No waivers or Planned Development Variations are requested as part of the application.
4. The Planning Commission found that the proposed density meets Policy 1.2 as a minimum of 29 units would be allowed and the applicant is proposing 39 units. The request is consistent with Policies 16.7 and 16.8 regarding compatibility with the surrounding area. Planning Commission staff also found that the rezoning is also consistent with the Seffner Mango Community Plan as the development furthers the goal of enhancing the community character within the Urban Service Area. The Planning Commission stated that rezoning is consistent with the Future of Hillsborough Comprehensive Plan.
5. One neighbor testified in opposition at the Zoning Hearing Master hearing. The concerns stated pertained to the possibility of flooding, transportation impacts, noise and the proposed height of the 39-unit multi-family development.

The applicant's representative testified in response that there are no waivers requested to the required stormwater provisions and that all retention for the multi-family project will be provided on-site. He testified that the roadways have been determined to operate at an acceptable Level of Service with the project traffic. The applicant has agreed to provide buffering and screening in excess of the requirements of the Land Development Code. County staff testified that the proposed maximum height of 35 feet is the same maximum height applicable to the single-family residential zoning district where the gentleman in opposition lives.

6. The surrounding area is developed with single-family and multi-family development.
7. Approval of the Planned Development zoning with the conditions proposed by the Development Services Department serves to provide a compatible land use in the area.

FINDINGS OF COMPLIANCE/NON-COMPLIANCE WITH THE HILLSBOROUGH COUNTY COMPREHENSIVE PLAN

The rezoning request is in compliance with and does further the intent of the Goals, Objectives and the Policies of the Future of Hillsborough Comprehensive Plan.

CONCLUSIONS OF LAW

Based on the Findings of Fact cited above, there is substantial competent evidence to demonstrate that the requested Planned Development rezoning is in conformance with the applicable requirements of the Land Development Code and with applicable zoning and established principles of zoning law.

SUMMARY

The request is to rezone 4.3 acres from AS-1 to PD to permit up to 39 multi-family dwelling units on-site. No waivers or PD Variations are requested.

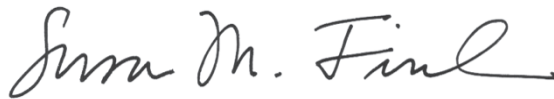
The Planning Commission found the proposed density meets Policy 1.2 as a minimum of 29 units would be allowed and the applicant is proposing 39 units. The request is consistent with Policies 16.7 and 16.8 regarding compatibility with the surrounding area. Planning Commission staff also found that the rezoning is also consistent with the Seffner Mango Community Plan as the development furthers the goal of enhancing the community character within the Urban Service Area. The Planning Commission stated that rezoning is consistent with the Future of Hillsborough Comprehensive Plan.

One neighbor spoke with opposition to the rezoning. Concerns raised included the possible flooding of his property from the project as well as traffic concerns, noise and the height of the buildings. The applicant's representative testified in response that there are no waivers requested to the required stormwater provisions and that all retention for the multi-family project will be provided on-site. He testified that the roadways have been determined to operate at an acceptable Level of Service with the project traffic. The applicant has agreed to provide buffering and screening in excess of the requirements of the Land Development Code. County staff testified that the proposed maximum height of 35 feet is the same maximum height applicable to the single-family residential zoning district where the gentleman in opposition lives.

The request is compatible with the residential character of the area and is consistent with the intent of the Land Development Code and Comprehensive Plan.

RECOMMENDATION

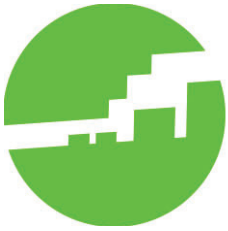
Based on the foregoing, this recommendation is for **APPROVAL** of the Planned Development rezoning request as indicated by the Findings of Fact and Conclusions of Law stated above subject to the zoning conditions prepared by the Development Services Department.



October 1, 2021

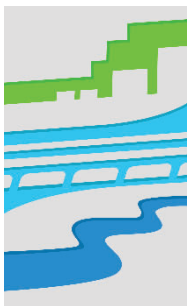
Susan M. Finch, AICP
Land Use Hearing Officer

Date



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: September 13, 2021	Petition: PD 21-0557
Report Prepared: September 1, 2021	<i>West of Lakewood Drive and southwest of the Clay Pitt Road and Lakewood Drive intersection</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Residential-9 (9 du/ga; 0.35 FAR)
Service Area:	Urban
Community Plan:	Seffner-Mango
Requested Rezoning:	Agricultural Single-Family-1 (AS-1) to Planned Development (PD) allowing for up to 39 multi-family dwelling units
Parcel Size (Approx.):	4.34 +/- acres
Street Functional Classification:	Clay Pitt Road – Collector Lakewood Drive – Collector
Locational Criteria:	N/A (residential development)
Evacuation Zone:	None



Context

- The subject property is located on approximately 4.34 acres west of Lakewood Drive and southwest of the Clay Pitt Road and Lakewood Drive intersection. The site is located within the Urban Service Area and within the limits of the Seffner-Mango Community Plan.
- The property's Future Land Use designation is Residential-9 (RES-9), which includes typical uses of residential, urban scale neighborhood commercial, office uses, multi-purpose projects and mixed-use development. Non-residential uses are required to meet established locational criteria for specific land uses.
- The subject property is surrounded by Residential-9 (RES-9).
- The subject property is classified as a single-family lot within Agricultural Single-Family-1 (AS-1) zoning. Single-family lots are located to the north with Residential Single-Family Conventional-6 (RSC-6), Residential Single-Family Conventional-2 (RSC-2) and AS-1 zoning. Single-family lots are located across Lakewood Drive to the east with AS-1, RSC-6 and RSC-9 zoning. Single- and two-family along with vacant lots are located to the south with AS-1 and Planned Development (PD) zoning. Townhomes and a mobile home park are located to the west with Planned Development (PD) zoning.
- The applicant requests to rezone the subject property from Agricultural Single-Family-1 (AS-1) to Planned Development (PD) allowing for up to 39 multi-family dwelling units.

Compliance with Comprehensive Plan:

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

Future Land Use Element

Urban Service Area (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 1.4: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and

architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Neighborhood/Community Development

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

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

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

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

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

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

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

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

Livable Communities Element: Seffner-Mango Community Plan

1. *Goal: Enhance community character and ensure quality residential and nonresidential development.*

Strategies:

- *Support in-fill development and redevelopment within the Urban Service Area while providing for compatibility with existing uses.*

Staff Analysis of Goals Objectives and Policies:

The subject property is located on approximately 4.34 acres west of Lakewood Drive and southwest of the Clay Pitt Road and Lakewood Drive intersection. The site is located within the Urban Service Area and within the limits of the Seffner-Mango Community Plan. The applicant requests to rezone the subject property from Agricultural Single-Family-1 (AS-1) to Planned Development (PD) allowing for up to 39 single-family dwelling units.

The subject property is located within the Urban Service Area. Per FLUE Policy 1.2, the site must satisfy minimum density requirements. The maximum allowable density on the subject site is 39 dwelling units and the minimum allowable density is 29 dwelling units. The application requests 39 dwelling units and satisfies Policy 1.2.

The subject property is designated Residential-9 (RES-9) on the Future Land Use Map. The intent of the RES-9 Future Land Use category is to designate areas that are suitable for low-medium density residential, as well as urban scale neighborhood commercial, office, single-purpose projects, and mixed use developments when in compliance with the Goals, Objectives, and Policies of the Land Use Element and applicable development regulations and locational criteria for specific land use. The proposed use is permissible within the RES-9 Future Land Use category. The proposed residential development would allow for uses that are compatible with the surrounding development pattern and satisfies the intent of Objective 16 and Policies 16.1, 16.2 and 16.3.

The application proposes an access to Lakewood Drive. The application has demonstrated sufficient connectivity to nearby neighborhoods, satisfying the intent of FLUE Policies 16.7 and 16.8.

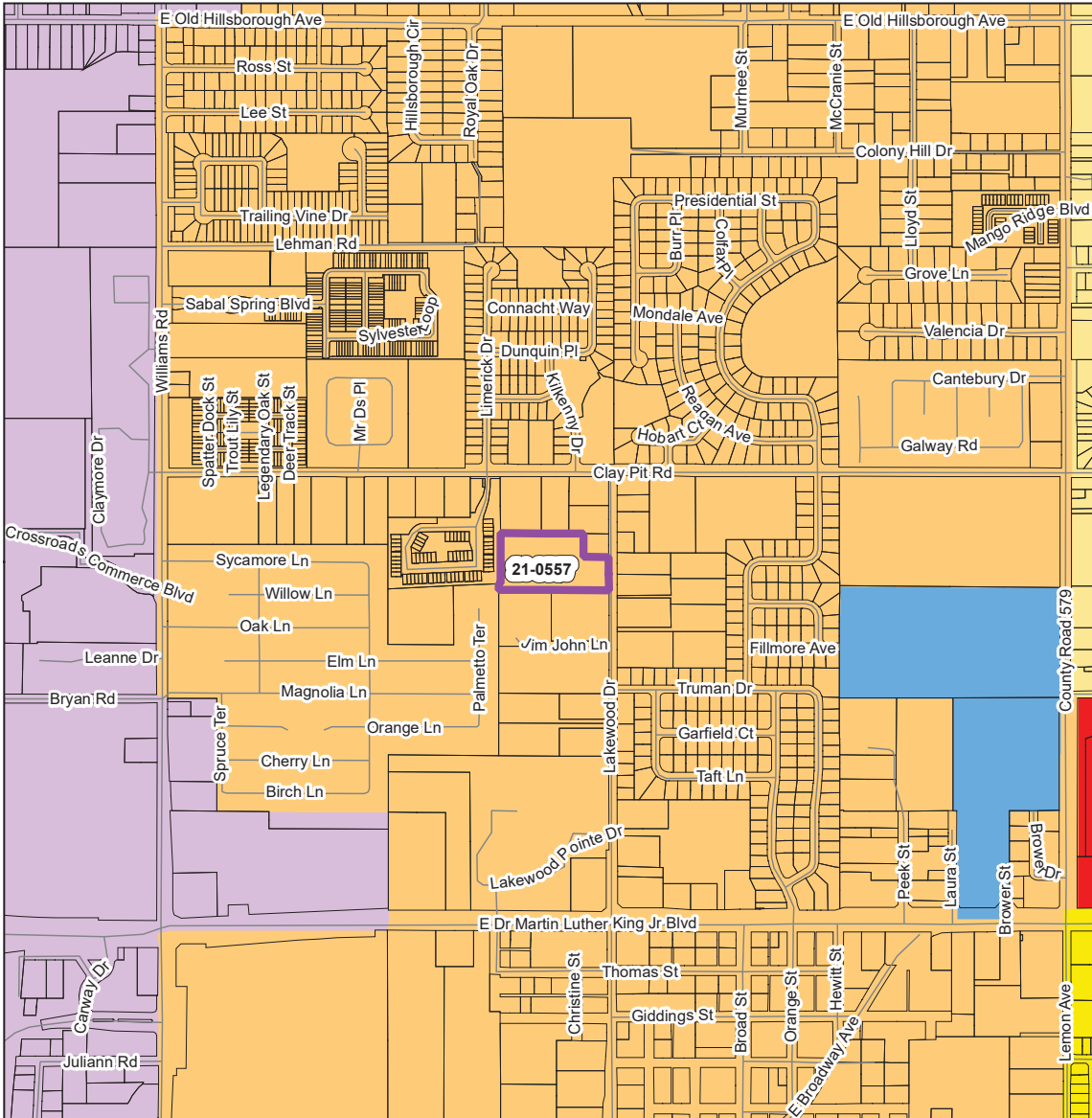
The subject property is located within the limits of the Seffner-Mango Community Plan. The proposed residential development furthers the goal of the Seffner Mango Community Plan which seeks to enhance community character and ensure quality residential and nonresidential development by supporting in-fill development and redevelopment within the Urban Service Area while providing for compatibility with existing uses.

Overall, Planning Commission staff finds the proposed use and density to be compatible with the surrounding area. The proposed residential development also meets the intent of the Seffner-Mango Community Plan, which supports in-fill development and redevelopment within the Urban Service Area while providing for compatibility with existing uses. The proposed development is consistent with the Residential-9 (RES-9) Future Land Use category. The request would allow for a development that is consistent with the Goals, Objectives and Policies of the Future Land Use Element of the *Future of Unincorporated Hillsborough County Comprehensive Plan for Unincorporated Hillsborough County*.

Recommendation

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

HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 21-0557

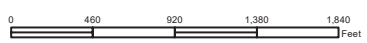


- Rezoning**
- <all other values>
 - STATUS**
 - APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING
 - Tampa Service
 - Urban Service
 - Shoreline
 - County Boundary
 - Jurisdiction Boundary
 - Roads
 - Parcels
 - AGRICULTURAL/MINING-1/20 (.25 FAR)
 - PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 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 (1.0 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.

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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: 5/12/2021
 Author: Beverly F. Daniels
 File: G:\RezoningSystem\MapProjects\H\CG\Reg_hrRezoning - Copy.mxd





**GENERAL
SITE PLAN
FOR
CERTIFICATION**



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: RZ-PD (21-0557)

Zoning File: RZ-PD (21-0557) Modification: None

Atlas Page: None Submitted: 10/12/21

To Planner for Review: 10/12/21 Date Due: 10/19/21

Contact Person: David B. Singer/Matt Newton Phone: dsinger@shumaker.com/ mnewton@shumaker.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: Michelle Heinrich Date: 10/13/21

Date Agent/Owner notified of Disapproval: _____

PROJECT DATA TABLE

SECTION/TOWNSHIP/RANGE	64413.0000
GROSS ACRES	54.1265 R20E
NET ACRES	44.31 AC
FUTURE LAND USE	R-2
PROPOSED ZONING	R-2
UNIT HEIGHT	25 FT
PROPOSED ZONING	PD
UNIT HEIGHT	25 FT
BOODIES OF WATER	NONE

SETBACKS REFER TO DEVELOPMENT SUMMARY TABLE
WATER & SEWER CURRENTLY PROVIDED BY:
HILLSBOROUGH COUNTY PUBLIC UTILITIES
ROADS WITHIN THE PROJECT WILL BE PRIVATE

OWNER:
AMO INTERNATIONAL CORP
PO BOX 275
SEFFNER, FL 33583-0275

Parcel	Acres	Proposed Use	DEVELOPMENT SUMMARY			
			Minimum Front	Minimum Side	Minimum Rear	Minimum Depth
1	44.34	Proposed Multi-Family Dwelling	15'	20'	20'	20'

- NOTES:**
1. DEVELOPMENT SHALL BE PROCEEDED IN ACCORDANCE WITH THE STANDARDS OF THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE.
 2. THERE ARE NO KNOWN EXISTING OR PROPOSED CULTURAL FACILITIES RECORDED, HISTORICAL OR ARCHAEOLOGICAL SITES, COMMUNITY RECREATION USES, OR PUBLIC FACILITIES LOCATED ON THE SUBJECT PARCEL.
 3. NO DEDICATION OF RIGHTS-OF-WAY IS PROPOSED.
 4. THE DEVELOPER SHALL MAINTAIN AND PRESERVE ANY WETLANDS, WATERSHED AREAS, UPLAND HABITAT AREAS, OR OTHER SIGNIFICANT NATURAL PHYSICAL FEATURES ON THE SUBJECT SITE OTHER THAN THOSE GENERALLY DEPICTED ON THE SITE PLAN.
 5. THE DEVELOPER SHALL MAINTAIN AND PRESERVE ANY WETLANDS, WATERSHED AREAS, UPLAND HABITAT AREAS, OR OTHER SIGNIFICANT NATURAL PHYSICAL FEATURES ON THE SUBJECT SITE OTHER THAN THOSE GENERALLY DEPICTED ON THE SITE PLAN.
 6. THE PROJECT MAY BE REQUIRED TO DEVELOP INFRASTRUCTURE WITHIN THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE (LDC), UNLESS OTHERWISE NOTED ON GENERAL DEVELOPMENT PLAN AREA.
 7. THE PROJECT SITE IS LOCATED IN A TWO LANE COLLECTOR ROAD. 22' WIDTH, SURFACE TYPE IS ASPHALT AND ACCESS TO DEVELOPMENT MAY BE GATED. SUBJECT TO APPROVAL BY ADMINISTRATOR AT DEVELOPMENT.
 8. THE DEVELOPER SHALL CONDUCT AND REPORT ON ALL REQUIRED GEOTECHNICAL AND GEOLOGICAL SURVEYS AND TESTING.
 9. THE DEVELOPER SHALL CONDUCT AND REPORT ON ALL REQUIRED GEOTECHNICAL AND GEOLOGICAL SURVEYS AND TESTING.
 10. ACCESS TO DEVELOPMENT MAY BE GATED. SUBJECT TO APPROVAL BY ADMINISTRATOR AT DEVELOPMENT.
 11. THE DEVELOPER SHALL CONDUCT AND REPORT ON ALL REQUIRED GEOTECHNICAL AND GEOLOGICAL SURVEYS AND TESTING.
 12. THE DEVELOPER SHALL CONDUCT AND REPORT ON ALL REQUIRED GEOTECHNICAL AND GEOLOGICAL SURVEYS AND TESTING.
 13. THE DEVELOPER SHALL CONDUCT AND REPORT ON ALL REQUIRED GEOTECHNICAL AND GEOLOGICAL SURVEYS AND TESTING.

VICINITY MAP

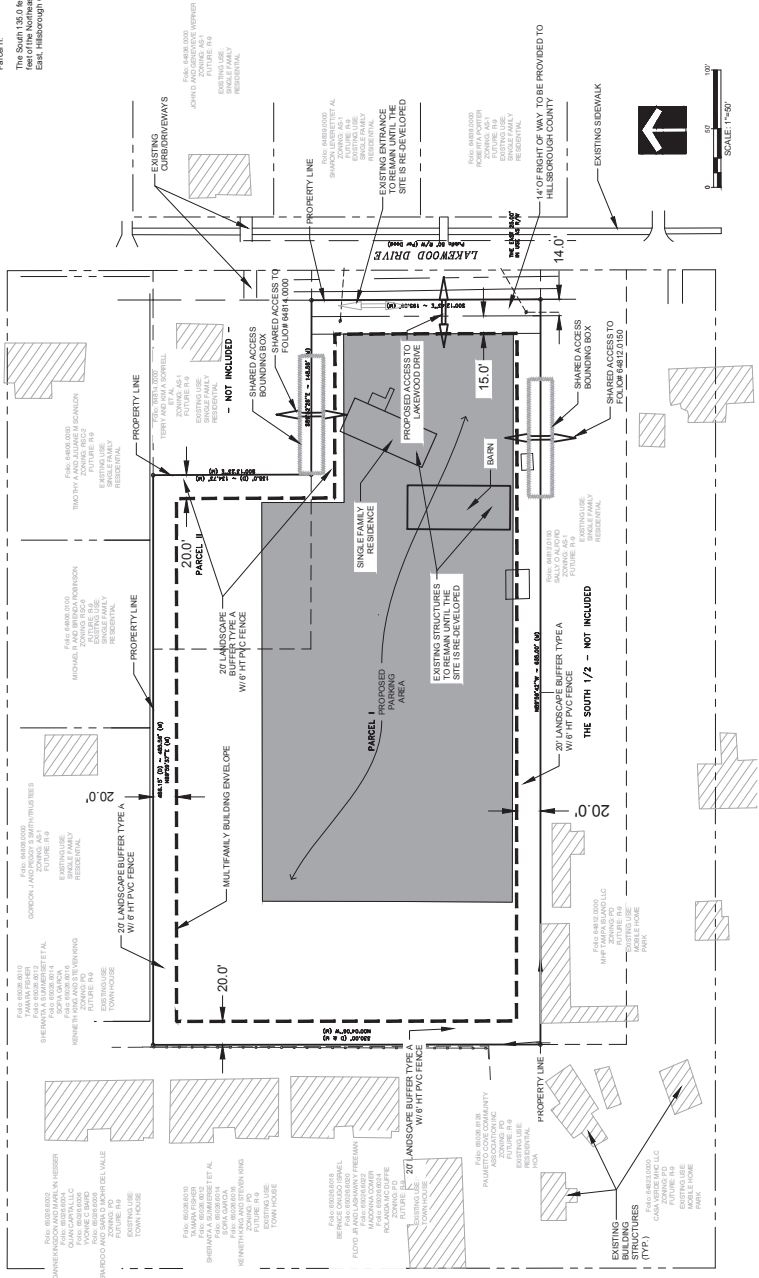


LEGAL DESCRIPTION

DESCRIPTION (INSTRUMENT # 94836685):

Parcel I:
The North 1/2 of Lot 6 (beginning 320' feet east of the Northeast corner of the North East 1/4 of the Southeast 1/4 of Section 4, Township 29 South, Range 20 East, Hillsborough County, Florida, (in the South 800 feet (minus West 660.0 feet, thence North 660.0 feet, thence East 100' 0" to the Point of Beginning) along the North 1/2 Section 4 East 327' feet thereof.

Parcel II:
The South 1/2 of the North 498.0 feet of the West 148.86 feet of the East 122.70 feet of the Northeast 1/4 of the Southwest 1/4 of Section 4, Township 29 South, Range 20 East, Hillsborough County, Florida.



KEMPTON RINARD
LANDSCAPE ARCHITECTURE
2342 Henderson Blvd., Suite 200
Tampa, FL 33609
813-252-0989
www.kemptonrinard.com
Landscape Architecture Certificate
of Authorization LC0002627

PREPARED FOR:
SALEM HOLDINGS, LLC
11809 E HWY 92
SEFFNER, FLORIDA 33584

PROJECT NAME:
LAKEWOOD DRIVE SITE

SHEET TITLE:
REZONING PLAN

NO.	DATE	DESCRIPTION

10/08/21
PLANNED AND MAINTAINED ONLY
SHALL BE PERMANENT IN ALL
SHEET: 1 of 1



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP
PLANNING AREA: Seffner Mango

DATE: 08/30/2021
AGENCY/DEPT: Transportation
PETITION NO: RZ-PD 21-0557

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

REPORT SUMMARY AND CONCLUSIONS

- The proposed rezoning would result in an increase of trips potentially generated by development of the subject site by 247 average daily trips, 15 trips in the a.m. peak hour, and 18 trips in the p.m. peak hour.
- Lakewood Drive is a substandard collector roadway. The applicant requested a Section 6.04.02.B Administrative Variance from the Section 6.04.03.L. requirement to improve the substandard roadway, which was found approvable by the County Engineer. If the rezoning is approved, the County Engineer will approve the Administrative Variance, upon which the developer will not be required to make improvements to Lakewood Dr.
- The project proposed shared access to adjacent properties to the north and the south.
- The applicant is proposing to dedicate right-of-way to the Lakewood Dr.
- Transportation Review Section staff has no objection to this request, subject to the conditions of approval provided herein.

CONDITIONS OF APPROVAL

- If PD 21-0557 is approved, the County Engineer will approve a Section 6.04.02. Administrative Variance (dated August 24, 2021) which was found approvable by the County Engineer (on August 30, 2021). Approval of this Administrative Variance will waive the Lakewood Dr. substandard road improvements required by Section 6.04.03.L. of the LDC.
- The developer shall construct, prior to certificate of occupancy, a pedestrian and vehicular shared access facility to serve the adjacent properties to the north and south, folios# 64814.0000 and 64812.0150, anywhere within the bounding boxes depicted in the site plan consistent with the LDC.

- The developer, prior to certificate of occupancy, shall record in the Official Records of Hillsborough County a construction easement and any other easement necessary to permit the developer of adjacent properties (within which the access is being shared) to construct and utilize the required the Shared Access Facility upon (re)development of the adjacent properties without further consultation. The design and location of all connections shall be subject to the review and approval of Hillsborough County.
- Developer shall dedicate 14 feet of right-of-way along the project frontage.
- Notwithstanding anything shown on the site plan, the developer shall provide ADA compliant sidewalk connections between principal building entrances, parking areas and access points.
- The developer shall construct a sidewalk along the project frontage on Lakewood Drive.

OTHER CONDITIONS:

- Prior to site plan certification, the applicant shall align the proposed access connection with the existing driveway to the east located on folio# 64838.0000.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone two parcels totaling +/- 4.34 acres from Agricultural Single-Family (AS-1) to Planned Development (PD) to construct a 39-unit multi-family development. The site is located on the west side of Lakewood Dr., approximately 500 feet south of Clay Pit Rd. The Future Land Use designation of the site is R-9.

Trip Generation Analysis

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition.

Approved Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS-1: 4 Units, Single Family Detached (ITE 210)	38	3	4

Proposed Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 39 units, Multifamily – Low-rise (ITE 220)	285	18	22

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 247	(+) 15	(+) 18

The proposed rezoning would result in an increase of trips potentially generated by development of the subject site by 247 average daily trips, 15 trips in the a.m. peak hour, and 18 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Lakewood Drive is a 2-lane, undivided, substandard, collector, Hillsborough County maintained roadway with +/- 11-foot travel lanes. Along the project frontage, the roadway lies within +/- 50-foot wide right-of-way. Lakewood Drive has a +/- 4-foot sidewalk along the eastern side and there are no paved shoulders or curb and gutter on either side.

Pursuant to the Hillsborough County Transportation Technical Manual, an urban collector roadway shall meet the typical section TS-7 standard. TS-5 standard includes 12-foot-wide lanes and 5-foot shoulders within a minimum of 96 feet of right-of-way.

To address the substandard right of way width, the applicant has proffered to dedicate 14 feet along the project frontage as shown on the PD site plan.

Lakewood Drive is not included on the Hillsborough County Corridor Preservation Plan.

SITE ACCESS

The proposed site plan provides one (1) access connection on Lakewood Drive.

Pursuant to LDC, Sec. 6.04.03. J. and 6.04.07, Lakewood Dr. is a Class 5 access facility which requires a 245-foot minimum separation between adjacent access points. The proposed PD site plan depicts two access connections to the north within 100 ft and one access connection to the south with 50 ft of the project’s proposed driveway. To meet the intent of the Sec. 6.04.03. J. staff proposes that the project’s access connection aligns with the driveway serving folio# 64838.0000 on the east side of Lakewood Dr.

The proposed site plan provides a shared access facility to allow future access to the properties to the north and south at the time of redevelopment. The shared access facility will be designed for both vehicular and pedestrian access stubouts and include an easement that will ensure that the adjacent properties may build an access connection to and utilize the shared access as their primary means of ingress and egress; therefore, eliminating the need to take their primary access directly from Lakewood Dr. along their frontage if said properties cannot meet the required minimum separation distance.

The developer shall construct a sidewalk along the project frontage on Lakewood Drive and ADA compliant sidewalk connections between principal building entrances, parking areas and access points.

ADMINISTRATIVE VARIANCE: LAKEWOOD DR

The applicant’s EOR submitted a Section 6.04.02.B. Administrative Variance request (dated August 24, 2021) for relief from the Section 6.04.03.L requirement to improve Lakewood Dr., between Claypit Rd. and the project access, to current County standards for a Type TS-7 Typical Section as found within the

Hillsborough County Transportation Technical Manual (TTM). On August 30, 2021 the County Engineer found the variance approvable

If the rezoning is approved, the County Engineer will approve the Administrative Variance.

LEVEL OF SERVICE (LOS)

Level of Service (LOS) information is reported below.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
LAKWOOD DR	M L KING BLVD	CLAY PIT RD	D	C

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



TRAFFIC ENGINEERING
DEVELOPMENT SUPPORT

August 24, 2021 (Revision No. 1)

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

**SUBJECT: LAKEWOOD DRIVE APARTMENTS (4704 LAKEWOOD DRIVE)
LAKEWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE
PD 21-0557**

Dear Mr. Williams,

This letter documents a request for a Section 6.04.02.B. **ADMINISTRATIVE VARIANCE** to Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with development permitting for the “**LAKEWOOD DRIVE APARTMENTS**” project.

The subject project site consists of Hillsborough County folio no. 064813-0000, located at 4704 Lakewood Drive, on the west side of Lakewood Drive, approximately 350 feet south of Clay Pit Road, in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The subject project is proposed for development consisting of 39 multi-family apartment units, with access planned to be provided via a site access driveway connection to Lakewood Drive, as shown on the project site PD plan (**ATTACHMENT B**). In addition, the project site will provide for shared access for the properties located both north and south of the subject site, and will dedicate 15 feet of right-of-way to Hillsborough County, to accommodate the future implementation of the Hillsborough County standard typical section for a rural collector roadway (TS-7).

Lakewood Drive was found to be a substandard road in regard to LDC §6.04.03.L., which states the following:

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 Applicant has collaborated with Staff with the intent of achieving a Design Exception associated with the implementation of improvements to Lakewood Drive. However, dimensional right-of-way restrictions as well as the nature of the area has rendered these efforts impossible. The Applicant has offered to construct speed tables to mitigate speeding; however, Hillsborough County does not permit installation of speed tables on County collector roads. The Applicant has offered to perform vibratory edge treatment to mitigate vehicular departure from the travel lanes; however Hillsborough County discourages the installation of this treatment in residential areas due to incompatible noise impacts. The Applicant has offered to perform off-site improvements based on Hillsborough County future right-of-way acquisition; however, improvements based on such a future contingency was also found to be unsupportable. Nevertheless, the Applicant has offered to provide right-of-way to Hillsborough County to facilitate and encourage the future implementation of the Hillsborough County standard typical section for a rural collector roadway (TS-7); as depicted on the project site PD plan (**ATTACHMENT B**).

Due to the foregoing, which exemplifies that neither full nor partial conformance with the TS-7 typical section is physically possible given right-of-way constraints, an **ADMINISTRATIVE VARIANCE** is requested for relief from the otherwise applicable requirement to improve Lakewood Drive to meet new roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of development approval for the project. The County typical section for a two-lane undivided rural collector roadway (TS-7) is provided as **ATTACHMENT C**.

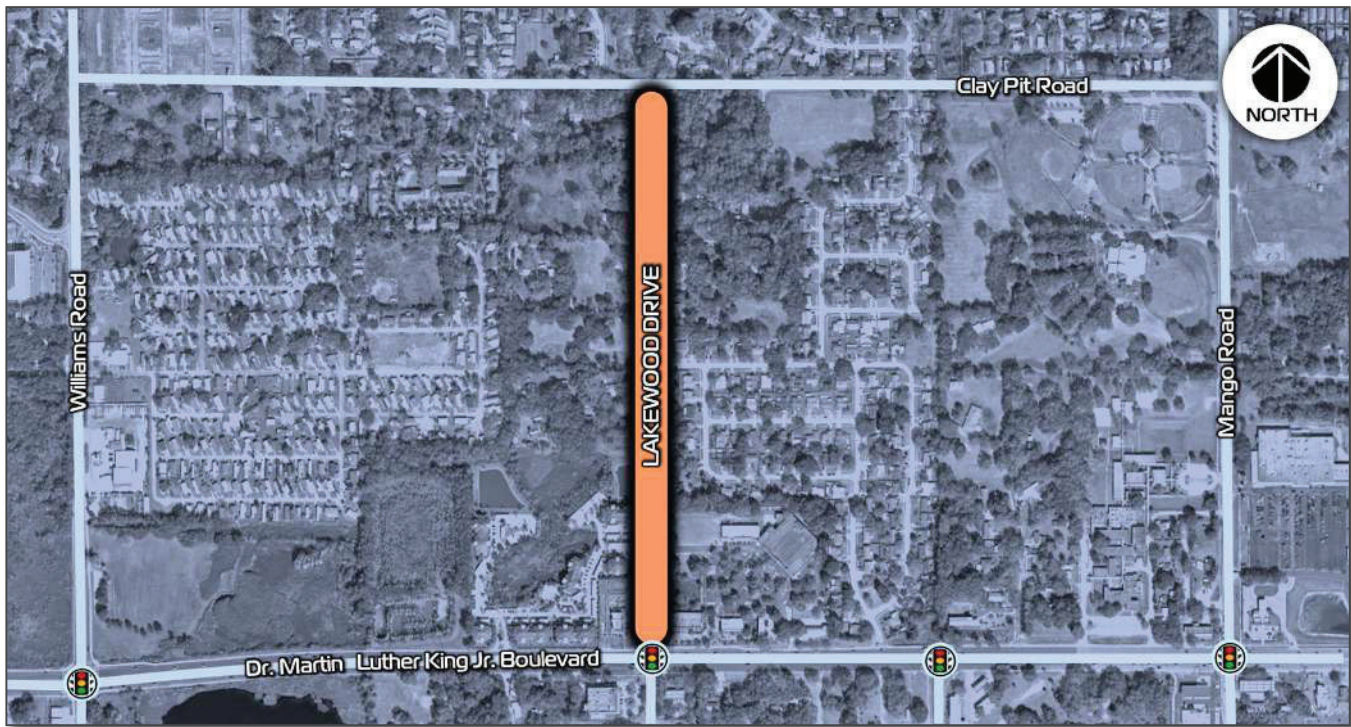


MICHAEL J. WILLIAMS, P.E.
LAKEWOOD DRIVE APARTMENTS (PD 21-0557)
LAKEWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE
AUGUST 24, 2021 (REVISION No. 1)
PAGE 2 OF 4

This request has been prepared in accordance with LDC §6.04.02.B., to address the following: (a) there is an unreasonable burden on the applicant, (b) the exception would not be detrimental to the public health, safety, and welfare, and (c) without the exception, reasonable access cannot be provided; as discussed herein.

The subject segment of Lakewood Drive is a two-lane undivided County collector roadway with a rural cross section and 35 mph posted speed limit, which is approximately 0.50 miles in length from Dr. Martin Luther King Jr. Boulevard to Clay Pit Road; as shown in **FIGURE 1.0**. It is noted that the 250 foot segment of Lakewood Drive immediately north of Dr. Martin Luther King Jr. Boulevard is an urban section, with curb & gutter, and includes turn lanes on the approach to Dr. Martin Luther King Jr. Blvd.

FIGURE 1.0 | LAKEWOOD DRIVE



ROADWAY CHARACTERISTICS

Characteristics of Lakewood Drive were compiled, consisting of Right-of-Way Width, Pavement Condition, Lane Width, Shoulders, and Sidewalks; as discussed below and supplemented with recent photographs as shown in **ATTACHMENT D**.

RIGHT-OF-WAY WIDTH: Lakewood Drive was found to have a right-of-way width that varies between a minimum of $\pm 50'$ to a maximum of $\pm 65'$. These findings indicate that the subject roadway has a substandard right-of-way width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard right-of-way width is identified as 96 feet (plus 10 foot utility easements on each side). It is noted that the reported right-of-way widths are approximate, as measured from the *Hillsborough County Property Appraiser* website.

PAVEMENT CONDITION: Lakewood Drive was found to have good pavement conditions, without cracking or rutting that would be indicative of structural failure; noting that isolated areas of minor cracking were observed. It is noted that pavement condition is not included as part of the TS-7 typical section.



RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
LAKEWOOD DRIVE APARTMENTS (PD 21-0557)
LAKEWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE
AUGUST 24, 2021 (REVISION No. 1)
PAGE 3 OF 4

LANE WIDTH: Lakewood Drive was found to have a lane width of approximately $\pm 11.0'$. These findings indicate that Lakewood Drive has substandard lane width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard lane width is identified as 12 feet.

SHOULDERS: Lakewood Drive was found to have unpaved relatively flat areas adjacent to the edge of pavement (at a width of approximately 5.0') that provide for vehicle refuge and thus function as shoulders. These areas are generally continuous along Lakewood Drive, except for the occasional driveway connection or occasional vegetation/tree. It is unknown whether the referenced areas are stabilized. It is noted that off-tracking was not observed along Lakewood Drive, which would be indicative of the need for shoulder improvements. These findings indicate that Lakewood Drive has substandard shoulder conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard shoulder condition is identified as 5 foot (paved).

As noted above, the 250 foot segment of Lakewood Drive immediately north of Dr. Martin Luther King Jr. Boulevard is an urban section, with curb & gutter; and thus shoulder criteria is not applicable to that segment of Lakewood Drive.

SIDEWALK: Lakewood Drive has sidewalks on both sides of the road from Dr. Martin Luther King Jr. Boulevard northward approximately 850 feet, at which point the sidewalk on the west side terminates and the sidewalk on the east side continues northward to Clay Pit Road. These findings indicate that Lakewood Drive has substandard sidewalk conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, sidewalks are required on both sides of the road.

CRASH DATA EVALUATION

An evaluation of crash data was conducted for the subject segment of Lakewood Drive, excluding the major signalized intersection of Lakewood Drive & Dr. Martin Luther King Jr. Boulevard; as summarized below and further documented in **ATTACHMENT E**. Crash data was extracted from the Hillsborough County Crash Data Management System for Lakewood Drive for the prior 5 year period, from 1/1/16 through 12/31/20. During that period, 11 crashes were identified, where the majority of these crashes (10) occurred at intersections, and involved vehicles turning to and/or from Lakewood Drive; thus not attributable to substandard roadway conditions. The remaining crash occurred on southbound Lakewood Drive, involving a vehicle that left the traveled way and struck a traffic control sign. The associated crash report (#88689284) did not include further details regarding this crash, other than indicating that conditions were dry, daytime, and typical; where no injuries resulted from this crash.

It is concluded from the crash data evaluation that substandard roadway conditions have not historically contributed to a safety deficiency, nor does the crash history for the subject segment of Lakewood Drive exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project.

TRAFFIC VOLUMES

A TRAFFIC IMPACT STUDY was prepared for the "LAKEWOOD DRIVE APARTMENTS" project (4/9/21), which identified the following traffic volumes associated with the subject segment of Lakewood Drive.

Existing Peak Hour Traffic Volumes

- Weekday AM Peak Hour: 426 vph
- Weekday PM Peak Hour: 501 vph

Estimated Project Generated Peak Hour Traffic Volumes

- Weekday AM Peak Hour: 8 vph north of project site / 11 vph south of project site
- Weekday PM Peak Hour: 10 vph north of project site / 16 vph south of project site



MICHAEL J. WILLIAMS, P.E.
LAKEWOOD DRIVE APARTMENTS (PD 21-0557)
LAKEWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE
AUGUST 24, 2021 (REVISION No. 1)
PAGE 4 OF 4

THE ROADWAY CHARACTERISTICS, CRASH DATA EVALUATION, AND TRAFFIC VOLUME DATA AS PRESENTED HEREIN WAS EVALUATED IN CONSIDERATION AND SUPPORT OF THE REQUIREMENTS OF LDC §6.04.02.B, AS FOLLOWS:

THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT as the existing right-of-way width for the subject corridor is not adequate to accommodate the full TS-7 typical section; therefore, a requirement to implement the TS-7 typical section would create the burden of acquiring private property to increase the width of the right-of-way to sufficiently accommodate this typical section. Further, an additional unreasonable burden would similarly be placed upon the applicant if required to expand the roadway or shoulders to meet the full requirements of the TS-7 typical section without the associated need (i.e., nexus) for those improvements based on traffic volume, crash history, and current roadway characteristics; and in consideration of the lack of adequate right-of-way to do so. **Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary such that an unreasonable burden is not unduly imparted upon the applicant.**

THE ADMINISTRATIVE VARIANCE WOULD NOT BE DETRIMENTAL TO THE PUBLIC HEALTH, SAFETY, AND WELFARE in consideration that substandard roadway conditions for the subject segment of Lakewood Drive have not historically contributed to a safety deficiency, nor does Lakewood Drive exhibit any crash patterns that would indicate a potential for future safety concerns associated with development of the project. **Therefore, approval of this ADMINISTRATIVE VARIANCE would not adversely affect, public health, safety, or welfare.**

WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED as access to the "LAKEWOOD DRIVE APARTMENTS" project site relies upon Lakewood Drive, for which alternate access options are not available. **Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary to provide reasonable access to the project.**

It is noted that by providing shared access for the properties located both north and south of the subject site, access connections to Lakewood Drive will be minimized in the future (upon redevelopment of the northerly and southerly properties), which reduces the number of vehicular conflict points along Lakewood Drive, thus enhancing traffic safety. Further, the contribution of right-of-way to Hillsborough County will additionally promote public safety by easing a transition to future TS-7 compliant standards in the future.

The foregoing documents a request for an ADMINISTRATIVE VARIANCE to Hillsborough County Land Development Code (LDC) §6.04.04.L (Existing Facilities) in association with development permitting for the "LAKEWOOD DRIVE APARTMENTS" project, for relief from the implementation of improvements to Lakewood Drive to meet new roadway standards for a two-lane undivided rural collector roadway (TS-7).

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President



This item has been digitally signed and sealed by Michael Daniel Raysor P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

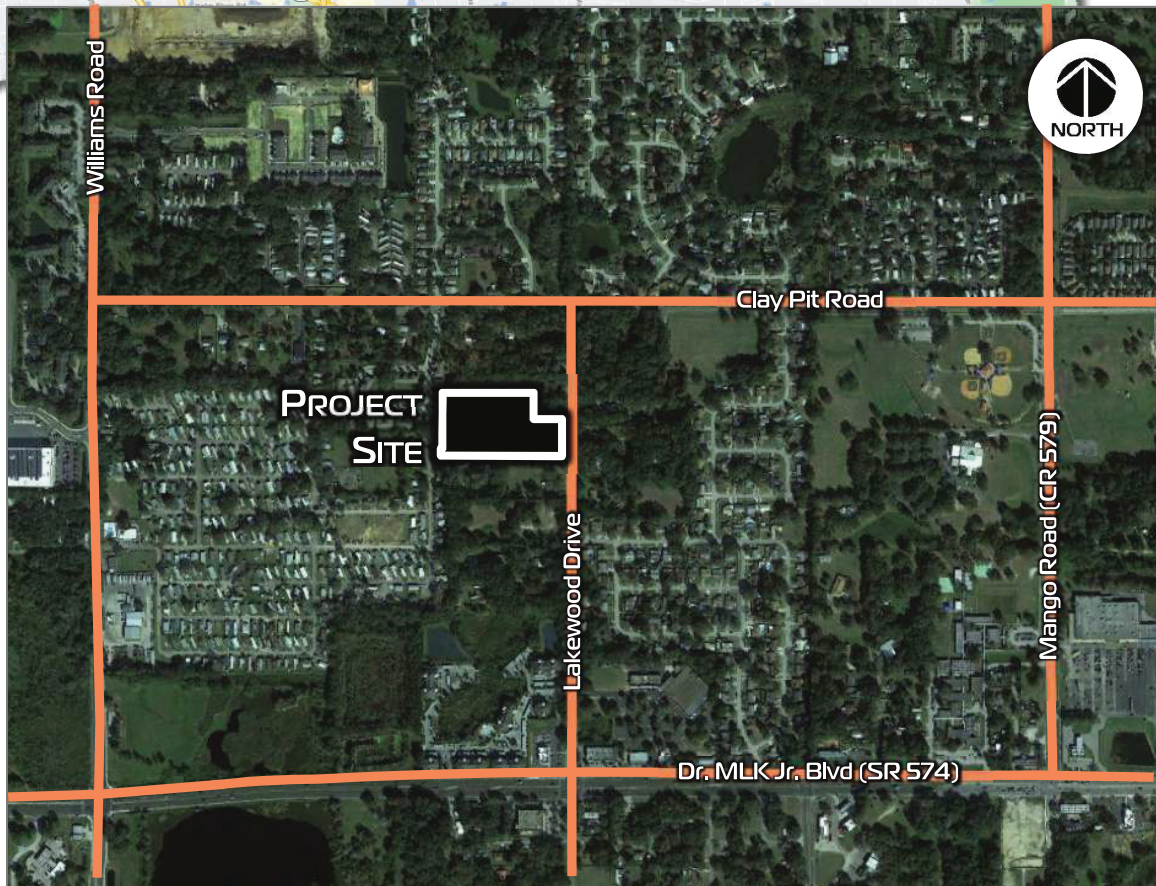
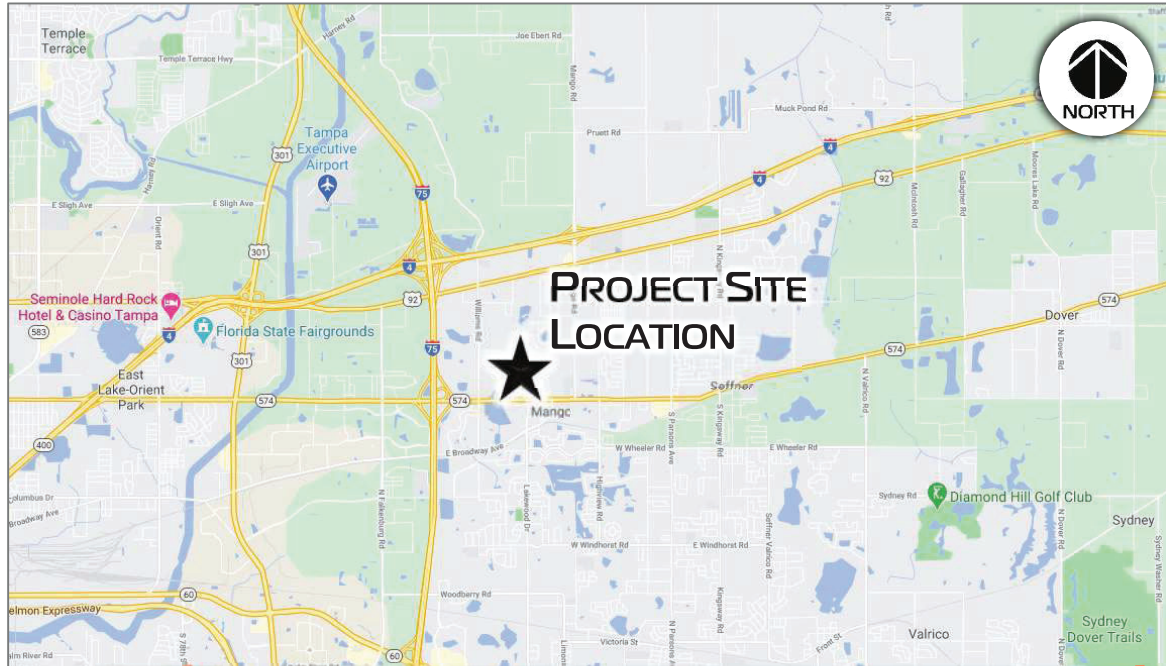
BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY APPROVED.

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

ATTACHMENT A



LAKWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE Project Site Location Map



ATTACHMENT B



LAKWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE Project Site Concept Plan

PROJECT DATA TABLE

PROJECT NUMBER:	HA013008
DATE OF PREPARATION:	04/29/2021
PROJECT LOCATION:	11609 US HWY 82, SEFFNER, FLORIDA 33584
CLIENT:	SALEM HOLDINGS, LLC
PROJECT TYPE:	INDUSTRIAL
DESIGNER:	RAYSOR TRANSPORTATION CONSULTING
APPROVED BY:	[Signature]

DEVELOPMENT SUMMARY

Project Area	Proposed Use	Structure	Height	Area	Volume	Notes
1	Proposed Multi-Family Dwelling	1st	20'	30,000	208,000	100 Units

NOTES

1. DEVELOPER SHALL PROVIDE A RECORD DRAWING WITHIN THE PERIOD OF THE REZONING APPLICATION.
2. THE REZONING APPLICATION SHALL BE REVIEWED BY THE PLANNING BOARD AND THE ZONING BOARD.
3. THE REZONING APPLICATION SHALL BE REVIEWED BY THE PLANNING BOARD AND THE ZONING BOARD.
4. THE REZONING APPLICATION SHALL BE REVIEWED BY THE PLANNING BOARD AND THE ZONING BOARD.
5. THE REZONING APPLICATION SHALL BE REVIEWED BY THE PLANNING BOARD AND THE ZONING BOARD.
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8. THE REZONING APPLICATION SHALL BE REVIEWED BY THE PLANNING BOARD AND THE ZONING BOARD.
9. THE REZONING APPLICATION SHALL BE REVIEWED BY THE PLANNING BOARD AND THE ZONING BOARD.
10. THE REZONING APPLICATION SHALL BE REVIEWED BY THE PLANNING BOARD AND THE ZONING BOARD.
11. THE REZONING APPLICATION SHALL BE REVIEWED BY THE PLANNING BOARD AND THE ZONING BOARD.
12. THE REZONING APPLICATION SHALL BE REVIEWED BY THE PLANNING BOARD AND THE ZONING BOARD.
13. THE REZONING APPLICATION SHALL BE REVIEWED BY THE PLANNING BOARD AND THE ZONING BOARD.
14. THE REZONING APPLICATION SHALL BE REVIEWED BY THE PLANNING BOARD AND THE ZONING BOARD.
15. THE REZONING APPLICATION SHALL BE REVIEWED BY THE PLANNING BOARD AND THE ZONING BOARD.

VICINITY MAP

LEGAL DESCRIPTION

DESCRIPTION: (PRTSHARED) 14583263

Parcel 1:
The Lot 12 of Lakewood Blvd, 1st Level of the Lakewood Blvd - 1st Level Building, 11609 US HWY 82, SEFFNER, FLORIDA 33584, is hereby rezoned from R-1 to R-2.

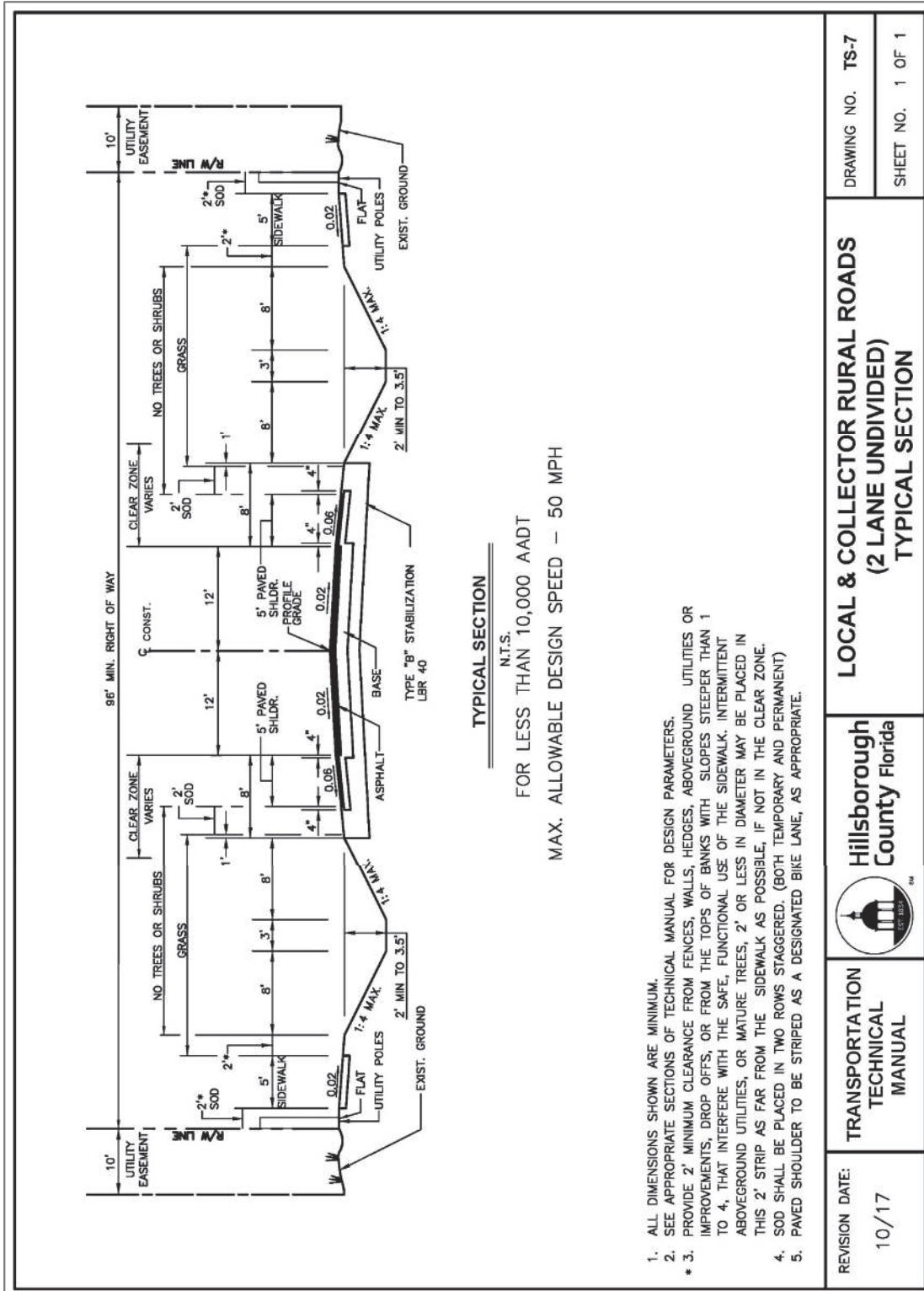
Parcel 2:
The Lot 13 of Lakewood Blvd, 1st Level of the Lakewood Blvd - 1st Level Building, 11609 US HWY 82, SEFFNER, FLORIDA 33584, is hereby rezoned from R-1 to R-2.

PROJECT NAME: LAKWOOD DRIVE SITE	
SHEET TITLE: REZONING PLAN	
DATE: 04/29/2021	SCALE: 1/4" = 10'-0"
1 of 1	

ATTACHMENT C



LAKWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE
Hillsborough County TS-7 Typical Section



TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL		LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-7
				SHEET NO. 1 OF 1

ATTACHMENT D



LAKWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE *Lakewood Drive Photographs*



ATTACHMENT E



LAKWOOD DRIVE SUBSTANDARD ROADWAY ADMINISTRATIVE VARIANCE Crash Data Evaluation

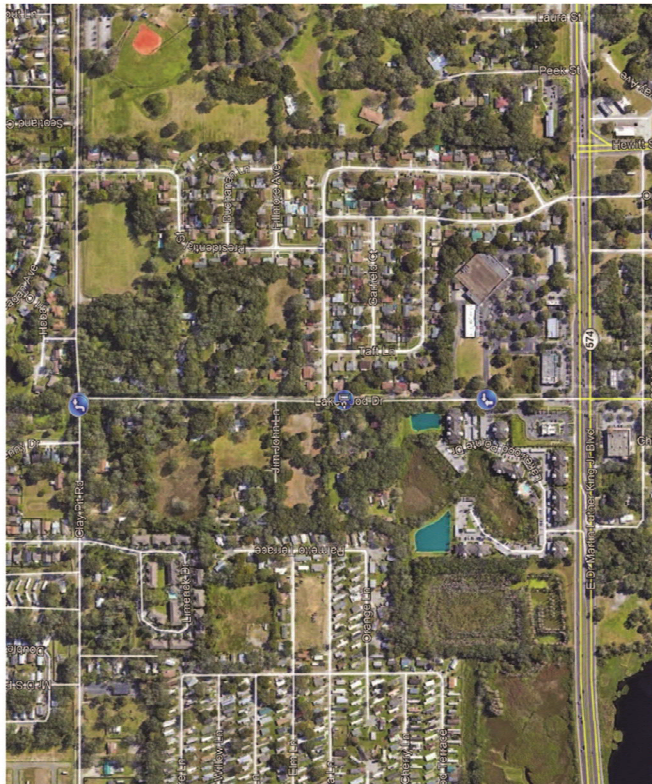
CDMS - Crash Data Management System

Report Memo:

Lakewood Drive from SR-574 to Clay Pit Road, excluding major signalized intersection of Lakewood Drive & SR-574.



5 Year Crash Report 2016-2020

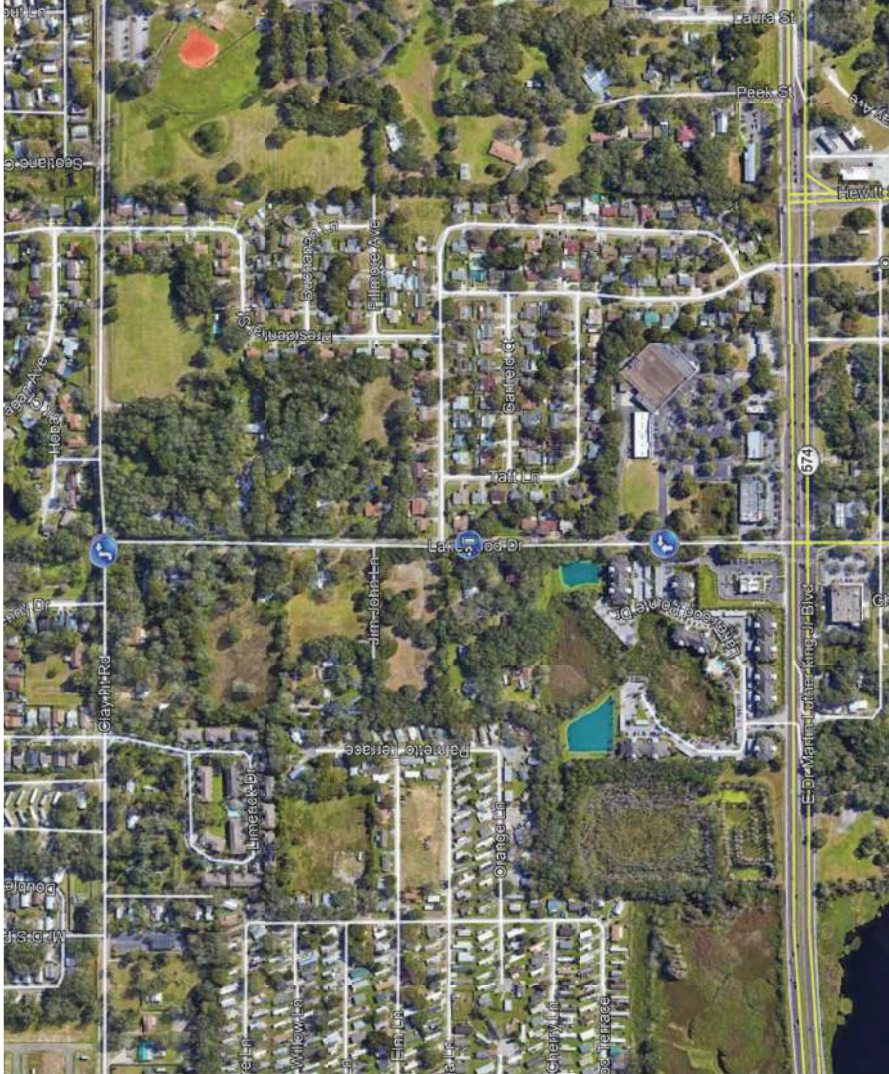


Selections used to generate this report:

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CDMS - Crash Data Management System

5 Year Crash Report 2016-2020



Report Memo:

Lakewood Drive from SR-574 to Clay Pit Road, excluding major signalized intersection of Lakewood Drive & SR-574.



Selections used to generate this report:

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5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

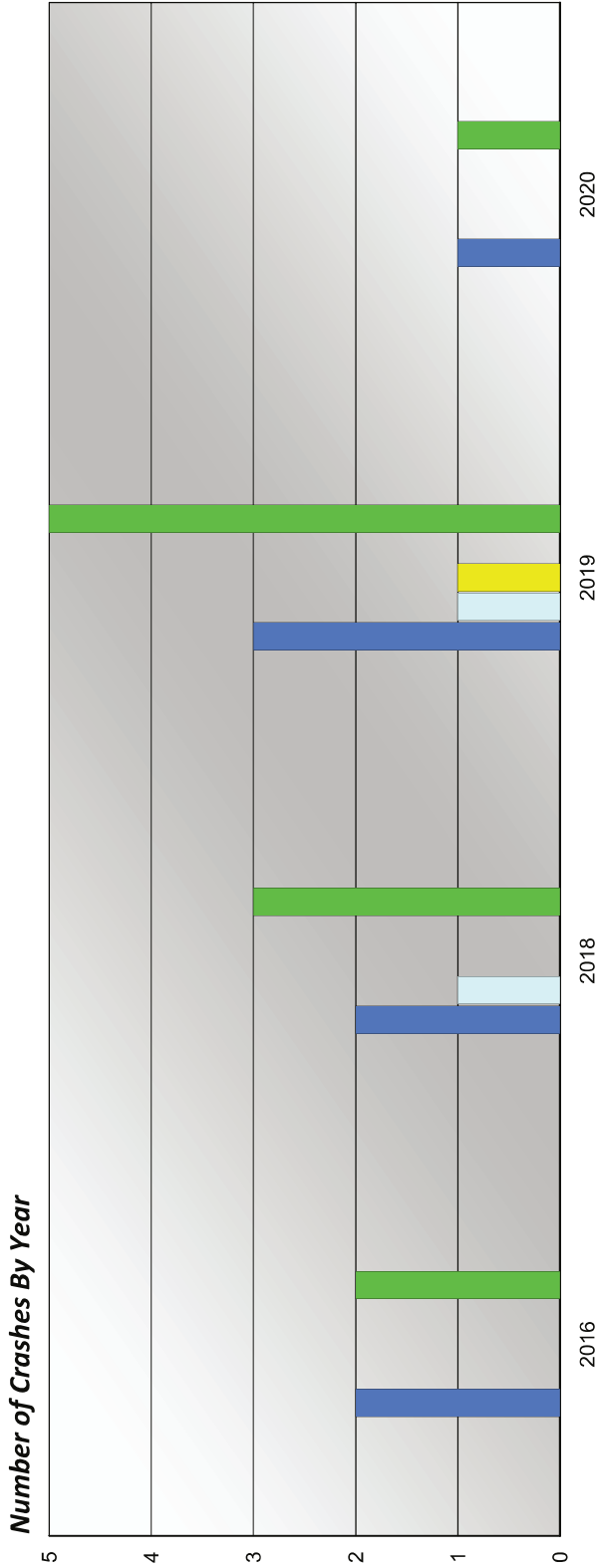
Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.	
07/01/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5	
Intersection Summary																
Top 40 Report																
Click for Drill Down																
LAKENWOOD DR @ CLAY PIT RD	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR-574 @ LAKENWOOD DR	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LAKENWOOD DR @ TRUMAN DR	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Strategic Highway Safety Plan																
Crash Type																
Injury Severity																
Ped and Bike																
Crash Type																
Strategic Highway Safety Plan																
Total Crashes	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Fatalities	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Injuries	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal Crashes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Incap Injuries	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non Incap Injuries	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Possible Injuries	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Angle	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left Turn	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Head On	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comm. Veh.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Work Zone	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Restraint	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Speed Agr. Driving	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lane Depart	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
At Int.	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Teen Driver 15-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distract Driving	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aging Driver 65+	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motor Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/01/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5



Breakdown of Crashes by Year

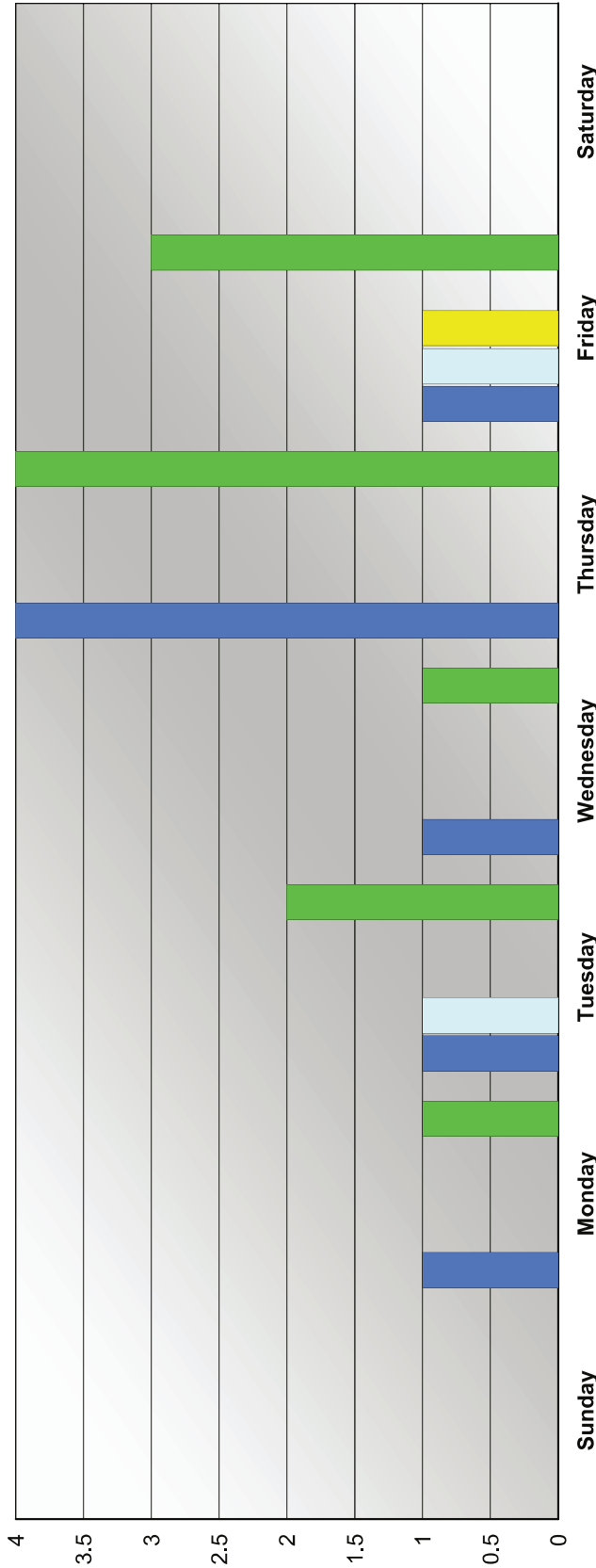
	2016	2018	2019	2020
PDO	2	2	3	1
Possible Injury	0	1	1	0
Injury Crashes	0	0	1	0
Total Crashes	2	3	5	1

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Number of Crashes by Day of Week

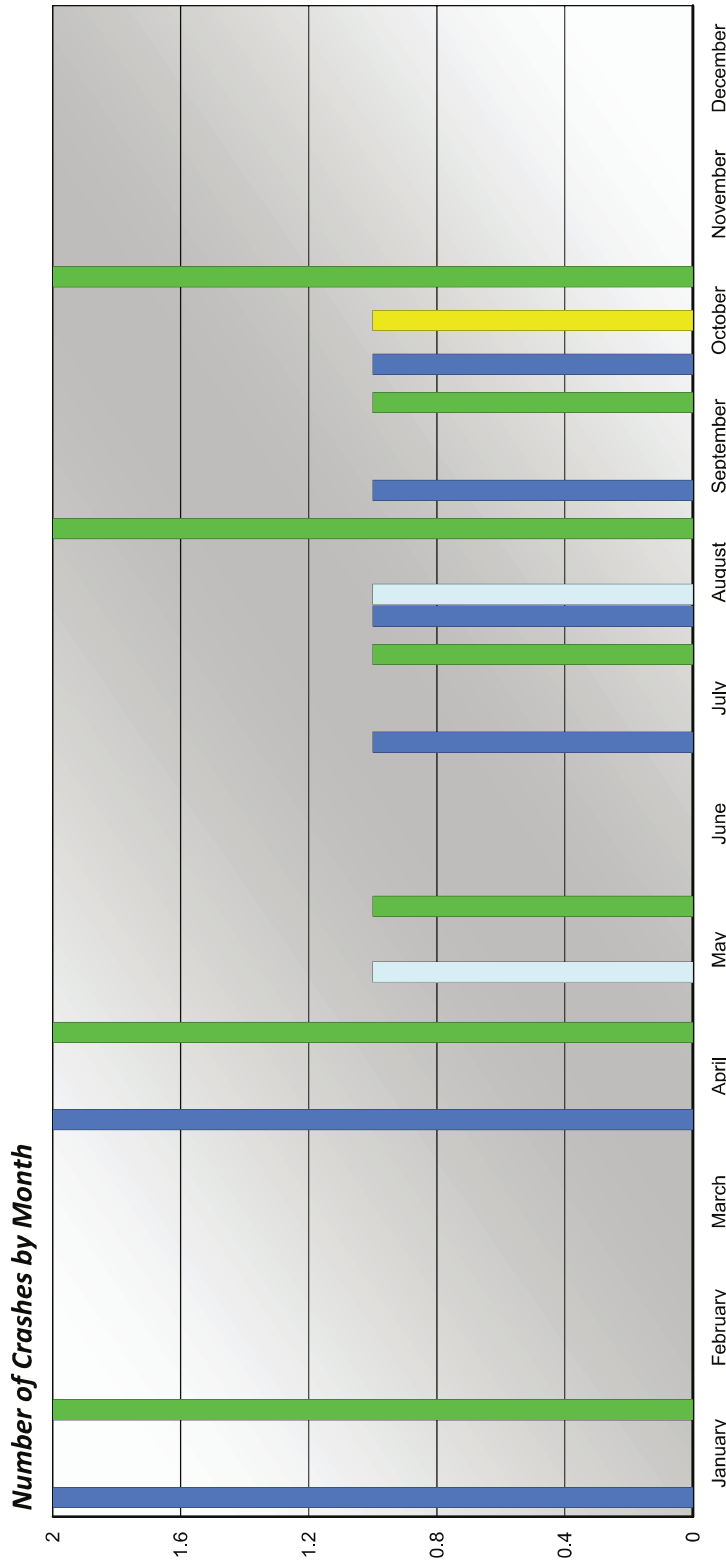


	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	0	1	1	1	4	1	0	8
Possible Injury	0	0	1	0	0	1	0	2
Injury Crashes	0	0	0	0	0	1	0	1
Others	0	0	0	0	0	0	0	0
Total Crashes	0	1	2	1	4	3	0	11

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5



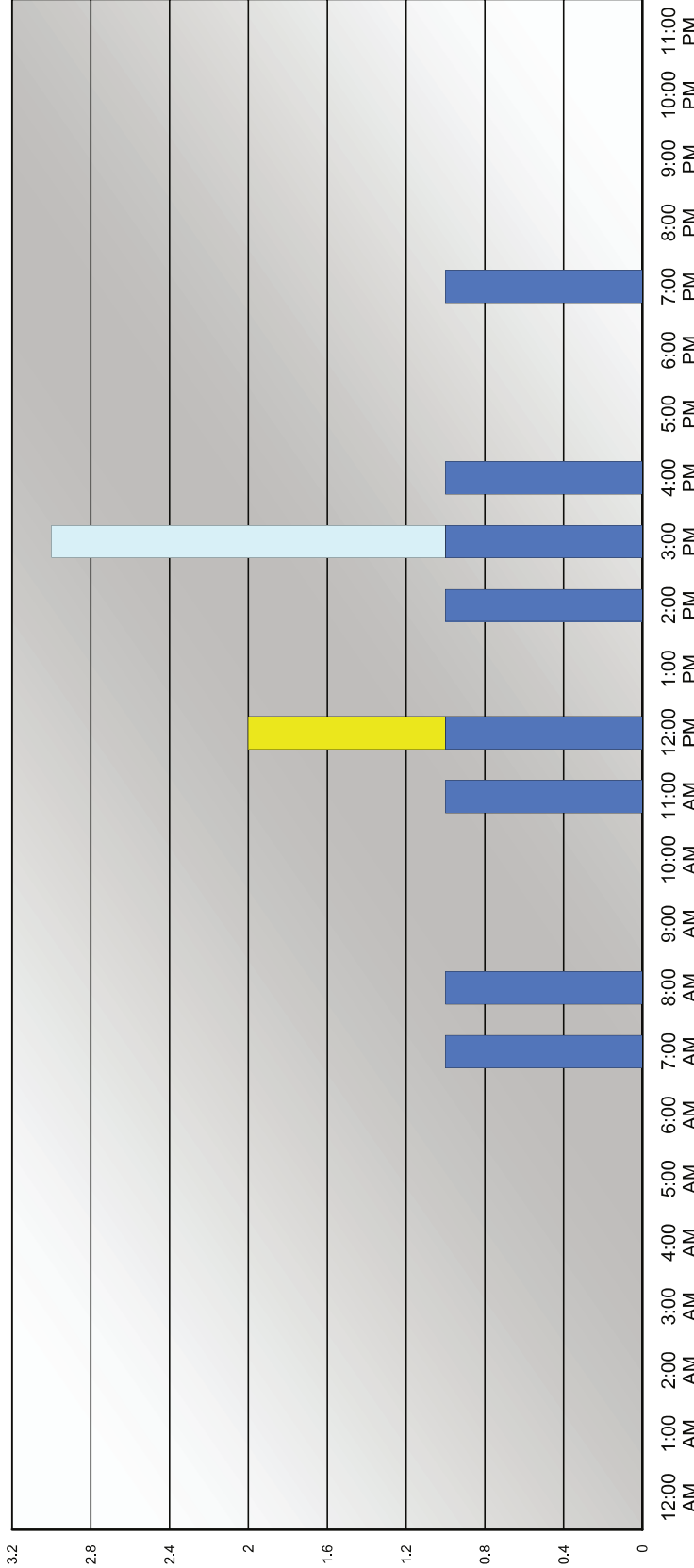
	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	2	0	0	2	0	0	1	1	1	1	0	0	8
Possible Injury	0	0	0	0	1	0	0	1	0	0	0	0	2
Injury Crashes	0	0	0	0	0	0	0	0	0	1	0	0	1
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	2	0	0	2	1	0	1	2	1	2	0	0	11

CDMS - Crash Data Management System

5 Year Crash Report 2016-2020

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/01/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Crashes by Time of Day



	7:00 AM	8:00 AM	11:00 AM	12:00 PM	2:00 PM	3:00 PM	4:00 PM	7:00 PM
PDO	1	1	1	1	1	1	1	1
Possible Injury	0	0	0	2	0	0	0	0
Injury Crashes	0	0	0	1	0	0	0	0
Total	1	1	1	2	1	3	1	1

5 Year Crash Report 2016-2020

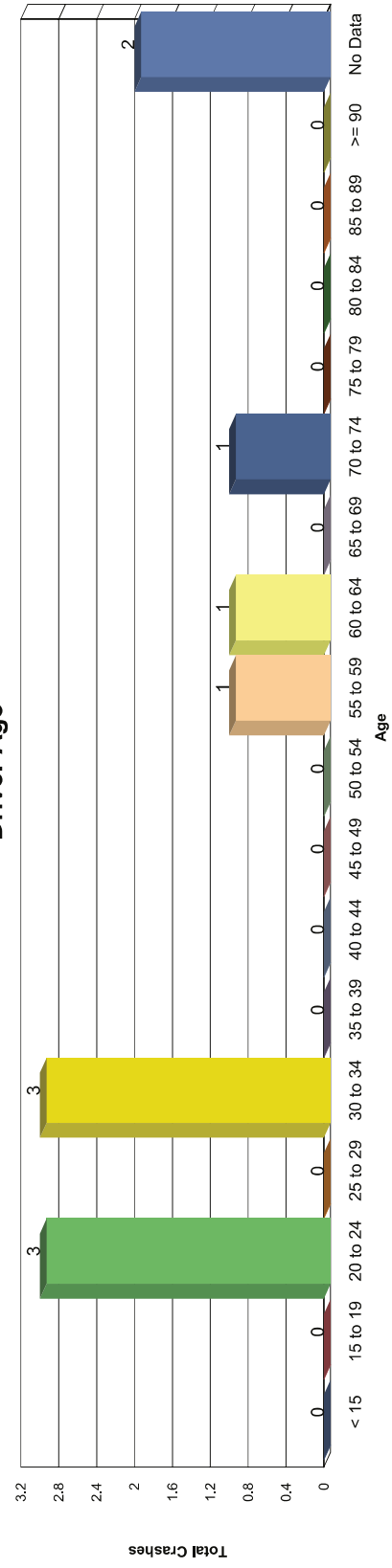
CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Val. Users	Agr. Driving	Lane Depart	At Int.
07/01/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Driver Age Summary (Vehicle 1, Driver 1)

Drill Down Rpt.	Driver Actions														
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving	No Data
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 20 to 24	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Age 25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 30 to 34	3	0	1	1	1	0	0	0	0	0	0	0	0	0	2
Age 35 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 40 to 44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 45 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 50 to 54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 55 to 59	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Age 60 to 64	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 65 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 70 to 74	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 75 to 79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 80 to 84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Driver Age



5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
07/01/2016 to 01/27/2020	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Crash Type Summary

Impact Type

Click for Drill Down

Strategic Highway Safety Plan (SHSP)

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
Angle	6	0	1	1	1	0	1	0	0	1	4	0	0	0	3
Front to Rear	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Unknown	3	0	0	0	0	0	0	0	0	0	1	1	2	2	1

Relation to Intersection

Click for Drill Down

Strategic Highway Safety Plan (SHSP)

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Intersection	5	0	1	1	1	0	1	3	1	5
Intersection-Related	1	0	0	0	0	0	0	0	0	0
Non-Junction	3	0	0	0	0	0	0	0	1	0
Driveway/Ally Access Related	2	0	0	0	0	0	0	2	0	0

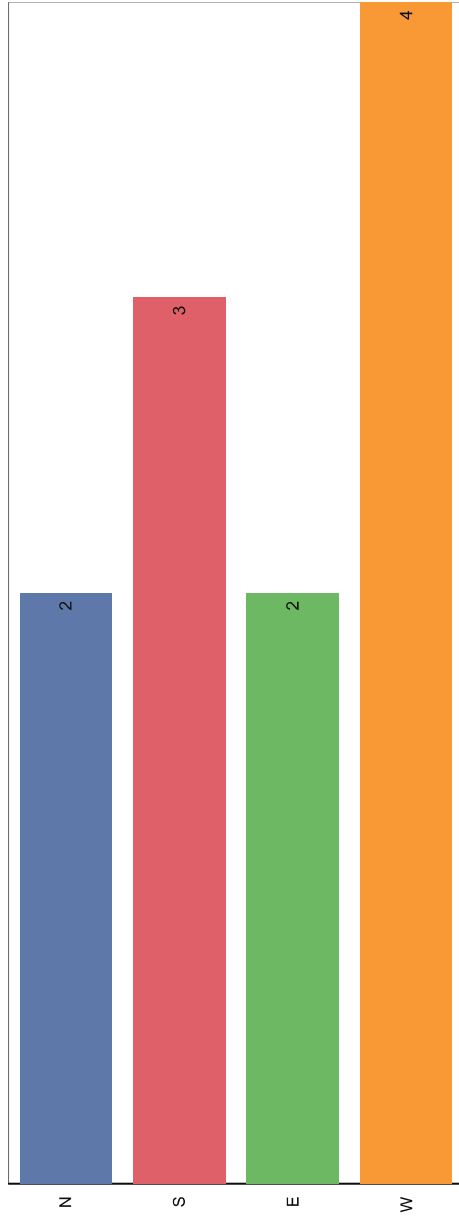
5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

Angle	Front to Rear	Other, Explain in Narrative	Sideswipe, Opposite Direction
N	0	0	1
S	1	1	0
E	0	1	0
W	1	0	0
Total	2	2	1

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/01/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

At Fault Vehicle Summary

Vehicle Type

Click for Drill Down

	Strategic Highway Safety Plan (SHSP)														
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
Passenger Car	8	0	1	1	1	0	1	1	0	1	3	1	2	2	4
Passenger Van	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pickup	1	0	0	0	0	0	0	0	0	0	1	1	0	0	1
No Data	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0

Vehicle Movement

Click for Drill Down

	Strategic Highway Safety Plan (SHSP)										
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection	
Straight Ahead	8	0	1	1	1	0	1	2	1	3	
Turning Left	3	0	0	0	0	0	0	3	1	2	

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Roadway Condition Summary

Roadway Location

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
On Roadway	10	0	1	1	1	0	1	0	0	1	5	5	1	1	5
Off Roadway	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0

Road Condition

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
Wet	2	0	0	0	0	0	0	0	0	0	1	1	0	0	1
Dry	9	0	1	1	1	0	1	0	0	1	4	4	2	2	4

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vol. Users	Agr. Driving	Lane Departure	At Intersection
None	11	0	1	1	1	0	1	0	0	1	5	5	2	2	5

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Stop Sign

No Controls

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
8	0	0	0	0	0	0	0	0	0	5	1	1	1	4
3	0	1	1	1	0	1	0	1	1	0	0	1	1	1

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Straight

Curve Right

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
10	0	1	1	1	0	1	5	2	5
1	0	0	0	0	0	0	0	0	0

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Val. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	6	0	0	0	0	1	5	2	5

Environment Summary Report

Lighting

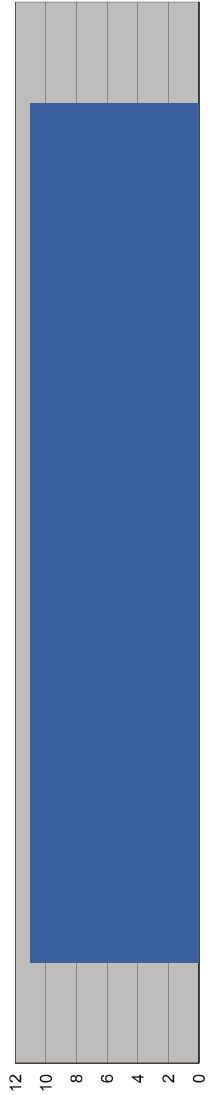
Click for Drill Down

Daylight

Dusk

Strategic Highway Safety Plan (SHSP)

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Val. Users	Agr. Driving	Lane Departure	At Intersection
10	0	1	1	1	0	6	0	0	0	0	1	5	2	4
1	0	0	0	0	0	0	0	0	0	0	0	0	0	1



Not Dark

Weather

Click for Drill Down

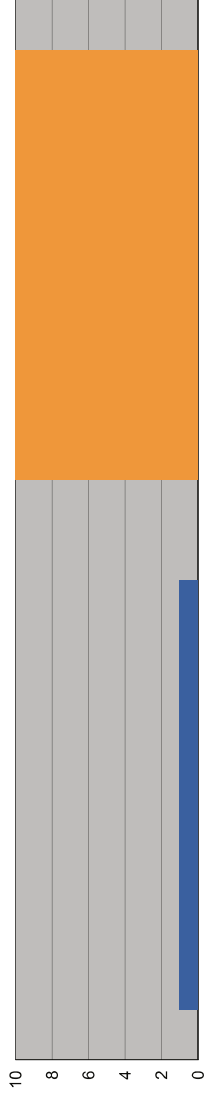
Clear

Cloudy

Rain

Strategic Highway Safety Plan (SHSP)

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Val. Users	Agr. Driving	Lane Departure	At Intersection
7	0	1	1	1	0	1	0	0	1	3	1	2	2	3
3	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1	0	0	0	0	0	0	0	0	0	1	1	0	0	1



Not Rain or Fog

Rain

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AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: June 14, 2021</p> <p>PETITION NO.: 21-0557</p> <p>EPC REVIEWER: Abbie Weeks</p> <p>CONTACT INFORMATION: (813)627-2600 X1101</p> <p>EMAIL: weeksa@epchc.org</p>	<p>COMMENT DATE: April 13, 2021</p> <p>PROPERTY ADDRESS: 4704 Lakewood Drive, Seffner</p> <p>FOLIO #: 064813.0000</p> <p>STR: 04-29E-20E</p>
<p>REQUESTED ZONING: AS-1 to PD</p>	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	04/9/2021
WETLAND LINE VALIDITY	N/A
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	N/A
<p>INFORMATIONAL COMMENTS:</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>	

cc: dsinger@shumaker.com

5 Year Crash Report 2016-2020

CDMS - Crash Data Management System

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
07/04/2016 to 01/27/2020	11	0	1	1	1	0	6	0	0	0	0	1	5	2	5

Located Crashes

Area	Crashes	Fatalities	Injuries
------	---------	------------	----------

SEFFNER	5	0	0
UNINCORPORATED	3	0	0
Totals:	8	0	0

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
------	---------	------------	----------

E LAKE ORIENT PARK	2	0	1
UNINCORPORATED H.C.	1	0	0
Totals:	3	0	1

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Lakewood Dr.	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

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	38	3	4
Proposed	285	18	22
Difference (+/-)	(+) 247	(+) 15	(+) 18

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

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

Notes: Shared access provided to adjacent properties to the north and south.

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Lakewood Dr./Substandard Roadway	Administrative Variance Requested	Approvable
	Choose an item.	Choose an item.

Notes: Applicant proposes to provide right of way dedication and shared access facility to adjacent properties,

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	Shared access and right of way dedication provided.



Hillsborough County
PUBLIC SCHOOLS
 Preparing Students for Life

Adequate Facilities Analysis: Rezoning

Date: 5/13/2021	Acreage: 4.4 (+/- acres)
Jurisdiction: Hillsborough County	Proposed Zoning: Planned Development
Case Number: RZ 21-0557	Future Land Use: Residential-9
HCPS #: RZ-368	Maximum Residential Units: 39 Units
Address: 4704 Lakewood Drive, Seffner, 33584	Residential Type: Multifamily
Parcel Folio Number(s): 64813.0000	

School Data	Mango Elementary	Jennings Middle	Armwood High
FISH Capacity	667	1203	2465
2020-21 Enrollment	651	725	2137
Current Utilization	98%	60%	87%
Concurrency Reservations	0	97	182
Students Generated	5	2	2
Proposed Utilization	98%	68%	94%

Sources: 2020-21 40th Day Enrollment Count and CSA Tracking Sheet as of 5/13/2021

NOTE: Adequate capacity currently exists for the proposed project at Mango Elementary, Jennings Middle, and Armwood High.

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.

Matthew Pleasant
 Department Manager, Planning & Siting
 Growth Management Department
 Hillsborough County Public Schools
 E: matthew.pleasant@hcps.net
 P: 813.272.4429



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: 07/16/2021

REVIEWER: Ron Barnes, Impact & Mobility Fee Coordinator

APPLICANT: AMQ International Corp

PETITION NO: 21-0557

LOCATION: 4704 Lakewood Dr

FOLIO NO: 64813.0000

Estimated Fees:

(Fee estimate is based on a 2,000 square foot, 3 bedroom, Single Family Detached)

Mobility: \$7,316 * 39 units = \$285,324

Parks: \$1,815 * 39 units = \$ 70,785

School: \$8,227 * 39 units = \$320,853

Fire: \$335 * 39 units = \$ 13,065

Total Single Family Detached = \$690,027

Project Summary/Description:

Urban Mobility, Northeast Park/Fire - 39 Single Family Units

Rome, Ashley

From: RYALL, OLIVIA J <oryall@teamhcsso.com>
Sent: Wednesday, April 21, 2021 11:50 AM
To: Rome, Ashley
Subject: Fwd: RE RZ PD 21-0557

[External]

_/**/
Good Morning Ashley,

We have no comments or concerns at this time.

Thank you,
Olivia

Olivia J. Ryall

Program Specialist
Grants, Research, and Development Unit
Hillsborough County Sheriff's Office
J: 813.247.8232
oryall@teamhcsso.com

From: "JOSHUA LOY" <jloy@teamhcsso.com>
To: "OLIVIA J RYALL" <oryall@teamhcsso.com>
Cc: "JESSICA K ROHR" <jrohr@hcsso.tampa.fl.us>
Sent: Wednesday, April 21, 2021 11:47:17 AM
Subject: Re: RE RZ PD 21-0557

Thank you, no questions/comments or concerns at this time.

Corporal Joshua Loy #119227
Hillsborough County Sheriff's Office
Department of Patrol Services
District 2 - Traffic Section
jloy@hcsso.tampa.fl.us
Office: 813-247-8545

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From: "OLIVIA J RYALL" <oryall@teamhcso.com>
To: "JOSHUA LOY" <jloy@teamhcso.com>
Cc: "JESSICA ROHR" <jrohr@teamhcso.com>
Sent: Wednesday, April 21, 2021 11:14:53 AM
Subject: Fwd: RE RZ PD 21-0557

Cpl. Loy,

Please see attached. This is in reference to a Traffic Impact Study for an apartment complex off of Lakewood Dr and Clay Pit Rd. Please let me know if you have any questions/comments or concerns and I will forward to Hillsborough County.

Thank you,
Olivia

Olivia J. Ryall

Program Specialist
Grants, Research, and Development Unit
Hillsborough County Sheriff's Office
J: 813.247.8232
oryall@teamhcso.com

From: "Ashley Rome" <RomeA@hillsboroughcounty.org>
To: "Ackett, Kelli" <AckettK@hillsboroughcounty.org>, "Albert Marrero" <marreroa@plancom.org>, "Alvarez, Alicia" <AlvarezA@hillsboroughcounty.org>, "Amber Dickerson" <amber.dickerson@sdhc.k12.fl.us>, "Andrea Papandrew" <papandrewa@plancom.org>, "Ayesha Brinkley" <ayasha.brinkley@sdhc.k12.fl.us>, "Blinck, Jim" <BlinckJ@HillsboroughCounty.ORG>, "Brown, Gregory" <BrownGr@hillsboroughcounty.org>, "Cabrera, Richard" <CabreraR@HillsboroughCounty.ORG>, "Castro, Jason" <CastroJR@HillsboroughCounty.ORG>, "Danny Santos" <Daniel.Santos@dot.state.fl.us>, "David Skrelunas" <David.Skrelunas@dot.state.fl.us>, "Dickerson, Ross" <DickersonR@HillsboroughCounty.ORG>, "Ellen Morrison" <ellen.morrison@swfwmd.state.fl.us>, "Franklin, Deborah" <FranklinDS@hillsboroughcounty.org>, "Greg Colangelo" <colangeg@plancom.org>, "Hansen, Raymond" <HansenR@hillsboroughcounty.org>, "Holman, Emily - PUD" <HolmanE@HillsboroughCounty.ORG>, "Hudkins, Michael" <HudkinsM@hillsboroughcounty.org>, "Hummel, Christina" <HummelC@hillsboroughcounty.org>, "Impact Fees" <ImpactFees@hillsboroughcounty.org>, "Ivana Kajtezovic" <Ikajtezovic@tampabaywater.org>, "James Hamilton" <jkhamilton@tecoenergy.com>, "Jiwuan Haley" <haleyj@plancom.org>, "Kaiser, Bernard" <KAISERB@HillsboroughCounty.ORG>, "Katz, Jonah" <KatzJ@hillsboroughcounty.org>, "Kelly O'Connor" <kelly.oconnor@myfwc.com>, "Mineer, Lindsey" <Lindsey.Mineer@dot.state.fl.us>, "Lindstrom, Eric" <LindstromE@hillsboroughcounty.org>, "Mackenzie, Jason" <MackenzieJ@hillsboroughcounty.org>, "Matthew Pleasant" <matthew.pleasant@hcps.net>, "McGuire, Kevin" <McGuireK@HillsboroughCounty.ORG>, "Melanie Ganas" <mxganas@tecoenergy.com>, "Melissa Lienhard" <lienhardm@plancom.org>, "Martin, Monica" <MartinMo@hillsboroughcounty.org>, "OLIVIA J RYALL" <oryall@teamhcso.com>, "Petrovic, Jaksa" <PetrovicJ@HillsboroughCounty.ORG>, "Pezone, Kathleen" <PezoneK@hillsboroughcounty.org>, "Ratliff, James" <RatliffJa@hillsboroughcounty.org>, "Hessinger, Rebecca"

<HessingerR@hillsboroughcounty.org>, "Carroll, Richard" <CarrollR@HillsboroughCounty.ORG>, "Rochelle, Randy" <RochelleR@HillsboroughCounty.ORG>, "Rodriguez, Dan" <RodriguezD@gohart.org>, "Sanchez, Silvia" <sanchezs@epchc.org>, "Schipfer, Andy" <Schipfer@epchc.org>, "Shelton, Carla" <SheltonC@HillsboroughCounty.ORG>, "Garantiva, Sofia" <GarantivaS@hillsboroughcounty.org>, "Tapley, Kimberly" <tapleyk@epchc.org>, "Thompson, Mike" <Thompson@epchc.org>, "Tony Mantegna" <tmantegna@tampaairport.com>, "Salisbury, Troy" <SalisburyT@hillsboroughcounty.org>, "Turbiville, John (Forest)" <TurbivilleJ@HillsboroughCounty.ORG>, "Valdez, Rick" <ValdezR@HillsboroughCounty.ORG>, "Will Augustine" <august@plancom.org>, "Yeneka Mills" <millsy@plancom.org>
Cc: "Brian Grady" <GradyB@HillsboroughCounty.ORG>, "Rosalina Timoteo" <TimoteoR@HillsboroughCounty.ORG>, "Padron, Ingrid" <PadronI@hillsboroughcounty.org>, "Perez, Richard" <PerezRL@hillsboroughcounty.org>, "Williams, Michael" <WilliamsM@HillsboroughCounty.ORG>
Sent: Wednesday, April 21, 2021 11:04:52 AM
Subject: RE RZ PD 21-0557

CAUTION: This email originated from an **External Source**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email.

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: Brian Grady

Contact: gradyb@hillsboroughcounty.org

Have a good one,

Ashley Rome

Planning & Zoning Technician

Development Services Dept.

P: (813) 272-5595

E: romea@hillsboroughcounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

PETITION NO.: PD21-0557 **REVIEWED BY:** Randy Rochelle **DATE:** 3/29/2021

FOLIO NO.: 64813.0000

This agency would (support), (conditionally support) the proposal.

WATER

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

No Hillsborough County water line of adequate capacity is presently available.

A 12 inch water main exists (adjacent to the site), (approximately 70 feet from the site) and is located east of the subject property within the east Right-of-Way of Lakewood Drive.

Water distribution improvements may be needed prior to connection to the County's water system.

No CIP water line is planned that may provide service to the proposed development.

The nearest CIP water main (inches), will be located (adjacent to the site), (feet from the site at). Expected completion date is .

WASTEWATER

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

No Hillsborough County wastewater line of adequate capacity is presently available.

A 12 inch wastewater force main exists (adjacent to the site), (approximately feet from the site) and is located within the west Right-of-Way of Lakewood Drive.

Wastewater distribution improvements may be needed prior to connection to the County's wastewater system.

No CIP wastewater line is planned that may provide service to the proposed development.

The nearest CIP wastewater main (inches), will be located (adjacent to the site), (feet from the site at). Expected completion date is .

COMMENTS: This site is located within the Hillsborough County Urban Service Area, therefore the subject property should be served by Hillsborough County Water and Wastewater Service. This comment sheet does not guarantee water or wastewater service or a point of connection. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site improvements as well as possible off-site improvements.



VERBATIM TRANSCRIPT

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

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

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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: SUSAN FINCH
Land Use Hearing Master

DATE: Monday, September 13, 2021

TIME: Commencing at 6:00 p.m.
Concluding at 10:36 p.m.

PLACE: Cisco Webex

Reported By:

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

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HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

ZONING HEARING MASTER HEARINGS
September 13, 2021
ZONING HEARING MASTER: SUSAN FINCH

D6:
Application Number: RZ-PD 21-0557
Applicant: AMQ Intersectional Corporation
Location: SW side of Clay Pit Rd.,
Lakewood Dr.
Folio Number: 064813.0000
Acreage: 4.3 acres, more or less
Comprehensive Plan: R-9
Service Area: Urban
Existing Zoning: AS-1
Request: Rezone to Planned Development

1 MR. GRADY: The next item is agenda item
2 D-6, Rezoning-PD 21-0557. The applicant is AMQ
3 International -- Intersectional Corporation. The
4 request is to rezone from AS-1 to Planned
5 Development.

6 Michelle Heinrich will provide staff
7 recommendation after presentation by the applicant.

8 HEARING MASTER FINCH: Good evening.

9 MR. RICE: Good evening. Colin Rice, law
10 firm of Shumaker, Loop & Kendrick, 101 East Kennedy
11 Boulevard, Suite 2800, Tampa, Florida 33602.

12 Submit materials for the overhead. So I'll
13 be brief. I know it's been a long evening, but
14 I'll be happy to answer any questions. Our request
15 this evening is to rezone the site from AS-1
16 Agricultural Single-Family Residential to Planned
17 Development, Multifamily Residential with a maximum
18 of 39 units.

19 The property is accessed via Lakewood Drive
20 here -- our site is in purple -- down to Martin
21 Luther King over to I-75. Just to orient you.
22 Lakewood Drive is operating an acceptable level of
23 service.

24 Our Future Land Use Map, again, we're
25 highlighted in purple just to give you a sense of

1 the surrounding areas. Residential-9 is the Future
2 Land Use category. This is our site plan that's,
3 of course, part of the record here today. Again,
4 39 dwelling units proposed, two-story residential
5 structure.

6 You can see oriented to the north and to the
7 west is depicted in the site plan. The unique
8 thing I want you to see here, I've added these red
9 circles to two proposed shared-access
10 transportation facilities, which is pretty
11 innovative.

12 It will serve to divert local trips away
13 from Lakewood, preserve roadway capacity, increase
14 driveway spacing, and generally improve the
15 management of traffic entering and exiting the
16 developments. And these access facilities will
17 serve to benefit potential future development.
18 It's a step to modernize this transportation
19 corridor.

20 We have a significant shortage of market
21 workforce housing in Hillsborough County. This is
22 just from last week. Rents have increased
23 traumatically. There's a real supply and demand
24 issue that this project will serve to address at
25 least some measure.

1 And a little bit closer aerial of the site,
2 we proposed buffering that exceeds that which is
3 required in Code. To the north, northeast, west,
4 and south, it will be a 20-foot buffer and setback
5 with screening consisting of landscaping and a
6 6-foot-high PVC fence.

7 We did hold a lightly attended Zoom
8 committee meeting, which we included in our notice
9 so that folks in the neighborhood would have a
10 chance to participate and ask questions.

11 I spoke with one of the neighbors across the
12 way in Lakewood and answered his questions. We
13 have no problem with any of the conditions agreed
14 to by staff. We're grateful for a recommendation
15 of approval and a finding of consistency from
16 Planning Commission staff.

17 And just to conclude and reiterate that this
18 is addressing a need for Hillsborough County.
19 We've got the innovation -- or innovative
20 transportation element with the shared access, and
21 we respectfully request your approval. And I'm
22 available for any questions.

23 HEARING MASTER FINCH: None at this time but
24 thank you.

25 MR. RICE: I'll submit these to the record.

1 HEARING MASTER FINCH: Yes, please.

2 Development Services, please.

3 MS. HEINRICH: Hi, good evening. Michelle
4 Heinrich, Development Services. I'm going to go
5 ahead and share my screen, and hopefully, you're
6 able to see that.

7 MR. LAMPE: Yes, we are.

8 MS. HEINRICH: Great. As you heard, this is
9 Rezoning 21-0557. The property is currently zoned
10 AS-1, and the request is to a Planned Development
11 to allow for a maximum of 39 multifamily
12 residential units.

13 The property is 4.37 acres in size, and it
14 is located on the west side of Lakewood Drive south
15 of Clay Pit Road. As you can see on the aerial,
16 there is a varied development pattern in the area
17 with a variety of zoning districts from as intense
18 as RSC-9 to those requiring one unit per acre, the
19 AS-1 zoning district, as well as PDs.

20 The Future Land Use Category of the property
21 is RES-9. This is a urban-suburban Land Use
22 category. It allows for both residential and
23 nonresidential uses, and the maximum permitted
24 density is nine units per acre.

25 This map here shows the immediate zoning and

1 uses around the property. To the north is
2 single-family residential, and the zonings consist
3 of AS-1, RSC-6, and RSC-2. To the south is
4 single-family residential and a mobile home park,
5 and those are found in the PD in AS-1 zoning
6 districts.

7 To the west, there is PD zoning and it is
8 developed with an existing townhome project, and to
9 the east is Lakewood Drive and single-family
10 residential in the AS-1 zoning district.

11 This illustration here is a close-up of the
12 proposed site plan, which was shown to you earlier
13 by Mr. Rice, and just briefly to go over what is
14 proposed here is a maximum of 39 residential units.

15 Building setbacks are proposed to be 20 feet
16 with an internal parking area which is shown here
17 on this plan in the dark gray. A 20-foot buffer is
18 proposed along the north, south, west, and parts of
19 the east.

20 Building heights have a maximum of 35 feet
21 with an additional setback when they're over
22 20 feet in height. Primary access is along
23 Lakewood with a shared access point to the property
24 to the north and a cross access stub-out along the
25 south.

1 After reviewing the application, staff does
2 recommend support and finds it approvable subject
3 to proposed conditions. And this is based upon the
4 fact that the property is located in the
5 appropriate land use category.

6 It is compatible with the surrounding area
7 as demonstrated with the setback's height and
8 buffering and screening. The project meets the
9 minimum density requirements of the Comprehensive
10 Plan and is also located in the Urban Service Area
11 where more intense development is directed.

12 It has been provided with a finding of
13 consistency with the Comprehensive Plan, and we
14 received no objections from reviewing agencies,
15 including Transportation Staff which includes
16 approval of an administrative variance.

17 That concludes my presentation, and I'm
18 available if you have any questions.

19 HEARING MASTER FINCH: None at this time but
20 thank you so much.

21 Planning Commission, please.

22 MS. LIENHARD: Thank you. Melissa Lienhard,
23 Planning Commission staff.

24 The subject property is located in the
25 Residential-9 Future Land Use Category. It is in

1 the Urban Service Area and also located within the
2 limits of the Seffner Mango Community Plan.

3 The subject property is located within the
4 Urban Service Area, and per Future Land Use Element
5 Policy 1.2, the site must satisfy minimum density
6 requirements.

7 The maximum allowable density on the subject
8 site is 39 dwelling units, and the minimum allowed
9 is 29 dwelling units. The application requests 39
10 dwelling units and satisfies this policy direction.

11 The subject property designated as
12 Residential-9 on the Future Land Use Map and the
13 intent of this category is to designate areas that
14 are suitable to low -- I'm sorry, suitable for low
15 to medium density residential.

16 The proposed use is consistent with the
17 density and uses expected in this Future Land Use
18 Category. The proposed residential development
19 would allow for uses that are compatible with the
20 surrounding development pattern and satisfies the
21 intent of Objective 16 and its accompanying
22 policies in the Future Land Use Element with regard
23 to compatibility.

24 The application proposes an access to
25 Lakewood Drive, and the application has

1 demonstrated sufficient connectivity to nearby
2 neighborhoods satisfying the intent of Future Land
3 Use Element Policies 16.7 and 16.8.

4 As mentioned, the subject property is
5 located within the limits of the Seffner Mango
6 Community Plan, and the proposed residential
7 development furthers the goal of this community
8 plan which seeks to enhance community character and
9 ensure quality residential and nonresidential
10 development by supporting infill development and
11 redevelopment within the Urban Service Area while
12 also providing for compatibility with existing
13 uses.

14 Overall, Planning Commission staff finds the
15 proposed use and density to be compatible with the
16 surrounding area. The proposed residential
17 development also meets the intent of the Seffner
18 Mango Community Plan, which supports infill
19 development within the Urban Service Area and also
20 with compatibility with the existing uses.

21 The current development is also consistent
22 with the density that is expected in Residential-9
23 Future Land Use Category.

24 Based upon those considerations, Planning
25 Commission staff finds the proposed Planned

1 Development consistent with the Future of
2 Hillsborough Comprehensive Plan for Unincorporated
3 Hillsborough County subject to the conditions
4 proposed by Development Services. Thank you.

5 HEARING MASTER FINCH: Thank you.

6 All right. We'll ask for anyone that would
7 like to speak in support? Anyone in favor? No one
8 online.

9 Anyone in opposition to the request? Yes,
10 sir. Come forward. And while you're coming
11 forward, is there anyone online to speak in
12 opposition? Okay.

13 When you start, please give us your name and
14 address. Good evening.

15 MR. SMITH: Gordon Smith, 11029 Clay Pit
16 Road, Tampa, 33610.

17 I am just north. In fact, my property is
18 connected to his. Not connected but just adjacent
19 to it. And I'm also speaking -- my neighbor also
20 wanted me to mention his name, which is Mike
21 Robinson. He is at 11039 Clay Pit Road. I have
22 2 acres right there and he has 1 acre.

23 We're concerned about water runoff and also
24 the traffic implication. It's already busy there.
25 Lakewood is a two-lane road, and if you add that

1 many more units, there needs to be a turn lane or
2 something there. I live on Clay Pit Road. They
3 have a turn lane there, and we have -- I'm adjacent
4 also to the townhomes just to the -- that would be
5 to the west of me.

6 And there's a lot of noise infiltration from
7 that, because you've got fire trucks going in
8 there. You've got all kinds of delivery trucks
9 going in and out all the time.

10 So we're also concerned about noise with
11 that many units coming in. If they're
12 single-family dwellings, that would be a different
13 situation, and then also the height of the units.

14 They're going to be only 20-foot setoff from
15 our property. When you look out the back side of
16 our backyard, it's going to look like they're
17 sitting right on top of the fence looking right
18 down on to our property.

19 And we've had issues with people complaining
20 even from the other townhomes what we were doing on
21 our side of the property. And we have a concern
22 about that of doing something for either height
23 restriction or some kind of a barrier to -- which
24 is more than 6 feet.

25 And we didn't know -- like I say, with the

1 water runoff, if they're doing some kind of a
2 planned retention pond to make sure that my
3 property doesn't become a swamp from all their
4 water drain off from adding all the asphalt and
5 covering up all the big ground saturation, and I
6 think that's it.

7 HEARING MASTER FINCH: All right. Thank you
8 for coming down. I appreciate it. If you could
9 please sign in.

10 All right. See anyone else in opposition?

11 Mr. Grady, anything else.

12 MR. GRADY: Nothing further.

13 HEARING MASTER FINCH: All right. Sir, you
14 have five minutes for rebuttal to address the
15 gentleman's testimony.

16 MR. RICE: Good evening. Colin Rice again
17 for the applicant.

18 We appreciate hearing the comments from the
19 neighborhood. I've written down a couple of
20 points. I'll try to address them to the best of my
21 ability. Answer any questions you have.

22 So with respect to water runoff, there's, of
23 course, a condition in the staff report that we're
24 agreeable to. Of course, we'll have to put in a
25 stormwater retention, and the ponds are supposed to

1 be within what is depicted as a firm building
2 envelope.

3 So we'll keep all of our stormwater. That
4 should not be an issue. We'll certainly meet code
5 and technical manuals. Everything required there.

6 The traffic, again, as mentioned in the
7 initial presentation liquid is operating at an
8 acceptable standard of service. We're offering the
9 shared access internally, which hopefully in the
10 future will alleviate some of the trips generated.

11 The local trips between these uses, perhaps,
12 will have to use Lakewood as -- as, perhaps, as
13 heavy as otherwise. With respect to the noise and
14 the height issues, we are offering buffering beyond
15 what is required with the code.

16 We can certainly understand these concerns.
17 This is only a two-story building as well. So it's
18 not a high-rise. It's not a multiple, multiple
19 floors; and again, we've, you know, gone through
20 transportation analysis.

21 We have recommendation of approval from
22 Hillsborough County zoning staff. So respectfully
23 request your approval. Happy to answer any
24 questions.

25 HEARING MASTER FINCH: Just because I don't

1 see the conditions readily, what is the maximum
2 height of the building?

3 MR. RICE: I don't want to misspeak. I want
4 to make sure I find it.

5 MR. GRADY: 35 feet. Condition 5 addresses
6 it.

7 HEARING MASTER FINCH: 35 feet. All right.
8 Let me just interrupt your rebuttal to ask
9 Mr. Grady. That -- the gentleman lives north of
10 the property, which is zoned either RSC-6 or RSC-2
11 MH. What is that maximum height of those zoning
12 districts?

13 MR. GRADY: 35 feet.

14 HEARING MASTER FINCH: 35, which is the
15 same. All right.

16 And there are no -- you haven't requested
17 any variances for buffering or screening or
18 anything of that nature?

19 MR. RICE: Correct. More than the code
20 requires.

21 HEARING MASTER FINCH: All right. Thank
22 you. That's the end of my questions.

23 MR. RICE: That's all I have.

24 HEARING MASTER FINCH: Thank you for your
25 testimony. I appreciate it.

1 So we'll close Rezoning 21-0557 and go to
2 the next case.
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HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

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ZONING HEARING MASTER (ZHM))
HEARING)
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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: SUSAN FINCH
Zoning Hearing Master

DATE: Monday, August 16, 2021

TIME: Commencing at 6:00 p.m.
Concluding 8/17/21 at 12:04 a.m.

PLACE: Hybrid Meeting/Cisco Webex
R.W. Saunders Sr. Public Library
Ada T. Payne Community Room
1505 Nebraska Avenue
Tampa, Florida

Andrew Mayes
Executive Reporting Service
Ulmerton Business Center, Suite 130
Clearwater, FL 33762

Executive Reporting Service

1 change is just correcting the name of the
2 applicant on the agenda to Malhi Family Business,
3 LLC, and also to remove a reference to KCAC in the
4 existing zoning, which is not existing zoning,
5 that's making reference to supplemental
6 development standards and community design
7 standards and the code. It is not really a zoning
8 district. So we're making that correction.

9 The other change is on page 8 of the agenda,
10 item D.7., rezoning PD 21-0557. The applicant is
11 AMQ Intersectional Corporation. This application
12 is being continued by staff to the September 13,
13 2021, Zoning Hearing Master hearing. There's some
14 additional information regarding a design section
15 that needs to be submitted, so that's why staff is
16 requesting this be continued again. That's on
17 page 8 of the agenda, item D.7., rezoning PD
18 21-0557.

19 HEARING MASTER FINCH: All right. Is there
20 anyone here to speak to rezoning PD 21-0557?
21 Anyone in the room that was here for that item?
22 All right. Then we'll continue that by staff to
23 the September 13, 2021, Zoning Hearing Master
24 hearing at 6:00 p.m.

25 MR. GRADY: That concludes the changes to the

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: PAMELA JO HATLEY and SUSAN FINCH
Land Use Hearing Masters

DATE: Monday, July 26, 2021

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

PLACE: Appeared via Cisco Webex

Reported By:

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

1 Item A-9, Major Mod Application 21-0227.

2 This application is continued by the applicant to
3 the August 16, 2021, Zoning Hearing Master Hearing.

4 Item A-10, Major Mod Application 21-0310.

5 This application is out of order to be heard and is
6 being continued to the August 16, 2021, Zoning
7 Hearing Master Hearing.

8 Item A-11, Major Mod Application 20-0313

9 (sic). This application has been continued by the
10 applicant to the August 16, 2021, Zoning Hearing
11 Master Hearing.

12 Item A-12, Major Mod Application 21-316.

13 This application is out of order to be heard and is
14 being continued to the August 16, 2021, Zoning
15 Hearing Master Hearing.

16 Item A-13, we handled this part of the
17 changes to the agenda.

18 Item A-14, Rezoning-PD 21-0557. This
19 application is being continued by the applicant to
20 the August 16, 2021, Zoning Hearing Master Hearing.

21 Item A-15, Rezoning-PD 21-0558. This
22 application is continued by the applicant to the
23 August 16, 2021, Zoning Hearing Master Hearing.

24 Item A-16, Rezoning-PD 21-0560. This
25 application is being continued by staff to the

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: SUSAN FINCH
Land Use Hearing Master

DATE: Monday, June 14, 2021

TIME: Commencing at 6:00 p.m.
Concluding at 10:36 p.m.

PLACE: Cisco Webex

Reported By:

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

1 Hearing Master Hearing.

2 Item A-9, Major Mod Application 21-0316.

3 This application is out of order to be heard and is
4 being continued to the July 26th, 2021, Zoning
5 Hearing Master Hearing.

6 Item A-10, Major Mod Application 21-0417.

7 This application is being continued by staff to the
8 July 26th, 2021, Zoning Hearing Master Hearing.

9 Item A-11, Rezoning-PD 21-0420. This
10 application has been continued by the applicant to
11 the July 26th, 2021, Zoning Hearing Master Hearing.

12 Item A-12, Rezoning-PD 21-0422. This
13 application is being continued by the applicant to
14 the July 26th, 2021, Zoning Hearing Master Hearing.

15 Item A-13, Rezoning-PD 21-0551. This
16 application is being continued by staff to the
17 July 26th, 2021, Zoning Hearing Master Hearing.

18 Item A-14, we had handled this part of the
19 changes, and that's a continuance by staff to the
20 August 16th, 2021, Zoning Hearing Master Hearing.

21 Item A-15, Rezoning-PD 21-0557. This
22 application is being continued by the applicant to
23 the July 26th, 2021, Zoning Hearing Master Hearing.

24 Item A-16, Rezoning-PD 21-0558. This
25 application is being continued by the applicant to



**EXHIBITS SUBMITTED
DURING THE ZHM HEARING**

DATE/TIME: 9-13-2021HEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>MM 21-0169</u>	PLEASE PRINT NAME <u>Todd Fressman</u> MAILING ADDRESS <u>200 1st Ave S #451</u> CITY <u>St Pete</u> STATE <u>FL</u> ZIP <u>33709</u> PHONE <u>703 824 1700</u>
APPLICATION # <u>RZ-PD</u> <u>21-0221</u>	PLEASE PRINT NAME <u>RONALD FLOYD</u> MAILING ADDRESS <u>617 W LINDBAUGH AVE</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33625</u> PHONE <u>83969619</u>
APPLICATION # <u>21-022</u>	PLEASE PRINT NAME <u>J.D. ALSABBAGH</u> MAILING ADDRESS <u>8370 W. Hills. Ave # 205</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33615</u> PHONE <u>813 889-0700</u>
APPLICATION # <u>21-0556</u>	PLEASE PRINT NAME <u>Jessica Iceerman</u> MAILING ADDRESS <u>401 East Jackson St. #2100</u> CITY <u>tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813 222-5066</u>
APPLICATION # <u>21-0556</u>	PLEASE PRINT NAME <u>Javis M. Smith</u> MAILING ADDRESS <u>401 E. Jackson St. Suite 2100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33601</u> PHONE <u>813 222 5010</u>
APPLICATION # <u>21-0557</u>	PLEASE PRINT NAME <u>Colin Rice</u> MAILING ADDRESS <u>101 E Kennedy Blvd Ste 2800</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33609</u> PHONE <u>813-676-7226</u>

Application No. 21-0557
Name: Colin Rice
Entered at Public Hearing: ZHM
Exhibit # 1 Date: 9-13-21

PD 21-0557
4704 Lakewood Drive

September 13, 2021
Hillsborough County Zoning Hearing Master

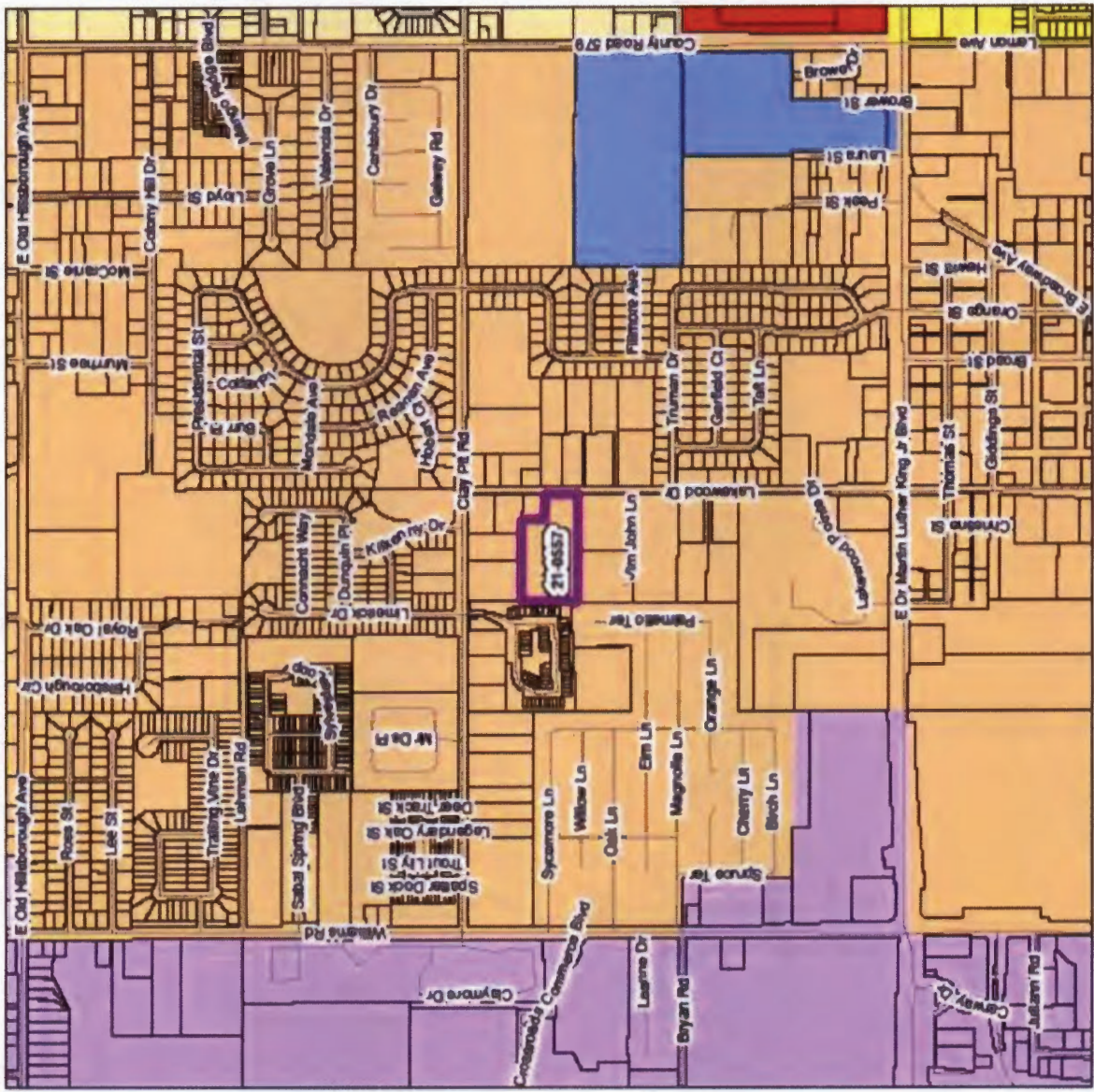
Request

- Rezone from AS-1 (Agricultural Single-Family Residential)
- To Planned Development Multi-Family Residential (Max 39 units)

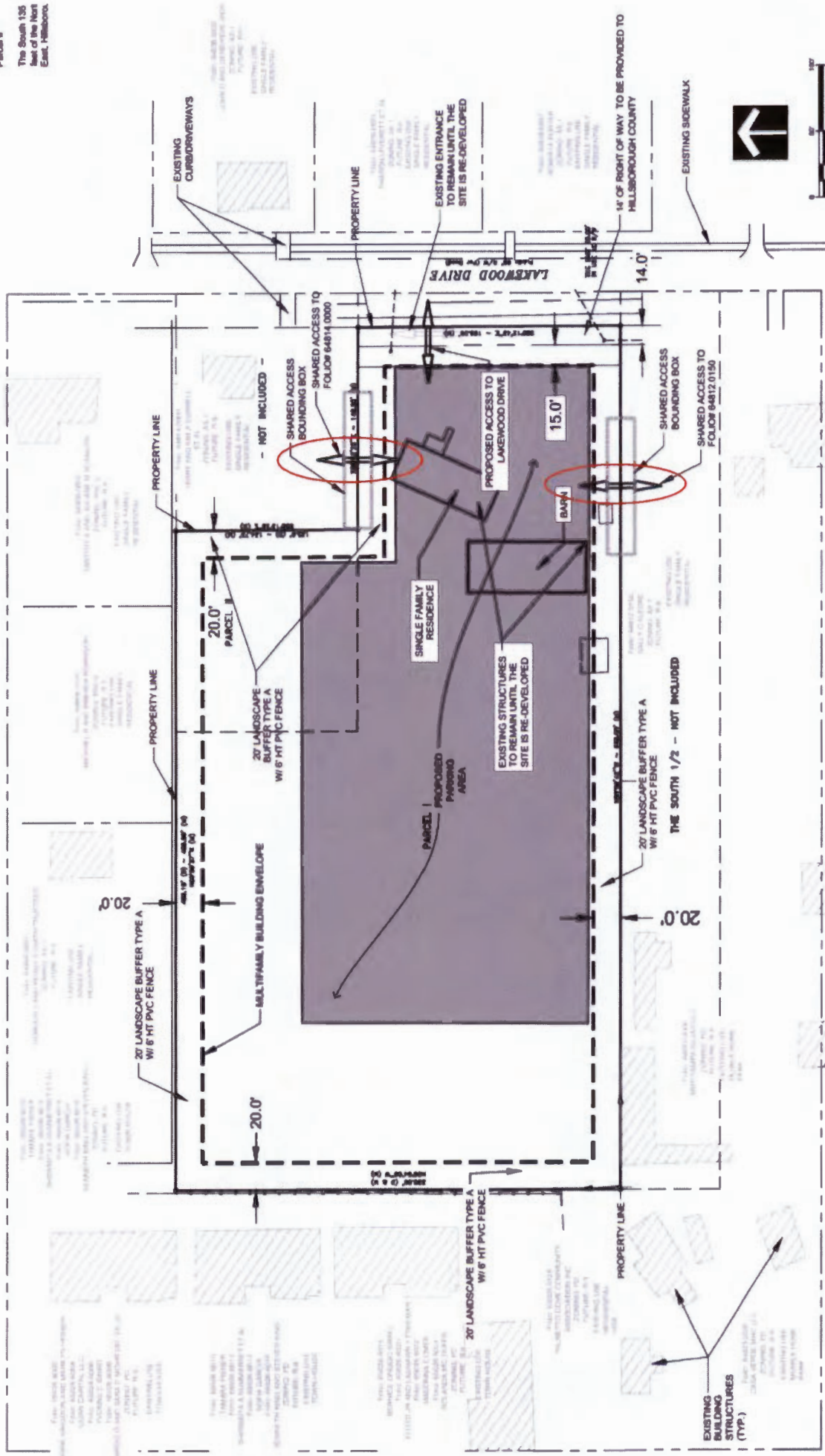


**HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ PD 21-0657**

The legend consists of a vertical column of colored boxes on the left, each corresponding to a specific land use zone. To the right of these boxes is a list of text descriptions for each zone. Below the text descriptions are a north arrow, a graphic scale bar, and the Hillsborough County logo.



Parcel #
 The South 135
 feet of the North
 East, Hillsboro.



SCALE 1"=50'
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EXISTING
 BUILDING
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 (TYP.)

Tampa Bay Times

FLORIDA'S BEST NEWSPAPER

tampabay.com

R ★★★★★ Wednesday, September 8, 2021 | \$1

Rents zoom out of sight

Tampa Bay sees the highest spikes in the country. Lower earners are pushed to despair.

BY MARCO BURE
AND BARRY L. BLOOMBERG
Times Staff Writers

Rent increases across Tampa Bay this year aren't just breaking records. They're obliterating them.

As of late August, asking rents for apartments have increased since the beginning of the year by 21.7 percent, according to data from CoStar Group, a real estate data firm, and aren't showing

signs of slowing.

In the last two decades, the next-highest rent growth year was in 2015 — at 6.3 percent. Both analyses include Pinellas, Hillsborough, Pasco and Hernando counties.

"Studios are \$1,500. It's crazy," said Bridget Cunningham, who has been renting a duplex in South Tampa. She moved to the area from Jersey City about two years ago.

ker, recently got an email from her landlord notifying her that her \$1,450 rent was going up by \$1,000, she said. After looking for a new rental but being discouraged by bidding wars and rapidly vanishing listings, she decided to try her luck buying property instead.

"I'm trading one headache for another," she said, adding that at least paying a mortgage will be

an investment. Rents in Tampa Bay have been shooting up at an especially fast clip — with the highest increase in the first half of this year of any metro area in the country, CoStar Group found. But the situation here is hardly unique, and is an exacerbation of an issue that was already deeply impacting low-

See RENT, 3A

21.7%

Rent increase rate in the Tampa Bay area since the beginning of 2021, as of late August.

Source: CoStar Group

seeking a place where she could afford rent on a single income.

But Cunningham, a 31-year-old commercial insurance bro-



Conclusion

- Multifamily residential needed here
 - Shortage of workforce housing
 - Positive medium density infill
- Innovative shared access for future development
- Hillsborough County Staff recommendation of approval
- Planning Commission Staff finds consistent



**PARTY OF
RECORD**

NONE