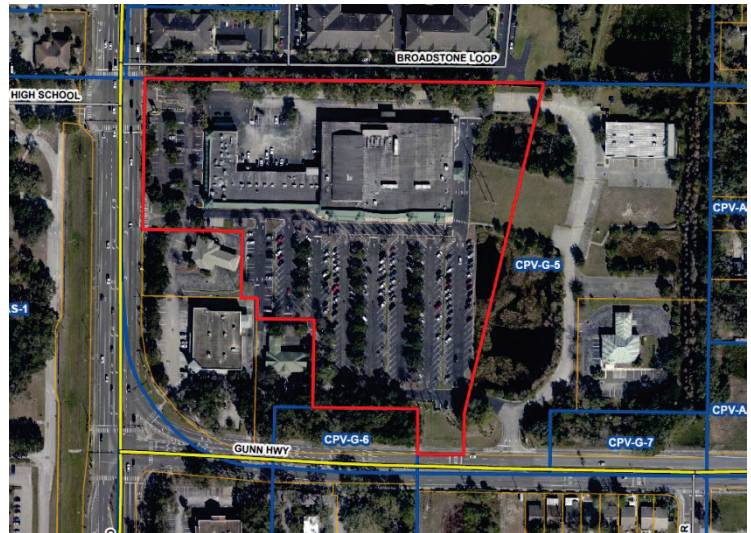


**1.0 APPLICATION SUMMARY**

Applicant: Belleair Development, LLC  
 FLU Category: CPV  
 Service Area: Urban  
 Site Acreage: 11.3  
 Community Plan Area: Citrus Park  
 Overlay: None  
 Request: Add vehicular connections



**Existing Approvals:**

- 105,720 sq. ft. of Supermarket and Commercial Neighborhood (CN) Uses
- 50,000 sq. ft. of Business Professional Office (BPO) Uses and retail book and music store with accessory food and beverage sales east of the powerline.
- Florida Cracker Building design.

**Proposed Modification(s):**

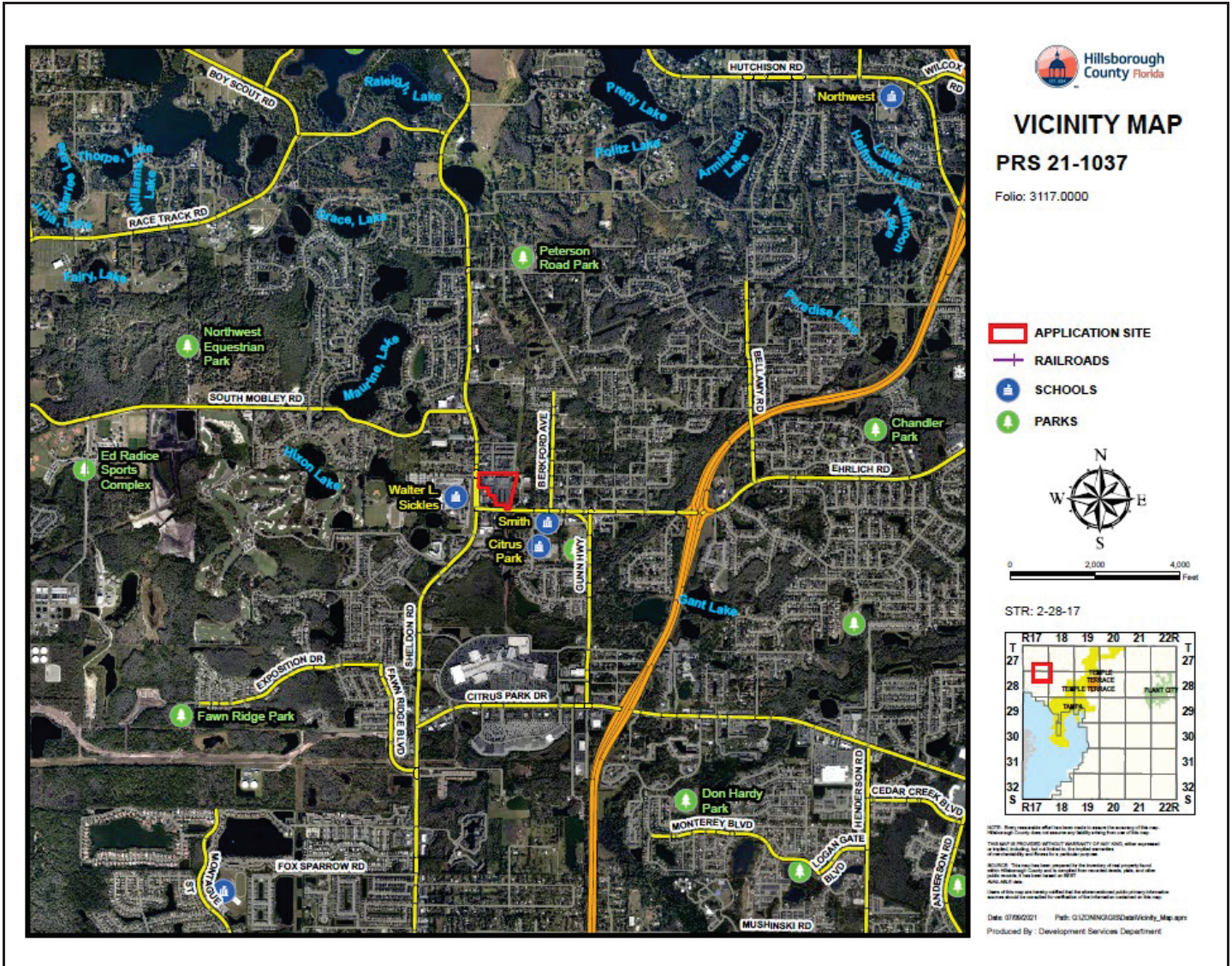
- Add a shared access facility to allow the below:  
 Add access points for vehicular connectivity  
 Parking spaces along the south PD line

**Additional Information:**

PD Variations	None
Waiver(s) to the Land Development Code	None
Planning Commission Recommendation	Consistent
Development Services Department Recommendation	Supportable, with conditions

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map

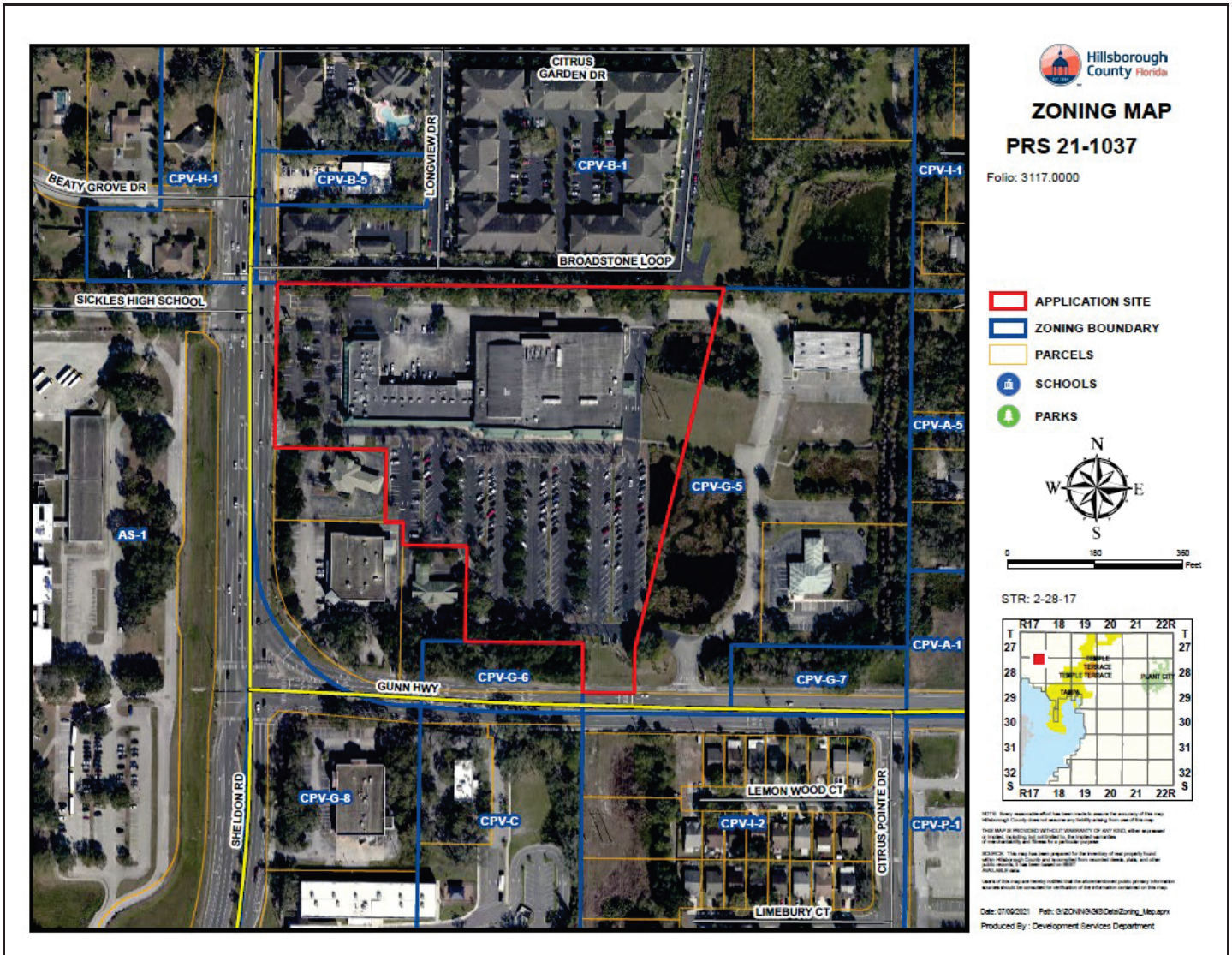


#### Context of Surrounding Area:

Surrounding areas consist today of a mix of uses including Multi family, single family residential, retail centers, institutional, and office. The subject site consists of a Publix supermarket shopping center and commercial space. Public schools are located nearby. Residential areas exist north, east and south of the site.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Immediate Area Map

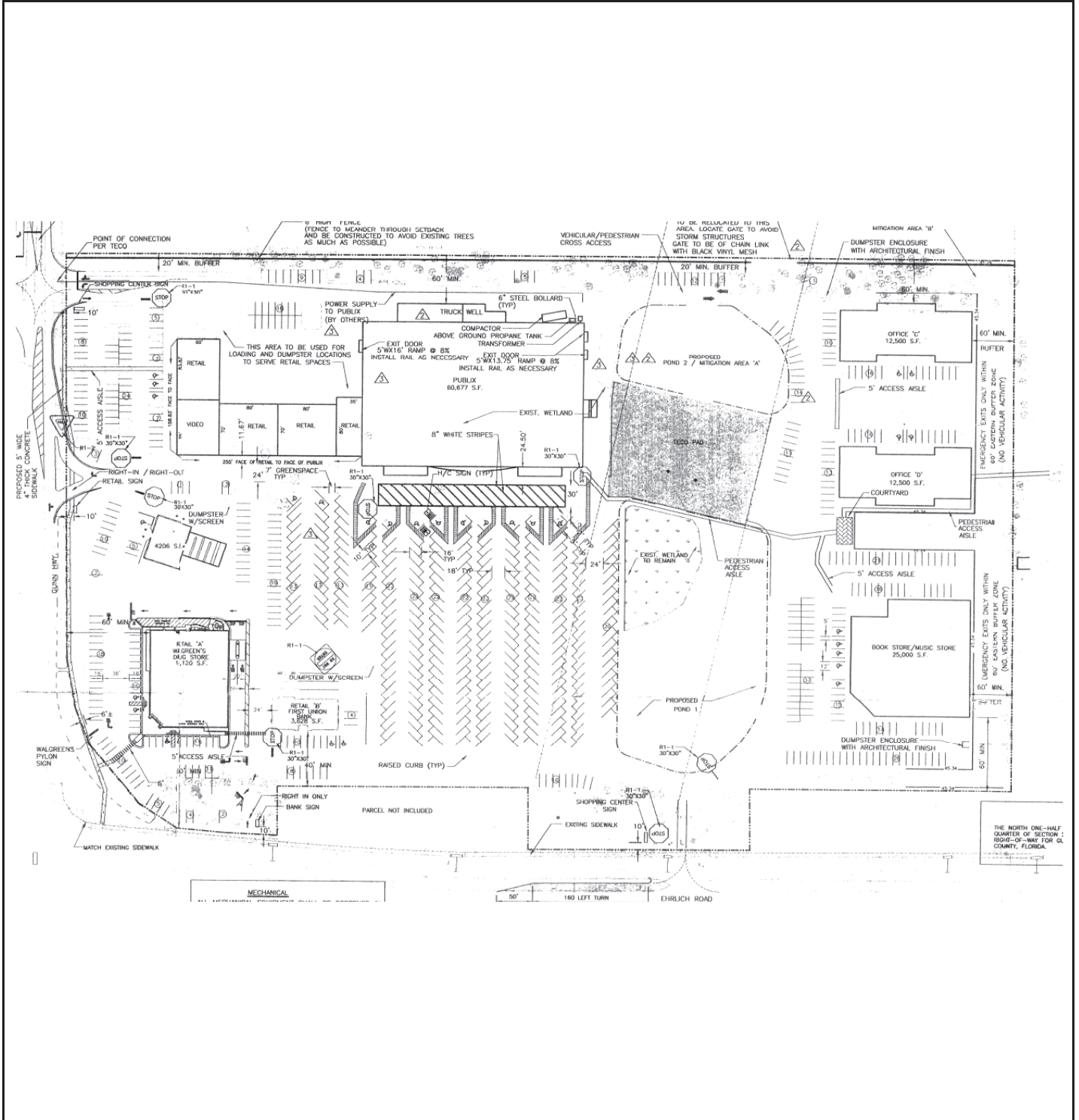


Adjacent Zonings and Uses

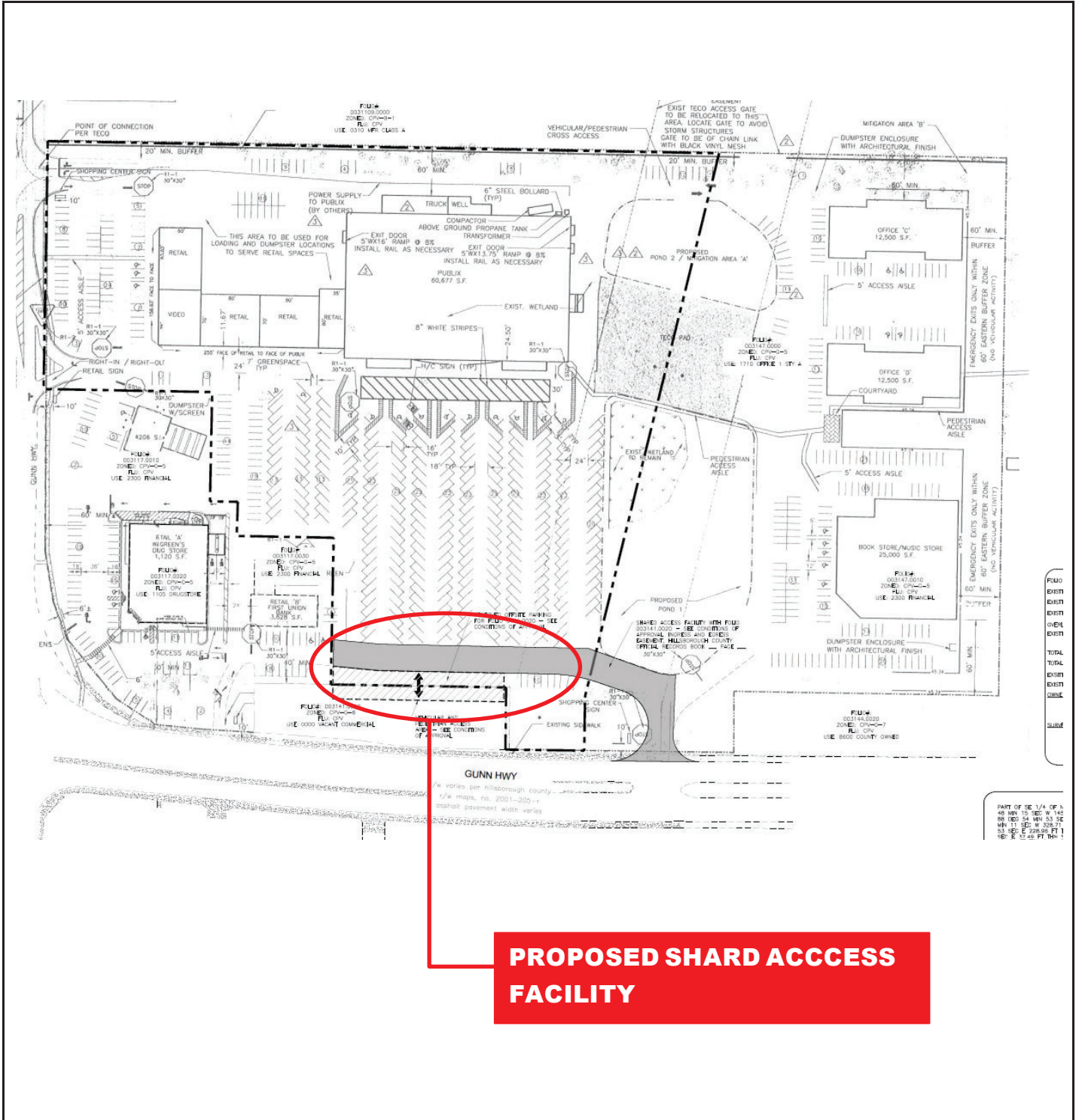
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CPV-B1	0.25	C-N uses; detached single-family residential; multi-family residential.	Apartment Complex
South	CPV-G6	0.25	C-N uses	Retail, Vacant
East	CPV-G5 PD98-1542	0.25	C-N and BPO Uses	Bank, Office
West	AS-1	N/A	Agricultural, detached single-family residential, limited non-residential	Public School

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Approved Site Plan – General PD Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



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



**PROPOSED SHARD ACCESS FACILITY**

**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
Gunn Hwy.	FDOT Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

**Project Trip Generation**  Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing			
Proposed			
Difference (+/-)			

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

**Connectivity and Cross Access**  Not applicable for this request

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

Notes: At the time the shopping center was entitled/constructed, connectivity/cross-access to the north and east was determined to be compliant. Future changes which effect entitlements or changes to the northern/eastern portions of the site would likely trigger Section 6.04.03.Q code requirements for vehicular and pedestrian cross access to the north as well as other CPV and LDC criteria for connectivity, block size, block pattern, etc.; however, in staff opinion the proposed changes on the south portion of the site do not trigger these requirements (and therefore meet the LDC).

**Design Exception/Administrative Variance**  Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.

Notes:

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

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" 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
<b>Transportation</b> <input 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	
<b>Service Area/ Water &amp; Wastewater</b> <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	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Impact/Mobility Fees</b>				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

---

## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

The surroundings consist today of a mix of commercial, multi-family/single-family residential, office and institutional uses.

The applicant proposes to add access points to an adjacent commercial parcel to the south. The access points will provide vehicular access to an undeveloped parcel for future connectivity. Additionally, parking spaces may be developed along the south side of the existing internal driveway.

The proposed changes do not alter the integrity of the existing PD. Development of the existing shopping center predates the adoption of the Citrus Park Village (CPV) regulations. Nonetheless, adding interconnectivity with the adjacent site does not conflict with the CPV development standards.

Transportation staff reviewed the request and does not object. Conditions are proposed governing the provision of the shared access facility and offsite parking for the adjacent folio to the south (folio 3141.0020). Additionally, the developer will be required to record in the Official Records of Hillsborough County a non-exclusive ingress and egress easement, construction easement and any other easements necessary to permit the developer of the adjacent parcel to the south (with which access is being shared) to construct any necessary improvements and utilize the required Shared Access Facility upon development of that property.

In conclusion, the provision of the access points for future interconnectivity between adjacent parcels is typical of commercial sites which facilitates vehicular access for sites with similar uses. The parcel to the south has access restrictions from Gunn Hwy, therefore, providing access from the subject PD would allow that future development of the adjacent site would have proper access, in accordance with current LDC regulations.

### 5.2 Recommendation

Based on the above considerations, staff recommends approval, with conditions.



**APPROVAL** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted received ~~October 17, 2000~~ February 22, 2022.

1. Uses permitted in the PD zoning district shall be limited to 105,720 square feet for a supermarket and other Neighborhood Commercial (CN) uses, (excluding uses which involve the sale of gasoline, video/arcade shops and fast food drive-through restaurants) on property west of the power line easement, and 50,000 sq. ft. of BP-O uses including a financial institution and a retail book and recorded music store with accessory food and beverage sales east of the power line easement.
  - 1.1 In the event the Tampa Electric Transmission Easement is abandoned, the developer shall be permitted to extend office development to BP-O district standards with no additional development entitlement.
  - 1.2 Outparcel locations shall be as generally shown on the site plan. A maximum of three outparcels shall be permitted.
2. Height, bulk, and placement regulations for Commercial uses shall comply with the development standards of the CN district and Business Professional-Office uses and Financial Institution (bank) shall be developed in accordance with BP-O district standards, except as otherwise stated herein.
  - 2.1 Minimum building setbacks shall be 60 feet from all property boundaries except the outparcel designated for 5,000 sq. ft. of retail where the setback from the southern property boundary shall be a minimum of 40 feet.
3. Uniform design treatment for the entire project shall incorporate a traditional Florida Cracker architecture.

**Development standards for the office portion are as follows:**

4. A courtyard/public open space and pedestrian/trail connection to the retail portion of the project shall be provided. Actual location shall be determined at the time of site development plan review.
5. Buildings shall be one story.
6. No less than two and a maximum of six buildings shall be constructed to accommodate permitted development.
7. Pedestrian access shall be provided to connect with Almark Drive and shall be shown on the revised general site plan.
8. A maximum 25,000 square foot retail book and recorded music store shall be internally oriented (i.e. facing Gunn Highway). Minimum setbacks shall be 60 feet from the northern, eastern and southern property boundaries. The eastern setback area shall be maintained in a green state as a passive buffer, and no doorways except required emergency exit/entrances shall be permitted on the eastern facade of the structure. Additional screening within the setback is permissible.
  - 8.1 No vehicular activity including service deliveries shall be permitted between the eastern facade of the building and adjacent residential zoning.


**The following conditions apply to the entire site:**

9. Buffering and screening shall be provided in accordance with Section 6.06 of the Land Development Code except as otherwise stated herein.
  - 9.1 In lieu of the required buffering and screening, a 20 foot buffer area shall be provided along the northern project boundary. The developer shall protect existing trees where possible and supplement existing trees with evergreen trees a minimum 10 feet in height and spaced on minimum 15 foot centers within five feet of the northern property line. The intent of the planting scheme is to provide a tree lined canopy contiguous to adjacent residential property. The applicant may submit, at time of Preliminary Plan approval, an alternative buffering plan to meet this intent. The developer shall also provide irrigation for existing and proposed plantings within said buffer.
  - 9.2 Within the buffer, the developer shall construct a six foot opaque fence or wall beginning at the Gunn Highway right-of-way and extending eastward and terminating at the eastern property boundary. The developer shall be responsible for the maintenance and upkeep of said fencing. The entire fence installation shall occur prior to the first Certificate of Occupancy for the project.
  - 9.3 A buffer area with a minimum width of 30 feet shall be provided on the eastern boundary of the project. In lieu of Section 6.06.04 buffering requirement, the developer shall install two rows of evergreen understory trees. The trees shall be a minimum of eight feet in height at time of planting and shall be planted no more than 15 feet apart on centers. The relative spacing of trees in the double row configuration shall be staggered to provide the maximum screening effect in concert with a continuous hedge comprised of evergreen shrubs measuring 36" in height at time of planting spaced no more 48" inches on center. Required buffering shall not obstruct the pedestrian cross access with Almark Drive.
10. Except for the access connections and internal drive-aisles within the areas designated as a Shared Access Facility on the PD site plan or herein these conditions, and except for the area designated as Reserved Offsite Parking for Folio 3141.0020, the proposed parking area and location of internal cross access and drives as shown on the general site development plan are is conceptual only, requiring approval by the Environmental Protection Commission and/or Southwest Florida Water Management District of the mitigation of jurisdictional wetlands prior to Construction Plan approval.
11. Outdoor security/parking pole lighting shall be a minimum 60 feet from the eastern property boundary and shall be designed and directed to prevent off-site illumination.
12. Four (4) access connections shall be permitted for the entire project. One (1) restricted access and one full access connection shall be permitted along the Ehrlich Road right-of-way and one (1) restricted and one full access connection shall be permitted onto Gunn Highway right-of-way. The general location and design of the access points shall be as shown on the general site plan received June 16, 1999. Final locations shall be determined in accordance with applicable Hillsborough County access management guidelines contained in the LDC.
13. Prior to Construction Site Plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of left turn storage needed to serve development traffic. If demonstrated by the results of the transportation analysis, the developer shall provide, at his expense, left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for southbound to eastbound Gunn Highway traffic; westbound to northbound Ehrlich Road traffic) into the site at each access to the project where a left turn is permitted. The Hillsborough County Planning and Growth Management Department shall approve, in accordance with applicable regulations, the design and construction of these left turn lanes. All roadway

construction of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement. Design plans for said construction shall be reviewed and approved in accordance with applicable regulations by the Hillsborough County Planning and Growth Management Department.

14. Pedestrian access to Almark Street shall be provided and depicted on the revised general site plan.
15. Vehicular/pedestrian cross access shall be provided on the northern property boundary within the power easement location and shall be depicted on the revised general site plan.
16. Notwithstanding anything on the PD Site Plan to the contrary, internal project driveways and drive aisles labeled as Shared Access Facilities, together with driveways and drive aisles within the area designated on the PD Site Plan as Offsite Parking for Folio 3141.0020, shall be considered a Shared Access Facility with folio 3141.0020 (and such facilities shall be treated as the sole legal means of vehicular access to the adjacent folio).
17. The property owner shall record in the Official Records of Hillsborough County a non-exclusive ingress and egress easement, construction easement and any other easements necessary to permit the developer of folio 3141 (with which access is being shared) to construct any necessary improvements and utilize the required Shared Access Facility upon development of the adjacent property without further consultation. The design and location of all connections within the Shared Access Facility shall be subject to the review and approval of Hillsborough County.
18. Parking within the area designed as Reserved Offsite Parking for Folio 3141.0020, shall not be permitted to count towards the minimum required parking for any other use, and shall remain in place as long the use within folio 3141.0020 remains.
19. The property owner shall record in the Official Records of Hillsborough County a reciprocal easement, satisfactory to the Office of the County Attorney, necessary to ensure the continued availability of any offsite parking spaces which meet the requirements of Section 6.05.02.D.2 of the LDC and are necessary to meet the minimum required parking for any use within folio 3141.0020.
20. Internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points in the PD Site Plan are subject to the time limitations found in LDC Section 5.03.07.C.
- ~~1621.~~ Signage shall be approved through a Master Sign Plan, in accordance with the procedures set forth in Section 7.04.03 of the LDC.
- ~~1722.~~ Lighting within the project shall be of a low-projection non-glare type, designed to produce a minimum of illumination and glare beyond project boundaries. Maximum height of security/parking area lighting shall be 18 feet, except within the parking lot serving the retail portion of the project maximum height shall be 35 feet. The design and installation of lighting for the retail portion of the project shall be as shown on the technical lighting plan submitted October 17, 2000. The technical lighting plan shall be included with the General Development Plan submitted for certification.
- ~~1823.~~ Dumpsters shall be completely enclosed and the dumpster shelter shall be finished in like materials to the principal structures they serve.

- ~~1924.~~ The development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
- ~~2025.~~ Within ninety days of rezoning approval of PRS 01-0075 by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Growth Management Department a revised General Development Plan for certification reflecting all the conditions outline above.
- ~~2126.~~ Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities in place at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms to the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.

<b>Zoning Administrator Sign Off:</b>	 J. Brian Grady Tue Feb 22 2022 12:09:25
---------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------

**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



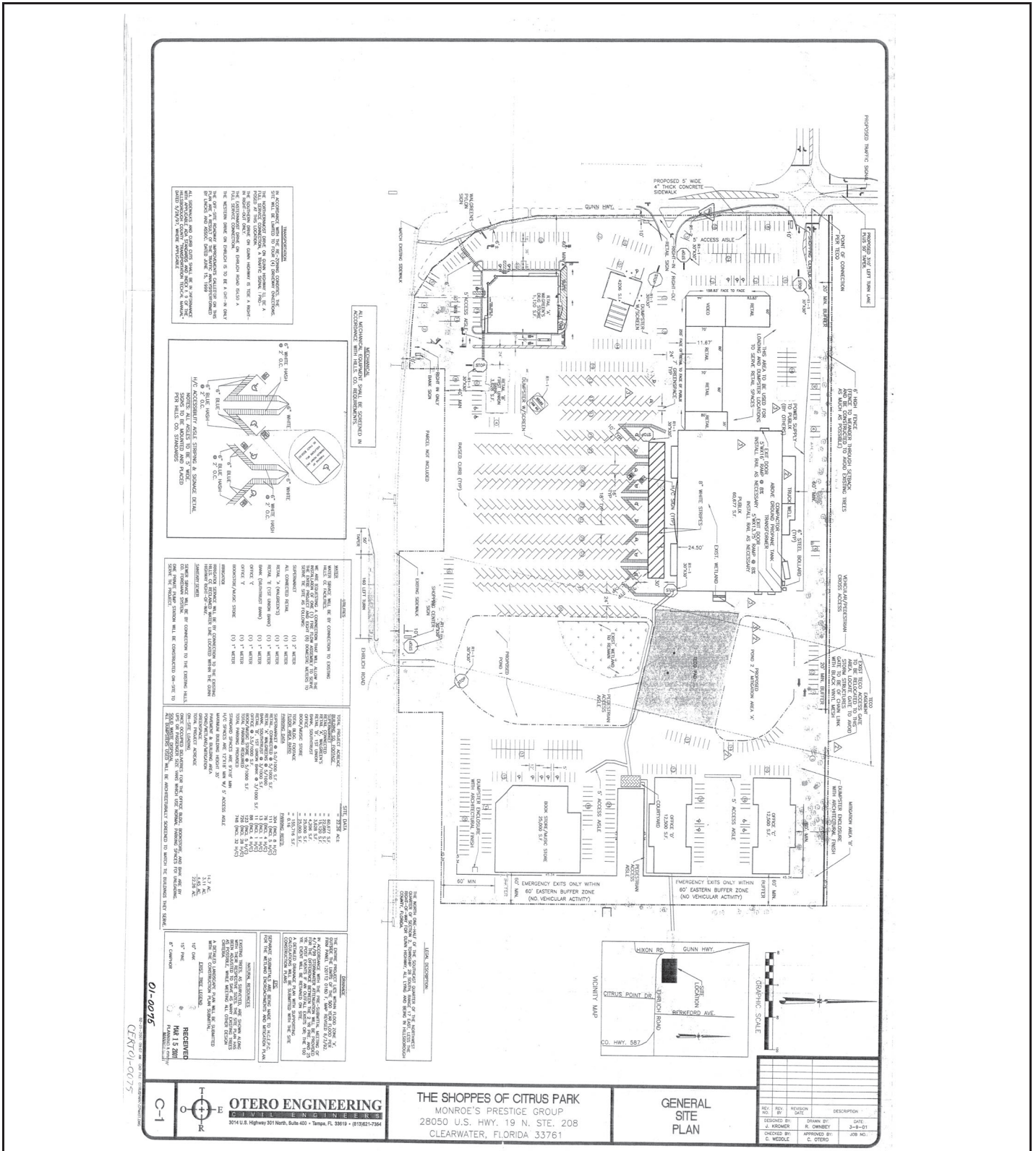
VIEW OF THE SHOPPING CENTER SOUTH ENTRANCE



DRIVEWAY ALONG THE SOUTH PD LINES

### 8.0 SITE PLANS (FULL)

### 8.1 Approved Site Plan (Full)





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



**AGENCY REVIEW COMMENT SHEET**

---

---

TO: ZONING TECHNICIAN, Development Services Department

DATE: 2/23/2022

REVIEWER: James Ratliff, AICP, PTP Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: CPV/Northwest

PETITION NO: PRS 21-1037

---

---

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

**NEW AND REVISED CONDITIONS OF APPROVAL**

Revised Conditions

- 10. [Except for the access connections and internal drive-aisles within the areas designated as a Shared Access Facility on the PD site plan or herein these conditions, and except for the area designated as Reserved Offsite Parking for Folio 3141.0020,](#) The proposed parking area and location of internal cross access and drives as shown on the general site development plan ~~is~~ are conceptual only, requiring approval by the Environmental Protection Commission and/or Southwest Florida Water Management District of the mitigation of jurisdictional wetlands prior to Construction Plan approval.

New Conditions

- Notwithstanding anything on the PD Site Plan to the contrary, internal project driveways and drive aisles labeled as Shared Access Facilities, together with driveways and drive aisles within the area designated on the PD Site Plan as Offsite Parking for Folio 3141.0020, shall be considered a Shared Access Facility with folio 3141.0020 (and such facilities shall treated as the sole legal means of vehicular access to the adjacent folio).
- The property owner shall record in the Official Records of Hillsborough County a non-exclusive ingress and egress easement, construction easement and any other easements necessary to permit the developer of folio 3141 (with which access is being shared) to construct any necessary improvements and utilize the required Shared Access Facility upon development of the adjacent property without further consultation. The design and location of all connections within the Shared Access Facility shall be subject to the review and approval of Hillsborough County.
- Parking within the area designed as Reserved Offsite Parking for Folio 3141.0020, shall not be permitted to count towards the minimum required parking for any other use, and shall remain in place as long the use within folio 3141.0020 remains.
- The property owner shall record in the Official Records of Hillsborough County a reciprocal easement, satisfactory to the Office of the County Attorney, necessary to ensure the continued availability of any

offsite parking spaces which meet the requirements of Section 6.05.02.D.2 of the LDC and are necessary to meet the minimum required parking for any use within folio 3141.0020.

### **PROJECT SUMMARY AND TRIP GENERATION**

The applicant is seeking a minor modification (PRS) for a +/- 11.32 ac. parcel zoned CPV-G-5, which references itself is subject to Planned Development (PD) 98-1542, as most recently amended via PRS 01-0075. The zoning is approved for up to 105,720 s.f. of supermarket and other Commercial Neighborhood (CN) uses, excluding gasoline sales, video/arcade shops, and fast foot drive-through uses on the property west of the power line easement, and 50,000 s.f. of Business Professional Office uses (including “a financial institution, retail book and recorded music store with accessory food and beverage sales”) east of the power line easement.

The applicant is seeking to amend the PD to accomplish the following:

- Add access along the southern project boundary (with folio 3141.0020) which will serve as the sole legal means of vehicular access to the subject parcel;
- Designate a portion of the internal driveway network and site as a Shared Access Facility in order to permit the adjacent parcel (which will be entitled via a separate PD zoning action) to utilize this project as its sole legal means of access; and,
- Reserve a portion of the site as offsite parking for the adjacent PD project (within folio 3141.0020).

Staff notes that the revised PD plan is drawn incorrectly, as it does not show the area between the shaded Shared Access Facility (SAF) and folio 3141.0020 within the SAF, despite there being one or more planned driveways and drive aisles within this area which are an integral part of the SAF. In order to allow this project to move forward, staff has addressed this discrepancy within the PD zoning conditions.

No trip generation or site access analysis was required to process this zoning request. Staff notes that the adjacent proposed PD (within folio 3141.0020, hereafter referred to as “Adjacent Proposed PD”) will be required to conduct a trip generation and site access analysis as a part of their zoning effort. Such analysis will be required to examine the existing trips from this PD plus proposed project traffic from the Adjacent Proposed PD, at this PDs project driveways. A discussion of site access is contained more fully in the “Site Access” section, hereinbelow.

### **INFRASTRUCTURE SERVING THE SITE**

Gunn Hwy. is a 4-lane, divided, publicly maintained, arterial roadway lying within a variable width right-of-way along the project’s frontage (between +/- 100 and 105 feet). In the vicinity of the proposed project, the roadway is characterized by +/- 11-foot wide travel lanes in above average condition. There are +/- 5-foot and 6-foot wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are +/- 4-foot wide bicycle lanes on both sides of Gunn Hwy. in the vicinity of the proposed project.

### **SITE ACCESS/ SHARED ACCESS FACILITY/ RESERVED PARKING AREA**

No changes to external site access within this PD are proposed. Sole vehicular access to Adjacent Proposed PD will be from Gunn Hwy. (through an easement which must be granted by this property owner in favor of folio 3141.0020, prior to any uses within the Adjacent PD which take sole vehicular access through the subject PD).

The above described changes to the subject PD (including the designation of internal driveways and drive aisles as a Shared Access Facility, which allows the Adjacent Proposed PD to take its sole legal means of access through the subject project) are being done in order to facilitate development of the Adjacent Proposed PD which would otherwise not be supported by the County, as its access to Gun Highway would not meet minimum spacing requirements (and although each parcel is entitled to access, it is not entitled to intensify use of the property, as is currently being proposed via a separate zoning action (without meeting appropriate access management standards or otherwise obtaining the appropriate Section 6.04.02.B. Administrative Variances and/or Design Exceptions).

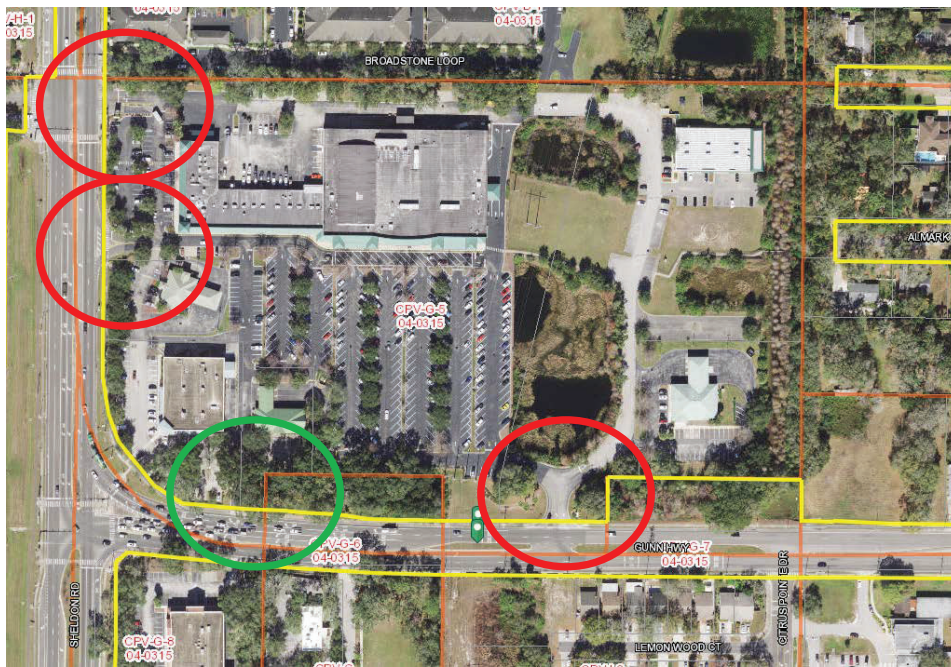
Furthermore, the size and configuration of the Adjacent Proposed PD would make it impossible to develop the Adjacent Proposed PD with their intended use (a car wash) at the proposed intensity and in the proposed configuration, given the minimum parking required which cannot be fit on the site, and based on other factors. Given the above, these shared access facilities and reserved parking areas will be critical to the functioning of the Adjacent Proposed PD and are necessary in order allow consideration of the proposed zoning of that parcel.

Staff notes that additional conditions will be placed on the Adjacent Proposed PD, which deal with design requirements within the area labeled as Reserved Offsite Parking for Folio 3141.0020, such as construction of required pedestrian pathways and lighting, as is required pursuant to Section 6.05.02.D.2. for any parking spaces provided on another zoning lot that are necessary to meet minimum parking requirements.

Staff has seen preliminary transportation analyses prepared in support of the Adjacent Proposed PD (and are not a part of this zoning record), which studied the access points that are anticipated to serve that project (i.e. the access points within the PD). Notwithstanding the designation of certain drive aisles between the Adjacent Proposed PD and one project access, which is the minimum necessary to facilitate a legal means of access to the Adjacent Proposed PD through this PD (i.e. the SAF), there are additional access points within the subject PD which are anticipated to serve the proposed project. The access connections anticipated to serve as primary access for the Adjacent Proposed PD are shown in red below (i.e. one access connection east of the site, and two connections northwest of the site). Other anticipated secondary access is shown as a green circle.

As described in the previously mentioned preliminary transportation analysis (and as shown on aerials), there are existing left turn lanes into the northernmost and easternmost connections. While the applicant's Access Recommendations Table within the preliminary transportation analysis did not explicitly indicate the turn lanes are warranted, it did shown right turn volumes at the southernmost connection (red circle) on the north south of Gunn Hwy. and the easternmost connection on the east/west portion of Gunn Hwy. sufficient to trigger Section 6.04.04.D. auxiliary (turn) lane warrants whereby the Hillsborough County Land Development Code (LDC) requires construction of a turn lane. The applicant's analysis instead includes a footnote stating the turn lane is "Not recommend – See report". The report goes on to explain that the turn lanes are not recommended due to "right of way constrains and utility conflicts".

Turn lanes may only be waived via approval of a Section 6.04.02.B. Administrative Variance (AV) from the Section 6.04.04.D. requirement to construct the turn lane. As a roadway safety related item, most Section 6.04 issues are under the sole authority of the County Engineer (including turn lane variances) and, consistent with current practice, most Design Exceptions and AVs must be processed concurrently with a PD zoning or zoning modification. It is staff's understanding that the County Engineer intends to find such AVs supportable; however, it is important to note that they will be adjudicated concurrently with the Adjacent Proposed PD which is triggering examination of the turn lane issue. If these variances are not supported by the County Engineer, or the BOCC declines to approve a zoning action waiving require turn lanes, then the applicant may need to take any number of actions, including revisiting this particular zoning approval to potentially reconfigure access design/internal layout and/or take other actions in order to facilitate construction of any required turn lanes.



## **ANALYSIS OF COMPLIANCE WITH CITRUS PARK VILLAGE (CPV) REGULATIONS**

### **Section 3.10.06.01, Block Pattern**

#### *Summary of Requirement*

This section of the LDC requires development to occur in rectangular shaped blocks framed by public streets on at least three sides, with the maximum length of any block face being 650 feet.

#### *Staff Analysis*

The applicant is not meeting this requirement. Within the vicinity of this project there are no clearly identified blocks, as the surrounding project was developed prior to implementation of the CPV regulations. There are clearly block faces formed by Gunn Hwy. on the west and Berkford Ave. on the east, but these two roads are separated by +/- 1,675 ft. There is an internal driveway (which will serve as access to this site) between those two roadways, and it is located approximately 970 feet east of Gunn Hwy. As such, there would need to be another north south roadway in order to form a block face which meets maximum length restrictions. Such roadway would bifurcate the site which, given its small size and configuration, would render the site largely unusable. Perhaps more importantly, such north/south road would be located in the influence area of a complicated intersection and could encourage higher volumes of vehicular traffic in an area which should enjoy a higher degree of access management control. While it may be possible to safely design a roadway connection in the future, staff believes that these two issues together warrant wavier of the CPV Block Pattern requirement within the Adjacent Proposed PD, and in staff's opinion the proposed changes to the subject PD do not trigger compliance with CPV regulations at this time. Staff notes that it still may be possible (and necessary) to comply fully (or at least to a greater degree) with the CPV Block Size requirements should any further development or redevelopment of the subject property occur in the future.

### **Section 3.10.06.04, Street Vacations**

#### *Summary of Requirement*

Precludes the possibility of right-of-way vacations where such action would decrease through-route opportunities for vehicular traffic.

#### *Staff Analysis*

This section is not applicable, as the applicant is not proposing to vacate any right-of-way.

Section 3.10.06.05, Parking

*Summary of Requirement*

All new streets shall provide on-street parking.

*Staff Analysis*

This section is not applicable, as the applicant is not proposing to construct any new streets.

Section 3.10.06.06, Traffic Calming

*Summary of Requirement*

Permits the use of traffic calming measures within the CPV, subject to consistency with other LDC requirements.

*Staff Analysis*

The applicant has not proposed any traffic calming measures within the project. Staff has not identified a need for traffic calming measures within the project.

Section 3.10.06.11, Sidewalks

*Summary of Requirement*

Requires sidewalks to be provided along all streets and requires drainage ditches to be piped or relocated at the developer's expense where necessary to provide sidewalks in the right-of-way.

*Staff Analysis*

This section is not applicable, as the applicant is not proposing to construct any new streets. There are existing sidewalks along the project's Gunn Hwy. frontages.

Transportation Comment Sheet

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

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
Gunn Hwy.	FDOT Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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

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

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

Notes: At the time the shopping center was entitled/constructed, connectivity/cross-access to the north and east was determined to be compliant. Future changes which effect entitlements or changes to the northern/eastern portions of the site would likely trigger Section 6.04.03.Q code requirements for vehicular and pedestrian cross access to the north as well as other CPV and LDC criteria for connectivity, block size, block pattern, etc.; however, in staff opinion the proposed changes on the south portion of the site do not trigger these requirements (and therefore meet the LDC).

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

## Transportation Comment Sheet

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

**CURRENTLY  
APPROVED**



AMENDED  
FINAL CONDITIONS  
OF APPROVAL

PETITION NUMBER: PRS 01-0075-KE (98-1452)  
BOCC MEETING DATE: January 23 2001 1542  
DATE TYPED: January 26, 2001

---

**Approval Approval, subject to the conditions listed below, is based on site plan received October 17, 2000.**

1. Uses permitted in the PD zoning district shall be limited to 105,720 square feet for a supermarket and other Neighborhood Commercial (CN) uses, (excluding uses which involve the sale of gasoline, video/arcade shops and fast food drive-through restaurants) on property west of the power line easement, and 50,000 sq.ft. of BP-O uses including a financial institution and a retail book and recorded music store with accessory food and beverage sales east of the power line easement.
  - 1.1 In the event the Tampa Electric Transmission Easement is abandoned, the developer shall be permitted to extend office development to BP-O district standards with no additional development entitlement.
  - 1.2 Outparcel locations shall be as generally shown on the site plan . A maximum of three outparcels shall be permitted.
2. Height, bulk, and placement regulations for Commercial uses shall comply with the development standards of the CN district and Business Professional-Office uses and Financial Institution (bank) shall be developed in accordance with BP-O district standards, except as otherwise stated herein.
  - 2.1 Minimum building setbacks shall be 60 feet from all property boundaries except the outparcel designated for 5,000 sq.ft. of retail where the setback from the southern property boundary shall be a minimum of 40 feet.
3. Uniform design treatment for the entire project shall incorporate a traditional Florida Cracker architecture.

**Development standards for the office portion are as follows:**

4. A courtyard/public open space and pedestrian/trail connection to the retail portion of the project shall be provided. Actual location shall be determined at the time of site development plan review.
5. Buildings shall be one story.
6. No less than two and a maximum of six buildings shall be constructed to accommodate permitted development.
7. Pedestrian access shall be provided to connect with Almark Drive and shall be shown on the revised general site plan.
8. A maximum 25,000 square foot retail book and recorded music store shall be internally oriented (i.e. facing Gunn Highway). Minimum setbacks shall be 60 feet from the northern, eastern and southern property boundaries. The eastern setback area shall be maintained in a green state as a passive buffer, and no doorways except required emergency exit/entrances shall be permitted on the eastern facade of the structure. Additional screening within the setback is permissible.
  - 8.1 No vehicular activity including service deliveries shall be permitted between the eastern façade of the building and adjacent residential zoning.

**The following conditions apply to the entire site:**

9. Buffering and screening shall be provided in accordance with Section 6.06 of the Land Development Code except as otherwise stated herein.
  - 9.1 In lieu of the required buffering and screening, a 20 foot buffer area shall be provided along the northern project boundary. The developer shall protect existing trees where possible and supplement existing trees with evergreen trees a minimum 10 feet in height and spaced on minimum 15 foot centers within five feet of the northern property line. The intent of the planting scheme is to provide a tree lined canopy contiguous to adjacent residential property. The applicant may submit, at time of Preliminary Plan approval, an alternative buffering plan to meet this intent. The developer shall also provide irrigation for existing and proposed plantings within said buffer.
  - 9.2. Within the buffer, the developer shall construct a six foot opaque fence or wall beginning at the Gunn Highway right-of-way and extending eastward and terminating at the eastern property boundary. The developer shall be responsible for the maintenance and upkeep of said fencing. The entire fence installation shall occur prior to the first Certificate of Occupancy for the project.
  - 9.3 A buffer area with a minimum width of 30 feet shall be provided on the eastern boundary of the project. In lieu of Section 6.06.04 buffering requirement, the developer shall install two rows of evergreen understory trees. The trees shall be a minimum of eight feet in height at time of planting and shall be planted no more than 15 feet apart on centers. The relative spacing of trees in the double row configuration shall be staggered to provide the maximum screening effect in concert with a continuous hedge comprised of evergreen shrubs measuring 36" in height at time of planting spaced no more 48" inches on center. Required buffering shall not obstruct the pedestrian cross access with Almark Drive.
10. The proposed parking area and location of internal cross access and drives as shown on the general site development plan is conceptual only, requiring approval by the Environmental Protection Commission and/or Southwest Florida Water Management District of the mitigation of jurisdictional wetlands prior to Construction Plan approval.
11. Outdoor security/parking pole lighting shall be a minimum 60 feet from the eastern property boundary and shall be designed and directed to prevent off-site illumination.
12. Four (4) access connections shall be permitted for the entire project. One (1) restricted access and one full access connection shall be permitted along the Ehrlich Road right-of-way and one (1) restricted and one full access connection shall be permitted onto Gunn Highway right-of-way. The general location and design of the access points shall be as shown on the general site plan received June 16, 1999. Final locations shall be determined in accordance with applicable Hillsborough County access management guidelines contained in the LDC.

AMENDED  
FINAL CONDITIONS  
OF APPROVAL

PETITION NUMBER: PRS 01-0075-KE (98-1452)  
BOCC MEETING DATE: January 23 2001 1542  
DATE TYPED: January 26, 2001

---

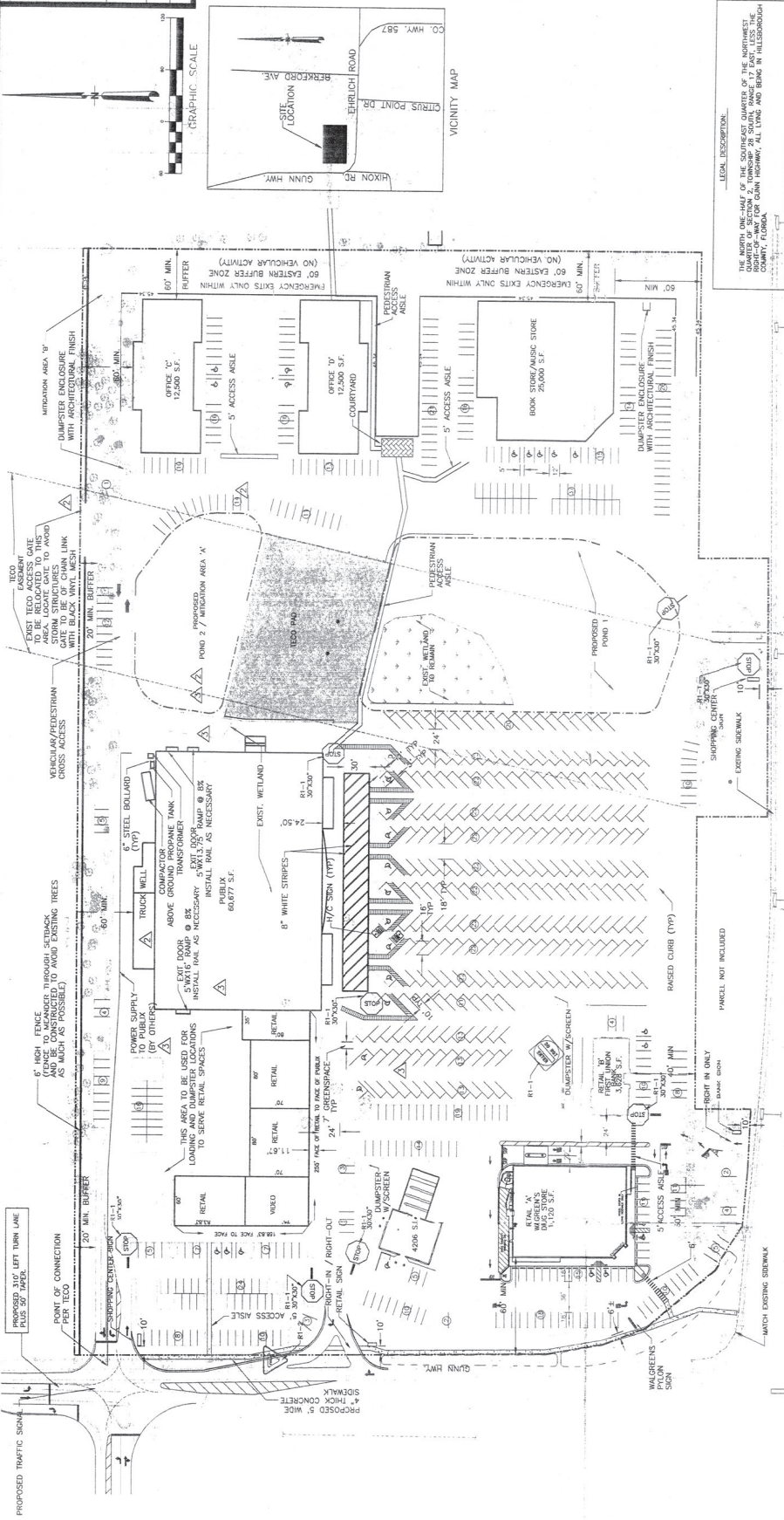
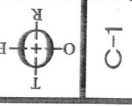
13. Prior to Construction Site Plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of left turn storage needed to serve development traffic. If demonstrated by the results of the transportation analysis, the developer shall provide, at his expense, left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for southbound to eastbound Gunn Highway traffic; westbound to northbound Ehrlich Road traffic) into the site at each access to the project where a left turn is permitted. The Hillsborough County Planning and Growth Management Department shall approve, in accordance with applicable regulations, the design and construction of these left turn lanes. All roadway construction of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement. Design plans for said construction shall be reviewed and approved in accordance with applicable regulations by the Hillsborough County Planning and Growth Management Department.
14. Pedestrian access to Almark Street shall be provided and depicted on the revised general site plan.
15. Vehicular/pedestrian cross access shall be provided on the northern property boundary within the power easement location and shall be depicted on the revised general site plan.
16. Signage shall be approved through a Master Sign Plan, in accordance with the procedures set forth in Section 7.04.03 of the LDC
17. Lighting within the project shall be of a low-projection non-glare type, designed to produce a minimum of illumination and glare beyond project boundaries. Maximum height of security/parking area lighting shall be 18 feet, except within the parking lot serving the retail portion of the project maximum height shall be 35 feet. The design and installation of lighting for the retail portion of the project shall be as shown on the technical lighting plan submitted October 17, 2000. The technical lighting plan shall be included with the General Development Plan submitted for certification.
18. Dumpsters shall be completely enclosed and the dumpster shelter shall be finished in like materials to the principal structures they serve.
19. The development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
20. Within ninety days of rezoning approval of PRS 01-0075 by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Growth Management Department a revised General Development Plan for certification reflecting all the conditions outline above.
21. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities in place at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

REV.	DATE	DESCRIPTION
1	01-15-2017	ISSUED FOR PERMITS
2	01-15-2017	REVISED PER COMMENTS
3	01-15-2017	REVISED PER COMMENTS
4	01-15-2017	REVISED PER COMMENTS
5	01-15-2017	REVISED PER COMMENTS
6	01-15-2017	REVISED PER COMMENTS
7	01-15-2017	REVISED PER COMMENTS
8	01-15-2017	REVISED PER COMMENTS
9	01-15-2017	REVISED PER COMMENTS
10	01-15-2017	REVISED PER COMMENTS

**GENERAL SITE PLAN**

THE SHOPS OF CTRUS PARK  
 MONROE'S PRESTIGE GROUP  
 28050 U.S. HWY. 19 N. STE. 208  
 CLEARWATER, FLORIDA 33761

**OTERO ENGINEERING**  
 CIVIL ENGINEERS  
 3014 U.S. HIGHWAY 501 NORTH, SUITE 400 • TAMPA, FL 33619 • (813) 962-7364



**LEGAL DESCRIPTION:**  
 THE NORTH ONE-HALF OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 28 SOUTH, RANGE 17 EAST, LESS THE SHARED INTEREST OF 0.00 ACRES, ALONG WITH 0.00 ACRES OF THE COUNTY, FLORIDA.

**PERMITS:**  
 THE EXISTING PERMITS FOR FLOOD ZONE "X" OUTSIDE THE LIMITS OF THE 100 YEAR FLOOD PER ANNUAL CHANCE FLOOD WERE REPEALED 6/15/16 IN ACCORDANCE WITH THE FIRM SUBMITTED 6/15/16. A/F/W STORMWATER MITIGATION WILL BE PROVIDED FOR THE PERMITS. THE PERMITS WILL BE PROVIDED FOR THE PERMITS. THE PERMITS WILL BE PROVIDED FOR THE PERMITS.

**SEPARATE SUBMITTALS ARE BEING MADE TO HILLS CO. FOR THE WETLAND ENCROACHMENTS AND MITIGATION PLAN.**

**NATURAL RESOURCES:**  
 EXISTING TREES, AS SURVEYED, ARE SHOWN ALONG WITH THEIR RESPECTIVE SIZES. THE SITE PLAN HAS BEEN DEVELOPED TO PRESERVE AND PROTECT ALL EXISTING TREES, WHILE MEETING ALL OTHER DESIGN REQUIREMENTS.

**A DETAILED LANDSCAPE PLAN WILL BE SUBMITTED WITH THE CONSTRUCTION PLAN SUBMITTAL.**

**EXISTING TREE LEGEND:**  
 10" DIA.  
 15" DIA.  
 8" CANOPY

**RECEIVED**  
 JAN 15 2017  
 PERMITS DIVISION

**01-0075**

**SITE DATA**

TOTAL PROJECT ADDRESS	2228 AC
TOTAL PROJECT ADDRESS	60,677 S.F.
TOTAL PROJECT ADDRESS	15,200 S.F.
TOTAL PROJECT ADDRESS	3,500 S.F.
TOTAL PROJECT ADDRESS	25,000 S.F.
TOTAL PROJECT ADDRESS	158,716 S.F.
TOTAL PROJECT ADDRESS	304 (INCL. 8 1/2")
TOTAL PROJECT ADDRESS	111 (INCL. 5 1/4")
TOTAL PROJECT ADDRESS	13 (INCL. 1 1/4")
TOTAL PROJECT ADDRESS	88 (INCL. 4 1/4")
TOTAL PROJECT ADDRESS	728 (INCL. 28 1/2")
TOTAL PROJECT ADDRESS	748 (INCL. 32 1/2")

**WATER**

WATER SERVICE WILL BE BY CONNECTION TO EXISTING HILLS CO. FACILITIES. THE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE HILLS CO. REQUIREMENTS. THE INSTALLATION OF ONE (1) TIRE FLOW ASSEMBLY TO SERVE THE SITE IS REQUIRED. THE SITE IS LOCATED IN SUPERMARKET (1) 2' METER, RETAIL A (WALGREENS) (1) 1' METER, RETAIL B (1ST UNION BANK) (1) 1' METER, BANK (CREDIT/STREET BANK) (1) 1' METER, OFFICE T (1) 1' METER, OFFICE Y (1) 1' METER, BOOKSTORE/MUSIC STORE (1) 1' METER, IRRIGATION (1) 1' METER. HILLS CO. BUILDING AREA LOCATED WITHIN THE GUIN SERVICE AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA.

**WETLANDS**

WETLANDS SERVICE WILL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA.

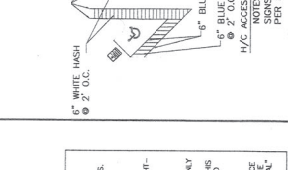
**MECHANICAL**

MECHANICAL SHALL BE SCREENED IN ACCORDANCE WITH HILLS CO. REQUIREMENTS. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA.

**TRANSPORTATION**

IN ACCORDANCE WITH THE RE-ZONING CONDITIONS, THE SITE WILL BE LIMITED TO FOUR (4) SHARED CONNECTIONS. A FULL SERVICE CONNECTION, A BASIC SIGNAL, AND A FULL SERVICE CONNECTION, A BASIC SIGNAL, AND A FULL SERVICE CONNECTION, A BASIC SIGNAL. THE OFF-SITE ROADWAY IMPROVEMENTS CALLED FOR ON THIS PLAN ARE A RESULT OF MATHEMATICAL ANALYSIS PERFORMED BY LAND AND ASSOCIATES, INC. IN 2014. THE WESTERN SHOPS ON EHRICH RD IS TO BE A 611-IN ONLY FULL SERVICE CONNECTION. THE WESTERN SHOPS ON EHRICH RD IS TO BE A 611-IN ONLY FULL SERVICE CONNECTION. THE WESTERN SHOPS ON EHRICH RD IS TO BE A 611-IN ONLY FULL SERVICE CONNECTION.

**WETLANDS**



**WETLANDS**

WETLANDS SERVICE WILL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA.

**WETLANDS**

WETLANDS SERVICE WILL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA. THE SERVICE SHALL BE BY CONNECTION TO THE EXISTING HILLS CO. BUILDING AREA.

01-0075

21-000 0917 AM 000 THE CTRUS PARK



# **AGENCY COMMENTS**

**AGENCY REVIEW COMMENT SHEET**

---

---

TO: ZONING TECHNICIAN, Development Services Department

DATE: 2/23/2022

REVIEWER: James Ratliff, AICP, PTP Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: CPV/Northwest

PETITION NO: PRS 21-1037

---

---

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

**NEW AND REVISED CONDITIONS OF APPROVAL**

Revised Conditions

- 10. [Except for the access connections and internal drive-aisles within the areas designated as a Shared Access Facility on the PD site plan or herein these conditions, and except for the area designated as Reserved Offsite Parking for Folio 3141.0020,](#) The proposed parking area and location of internal cross access and drives as shown on the general site development plan ~~is~~ are conceptual only, requiring approval by the Environmental Protection Commission and/or Southwest Florida Water Management District of the mitigation of jurisdictional wetlands prior to Construction Plan approval.

New Conditions

- Notwithstanding anything on the PD Site Plan to the contrary, internal project driveways and drive aisles labeled as Shared Access Facilities, together with driveways and drive aisles within the area designated on the PD Site Plan as Offsite Parking for Folio 3141.0020, shall be considered a Shared Access Facility with folio 3141.0020 (and such facilities shall be treated as the sole legal means of vehicular access to the adjacent folio).
- The property owner shall record in the Official Records of Hillsborough County a non-exclusive ingress and egress easement, construction easement and any other easements necessary to permit the developer of folio 3141 (with which access is being shared) to construct any necessary improvements and utilize the required Shared Access Facility upon development of the adjacent property without further consultation. The design and location of all connections within the Shared Access Facility shall be subject to the review and approval of Hillsborough County.
- Parking within the area designed as Reserved Offsite Parking for Folio 3141.0020, shall not be permitted to count towards the minimum required parking for any other use, and shall remain in place as long the use within folio 3141.0020 remains.
- The property owner shall record in the Official Records of Hillsborough County a reciprocal easement, satisfactory to the Office of the County Attorney, necessary to ensure the continued availability of any

offsite parking spaces which meet the requirements of Section 6.05.02.D.2 of the LDC and are necessary to meet the minimum required parking for any use within folio 3141.0020.

### **PROJECT SUMMARY AND TRIP GENERATION**

The applicant is seeking a minor modification (PRS) for a +/- 11.32 ac. parcel zoned CPV-G-5, which references itself is subject to Planned Development (PD) 98-1542, as most recently amended via PRS 01-0075. The zoning is approved for up to 105,720 s.f. of supermarket and other Commercial Neighborhood (CN) uses, excluding gasoline sales, video/arcade shops, and fast foot drive-through uses on the property west of the power line easement, and 50,000 s.f. of Business Professional Office uses (including “a financial institution, retail book and recorded music store with accessory food and beverage sales”) east of the power line easement.

The applicant is seeking to amend the PD to accomplish the following:

- Add access along the southern project boundary (with folio 3141.0020) which will serve as the sole legal means of vehicular access to the subject parcel;
- Designate a portion of the internal driveway network and site as a Shared Access Facility in order to permit the adjacent parcel (which will be entitled via a separate PD zoning action) to utilize this project as its sole legal means of access; and,
- Reserve a portion of the site as offsite parking for the adjacent PD project (within folio 3141.0020).

Staff notes that the revised PD plan is drawn incorrectly, as it does not show the area between the shaded Shared Access Facility (SAF) and folio 3141.0020 within the SAF, despite there being one or more planned driveways and drive aisles within this area which are an integral part of the SAF. In order to allow this project to move forward, staff has addressed this discrepancy within the PD zoning conditions.

No trip generation or site access analysis was required to process this zoning request. Staff notes that the adjacent proposed PD (within folio 3141.0020, hereafter referred to as “Adjacent Proposed PD”) will be required to conduct a trip generation and site access analysis as a part of their zoning effort. Such analysis will be required to examine the existing trips from this PD plus proposed project traffic from the Adjacent Proposed PD, at this PDs project driveways. A discussion of site access is contained more fully in the “Site Access” section, hereinbelow.

### **INFRASTRUCTURE SERVING THE SITE**

Gunn Hwy. is a 4-lane, divided, publicly maintained, arterial roadway lying within a variable width right-of-way along the project’s frontage (between +/- 100 and 105 feet). In the vicinity of the proposed project, the roadway is characterized by +/- 11-foot wide travel lanes in above average condition. There are +/- 5-foot and 6-foot wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are +/- 4-foot wide bicycle lanes on both sides of Gunn Hwy. in the vicinity of the proposed project.

### **SITE ACCESS/ SHARED ACCESS FACILITY/ RESERVED PARKING AREA**

No changes to external site access within this PD are proposed. Sole vehicular access to Adjacent Proposed PD will be from Gunn Hwy. (through an easement which must be granted by this property owner in favor of folio 3141.0020, prior to any uses within the Adjacent PD which take sole vehicular access through the subject PD).

The above described changes to the subject PD (including the designation of internal driveways and drive aisles as a Shared Access Facility, which allows the Adjacent Proposed PD to take its sole legal means of access through the subject project) are being done in order to facilitate development of the Adjacent Proposed PD which would otherwise not be supported by the County, as its access to Gun Highway would not meet minimum spacing requirements (and although each parcel is entitled to access, it is not entitled to intensify use of the property, as is currently being proposed via a separate zoning action (without meeting appropriate access management standards or otherwise obtaining the appropriate Section 6.04.02.B. Administrative Variances and/or Design Exceptions).

Furthermore, the size and configuration of the Adjacent Proposed PD would make it impossible to develop the Adjacent Proposed PD with their intended use (a car wash) at the proposed intensity and in the proposed configuration, given the minimum parking required which cannot be fit on the site, and based on other factors. Given the above, these shared access facilities and reserved parking areas will be critical to the functioning of the Adjacent Proposed PD and are necessary in order allow consideration of the proposed zoning of that parcel.

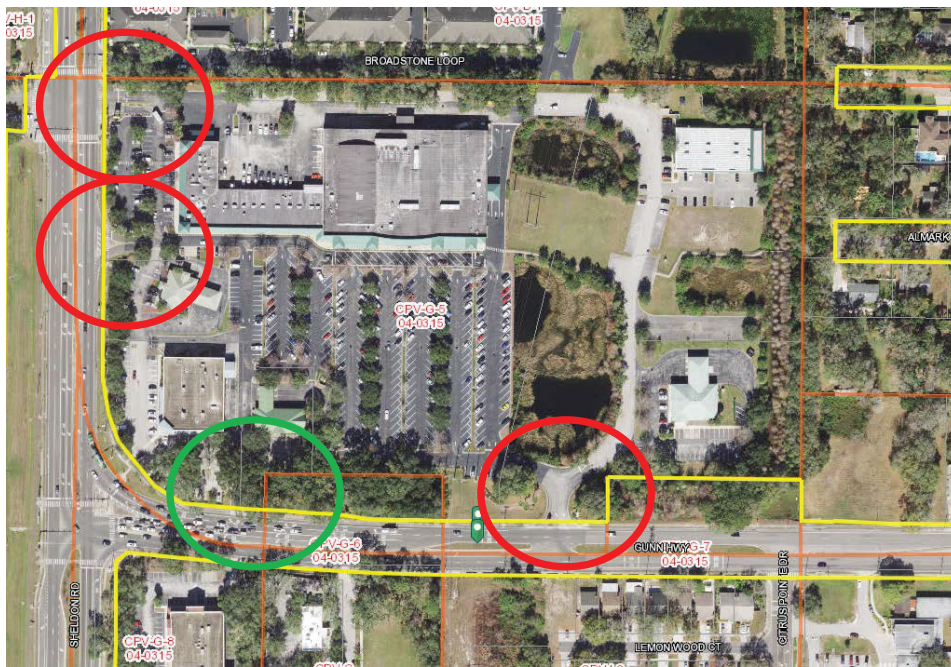
Staff notes that additional conditions will be placed on the Adjacent Proposed PD, which deal with design requirements within the area labeled as Reserved Offsite Parking for Folio 3141.0020, such as construction of required pedestrian pathways and lighting, as is required pursuant to Section 6.05.02.D.2. for any parking spaces provided on another zoning lot that are necessary to meet minimum parking requirements.

Staff has seen preliminary transportation analyses prepared in support of the Adjacent Proposed PD (and are not a part of this zoning record), which studied the access points that are anticipated to serve that project (i.e. the access points within the PD). Notwithstanding the designation of certain drive aisles between the Adjacent Proposed PD and one project access, which is the minimum necessary to facilitate a legal means of access to the Adjacent Proposed PD through this PD (i.e. the SAF), there are additional access points within the subject PD which are anticipated to serve the proposed project. The access connections anticipated to serve as primary access for the Adjacent Proposed PD are shown in red below (i.e. one access connection east of the site, and two connections northwest of the site). Other anticipated secondary access is shown as a green circle.

As described in the previously mentioned preliminary transportation analysis (and as shown on aerials), there are existing left turn lanes into the northernmost and easternmost connections. While the applicant's Access Recommendations Table within the preliminary transportation analysis did not explicitly indicate the turn lanes are warranted, it did shown right turn volumes at the southernmost connection (red circle) on the north south of Gunn Hwy. and the easternmost connection on the east/west portion of Gunn Hwy. sufficient to trigger Section 6.04.04.D. auxiliary (turn) lane warrants whereby the Hillsborough County Land Development Code (LDC) requires construction of a turn lane. The applicant's analysis instead includes a footnote stating the turn lane is "Not recommend – See report". The report goes on to explain that the turn lanes are not recommended due to "right of way constrains and utility conflicts".

Turn lanes may only be waived via approval of a Section 6.04.02.B. Administrative Variance (AV) from the Section 6.04.04.D. requirement to construct the turn lane. As a roadway safety related item, most Section 6.04 issues are under the sole authority of the County Engineer (including turn lane variances) and, consistent with current practice, most Design Exceptions and AVs must be processed concurrently with a PD zoning or zoning modification. It is staff's understanding that the County Engineer intends to find such AVs supportable; however, it is important to note that they will be adjudicated concurrently with the Adjacent Proposed PD which is triggering examination of the turn lane issue. If these variances are not supported by the County Engineer, or the BOCC declines to approve a zoning action waiving require turn lanes, then the applicant may need to take any number of actions, including revisiting this particular zoning approval to potentially reconfigure access design/internal layout and/or take other actions in order to facilitate construction of any required turn lanes.





## **ANALYSIS OF COMPLIANCE WITH CITRUS PARK VILLAGE (CPV) REGULATIONS**

### **Section 3.10.06.01, Block Pattern**

#### *Summary of Requirement*

This section of the LDC requires development to occur in rectangular shaped blocks framed by public streets on at least three sides, with the maximum length of any block face being 650 feet.

#### *Staff Analysis*

The applicant is not meeting this requirement. Within the vicinity of this project there are no clearly identified blocks, as the surrounding project was developed prior to implementation of the CPV regulations. There are clearly block faces formed by Gunn Hwy. on the west and Berkford Ave. on the east, but these two roads are separated by +/- 1,675 ft. There is an internal driveway (which will serve as access to this site) between those two roadways, and it is located approximately 970 feet east of Gunn Hwy. As such, there would need to be another north south roadway in order to form a block face which meets maximum length restrictions. Such roadway would bifurcate the site which, given its small size and configuration, would render the site largely unusable. Perhaps more importantly, such north/south road would be located in the influence area of a complicated intersection and could encourage higher volumes of vehicular traffic in an area which should enjoy a higher degree of access management control. While it may be possible to safely design a roadway connection in the future, staff believes that these two issues together warrant wavier of the CPV Block Pattern requirement within the Adjacent Proposed PD, and in staff's opinion the proposed changes to the subject PD do not trigger compliance with CPV regulations at this time. Staff notes that it still may be possible (and necessary) to comply fully (or at least to a greater degree) with the CPV Block Size requirements should any further development or redevelopment of the subject property occur in the future.

### **Section 3.10.06.04, Street Vacations**

#### *Summary of Requirement*

Precludes the possibility of right-of-way vacations where such action would decrease through-route opportunities for vehicular traffic.

#### *Staff Analysis*

This section is not applicable, as the applicant is not proposing to vacate any right-of-way.

Section 3.10.06.05, Parking

*Summary of Requirement*

All new streets shall provide on-street parking.

*Staff Analysis*

This section is not applicable, as the applicant is not proposing to construct any new streets.

Section 3.10.06.06, Traffic Calming

*Summary of Requirement*

Permits the use of traffic calming measures within the CPV, subject to consistency with other LDC requirements.

*Staff Analysis*

The applicant has not proposed any traffic calming measures within the project. Staff has not identified a need for traffic calming measures within the project.

Section 3.10.06.11, Sidewalks

*Summary of Requirement*

Requires sidewalks to be provided along all streets and requires drainage ditches to be piped or relocated at the developer's expense where necessary to provide sidewalks in the right-of-way.

*Staff Analysis*

This section is not applicable, as the applicant is not proposing to construct any new streets. There are existing sidewalks along the project's Gunn Hwy. frontages.

Transportation Comment Sheet

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

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
Gunn Hwy.	FDOT Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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

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

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

Notes: At the time the shopping center was entitled/constructed, connectivity/cross-access to the north and east was determined to be compliant. Future changes which effect entitlements or changes to the northern/eastern portions of the site would likely trigger Section 6.04.03.Q code requirements for vehicular and pedestrian cross access to the north as well as other CPV and LDC criteria for connectivity, block size, block pattern, etc.; however, in staff opinion the proposed changes on the south portion of the site do not trigger these requirements (and therefore meet the LDC).

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

## Transportation Comment Sheet

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

**COMMISSION**

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



**DIRECTORS**

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

**AGENCY COMMENT SHEET**

REZONING	
<b>HEARING DATE:</b> September 8, 2021  <b>PETITION NO.:</b> 21-1037  <b>EPC REVIEWER:</b> Mike Thompson  <b>CONTACT INFORMATION:</b> (813) 627-2600 X1219  <b>EMAIL:</b> thompson@epchc.org	<b>COMMENT DATE:</b> July 27, 2021  <b>PROPERTY ADDRESS:</b> 7835 Gunn Hwy  <b>FOLIO #:</b> 3117.0000  <b>STR:</b> 02-28S-17E
<b>REQUESTED ZONING:</b> Minor Modification to PD	
FINDINGS	
<b>WETLANDS PRESENT</b>	Not at proposed access points
<b>SITE INSPECTION DATE</b>	NA
<b>WETLAND LINE VALIDITY</b>	NA
<b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b>	Wetlands on other portions of the parcel
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan’s current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"> <li>Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.</li> <li>The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.</li> </ul>	

*Environmental Excellence in a Changing World*

**Environmental Protection Commission - Roger P. Stewart Center**  
 3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - [www.epchc.org](http://www.epchc.org)

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

**INFORMATIONAL COMMENTS:**

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

- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

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

---

---

PETITION NO.: PD21-1037      REVIEWED BY: Randy Rochelle      DATE: 7/12/2021

FOLIO NO.: 3117.0000

---

---

**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 8 inch water main exists  (adjacent to the site),  (approximately \_\_\_ feet from the site) and is located within the east Right-of-Way of Sheldon Road.
- 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 north Right-of-Way of Gunn Highway.
- 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.



**PARTY OF  
RECORD**



## Rome, Ashley

---

**From:** Hearings  
**Sent:** Monday, November 1, 2021 9:38 AM  
**To:** Timoteo, Rosalina; Vazquez, Bianca; Rome, Ashley; Monsanto, Israel  
**Subject:** FW: RZ-PD-21-0864, PRS-21-1037 (PRS-21-1035, PRS-21-1038)  
**Attachments:** rezoning objections to car wash.odt

**From:** Denise Selsky <doggiedogs1@gmail.com>  
**Sent:** Sunday, October 31, 2021 2:46 PM  
**To:** Monsanto, Israel <MonsantoI@hillsboroughcounty.org>; Hearings <Hearings@HillsboroughCounty.ORG>;  
hearings@hillsboroughcounty.net  
**Subject:** RZ-PD-21-0864, PRS-21-1037 (PRS-21-1035, PRS-21-1038)

**External email:** Use caution when clicking on links and attachments from outside sources.

Please see attached letter to be included in the upcoming zoning hearings.

Thank you,

October 31, 2021

Hearings@hillsboroughcounty.net  
Hearings@hillsboroughcounty.org  
MonsantoI@hillsboroughcounty.org  
Hearings@HCFLGov.net/speakup

Subject: RZ – PD – 21-0864  
PRS - 21-1037 ( PRS-21-1035, PRS-21-1038)

Please find my objections to these rezoning applications listed below.

The proposed rezoning involves a very high traffic area in Citrus Park. It is by far the largest and most dense traffic area in Citrus Park. The intersection is Gunn Hwy/Sheldon Road/Gunn Hwy, not Gunn and Ehrlich as many of the plans mistakenly show. (per the B.W.F. Inc.). This is also the main corridor connecting Tampa, Citrus Park, Odessa and the west counties. This roadway has Five schools, VPK thru 12<sup>th</sup> grade; very heavy traffic area.

I object based on:

1. This area has had 397 traffic incidents from January 1, 2019 thru August 18, 2021. 2020 the schools were closed due to COVID – 19. This number was pulled by a public records request I made for traffic accidents in the area of the Shoppes of Citrus Park, 7835 Gunn Hwy. The number of incidents alone would validate my statement as the busiest intersection in Citrus Park. Another business directly on the main road of Gunn Hwy would be very distracting for the many drivers and be a potential traffic hazard with more ins and outs of the already overburden shopping center traffic. Please do not forget to include getting in and out of Berkford Ave and Citrus Point Drive with all the backed up traffic from the schools, lights and shopping center is a BIG issue.
2. The knocking down of all the dense trees in this specific area is not consistent with “ Preserving the layout and character of existing neighborhoods.” The knocking down of these trees on Gunn Hwy does alter the layout and character making it not consistent with the Citrus Park comprehensive plan. What will the new drainage and filling of this property do to the wetland preservation area that is located a mere approximate 100 feet east from this area.
3. The proposed area is adjacent to 5 schools with a lot of Private vehicle traffic picking up and dropping off children. The car wash study shows peak hours of only 4 hours of traffic, 7-9 am and again 4-6 pm. This is very untrue, peak hours start in this area with the working folks, with no children to worry about, leaving home as early as 6:30 am to avoid the school traffic, me for one, and the last school getting in at 0930. Pick up is a nightmare around here. Folks start lining the streets and causing traffic stops on Gunn Highway 1 hour prior to schools letting out, that is around 1:45 pm and then the traffic does not stop until after 7 PM. So, where did this traffic is report come from?
4. Lastly, I object to the lighting that will be going up. These spotlights that are going up all over the West end of Citrus Park are in no way consistent with the Citrus Park Comprehensive Plan. The lower, softer lights that were put up in the Shoppes of Citrus Park and East end conform to the plan while the high intensity TECO lights that are going up do not.

(2)

The traffic situation here is out of hand. Four lanes of traffic at this intersection going into two lanes is overburdening Gunn Hwy and Sheldon. The loss of country life, scenic beauty and giant oak trees has been taken away from us long term residents of Citrus Park Proper.

Do not allow the destruction of this small wooded area to be destroyed, nor the giant oaks across the street where WaWa wants to go. It is these trees and small town feeling that made Citrus Park a beautiful place to live.

Sincerely,

Denise Selsky  
Citrus Park, Florida 33625