

PD Modification Application: MM 22-0671

Zoning Hearing Master Date: 08/21/23

BOCC Land Use Meeting Date: 10/10/23



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Symmes East Bay, LLC; SEB2, LLC

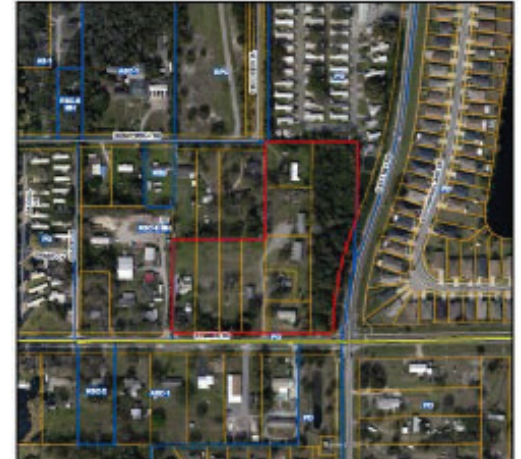
FLU Category: CPA 22-18 to change the FLU from RES-6 and RES-9 to RES-20

Service Area: Urban

Site Acreage: +/- 7.13 acres

Community Plan Area: Gibsonton

Overlay: None



Introduction Summary:

PD 20-0287 was approved in 2020 to allow two development options, including a residential option and a non-residential option. The residential option allowed a 64-unit townhome development (up to 9 dwellings per acre); the non-residential option allowing a mixed-use project with for a 5.83-acre office for business/medical office (BPO) and the remaining 1.3-acre portion designated for a commercial area limited to Commercial Neighborhood (with restrictions) and business professional/medical office uses (CN-R and BPO). The Future Land Use was RES-6 and RES-9. A FLEX was granted to extend the RES-9 FLU category for PD 20-0287.

The applicant is requesting a major modification to the previously approved Plan Development (20-0287), generally as follows:

- 1) **Option A:** No change, other than renaming it from Option 1 to Option A.
- 2) **Option B:** Increasing the number of townhomes from a maximum of 64 dwelling to 110 dwellings.
- 3) **Option C:** Proposes a multifamily development up to 65 feet in height and up to 142 multi-family units with an additional 57 units pursuant to density bonuses for a maximum of 199 mf units. Additional dwelling units will be achieved through various incentives that allow an increase in density of the proposed multifamily dwelling through one of three mechanisms:
 - A Greywater Density Bonus (20% increase for a max. 191 dwelling units)
 - An Infill Development Density Bonus*
 - An Affordable Housing Density Bonus*

There is a companion Comprehensive Plan Amendment (CPA 22-18) to change the Future Land Use designation from RES- 6 and RES-9 to RES-20. RES-20 allows a maximum of 20 dwelling units per acre for a total of 142 units.

*The Affordable Housing Density bonus and Infill Development Density Bonus would allow up to 35 du per acre as allowed in the RES-35 for a total of 249 units. However, the applicant proposes a maximum of 199 multi-family units.

| Existing Approval(s): | Proposed Modification(s): |
|--|---|
| 1. Non-residential Option 1 a. Max. Ht.: 35 ft. | 1. No Proposed Modification to Option A (previously known as Option 1) |
| 2. Residential Option 2 (updated to Option B) a. 64 Townhome units | 2. Residential Option B (Townhomes): a. Increase to 110 Townhome units. |

| | |
|---|---|
| b. Max. Height: 35 ft. ht. c. Min. Lot Width: 25 ft. | b. Max. Height: Increase to 45 ft. ht. c. Min. Lot Width: 18 ft. |
| 3. Option C: NEW | 3. Multifamily Option C: <ul style="list-style-type: none">• Max. 199 multi-family dwelling units• Max. Ht.: 65 feet/4 stories• Minimum Rear setback: 20 feet *Subject to 2:1 compatibility standard• Maximum building coverage: 40% |

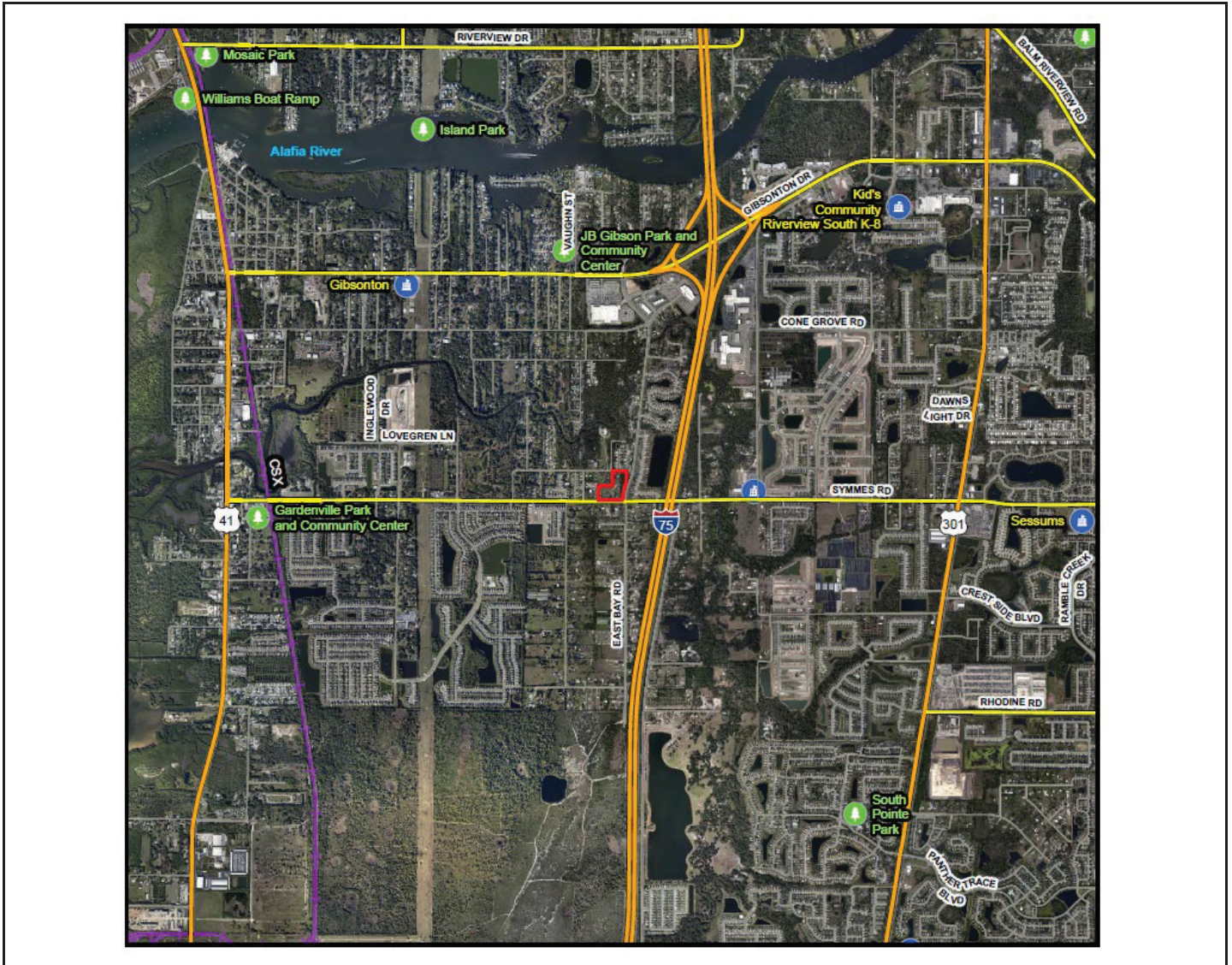
Additional Information:

| | |
|---|--|
| PD Variation(s): | None Requested as part of this application |
| Waiver(s) to the Land Development Code: | None requested. |

| | |
|--|--|
| Planning Commission Recommendation: Inconsistent | Development Services Recommendation: Not supportable |
|--|--|

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

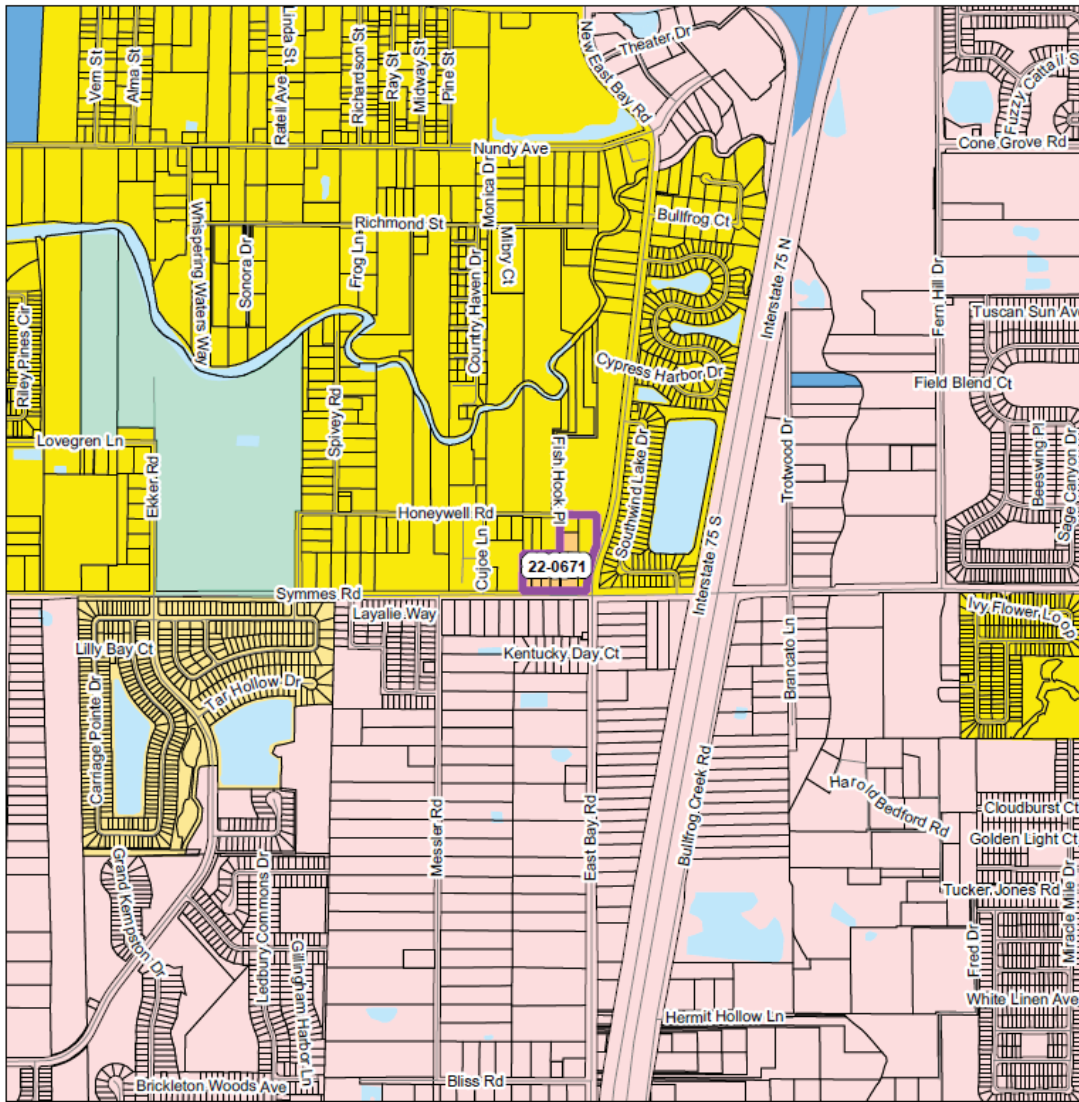


Context of Surrounding Area:

Zoning districts in the immediate area of the subject site consist of residential uses including single family homes and mobile home parks. A commercial node exists approximately three-quarters of a mile north on East Bay Rd. The surroundings are a mixture of large residential parcels to the west and south, while mobile home parks currently exist to the north and west. A parcel re-zoned to BPO in 1973 currently exists northwest of the subject parcel and is being occupied by an American Legion facility.

2.0 LAND USE MAP SET AND SUMMARY DATA

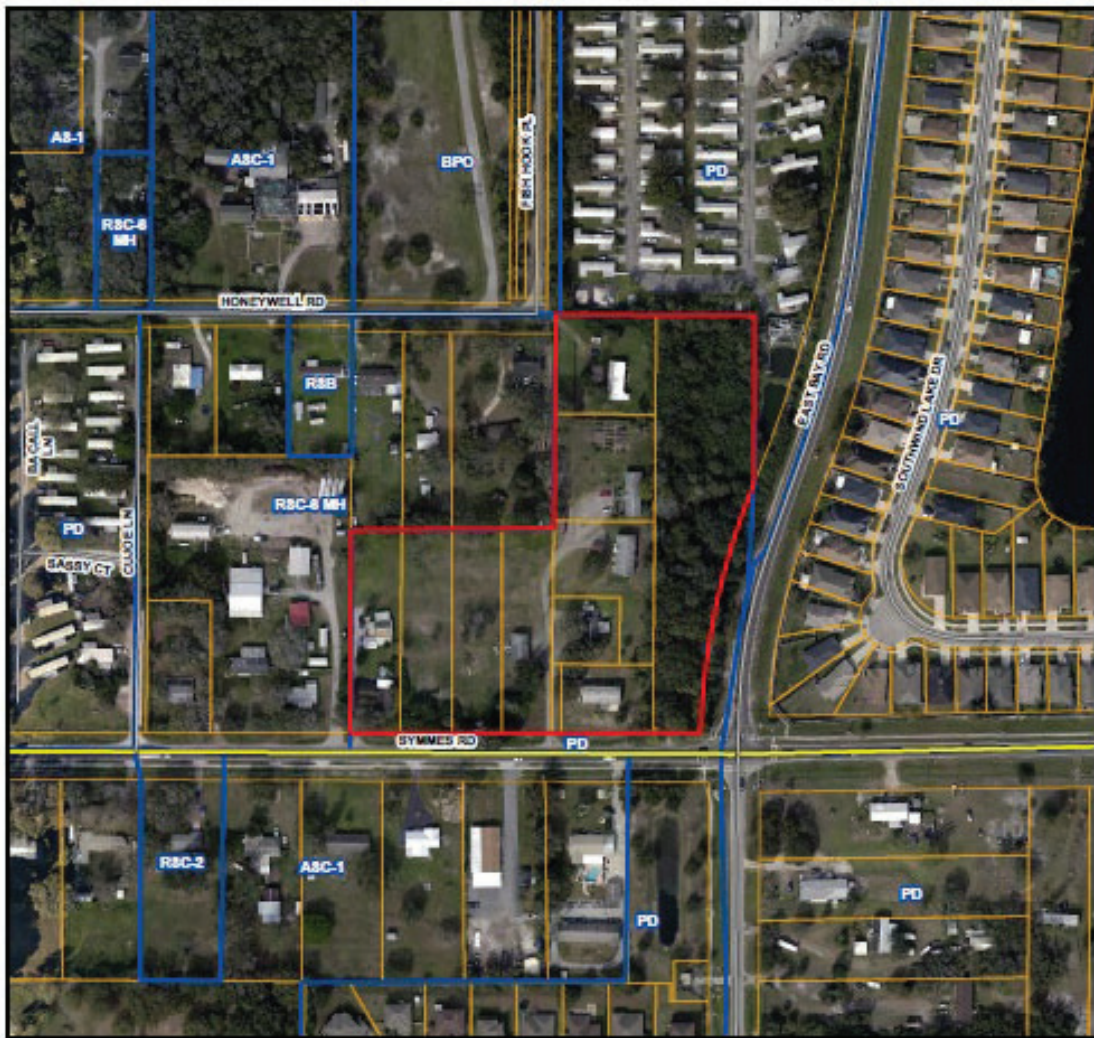
2.2 Future Land Use Map



| | |
|---|--|
| <p>Subject Site Future Land Use Category:</p> | <p>Residential-6 (6 du/ga; 0.25 FAR)* Residential-9 (9 du/ga; 0.50 FAR)* *Pending HC/CPA 22-18 to Residential-20</p> |
| <p>Maximum Density/F.A.R.:</p> | <p>RES-20: 20 dwelling units per acre / Maximum 0.75 FAR</p> |
| <p>Typical Uses:</p> | <p>Typical uses include residential, neighborhood commercial, office uses, multi-purpose projects, and mixed-use development. Non-residential uses are required to meet established locational criteria for specific land use.</p> |

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

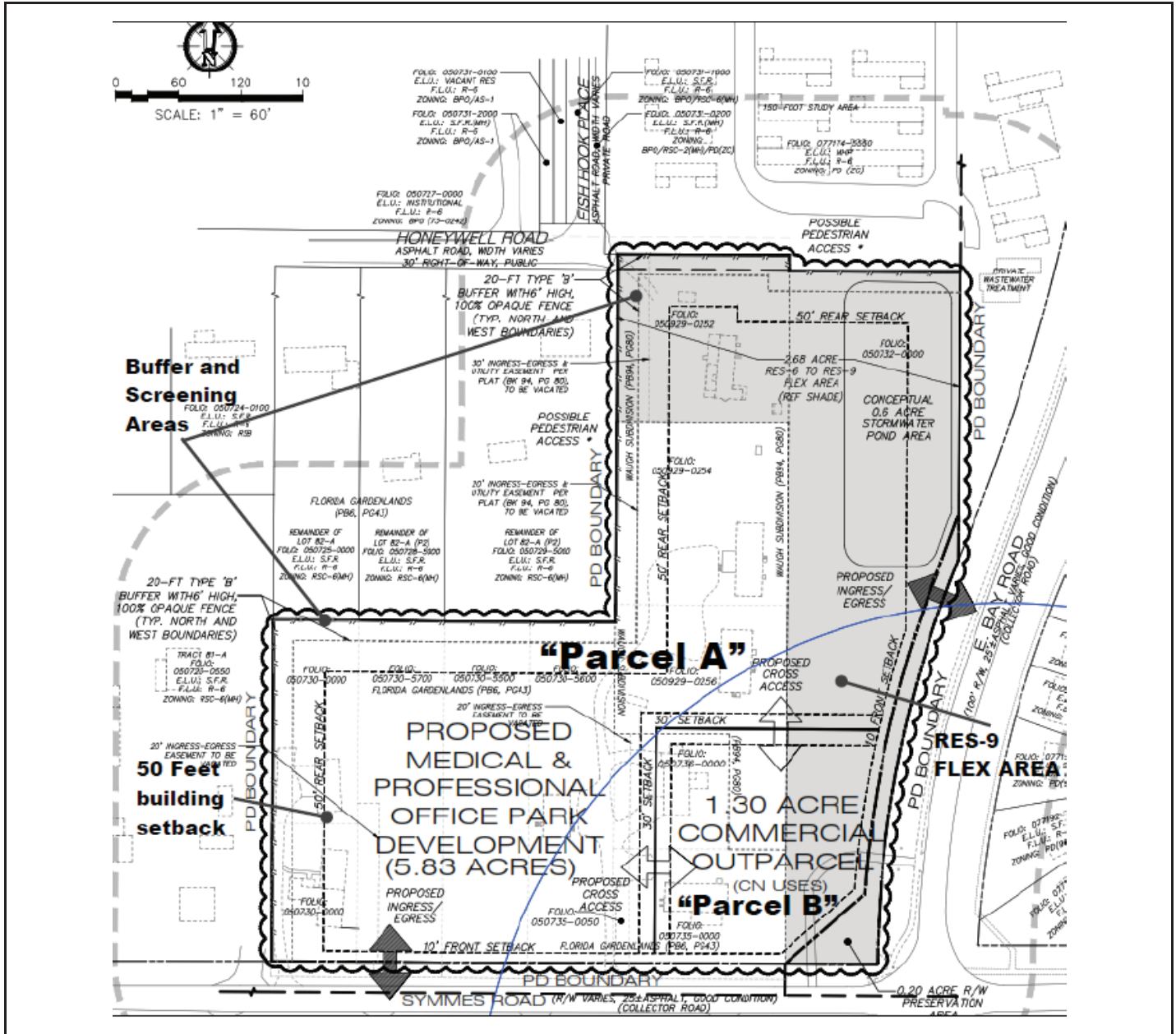


Adjacent Zonings and Uses

| Location: | Zoning: | Maximum Density/F.A.R. Permitted by Zoning District: | Allowable Use: | Existing Use: |
|-----------|---|--|----------------|----------------------------------|
| North | PD (ZC) and Residential Single Family Conventional (RSC-6-MH) | Min. lot size: 7,000 sf | Residential MH | Residential MH |
| South | Agricultural Single Family Conventional (ASC-1) | Min. lot size: 1 acre | Residential | Residential |
| East | PD 96-0295 | RMC-12 Standards. Max. 10 du/acre per PD 96-0295 | Residential | East Bay Rd. ROW and Residential |
| West | Residential Single Family Conventional (RSC-6-MH) | Min. lot size: 7,000 sf | Residential MH | Residential MH |

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Approved Site Plan Option 1 (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)

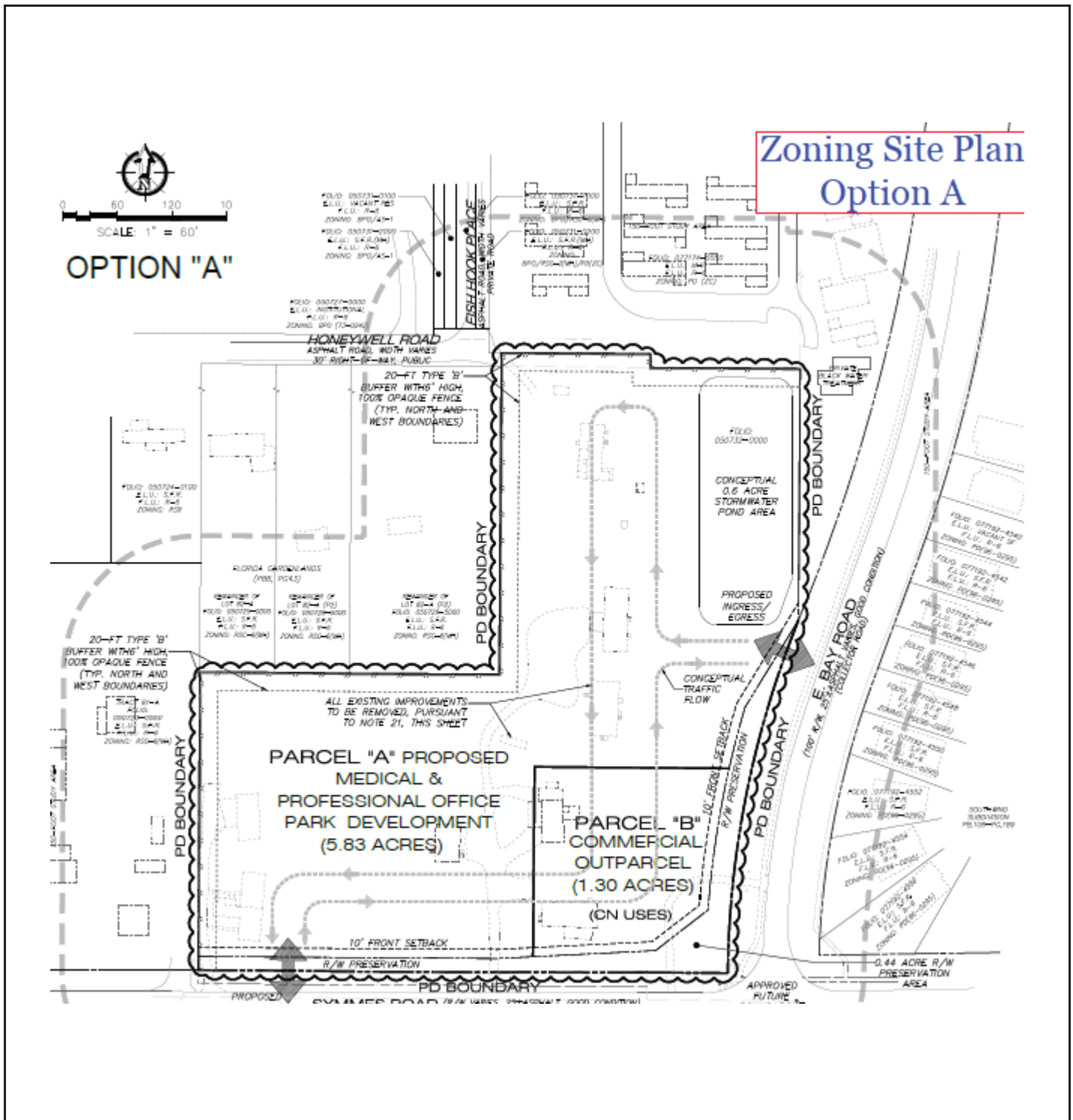


Option 1 (Renamed Option A by Applicant)—NO PROPOSED CHANGE
 Non-Residential Use project:

- 5.83 Acres Office Parcel (*Parcel A*) for business professional/medical office (BPO); and
- 1.30 Acres Commercial Outparcel (*Parcel B*) limited to Commercial Neighborhood (with restrictions) and business professional/medical office uses (CN-R and BPO).
- Maximum non-residential sq. ft.: 60,500 sq. ft.
- 50-foot building setback along the west and north PD lines.
- A 20-foot, Type B buffer and screening consisting of a solid fence will be provided along the west and north, adjacent to RSC-6 MH zoning and the mobile home park.

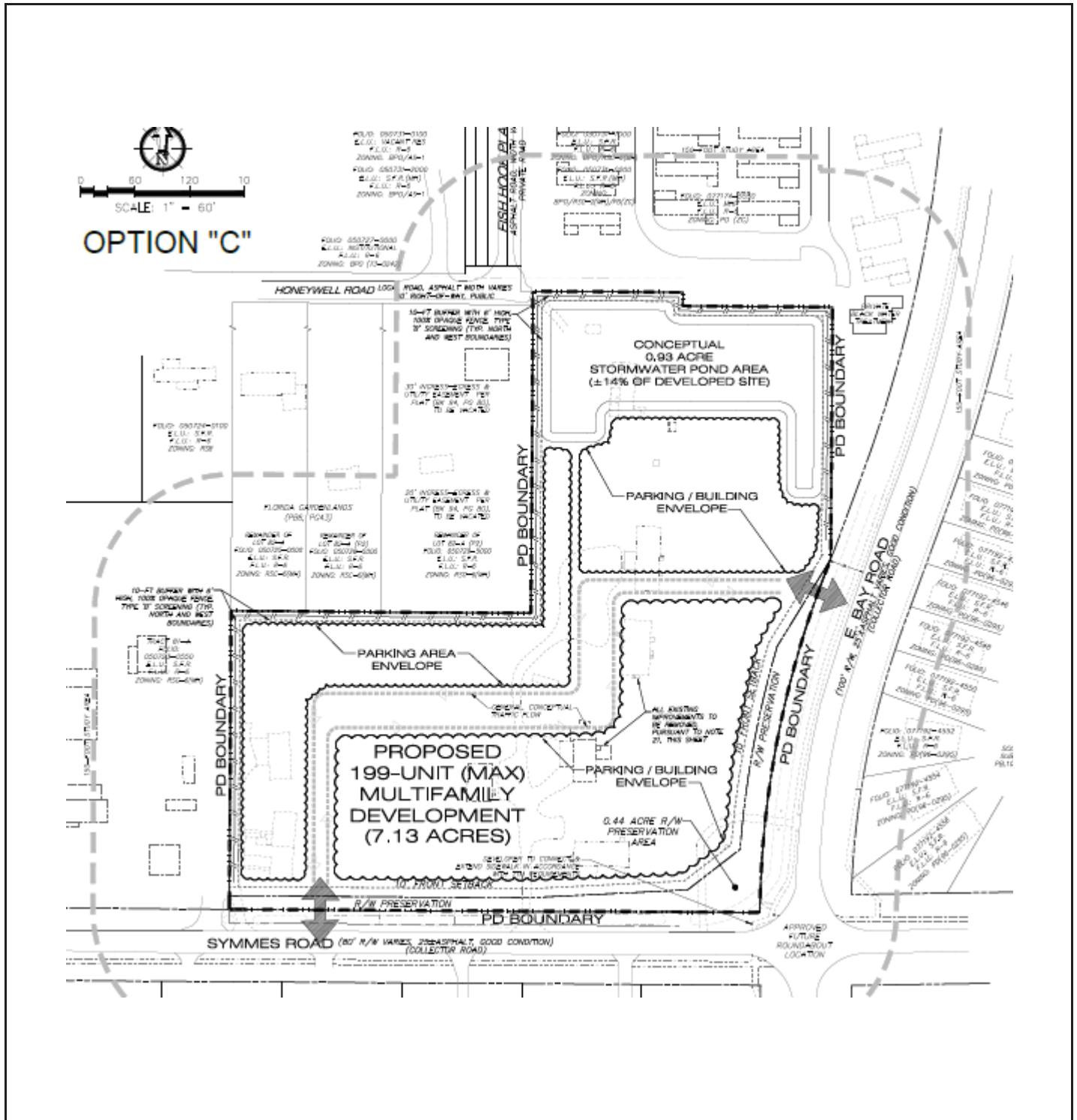
2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan OPTION A (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan OPTION C (partial provided below for size and orientation purposes. See Section 8.2 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 |
| Symmes Rd | County Collector - Urban | 2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |
| East Bay Rd | County Collector - Urban | 2 Lanes <input checked="" 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 |

| 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 | 1,386 | 106 | 137 |
| Proposed | 903 | 76 | 78 |
| Difference (+/-) | -483 | -30 | -59 |

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

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

| Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request | | |
|---|-----------------------------------|------------|
| Road Name/Nature of Request | Type | Finding |
| Symmes Rd/Substandard Roadway | Design Exception Requested | Approvable |
| Symmes Rd/ Driveway Spacing | Administrative Variance Requested | Approvable |
| East Bay Rd/Substandard Roadway | Administrative Variance Requested | Approvable |
| Notes: | | |

4.0 Additional Site Information & Agency Comments Summary

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

| INFORMATION/REVIEWING AGENCY | | | | |
|--|--|--|--|--|
| Environmental: | Comments Received | Objections | Conditions Requested | Additional Information/Comments |
| Environmental Protection Commission | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Natural Resources | <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 | |
| Conservation & Environ. Lands Mgmt. | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Check if Applicable: <ul style="list-style-type: none"> <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 checked="" type="checkbox"/> Off-site Improvements Provided | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | See "Transportation Summary Report" |
| Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water and wastewater systems. |
| Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A | <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 | Although East Bay High School is projected to be over capacity given existing approved development and the proposed amendment, state law requires the school district to consider whether capacity exists in adjacent concurrency service areas . At this time, additional capacity exists in adjacent concurrency service areas at the high school level. |
| Impact/Mobility Fees Estimated Fees: Townhouse (Fee estimate is based on a 1,500 s.f., 1-2 Story) Mobility: \$8,661 Parks: \$1,957 School: \$7,027 | | | | |

ZHM HEARING DATE: August 21, 2023
 BOCC CPA MEETING DATE: October 12, 2023

Case Reviewer: Tim Lampkin, AICP

Fire: \$249
 Total Townhouse per unit: \$17,894

Multi-Family (Fee estimate is based on a 1,200 square foot, Multi-Family Units 1-2 story)
 Mobility: \$8,661 per unit
 Parks: \$1,555 per unit
 School: \$3,891 per unit
 Fire: \$249 per unit
 Multi-Family (1-2 story) per unit = \$14,356

See Impact Fee Agency Review Comment Sheet for full review.

| Comprehensive Plan: | Comments Received | Findings | Conditions Requested | Additional Information/Comments |
|--|--|---|--|--|
| Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A <input type="checkbox"/> Density Bonus Requested <input type="checkbox"/> Consistent <input checked="" type="checkbox"/> Inconsistent | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | See "Hillsborough County Planning Commission Rezoning Report dated, August 9, 2023" for complete review. |

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The applicant seeks to modify PD 20-0287, zoned Planned Development in 2020, with two currently approved development options. The applicant intends to modify approved development Option B (formerly Option 2) and add an additional development option (herein referred to as Option C). The site is located on the NW corner of Symmes Road and East Bay Road in the Gibsonton area. The parcel currently consists of single-family conventional homes, mobile homes and vacant land. Zoning districts in the immediate area of the subject site consist of residential uses including single family homes and mobile home parks. The surroundings are a mixture of large residential parcels to the west and south, while mobile home parks currently exist to the north and west. East across East Bay Road is residential development subject to RMC-12 standards with a maximum allowable height of 35 feet pursuant to PD 96-0295. Further north/northeast, approximately three-quarters of a mile away along East Bay Road exists a commercial node. The site is within the Urban Service Area. The current Future Land Use is RES-6 and RES-9. A concurrent comprehensive plan amendment requesting the future land use designation change from Residential-6 and Residential-9 to Residential-20 is also concurrently proposed and the request is subject to approval of the comprehensive plan amendment.

Option A (No change proposed)

Proposed Option A allows for a mixed-use project with office and retail. Staff notes that existing Option A, which is not proposing to be modified by the applicant, was approved with building design elements, typically found in residential structures, for the office and commercial uses. Additionally, restrictions to hours of operations were placed to limit traffic in and out of the site. Finally, building height for the non-residential is limited to a maximum of 35 feet, which is less than the standard BPO zoning districts of 50 feet. The maximum area proposed for individual building footprints would be 6,000 sq. ft. Thereby, further restricting the development standards of the site to maintain a low scale and bulk, compared to BPO or CN standard zoning districts. The intensity of the proposed non-residential use is a maximum FAR of 0.20, below the maximum FAR of 0.35 for retail uses and 0.5 for office development that the RES-9 would otherwise have been allowed. Even though the non-residential option introduced office and commercial uses in a predominantly residential area, the proposed reduced FAR, building design, increased rear setbacks, hours of operation restrictions, opaque screening and limited height ensured that impacts would be reduced or eliminated.

Option B (Townhome development)

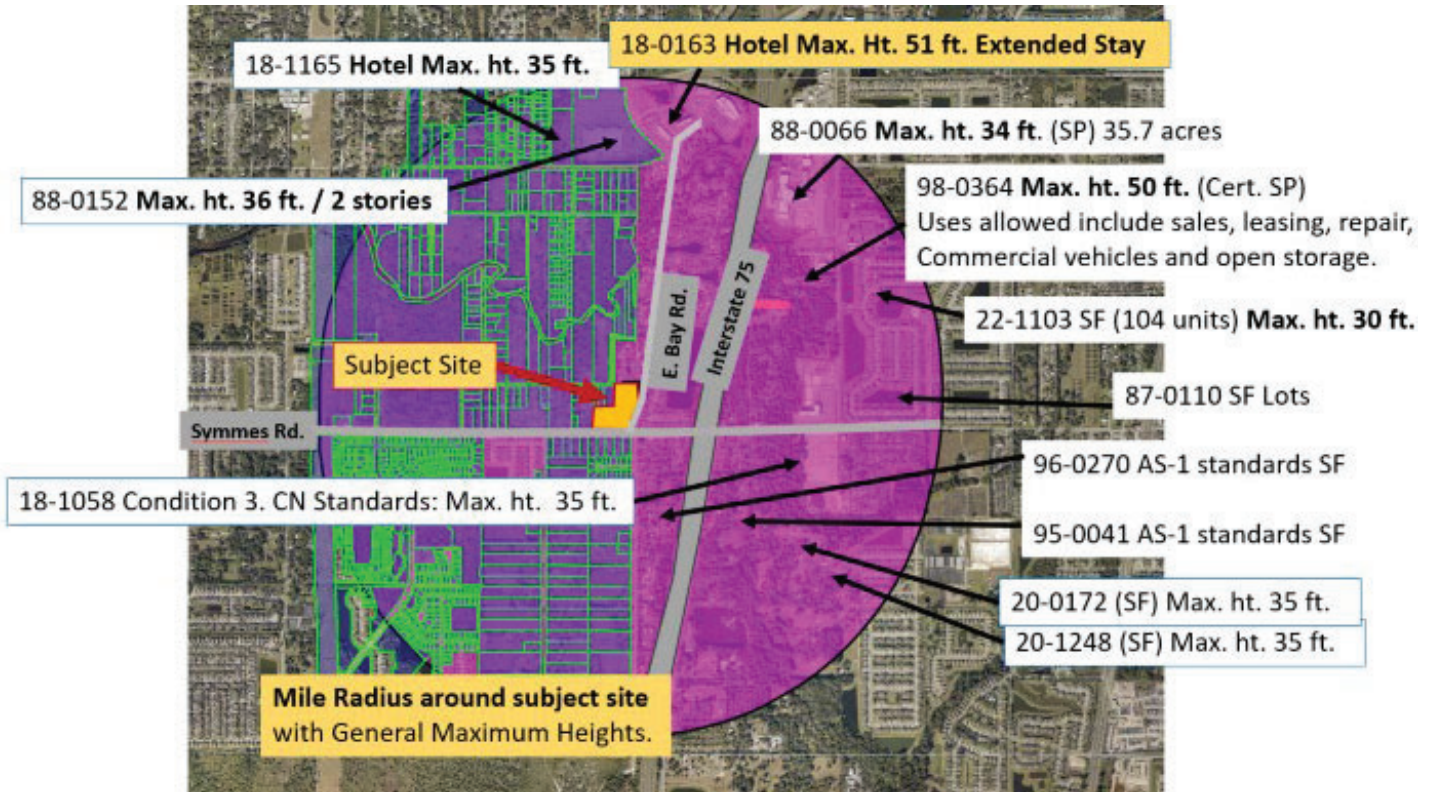
The applicant intends to modify approved development Option B (formerly Option 2). More specifically, the applicant proposes to [1] amend Option B to increase the number of residential townhomes from 64 dwellings to 110 dwellings. Pursuant to the increase in units the applicant proposes to reduce the lot width for the individual townhomes from 25 feet to a minimum of 18 feet width. The applicant is also proposing to allow a 10-foot height increase from 35 ft. to 45 ft. The RMC-20 zoning district allows a maximum height of 45 feet and is an implementing zoning district within the Residential-20 future land use designation. The increase the number of dwelling units would be consistent with the FLU allowable density if the companion comprehensive amendment is approved.

Option C (199 Unit Multifamily)

The applicant proposes a 3rd development option consisting of a multi-family development for up to a maximum of 199 units with a maximum height of 65 feet/4 stories. Staff notes that the applicant initially requested up to 249 dwelling units with Affordable Housing or Infill Development Density Bonuses. However, the applicant subsequently revised the request for a maximum of 199 multifamily dwelling units pursuant to compatibility concerns.

Staff finds proposed Option C is not in character with the residential development pattern and does not offer the same protections such as increased buffers and decreased maximum height that the non-residential (Option A) provided which thereby minimizes possible adverse impacts to the adjacent properties. The applicant is not proposing any relief from compatibility standards such as the 2:1 requirement, which requires a 90-foot setback from the property boundary in the rear, in addition to the 20-foot buffer with Type "B" screening for a total setback of 110 feet from the rear property

boundary if developed at a height of 65 feet. The applicant accurately states that there is an Extended Stay hotel to the northeast (18-0163, highlighted in yellow in the following diagram) with a maximum allowable height of 51 feet. However, it is a relative outlier regarding heights greater than 35 feet with no functional relationship to the subject property other than being within the general vicinity, as shown by the illustration below.



Option C Density Bonuses

Graywater Density Bonus Request:

The applicant is also requesting a Greywater Density Bonus pursuant to Florida State Statute 403.892 for installing graywater technologies. A density increase of thirty-five percent (35%) is available under Florida State Statue 403.892 when using graywater systems in all residential units. The 7.13-acre subject property developed at 20 dwellings per acre would be allowed a maximum of 142 dwelling units. Applying the thirty-five percent graywater density bonus increases the number of units by 49 units for a total of 191 units that can be potentially requested. The applicant has requested 199 units pursuant to the Affordable Housing Density Bonus; however, **if the Greywater Density Bonus is utilized, the development will be subject to a maximum of 191 dwelling units.**

Graywater is water that is not used to remove sewage from a residence's toilets, urinals or kitchen drains (blackwater); rather, it is the water used by bath/shower, bathroom sink and laundry facilities. The recent Florida State Statue update seeks to promote the reuse and conservation of such water by providing a density bonus when utilized. The project meets or will be required to meet through proposed conditions of approval, requirements of the statute. The proposed development will be required to satisfy all requirements for the Greywater Density Bonus at the time of site and development.

Infill Density Bonus Request:

To provide an incentive for residential development as an alternative to strip commercial or office development, the county may consider a density bonus for properties meeting certain provisions. Density cannot be increased higher than the land use category with the next higher density limits. The increase in residential density may be considered without a Plan Amendment, by the Board of County Commissioners, after receiving a recommendation from the staff of the Planning Commission. **Planning Commission found that overall, the property does not qualify for residential infill bonus.** A complete review of the Infill Density Bonus may be found in the August 9, 2023, Planning Commission report.

Affordable Housing Bonus Request:

The applicant proposes a 199-unit multifamily development (Option C) to be located at East Bay and Symmes Roads, in Gibsonton, Florida. The proposed RES-20 (CPA 22-18) allows a maximum of 20 dwelling units per acre for a total of 142 units. The **Affordable Housing Density bonus would allow up to 35 du per acre as allowed in the RES-35 for a total of 249 units. However, if the Affordable Housing Density Bonus is utilized, the applicant proposes to restrict the proposed development to 199 multi-family dwelling units.**

Hillsborough County's Affordable Housing Services issued a letter on May 18, 2023, regarding affordable housing applicable only to Option C, the multi-family residential option. The proposed project will consist of two (4) four-story residential apartment buildings. To qualify for the increased density the applicant proposes to possibly utilize the Affordable Housing Density Bonus. Pursuant to the Housing Section of the Unincorporated Hillsborough County Comprehensive Plan a minimum of 40 units (20% of the total number of units proposed) shall be deemed affordable to households making 100% or less AMI. The set-aside units to households shall remain affordable for a minimum of 30 years. For projects that are proposed to be a mix of market rate and affordable units: the affordable units must be developed within the same project site as any market rate units provided. The units shall be equitably and evenly distributed by location type, and construction. The distribution of affordable units shall be:

- (1)** 20 units set aside for households earning 60% or less of the area median income ("AMI"); **(2)** 20 units at 100% or less of the AMI.

The site is located within the Urban Service Area boundaries. The site shall be serviced by public water, sewer and have access to public streets. The bonus shall be memorialized in a Development Order as well as a deed restriction, Land Use Restriction Agreement, or other mechanism as determined by the County Attorney's Office. If this project proposes to be a mix of market rate and affordable units, the affordable units must be developed within the same project site. The proposed development will be required to satisfy all requirements for the Affordable Housing Density Bonus at the time of site and development.

While staff acknowledges that there are some structures that exceed 45 feet within a mile of the subject site, they are over a half-mile from the subject site and at the periphery of the general vicinity, and not adjacent to, nor within the immediate vicinity. Proposed Option C, Multifamily residential option is not a compatible development with the adjacent surrounding development pattern and introduces a substantially higher density than adjacent development and a proposed height greater than would normally be allowable under an implementing zoning district with a maximum height of 45 feet (RMC-20) creating an incongruity of land uses.

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.

The applicant would be required to have a 20 ft. buffer with Type “B” screening adjacent to north and west of the subject site zoned RSC-6 residential. The applicant has not requested variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; Part 6.06.00, Landscaping, Irrigation and Buffering Requirements or 6.07.00, Fences and Walls of the Land Development Code.

Comments were received from the school board indicating that East Bay High School does not have adequate capacity for the proposed development. Currently, contiguous concurrency service areas have available capacity at the high school level. However, due to growth in this area, there may not be available capacity at the time of concurrency determination. A school concurrency review will be issued prior to preliminary plat or site plan approval.

Transportation

Design Exception

Symmes Rd. is a substandard collector roadway, and a Design Exception has been found approvable by the County Engineer. If the rezone is approved, the developer will be required, with the initial increment of development, to construct 10-foot multi-use path along the project frontage. consistent with the Design Exception.

A detailed review of the proposed design exception may be found in the transportation “Agency Review Comment sheet dated August 14, 2023.

Administrative Variances

1. Approval of this Administrative Variance will waive the LDC, Section 6.04.03.L. requirement to make substandard roadway improvements to East Bay Rd. in association with the proposed development.
2. Approval of this 2nd Administrative Variance will waive the LDC, Section 6.04.03.L. requirement to make substandard roadway improvements to East Bay Rd. in association with the proposed development.

If MM 22-0671 is approved, the County Engineer will approve the Administrative Variances. A detailed review of the proposed Administrative Variances may be found in the transportation “Agency Review Comment sheet dated August 14, 2023.


Based on the adjacent zonings and uses identified above in the report, staff finds the proposed PD zoning district is **not** compatible with the nearby development pattern in the immediate area. The proposed Planned Development has been found **not consistent** with the Goals, Objectives, and Policies of the Unincorporated Hillsborough County Comprehensive Plan.

5.2 Recommendation

Based on the above, staff finds the request not supportable.

ZHM HEARING DATE: August 21, 2023
BOCC CPA MEETING DATE: October 12, 2023

Case Reviewer: Tim Lampkin, AICP

| | |
|---------------------------------------|---|
| Zoning Administrator Sign Off: |  J. Brian Grady Fri Aug 11 2023 08:49:59 |
|---------------------------------------|---|

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP
PLANNING AREA: GB/CENTRAL

DATE: 8/14/2023
AGENCY/DEPT: Transportation
PETITION NO: MM 22-0671

- 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.

CONDITIONS OF ZONING APPROVAL

New Conditions:

- If PD 22-0671 is approved, the County Engineer will approve a Design Exception (originally dated June 6, 2023 and revised July 26, 2023) which was found approvable by the County Engineer (on August 13, 2023). As Symmes Rd. is a substandard collector roadway, the developer will be required, with the initial increment of development, to construct 10-foot multi-use path along the project frontage. consistent with the Design Exception.
- If PD 22-0671 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated July 26, 2023), which was found approvable on August 13, 2023. Approval of this Administrative Variance will waive the LDC, Section 6.04.03.L. requirement to make substandard roadway improvements to East Bay Rd. in association with the proposed development.
- If MM 22-0671 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (originally dated June 5, 2023 and revised July 26, 2023), which was found approvable on August 13, 2023. Approval of this Administrative Variance will permit reduction of the minimum access spacing (between the Symmes Rd. access and next closest connection to its **west**) such that a minimum spacing of +/- 110 feet is permitted.
- Notwithstanding anything herein these conditions or on the PD site plan to the contrary, cumulative project trip generation for all development options shall not exceed 1,107 daily trips or 118 AM peak hour trips or 137 PM peak hour trips. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on site, as well as a trip generation analysis of the existing, approved, and to be constructed uses in order to demonstrate that this cap has not been exceeded. Transportation impacts shall be quantified based on data from the latest edition of the Institute of Transportation Engineer's Trip Generation Manual, or as otherwise approved by Development Services staff where the Trip Generation Manual does not contain appropriate data. This condition shall be designated a critical design feature per section

6.03.06.5, of the Land Development Code. Any change to this condition will require a major modification to the Planned Development.

- Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.
- Temporary construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to modify PD 20-0287 to make revisions to one of the two existing development options and add a third development option. Approved PD 20-0287 allows for the following Options:

- Option 1: Non-Residential Development with a maximum up 60,500sf
Parcel A: 51,500sf of BPO uses
Parcel B: 9,000sf of BPO and CN uses with certain restrictions
- Option 2: Residential, limited to a maximum of 64 townhomes, encompassing both parcels

The applicant proposes to increase the units in Option 2 to 110 townhome units and add an Option 3 to allow 199 multifamily units. The site is located at the northwest corner of East Bay Rd. and Symmes Rd. The Future Land Use designation is R-6.

Trip Generation Analysis

The applicant submitted a trip generation analysis demonstrating that the proposed new residential entitlements will not exceed the trip generation of approved Non-Residential Option A. Staff has prepared a comparison of the trips potentially generated under the existing and proposed development options, utilizing a generalized worst-case scenario. Approved Development Option 1 is utilized to represent the worst-case scenario for existing entitlements and proposed Development Option 3 is utilized to represent the worst-case scenario for the proposed change. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

Approved PD 20-0287 Development Option 1:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|--|------------------------|-----------------------|-----|
| | | AM | PM |
| PD: 11,500sf, Medical Office (ITE 720) | 386 | 34 | 44 |
| PD: 40,500sf, Office Park (ITE 750) | 598 | 54 | 52 |
| PD: 4,000sf, Drive-in Bank (ITE 912) | 402 | 40 | 84 |
| Subtotal | 1,386 | 128 | 180 |
| Internal Capture | N/A | 22 | 4 |
| Pass-by Trips | N/A | 0 | 39 |
| Net External Trips | 1,386 | 106 | 137 |

Proposed PD Modification Development Option 3:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|---|---------------------------|-----------------------|-----------|
| | | AM | PM |
| PD Mod: 199 Units, Multi-Family (ITE 221) | 903 | 76 | 78 |

Trip Generation Difference:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|-------------------------|---------------------------|-----------------------|------------|
| | | AM | PM |
| Difference (+/-) | -483 | -30 | -59 |

The proposed rezoning would generally result in a decrease of trips potentially generated by development of Option 3 by -483 average daily trips, -30 trips in the a.m. peak hour, and -59 trips in the p.m. peak hour.

Staff notes that the proposed condition to cap the entire project to 1,107 daily trips or 118 AM peak hour trips or 137 PM peak hour trips is intended to limit the project trips generated from meeting warrants for turn lane site access improvements as previously demonstrated by the applicant’s site access analysis submitted with the approved PD 20-0287 rezoning.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on East Bay Rd. and Symmes Rd.

Symmes Rd is a substandard 2-lane, undivided collector roadway lies within range of +/-70 and 94 feet of right-of-way with +/-11 ft lanes. Symmes Rd has no sidewalks, no bicycle lanes or paved shoulders, and no curb and gutter.

According to the Hillsborough County Transportation Technical Manual a TS-4 urban collector roadway typical section should have 7-foot buffered bikelanes and curb and gutter on both sides within a minimum of 64 feet of right-of-way. The applicant is proposing a design exception to construct a 10-foot wide multi-use path along the project frontage on Symmes Rd.

The Hillsborough County Corridor Preservation Plan identifies Symmes Rd. as a future 2-lane enhanced roadway. The future 2-lane enhancement as designed under CIP Project #69600314 requires up to +/-18 feet of right of way preservation along the project frontage and at the intersection with East Bay Rd. to accommodate intersection approach and roundabout improvements. The applicant is showing the applicable ROW Preservation on the PD site plan.

East Bay Rd is a substandard, 2-lane, undivided collector roadway lies within +/-100 ft ROW with +/-11 ft. lanes with sidewalks on both sides of the road. East Bay Rd has no paved shoulder or Bicycle lanes, and no curb and gutter.

East Bay Rd. is not identified for future widening in the Hillsborough County Corridor Preservation Plan.

According to the Hillsborough County Transportation Technical Manual a TS-4 urban collector roadway typical section should have 7-foot buffered bikelanes and curb and gutter on both sides within a minimum of 64 feet of right-of-way.

The Hillsborough County Capital Improvement Plan (CIP) includes CIP Project #69600314 to construct intersection improvements at the intersection of Symmes Road and East Bay Road that include a new

roundabout and roadway improvements at the approach to the intersection. With this construction of this CIP project planned for 2025, the segment of East Bay Rd. that the project fronts will no longer be considered substandard.

SITE ACCESS

The approved PD provides for following access: one (1) full access to Symmes Road, aligning with the residential driveway on the south side of Symmes Road, and one (1) full access to East Bay Road. No changes to the access are proposed.

The access to Symmes Road from the project is to align with the existing residential driveway on the south side of Symmes Road. The subject access is approximately 500 feet from East Bay Road and approximately 110 feet from the residential driveway to the west. Pursuant to LDC, Sec. 6.04.07, the connection spacing for Symmes Road is 245 feet. The applicant has submitted a Section 6.04.02.B.3 for relief from the minimum spacing requirement discussed below in the section titled “Requested Administrative Variance”.

Turn Lanes were not warranted at the time of adoption of PD 20-0287. As demonstrated in the transportation analysis submitted by the applicant’s traffic engineer and confirmed by staff trip generation comparison within this report, the proposed modification will not increase the maximum potential trips at buildout. The proposed conditions of approval will cap the number of trips consistent with what PD 20-0287 originally contemplated, at 1,107 daily trips or 118 AM peak hour trips or 137 PM peak hour trips, to prevent triggering warrants for turn lanes.

Staff notes that once the planned CIP project ##69600314 intersection improvements are constructed, the project access connection may be modified to restricted right-in/right-out access as a result of the final design of the approaches to the intersection which may include traffic separators, medians or other vertical or geometric designs that would prevent left turns into the site.

Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.

REQUESTED DESIGN EXCEPTION – SYMMES RD SUBSTANDARD ROAD

As Symmes Rd. is a substandard collector roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request (originally dated June 6, 2023 and revised July 26, 2023) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on August 13, 2023). The developer will be required to construct a 10-foot multi-use path along the entire project frontage, consistent with the Design Exception to mitigate the deviations from the Hillsborough County Transportation Technical Manual (TTM) Typical Section. The multi-use path will require the establishment of a 16-foot utility and public access easement on the developer’s site.

If this zoning is approved, the County Engineer will approve the Design Exception request.

REQUESTED ADMINISTRATIVE VARIANCE – EASTBAY RD SUBSTANDARD CONDITION

The applicant’s EOR submitted a Section 6.04.02.B. Administrative Variance request (dated July 26, 2023) for East Bay Road requesting relief from the Section 6.04.03.L requirement to improve East Bay Road, between Symmes Road and the project access, to current County standards for a collector roadway Typical

Section as found within the Hillsborough County Transportation Technical Manual (TTM). On August 13, 2023 the County Engineer found the variance approvable. As such, no improvements to that portion of East Bay Road would be required.

REQUESTED ADMINISTRATIVE VARIANCE – SYMMES RD SPACING

The applicant’s Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (originally dated June 5, 2023 and revised July 26, 2023) from the Section 6.04.07. LDC requirement, governing spacing for the proposed Symmes Rd. access. Per the LDC, Symmes Rd. is a Class 5 roadway, which requires minimum connection spacing of 245 feet. The applicant is proposing the driveway in a location which is +/- 110 feet from the next closest driveway on Symmes Rd. As such, the applicant is seeking a variance of 135 feet. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on August 13, 2023.

If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

SYMMES RD & EAST BAY RD INTERSECTION IMPROVEMENT CIP PROJECT

The subject property is adjacent to and fronting on the Symmes Rd and East Bay Rd intersection. Said intersection is identified in the Hillsborough County Capital Improvements Plan to be improved under the CIP project #69600314. The project is part of the Intersection Improvement Program and will be designed to include geometric improvements and include installation of a roundabout to improve traffic operations, reduce traffic congestion and improve safety for drivers and pedestrians. Construction is planned to be completed by early 2025.

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 |
| SYMMES RD | US 41 | US 301 | D | C |
| EAST BAY RD | SYMMES RD | GIBSONTON DR | D | C |

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

From: Williams, Michael [WilliamsM@HillsboroughCounty.ORG]
Sent: Sunday, August 13, 2023 11:40 PM
To: Micahel Yates (myates@palmtraffic.com) [myates@palmtraffic.com]; Vicki Castro [vcastro@palmtraffic.com]
CC: wmolloy@mjlaw.us; tirados@hillboroughcounty.org; Perez, Richard [PerezRL@hillsboroughcounty.org]; Lampkin, Timothy [LampkinT@hillsboroughcounty.org]; PW-CEIntake [PW-CEIntake@hillsboroughcounty.org]; De Leon, Eleonor [DeLeonE@hillsboroughcounty.org]
Subject: FW: MM 22-0671 Design Exception & Administrative Variance Review
Attachments: 22-0671 DEReq 07-27-23.pdf; 22-0671 AVReq 07-27-23_1.pdf; 22-0671 AVReq 07-27-23_2.pdf; RE: MM 22-0671, Design Exception Review

Michael/Vicki,

I have found the attached Section 6.04.02.B. Administrative Variances (AV) and Design Exception (DE) for PD 22-0671 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hillsboroughcounty.org or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

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

Mike

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

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

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Saturday, August 12, 2023 7:39 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: Perez, Richard <PerezRL@hillsboroughcounty.org>
Subject: MM 22-0671 Design Exception & Administrative Variance Review

Hello Mike,

The attached Design Exception and 2 Administrative Variances are Approvable to me, note I did not kick the DE back for the length of the sidewalk because they are only doing it along the development's frontage, approximately 580 LF, if they were proposing any additional to the frontage I will have emphasized on it, we can also specify it on the staff report based on Yates clarification email, also attached.

Please include the following people in your response email:

myates@palmtraffic.com
vcastro@palmtraffic.com
wmolloy@mjlaw.us
lampkint@hillsboroughcounty.org
perezrl@hillsboroughcounty.org

Best Regards,

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

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

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

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- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpaf.fl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

| | | | |
|--|--|--|---|
| Request Type (check one) | <input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) | | |
| Submittal Type (check one) | <input type="checkbox"/> New Request | <input type="checkbox"/> Revised Request | <input type="checkbox"/> Additional Information |
| Submittal Number and Description/Running History (check one and complete text box using instructions provided below) | <input type="checkbox"/> 1. | <input type="checkbox"/> 2. | <input type="checkbox"/> 3. |
| | | <input type="checkbox"/> 4. | <input type="checkbox"/> 5. |
| | | <input type="checkbox"/> 6. | |
| <p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p> | | | |
| Project Name/ Phase | | | |
| <p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p> | | | |
| Folio Number(s) | | | |
| <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers | | | |
| <p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p> | | | |
| Name of Person Submitting Request | | | |
| <p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p> | | | |
| Current Property Zoning Designation | | | |
| <p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p> | | | |
| Pending Zoning Application Number | | | |
| <p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p> | | | |
| Related Project Identification Number (Site/Subdivision Application Number) | | | |
| <p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p> | | | |



Revised July 26, 2023
June 06, 2023

Mr. Michael Williams, P.E.
Hillsborough County Development Services Department
Development Review Director
County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, FL 33602

RE: Symmes Road and East Bay Road (22-0671)
Folios: 050730-0000, 050730-5700, 050730-5500, 050730-5600,
050735-0050, 050735-0000, 050736-0000, 050929-0256, 050929-
0254, 050929-0252, 050732-0000
Design Exception Request – Symmes Road
Palm Traffic Project No. T23030

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed development north of Symmes Road and west of East Bay Road, as shown in Figure 1. This request is made based on our virtual meeting on March 24, 2023 with Hillsborough County staff.

The zoning request is to modify the existing approved zoning on the property. Approved Option A included 11,500 square feet of medical office, 40,000 square feet of Office Park and a 4,000 square foot bank. No modifications to Option A are proposed. The new Option B is to consist of 110 single family attached dwelling units and the new Option C is proposed to consist of 199 multi-family dwelling units.

The project proposes to have one (1) full access to East Bay Road and one (1) full access to Symmes Road. Symmes Road is identified in the Hillsborough County Functional Classification Map as a collector roadway and was identified during our meeting as currently a substandard road. Hillsborough County has a CIP Project (69600314) to construct a roundabout at the intersection of Symmes Road and East Bay Road. With this intersection improvement, Symmes Road would no longer be considered substandard. However, in the event this project precedes the construction of the CIP project, a design exception will be requested for Symmes Road.

Symmes Road has a posted speed limit of 45 mph. The roadway currently has 12-foot travel lanes, no paved shoulder, a 5-foot sidewalk on the south side, and no bike lanes in approximately 80 feet of right of way.

This request is a design exception to the Hillsborough County Transportation Technical Manual for Symmes Road from East Bay Road to the proposed project driveway. The requested exceptions to the TS-7 typical section and the justification are as follows:

1. The typical TS-7 section for a collector, two-lane undivided roadway requires a minimum of 96 feet of ROW with 12-foot travel lanes, 8-foot shoulders (5-foot paved), open ditch drainage and 5-foot sidewalks.

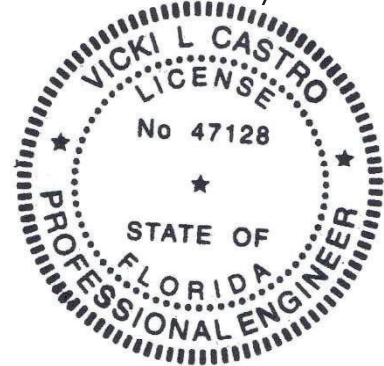
2. The request is to maintain the existing 12-foot travel lanes, the 8-foot unpaved shoulder, the open ditch drainage, and the 5-foot sidewalk on the south side. However, the proposed project will modify the open ditch on the north side of Symmes Road to meet the TS-7 standards and will provide a 10-foot multi-use path on the north side.
3. A 10-foot multi-use path along the entire project frontage will be provided. The multi-use path will be provided within the 18-foot ROW preservation area and a 16-foot utility and pedestrian easement.
4. CIP project number 69600314 is scheduled to add a roundabout at the intersection of Symmes Road and East Bay Road.
5. 18 feet of ROW preservation will be provided to accommodate the CIP project.

The proposed typical section is shown in Figure 2. Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

Vicki L Castro

Digitally signed by Vicki L Castro
Date: 2023.07.26 12:32:01 -04'00'



Vicki L Castro, P.E.
Principal

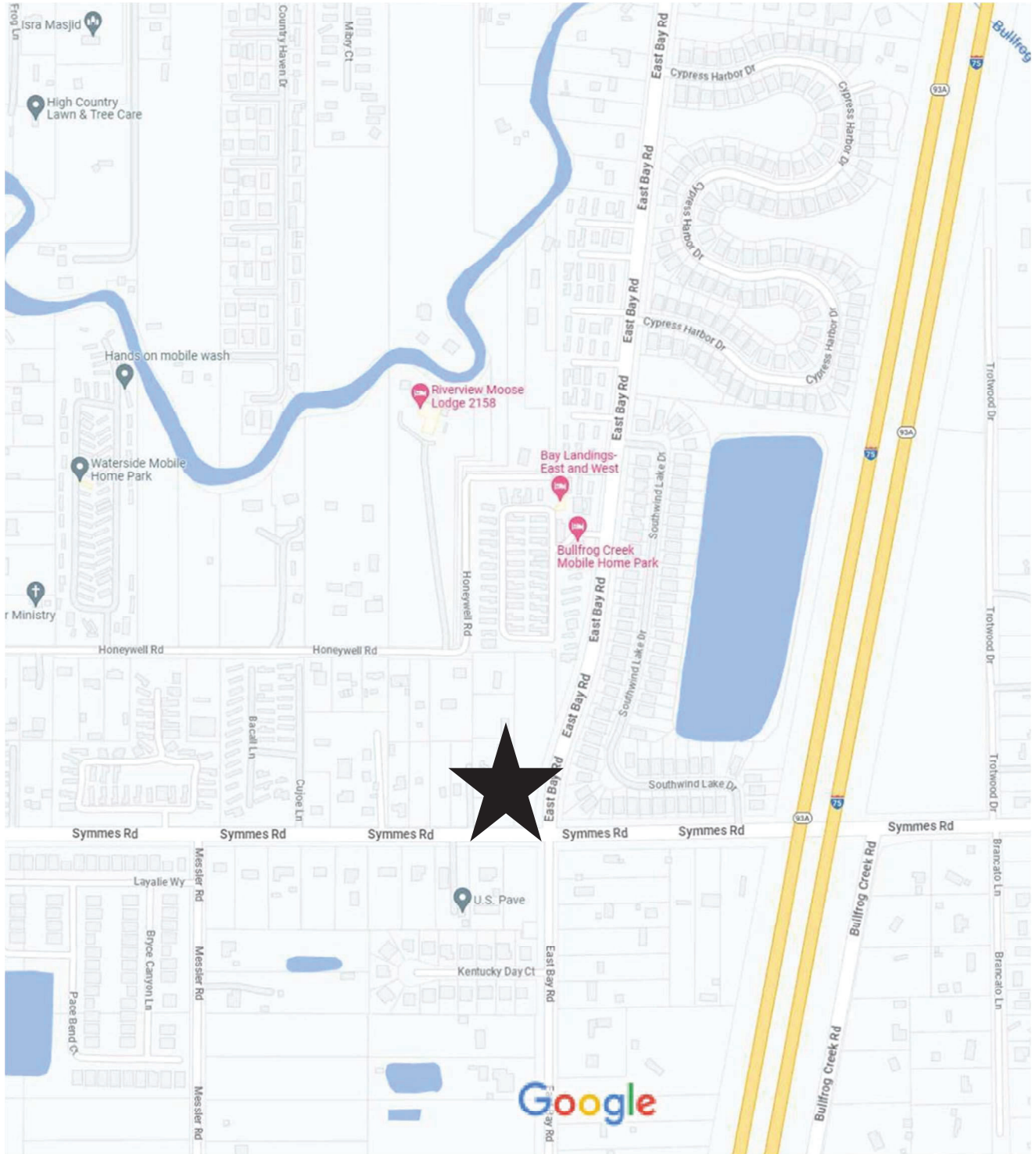
Based on the information provided by the applicant, this request is:

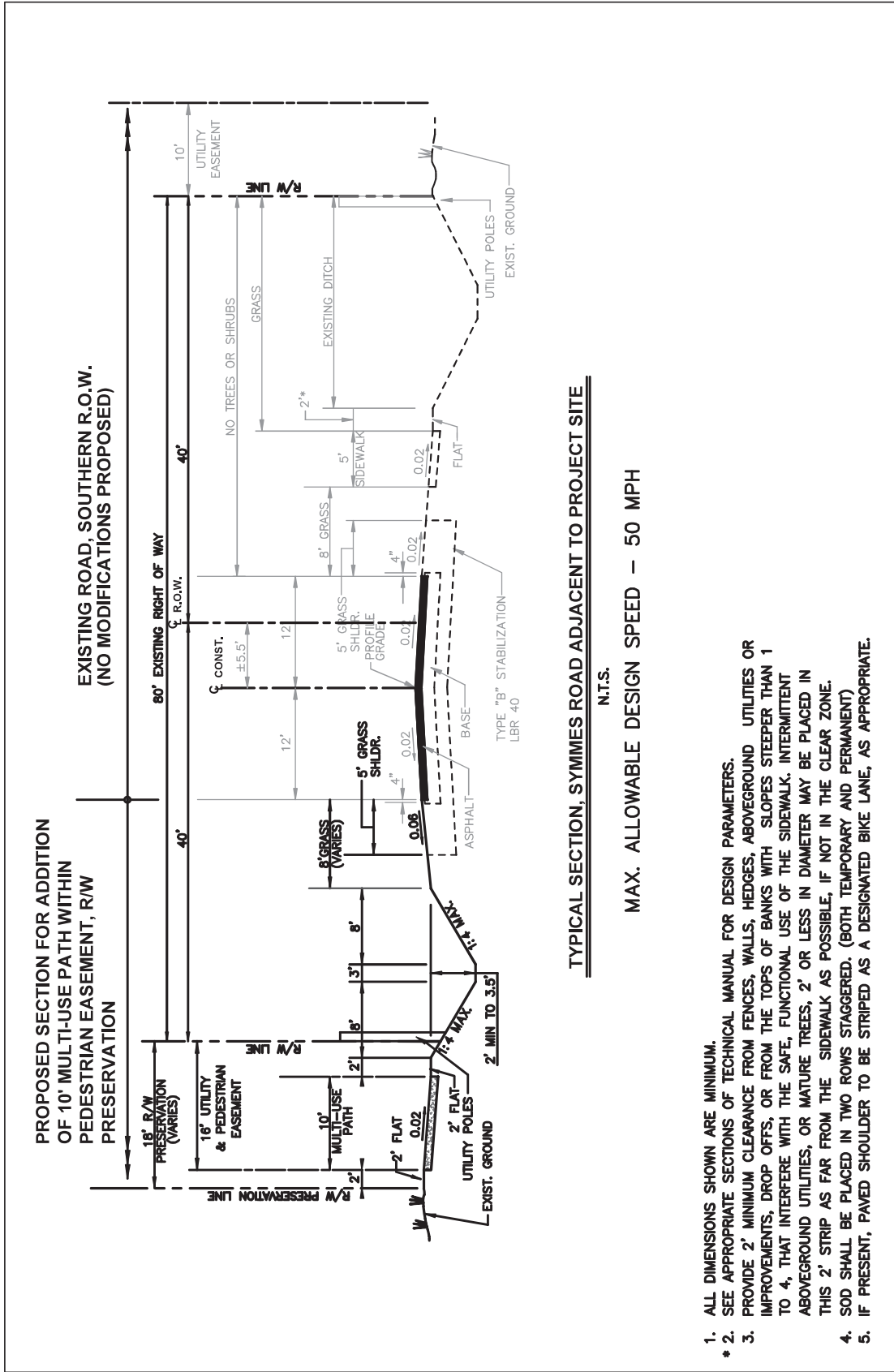
_____ Disapproved _____ Approved with Conditions _____ Approved

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Michael J. Williams
Hillsborough County Engineer

FIGURE 1. LOCATION MAP



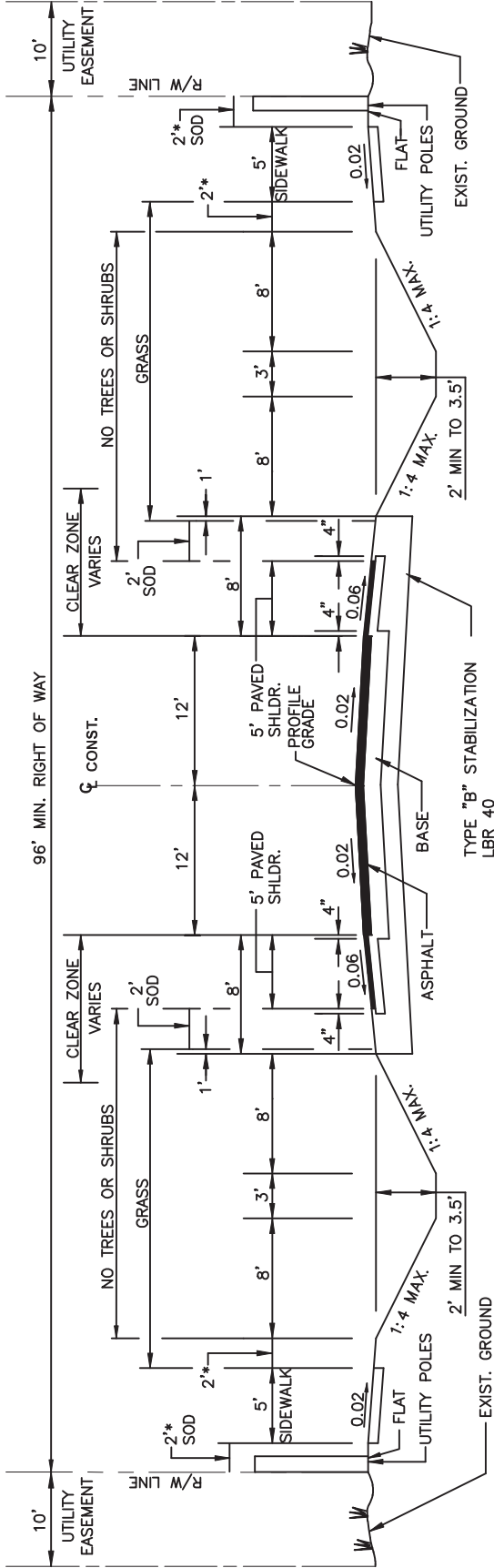


TYPICAL SECTION, SYMMES ROAD ADJACENT TO PROJECT SITE

N.T.S.

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. IF PRESENT, PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.



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**

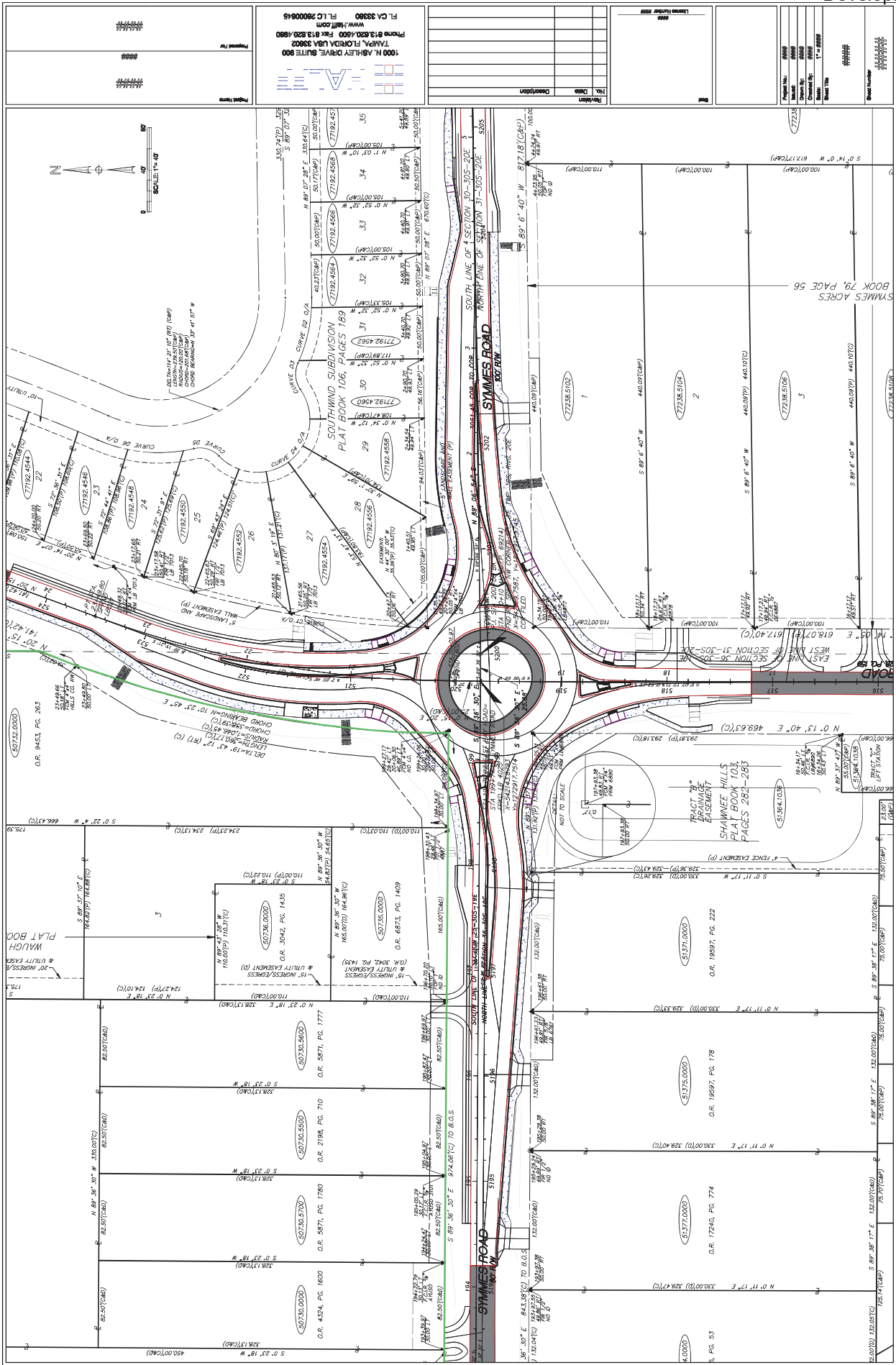


**Hillsborough
County Florida**

**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. **TS-7**

SHEET NO. 1 OF 1





**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

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- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpaf.fl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

| | | | |
|--|--|--|---|
| Request Type (check one) | <input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) | | |
| Submittal Type (check one) | <input type="checkbox"/> New Request | <input type="checkbox"/> Revised Request | <input type="checkbox"/> Additional Information |
| Submittal Number and Description/Running History (check one and complete text box using instructions provided below) | <input type="checkbox"/> 1. | <input type="checkbox"/> 2. | <input type="checkbox"/> 3. |
| | | <input type="checkbox"/> 4. | <input type="checkbox"/> 5. |
| | | <input type="checkbox"/> 6. | |
| <p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p> | | | |
| Project Name/ Phase | | | |
| <p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p> | | | |
| Folio Number(s) | | | |
| <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers | | | |
| <p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p> | | | |
| Name of Person Submitting Request | | | |
| <p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p> | | | |
| Current Property Zoning Designation | | | |
| <p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p> | | | |
| Pending Zoning Application Number | | | |
| <p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p> | | | |
| Related Project Identification Number (Site/Subdivision Application Number) | | | |
| <p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p> | | | |



Revised July 26, 2023
June 05, 2023

Mr. Michael Williams, P.E.
Hillsborough County Development Services Department
Development Review Director
County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, FL 33602

RE: Symmes Road and East Bay Road (22-0671)
Folios: 050730-0000, 050730-5700, 050730-5500, 050730-5600,
050735-0050, 050735-0000, 050736-0000, 050929-0256, 050929-
0254, 050929-0252, 050732-0000
Administrative Variance Request – Minimum Spacing
Palm Traffic Project No. T23030

Dear Mr. Williams:

The letter documents our request for an administrative variance to Hillsborough County Land Development Code (LDC) Section 6.04.07 (minimum spacing) for the access to Symmes Road for the project. The project is located north of Symmes Road and west of East Bay Road, as shown in Figure 1. This request is made based on our virtual meeting on March 24, 2023 with Hillsborough County staff.

The zoning request is to modify the existing approved zoning on the property. Approved Option A included 11,500 square feet of medical office, 40,000 square feet of Office Park and a 4,000 square foot bank. No modifications to Option A are proposed. The new Option B is to consist of 110 single family attached dwelling units and the new Option C is proposed to consist of 199 multi-family dwelling units.

The project proposes to have the following access:

- one (1) full access to Symmes Road, aligning with the residential driveway on the south side of Symmes Road
- one (1) full access to East Bay Road.

There is a funded CIP project (69600314) at the intersection of Symmes Road and East Bay Road that is currently in the design phase. The project is part of the Intersection Improvement Program and will be designed to include geometric improvements on Symmes Road and East Bay Road. The geometric improvements will include the installation of a roundabout at the intersection to improve traffic operations, reduce traffic congestion and improve safety for drivers and pedestrians.

The access to Symmes Road from the project is to align with the existing residential driveway on the south side of Symmes Road. The subject access is approximately 500 feet from East Bay Road and approximately 110 feet from the residential driveway to the west.

The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing for the access to Symmes Road. Based on Section 6.04.07, the connection spacing for Symmes Road and East Bay Road is 245 feet. The driveway location on East Bay Road exceeds this spacing requirement.

Justification must address Section 6.04.02.B.3 criteria (a), (b) and (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability that the following circumstances are met:

a) There is unreasonable burden on the applicant

This request is to provide one (1) driveway on Symmes Road. The existing property currently has two (2) driveways on Symmes Road. The existing driveway to the east is located only approximately 290 feet from East Bay Road and would be in the functional area of the future roundabout. The second existing driveway is located within 25 feet of the driveway to the west. The proposed single access point on Symmes Road and single access point on East Bay Road will allow for safe and efficient distribution to and from the site. Therefore, removing both accesses to Symmes Road would be an unreasonable burden on the applicant.

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

LDC 6.04.07 allows for a driveway spacing of 245 feet along Symmes Avenue, approximately 500 feet is being provided between the project driveway and the East Bay Road intersection, where there is a future roundabout planned. The project driveway has been moved to the west to get out of the influence area of the intersection. The driveway spacing between the project driveway and a minor residential driveway to the west is approximately 110 feet. Given the limited development served by the residential driveway to the west and that the project driveway would align with a residential driveway to the south, this driveway spacing would not be detrimental to the public health, safety and welfare of the motoring public.

c) Without the variance, reasonable access cannot be provided.

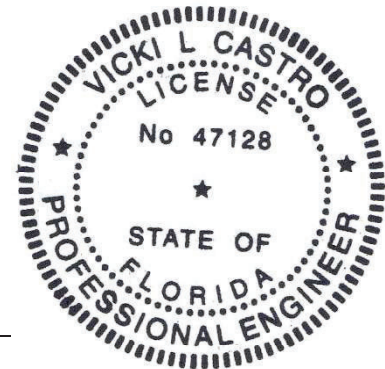
The access spacing variance is requested to move the project driveway on Symmes Road outside the influence area of the East Bay Road intersection and align with an existing driveway on the south side of Symmes Road. Without the variance, the driveway would be located closer to the intersection of East Bay Road and could impact the operation of the intersection.

Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

Vicki L Castro

Digitally signed by Vicki L Castro
Date: 2023.07.26 12:42:15 -04'00'



Vicki L Castro, P.E.
Principal

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

_____ Disapproved _____ Approved with Conditions _____ Approved

If there are any further questions or you need clarification, please contact Sheida Tirado, P.E.

Sincerely,

Michael J. Williams
Hillsborough County Engineer

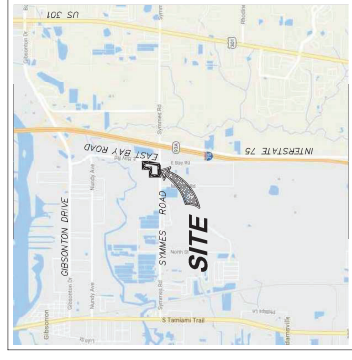
SHEET NO. 1 OF 1
DRAWN ~ JCS
DESIGNED ~ JCS
CHECKED ~ WJM

CONCEPTUAL DEVELOPMENT PLAN
PROPOSED MIXED USE DEVELOPMENT
MAJOR MODIFICATION TO PD 20-0287
PREPARED FOR: SYMMES EAST PAVILIC

Sec. 36, Twp. 30 Rng. 19
Loc.: HILLSBOROUGH CO.
Date: 2023-03-10

PLANNING CONSULTANTS
TAMPA FLORIDA 33606
(813) 237-7157
MOLLOY & JAMES

REVISIONS table with columns for date, description, and initials.



VICINITY MAP

ONSITE PARCELS - LEGAL DESCRIPTIONS

Detailed legal descriptions for parcels 1 through 25, including acreage, survey dates, and references to public records.

SITE DATA:

Site data including parcel size (7.13 acres), zoning (MH, Vacant Residential R-20), and proposed zoning (PD 22-0071).

DESIGNER: MOLLOY & JAMES
CLIENT: SYMMES EAST BAY, LLC
PROJECT: ZONING SUBMITTAL, PG 34 OF 43

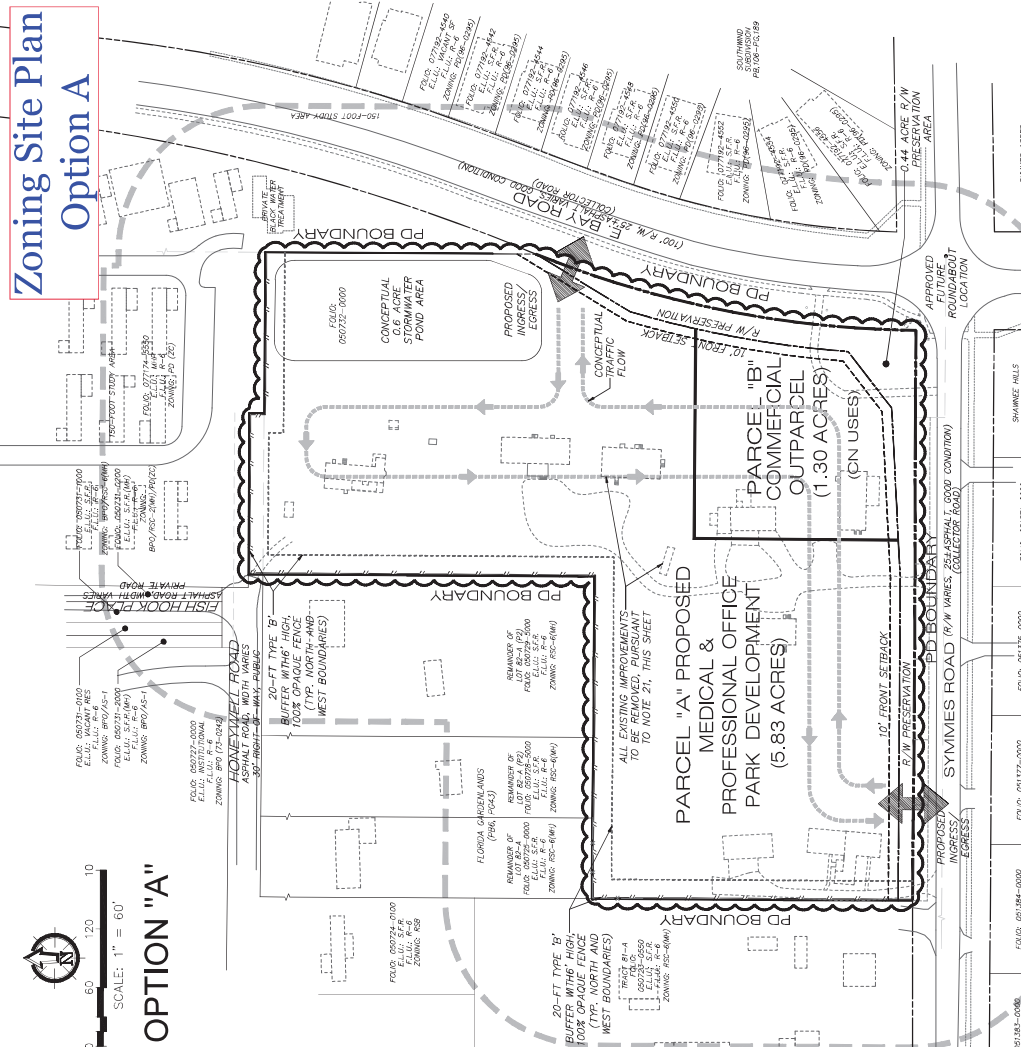
PROJECT DATA TABLE with columns for property, community, special zones, and other project details.

REQUIRED INFORMATION table with columns for proposed uses, maximum square footage, and other regulatory requirements.

GENERAL NOTES: 1. SEE PLAN FOR THE LEGAL DESCRIPTION FOR THE PROJECT BOUNDARIES... 2. SEE PLAN FOR THE NAME OF THE PROPOSED PROJECT...

ONSITE PARCELS - OTHER INFORMATION: 1. PARCELS 1-10... 2. PARCELS 11-20... 3. PARCELS 21-25...

Zoning Site Plan Option A



PARCEL "A" PROPOSED MEDICAL & PROFESSIONAL OFFICE PARK DEVELOPMENT (5.83 ACRES)
PARCEL "B" PROPOSED COMMERCIAL OUTPARCEL (1.30 ACRES)

Zoning Submittal, Pg 34 of 43



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpaf.fl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

| | | | |
|--|--|--|---|
| Request Type (check one) | <input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.) | | |
| Submittal Type (check one) | <input type="checkbox"/> New Request | <input type="checkbox"/> Revised Request | <input type="checkbox"/> Additional Information |
| Submittal Number and Description/Running History (check one and complete text box using instructions provided below) | <input type="checkbox"/> 1. | <input type="checkbox"/> 2. | <input type="checkbox"/> 3. |
| | | <input type="checkbox"/> 4. | <input type="checkbox"/> 5. |
| | | <input type="checkbox"/> 6. | |
| <p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p> | | | |
| Project Name/ Phase | | | |
| <p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p> | | | |
| Folio Number(s) | | | |
| <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers | | | |
| <p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p> | | | |
| Name of Person Submitting Request | | | |
| <p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p> | | | |
| Current Property Zoning Designation | | | |
| <p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p> | | | |
| Pending Zoning Application Number | | | |
| <p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p> | | | |
| Related Project Identification Number (Site/Subdivision Application Number) | | | |
| <p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p> | | | |



July 26, 2023

Mr. Michael Williams, P.E.
Hillsborough County Development Services Department
Development Review Director
County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, FL 33602

RE: Symmes Road and East Bay Road (22-0671)
Folios: 050730-0000, 050730-5700, 050730-5500, 050730-5600,
050735-0050, 050735-0000, 050736-0000, 050929-0256, 050929-
0254, 050929-0252, 050732-0000
Administrative Variance Request – Substandard Road – East Bay Road
Palm Traffic Project No. T23030

Dear Mr. Williams:

The purpose of this letter is to provide justification for the administrative variance to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed development north of Symmes Road and west of East Bay Road, as shown in Figure 1. This request is made based on our virtual meeting on July 14, 2023 with Hillsborough County staff.

The zoning request is to modify the existing approved zoning on the property. Approved Option A included 11,500 square feet of medical office, 40,000 square feet of Office Park and a 4,000 square foot bank. No modifications to Option A are proposed. The new Option B is to consist of 110 single family attached dwelling units and the new Option C is proposed to consist of 199 multi-family dwelling units.

The project proposes to have the following access:

- one (1) full access to Symmes Road, aligning with the residential driveway on the south side of Symmes Road
- one (1) full access to East Bay Road.

There is a funded CIP project (69600314) at the intersection of Symmes Road and East Bay Road that is currently in the design phase. The project is part of the Intersection Improvement Program and will be designed to include geometric improvements on Symmes Road and East Bay Road. The geometric improvements will include the installation of a roundabout at the intersection to improve traffic operations, reduce traffic congestion and improve safety for drivers and pedestrians.

The access to Symmes Road from the project is to align with the existing residential driveway on the south side of Symmes Road. The subject access is approximately 500 feet from East Bay Road and approximately 110 feet from the residential driveway to the west.

This request is for an administrative variance to the TS-7 typical section of the Hillsborough County Transportation Technical Manual in accordance with LDC Section 6.04.02.B for the section of East Bay Road from Symmes Road to our project access, for the following reasons: (a) there is an unreasonable burden on the applicant; (b) the variance would not be detrimental to the public health, safety and welfare; and; if applicable, (c) without the variance, reasonable access cannot be provided. These items are further discussed below.

a) There is unreasonable burden on the applicant

The existing ROW along East Bay Road is approximately 100 feet. The typical TS-7 section for local and collector rural roadway requires a minimum of 96 feet of ROW with 12-foot travel lanes, a 5-foot paved shoulder, open drainage and a 5-foot sidewalk. The adjacent segment of East Bay Road has approximately 12-foot travel lanes and open drainage on both sides and a 5-foot sidewalk on both sides of East Bay Road. The deficiency in the existing section compared to the TS-7 is the paved shoulders, the placement of the sidewalk on the west side of East Bay Road and the ditch section on west side of East Bay Road. The proper lane widths and sidewalks are existing on this section of East Bay Road and the County CIP project will modify this section. Therefore, the requirement to improve East Bay Road is unreasonable.

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

East Bay Road currently has 12-foot travel lanes and a 5-foot sidewalk on both sides of the roadway. While not paved, the existing shoulders are relatively flat. Therefore, the existing roadway section would not be detrimental to the public health, safety and welfare of the motoring public.

c) Without the variance, reasonable access cannot be provided.

The proposed project will have access to Symmes Road and East Bay Road. The proposed access location to East Bay Road meets the connection spacing standards and helps keep project traffic out of the intersection of Symmes Road and East Bay Road. Again, without the variance, reasonable access cannot be provided..

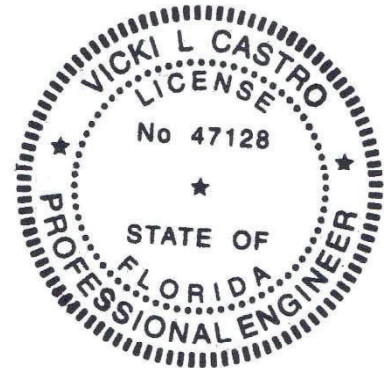
Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

Vicki L
Castro

Vicki L Castro, P.E.
Principal

Digitally signed by
Vicki L Castro
Date: 2023.07.26
12:50:10 -04'00'



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

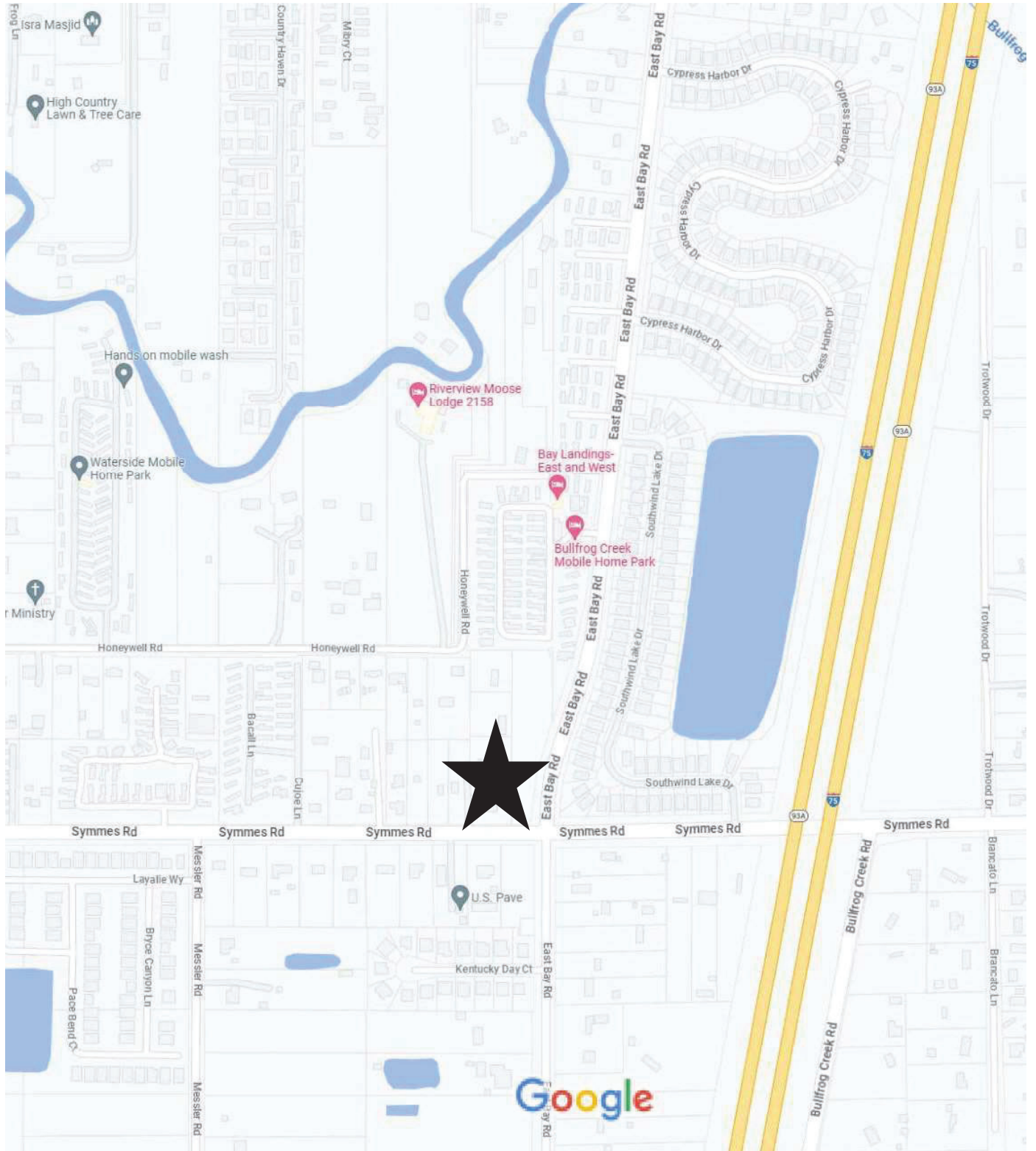
_____Disapproved _____Approved with Conditions _____Approved

If there are any further questions or you need clarification, please contact Sheida Tirado, P.E.

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map



From: Michael Yates
Sent: Friday, August 11, 2023 5:06 PM
To: Perez, Richard
CC: Tirado, Sheida
Subject: RE: MM 22-0671, Design Exception Review

External email: Use caution when clicking on links, opening attachments or replying to this email.

Richard,

We have approximately 580 feet of multi-use path along Symmes.



Michael Yates

Principal

(813) 359-8341 Direct

(813) 296-2595 Main

(813) 205-8057 Cell

myates@palmtraffic.com

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 |
| Symmes Rd | County Collector - Urban | 2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |
| East Bay Rd | County Collector - Urban | 2 Lanes <input checked="" 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 |

| 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 | 1,386 | 106 | 137 |
| Proposed | 903 | 76 | 78 |
| Difference (+/-) | -483 | -30 | -59 |

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

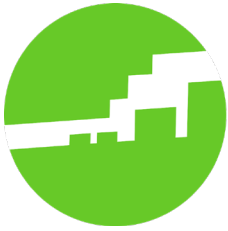
| Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request | | | | |
|---|-----------------------|---------------------------------------|---------------------|----------------|
| Project Boundary | Primary Access | Additional Connectivity/Access | Cross Access | Finding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

| Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request | | |
|--|-----------------------------------|----------------|
| Road Name/Nature of Request | Type | Finding |
| Symmes Rd/Substandard Roadway | Design Exception Requested | Approvable |
| Symmes Rd/ Driveway Spacing | Administrative Variance Requested | Approvable |
| East Bay Rd/Substandard Roadway | Administrative Variance Requested | Approvable |
| Notes: | | |

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

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**Hillsborough County
City-County
Planning Commission**

| Unincorporated Hillsborough County Rezoning | |
|--|---|
| Hearing Date: August 21, 2023 Report Prepared: August 9, 2023 | Petition: MM 22-0671 9120 Symmes Road <i>Northwest of the Symmes Road and East Bay Road intersection and southeast of Honeywell Road</i> |
| Summary Data: | |
| Comprehensive Plan Finding | INCONSISTENT |
| Adopted Future Land Use | Residential-6 (6 du/ga; 0.25 FAR)* Residential-9 (9 du/ga; 0.50 FAR)* *Pending HC/CPA 22-18 to Residential-20 (20 du/ga; 0.75 FAR) |
| Service Area | Urban |
| Community Plan | Gibson, SouthShore Areawide Systems |
| Request | Major Modification to an existing Planned Development (RZ 20-0287) to allow for three development options consisting of Option A up to 60,500 sq. ft. of office and commercial uses, Option B for up to 110 attached single-family units or Option C for up to 199 multi-family units |
| Parcel Size (Approx.) | 7.13 +/- acres (310,582.8 sq.ft.) |
| Street Functional Classification | Symmes Road – Collector East Bay Road – Collector Honeywell Road – Local |
| Locational Criteria | Yes, meets |
| Evacuation Zones | D & E |



Context

- The subject site is located on approximately 7.13 +/- acres northwest of the Symmes Road and East Bay Road intersection and southeast of Honeywell Road.
- The site is located within the limits of the Gibsonton Community Plan and the Southshore Areawide Systems Plan. The site is located within the Urban Service Area (USA).
- The site is designated Residential-6 (RES-6) and Residential-9 (RES-9) on the Future Land Use Map. However, there is a pending Comprehensive Plan Map Amendment to change the Future Land Use to Residential-20 (RES-20). This request for Major Modification is considered concurrent and dependent on the approval of HC/CPA 22-18.
- The Residential-20 (RES-20) Future Land Use category is intended to designate areas for high density residential development, as well as urban scale neighborhood commercial, office, multi-purpose projects, and mixed used developments. Typical uses include residential, neighborhood commercial, office uses, multi-purpose projects, and mixed-use development. Non-residential uses are required to meet established locational criteria for specific land use. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- The RES-6 Future Land Use category is located north, east and west of the subject property. The Suburban Mixed Use-6 (SMU-6) Future Land Use category is located to the south and further east.
- The subject property is currently zoned as Planned Development (PD 20-0287) and is approved for 64 townhomes and 51,500 sq. ft. of business office professional and commercial neighborhood uses. Planned Development (PD), Residential Single-Family Conventional-6 (RSC-6) and Agricultural Single-Family Conventional-1 (ASC-1) zoning surround the site. To the northwest are Business Professional Office (BPO) and Residential Show Business (RSB) zoning districts with single family residential and public institutional uses.
- Single-family residential, a mobile home park and vacant lots are located to the north, south, east, and west and the moose lodge is to the northwest.
- The applicant is requesting a Major Modification to an existing Planned Development (RZ 20-0287) to allow for three development options consisting of Option A up to 60,500 sq. ft. of office and commercial uses, Option B for up to 110 attached single-family units or Option C for up to 199 multi-family units.

Compliance with Comprehensive Plan:

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

Relationship to the Concept Plan

Objective 6: The concept plan is the overall, conceptual basis for the long range, Comprehensive Plan, and all plan amendments must be consistent with, and further the intent of the concept plan, which advocates focused clusters of growth connected by corridors that efficiently move goods and people between each of the activity centers.

Relationship to the Future Land Use Map

Objective 7: The Future Land Use Map is a graphic illustration of the county's policies governing the determination of its pattern of development in the unincorporated areas of Hillsborough County through the year 2025.

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:

- locational criteria for the placement of non-residential uses as identified in this Plan,
- limiting commercial development in residential land use categories to neighborhood scale;
- 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:*

- *the creation of like uses; or*
- *creation of complementary uses; or*
- *mitigation of adverse impacts; and*
- *transportation/pedestrian connections*

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.*

Policy 16.10: *Any density increase shall be compatible with existing, proposed, or planned surrounding development. 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.*

Policy 16.15: *Single family detached, single family attached, and townhome residential development of 50 units or greater shall include gathering places in accordance with requirements of the Land Development Code. Community gathering places shall be provided in a proportionate manner based on the size of the project, density of dwelling units, amount of private open space in the project or other similar manner. A minimum square footage shall be established ensuring a functional gathering place for residential developments at or near the threshold of 50 units. Community gathering places shall not be required in residential subdivisions with platted lot sizes of 1/3 acre or greater. To ensure minimum density policies can be achieved or greater, minimum lot size reductions may be considered. Incentives for a higher quality of design of the gathering places should be provided. The Land Development Code should address the location of gathering places to ensure compatibility with adjacent uses. Most community gathering places that do not require parking should be within walking distance of residences. The Land Development Code should include a process such as but not limited to variances or waivers to consider reductions in the gathering place requirement.*

Residential-Targeted Groups & Incentives

Objective 20: *The County shall encourage new development and redevelopment of residential housing for special target groups of people. The provisions specified within the Housing Element of the Comprehensive Plan shall be applied with respect to the following policies.*

Discouraging Strip Commercial Development

Objective 23: *To maintain the vehicular capacity of public roads, the County discourages linear (“strip”) non-residential development patterns and the multiple access points which accompany such linear neighborhood serving commercial development.*

Policy 23.5: *Higher density residential development is encouraged along major corridors as an alternative to continued office or commercial development when developed in accordance with applicable development regulations; the following bonus is provided as an incentive for residential development as an alternative to commercial development.*

Residential Density Bonus for Infill Development

To provide an incentive for residential development as an alternative to strip commercial or office development, the county may consider a density bonus for properties meeting certain provisions outlined below. The increase in residential density may be considered without a Plan Amendment, by the Board of County Commissioners, after receiving a recommendation from the staff of the Planning Commission.

Density cannot be increased higher than the land use category with the next higher density limits. (i.e. Res-4 can be increased to Res-6 and no higher). Categories which permit up to 35 du/ga may increase to 50 du/ga using this bonus.

To qualify for the density bonus:

- *Property must be:*
 - *Within the Urban Service Area*
 - *Located along a collector or arterial street or a roadway designated as a transit emphasis corridor in the Transportation Element.*
 - *In an area where, one of the following is present:*
 - *strip non-residential development presently exists; or*
 - *there is a trend toward strip non-residential development; or*
 - *existing zoning lots, although vacant, constitute a potential for the establishment or expansion of strip commercial development; or*
 - *an increase in density would result in a development pattern that is compatible to existing zoning or development patterns in the immediately surrounding area.*
- *The site of the requested bonus must be within a 660 foot distance perpendicular from the arterial or collector road.*
- *The density bonus must be applied for through a rezoning application.*
- *It must be demonstrated that the use of the bonus will promote residential infill on vacant or redeveloping sites within existing, developed, urbanized areas which are residential in character or to provide a residential development alternative to strip commercialization;*

CONSERVATION AND AQUIFER RECHARGE ELEMENT

Wetlands and Floodplain Resources

Objective 4: *The County shall continue to apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values provided by the functions performed by wetlands and other surface waters authorized for projects in Hillsborough County, consistent with the Uniform Mitigation Assessment Method. The County shall work with the Environmental Protection Commission, the Southwest Florida Water Management District, the Florida Department of Environmental Protection, and the Tampa Bay Estuary Program to achieve a measurable annual increase in ecological values provided by the functions performed by wetlands and other surface waters. It shall be the County's intent to maintain optimum wetland functions as well as acreage.*

Policy 4.1: *The County shall, through the land use planning and development review processes, and in cooperation with the Environmental Protection Commission, continue to conserve and protect wetlands from detrimental physical and hydrological alteration.*

Policy 4.3: *The County shall, through the land planning and development review processes, and in cooperation with the Environmental Protection Commission, continue to prohibit unmitigated encroachment into wetlands.*

Policy 4.12: *Priority shall be given to avoiding the disturbance of wetlands in the County and to encourage their use only for purposes which are compatible with their natural functions and environmental benefits.*

Policy 4.13: *Development which impacts wetlands may be deemed appropriate only as a last resort; where:*

1. *reasonable use of the property is otherwise unavailable and/or onsite preservation of a functioning wetland system is deemed unsustainable;*
2. *the adverse impact is offset by the benefit of the development to the public such that it is reasonable, in the public interest and an acceptable mitigation plan is proposed.*

This determination shall be made by Hillsborough County and/or the Environmental Protection Commission of Hillsborough County.

Policy 4.14: *The development review process, part of a comprehensive program for the protection of wetlands, shall make every effort to maintain natural undisturbed wetlands by way of a sequential review process that first evaluates all means of avoiding wetland impacts in regard to a particular project; if necessary, secondly, evaluates and requires measures to minimize wetland impacts; and if necessary, thirdly, evaluates and requires the mitigation of wetland impacts.*

HOUSING SECTION

Objective 1.3: *Density bonuses will be utilized as an incentive to encourage the development of more affordable housing.*

Policies 1.3.1: *The maximum level of residential density and/or the maximum retail commercial Floor Area Ratio (FAR) permitted in each land use category may be increased, with project specific approval by the Board of County Commissioners and without requiring a Comprehensive Plan amendment, when the purpose for the increase is to provide moderate, low, very low, or extremely low-income affordable housing. Such an increase in density and/or Floor Area Ratio shall be part of an official request to rezone the subject parcel.*

Policies 1.3.2 *In order to qualify for use of the Affordable Housing Density Bonus, the project shall meet the following criteria:*

- a. *The site shall be wholly located within the Urban Service Area.*
- b. *The site shall be in one of the residential or commercial Future Land Use categories as indicated in Table 1: Allowable Densities and Intensities for the Provision of Affordable Housing. The density bonus does not change the Future Land Use Map designation.*
- c. *The site shall be serviced by public water and sewer and have access to public streets.*
- d. *The units shall remain affordable for a minimum of 30 years.*
- e. *The bonus shall be memorialized in a Development Order as well as a deed restriction, Land Use Restriction Agreement, or other mechanism as determined by the County Attorney's Office.*
- f. *For projects that are proposed to be a mix of market rate and affordable units: The affordable units must be developed within the same project site as any market rate units provided; the affordable units shall not be transferred to a different site.*

- g. *Units shall be equitably and evenly distributed by location, type, and construction.*
- h. *A minimum 20% of the total number of units proposed shall be deemed affordable to households making 100% or less Area Median Income. The distribution of affordable units shall be as follows for properties greater than one acre:

 - i. *A minimum fifty percent (50%) of affordable units shall be set aside for incomes at 60% or below Area Median*
 - ii. *The remaining affordable units not to exceed fifty percent (50%) shall be set aside for incomes at 100% or below Area Median Income.**
- i. *To encourage residential infill and appropriate scale of transition, properties one acre or less may provide all required affordable units at or below 80% AMI.*

LIVABLE COMMUNITIES ELEMENT: Gibsonton Community Plan

1. NEIGHBORHOODS

Goal 2: Gibsonton will improve and enhance its neighborhoods by:

- *Revitalizing older residential areas;*
- *Revitalizing outdated mobile home parks; and*
- *Incorporating new single-family and rental units offering a range of housing choices.*

Goal 4a: Gibsonton will enjoy appropriately-scaled commercial development by:

- *Working with developers and the County to amplify the positive aspects of a large retail center at Gibsonton Drive and East Bay Road; and*
- *Enhancing the opportunities for small professional, businesses and specialty neighborhood retail along Gibsonton Drive and U.S. 41.*

LIVABLE COMMUNITIES ELEMENT: SouthShore Areawide Systems Plan

- 4. *Maintain housing opportunities for all income groups.

 - a. *Explore and implement development incentives throughout SouthShore that will increase the housing opportunities for all income groups, consistent with and furthering the goals, objectives and policies within the Comprehensive Plan Housing Element.**

Staff Analysis of Goals, Objectives, and Policies:

The subject site is located on approximately 7.13 acres northwest of the Symmes Road and East Bay Road intersection and southeast of Honeywell Road. The site is located within the limits of the Gibsonton Community Plan and the SouthShore Areawide Systems Plan. The site is located within the Urban Service Area (USA). The subject property is currently zoned as a Planned Development (PD) 20-0287 for up to 60,500 sq. ft. of non-residential uses, which include office and commercial restricted uses or a maximum of 64 townhomes. The applicant is requesting to modify the existing Planned Development (PD 20-0287) to allow for three development options consisting of Option A- up to 60,500 sq. ft. of office and commercial uses, Option B- for up to 110 attached single-family units or Option C- for up to 199 multi-family units. The applicant has proposed several conditions of approval to support the requests that are analyzed in this staff report. The site is designated Residential-6 (RES-6) and Residential-9 (RES-9) on the Future Land Use Map. However, there is a pending Comprehensive Plan Map Amendment to change the Future Land Use designation to Residential-20 (RES-20). This request for Major Modification went before the Planning Commission and was found inconsistent with the Comprehensive Plan with a

vote count of 8 to 0. This Major Modification is considered concurrent and dependent on the approval of HC/CPA 22-18 by the Board of County Commissioners.

The site is located within the Hillsborough County Urban Service Area where 80% of new growth shall be proactively directed per FLUE Objective 1. However, Policy 1.4 indicates that development must be compatible with the surrounding area. 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. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development. The property’s pending RES-20 Comprehensive Plan Map Amendment would allow consideration of residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use development at a density of 20 dwelling units an acre or a 0.75 Floor Area Ratio (FAR). This would allow for a maximum of 142 dwelling units and 232,937 sq. ft. Option A proposes 0.19 FAR (60,500 sq.ft.), Option B is proposing 14 du/ga (110 single-family units) and Option C is proposing 28 du/ga (199 multi-family units).

The RES-6 Future Land Use category is located north, east and west of the subject property. The Suburban Mixed Use-6 (SMU-6) Future Land Use category is located to the south. The RES-6 and SMU-6 Future Land Use categories allow a density of up to 6 dwelling units an acre and up to 0.25 floor area ratio for neighborhood serving commercial uses. The development is proposing an increased density and intensity which is not typically allowed within the surrounding Future Land Use categories. Moreover, Planning Commission staff and the Planning Commission each found HC/CPA 22-18, which would amend the Future Land Use Map for the property to RES-20, inconsistent with the Comprehensive Plan based upon significant compatibility concerns with such a drastic increase in potential density and intensity on the subject site. Therefore, the proposed development is not consistent with Policy 1.4 of the Future Land Use Element (FLUE).

The proposed Major Modification is also inconsistent with FLUE Objective 16, Policy 16.1, Policy 16.2 and Policy 16.3, which establish the need to protect existing neighborhoods and communities and those that will emerge in the future. To the north of the property, there is a mobile home park, single-family residential development and a public institutional use. To the northwest, and west is single family residential development as well as three mobile home parks. To the south, southeast, east and northeast of the property is single family land. The request does not protect existing neighborhoods, as none of the residential developments within 1/2 half a mile of the subject site exceed six (6) dwelling units to the acre. This makes the request incompatible with the surrounding densities.

The applicant has a submitted a site plan, a narrative and proposed conditions of approval dated June 2, 2023. The site plan indicates three development options for up to 60,500 sq. ft. of office and commercial uses, up to 110 attached single-family units, or up to 199 multi-family units. The commercial development option, Option A, is similar to what was originally approved in PD 20-0287. However, staff still has a concern with the commercial development option, as there are single-family detached homes along the north, east and west boundaries of the property. If the property is developed under this option, staff would suggest enhanced screening to the north, west and east as well as limiting the height of the buildings to 2 stories.

Under the proposed RES-20 Future Land Use category, option B the new single-family attached development is below the maximum allowed density (142 dwelling units). Therefore, staff would not have a compatibility concern with this option based on the

proposed density and the complementary nature of the proposed townhomes with the surrounding residential development pattern. Staff has a significant compatibility concern with the third option, Option C, that includes a multi-family use, as the proposed building height is up to 4 stories. The height of the surrounding single-family development within 1 mile does not exceed 2 stories, which is generally recognized as up to 35 feet in height. The proposed density is significantly over the maximum allowed density under the pending CPA 22-18 to RES-20 Future Land Use. The applicant's narrative indicates that the proposed use will be for multi-family garden style apartments. Planning Commission staff agrees that there is a housing need within Hillsborough County, but it is better situated in the high-density areas within walking distance to daily goods and services per Comprehensive Plan policy direction. Planning Commission staff conducted a site visit and observed that most of the area includes a suburban scale residential density and that there are no multi-family developments within close proximity to the site. The closest commercial use to serve the daily needs of the area's residential population is approximately a half mile to the north.

The applicant's proposed conditions of approval provide options to achieve the maximum 199 dwelling units as shown in Option C. Proposed Condition 4.3 indicates an option to provide affordable housing at a density of 35 dwelling units an acre, per the Affordable Housing Density Bonus as outlined in the Housing Section. While the applicant is only proposing 199 dwelling units, the Affordable Housing Density Bonus could allow for up to 249 dwelling units. Hillsborough County's Affordable Housing Services issued a letter on May 18, 2023, certifying the project for affordable housing applicable to only Option C, the multi-family residential option. The letter goes on to say in order to qualify for the affordable housing bonus, a minimum of 50 units (20% of the total number of units proposed) shall be deemed affordable to households making 100% or less of the Area Median Income (AMI). The set-aside units to households shall remain affordable for a minimum of 30 years. For projects that are proposed to be a mix of market rate and affordable units, the units shall be equitably and evenly distributed by location type, and construction. The distribution of affordable units shall be 25 units set aside for households earning 60% or less of the AMI, and 25 units at 100% or less of the AMI.

The applicant has also proposed Condition 4.4 which indicates an option for Residential Density Infill Bonus in lieu of the Affordable housing density bonus. Staff has communicated multiple times to the applicant that the site does not qualify for the residential infill bonus as the property does not meet the criteria as outlined in FLUE Policy 23.5. Specifically, the site is not within an area where strip non-residential development presently exists, nor is there a trend toward strip non-residential development in the area of the proposed development, not nearby existing zoning lots, that could constitute a potential for the establishment or expansion of strip commercial development, and not in an area where an increase in density would result in a development pattern that is compatible with existing zoning and development patterns in the immediately surrounding area. Overall, the property does not qualify for residential infill bonus.

The Environmental Protection Commission (EPC) has identified wetlands on the subject site. Given that the EPC does not currently object, Planning Commission staff finds this request consistent with Objective 13 and associated policies in the FLUE and Objective 3.5 and associated policies in the Environment & Sustainability Section (E&S) of the Comprehensive Plan. Overall, the reviewing agencies have no objections to the rezoning as the details of the projects will be reviewed during final site plan review.

The proposed modification is inconsistent with the Gibsonton Community Plan and Southshore Areawide Systems Plan. While the proposed development appears to fit the vision of Goal 2 of the Gibsonton Community Plan and Goal 4 of the Southshore Areawide Systems Plan by offering a range of housing choices, the overall proposed density in Option 3 causes significant compatibility concerns as the development pattern does not support this type of increased density. Additionally, Goal 4a of the Gibsonton Community Plan indicates where commercial should be located. Option A allows for commercial outside of the Community Plan designated areas. Overall, the request is inconsistent with the Gibsonton Community Plan and the SouthShore Areawide Systems Plan in the Livable Communities Element of the Comprehensive Plan.

Overall, Planning Commission staff finds that the proposed Major Modification is not compatible with the surrounding area. The request would encourage residential development at a higher density that is not found within the area nor that complements the surrounding character within the limits of the Gibsonton Community Plan. The proposed development does not satisfy the intent of the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 22-0671

<all other values>

Rezonings
STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

Tampa Service

Urban Service

Shoreline

County Boundary

Jurisdiction Boundary

Reads

Parcels

WATER NATURAL LULC, Wet Poly

AGRICULTURAL/MINING-120 (.25 FAR)

PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)

AGRICULTURAL/RURAL-1/10 (.25 FAR)

AGRICULTURAL/ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

OC-20

RESEARCH CORPORATE PARK (1.0 FAR)

ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCIAL)

LIGHT INDUSTRIAL PLANNED (.50 FAR)

LIGHT INDUSTRIAL (.50 FAR)

HEAVY INDUSTRIAL (.50 FAR)

PUBLIC/QUASIPUBLIC

NATURAL PRESERVATION

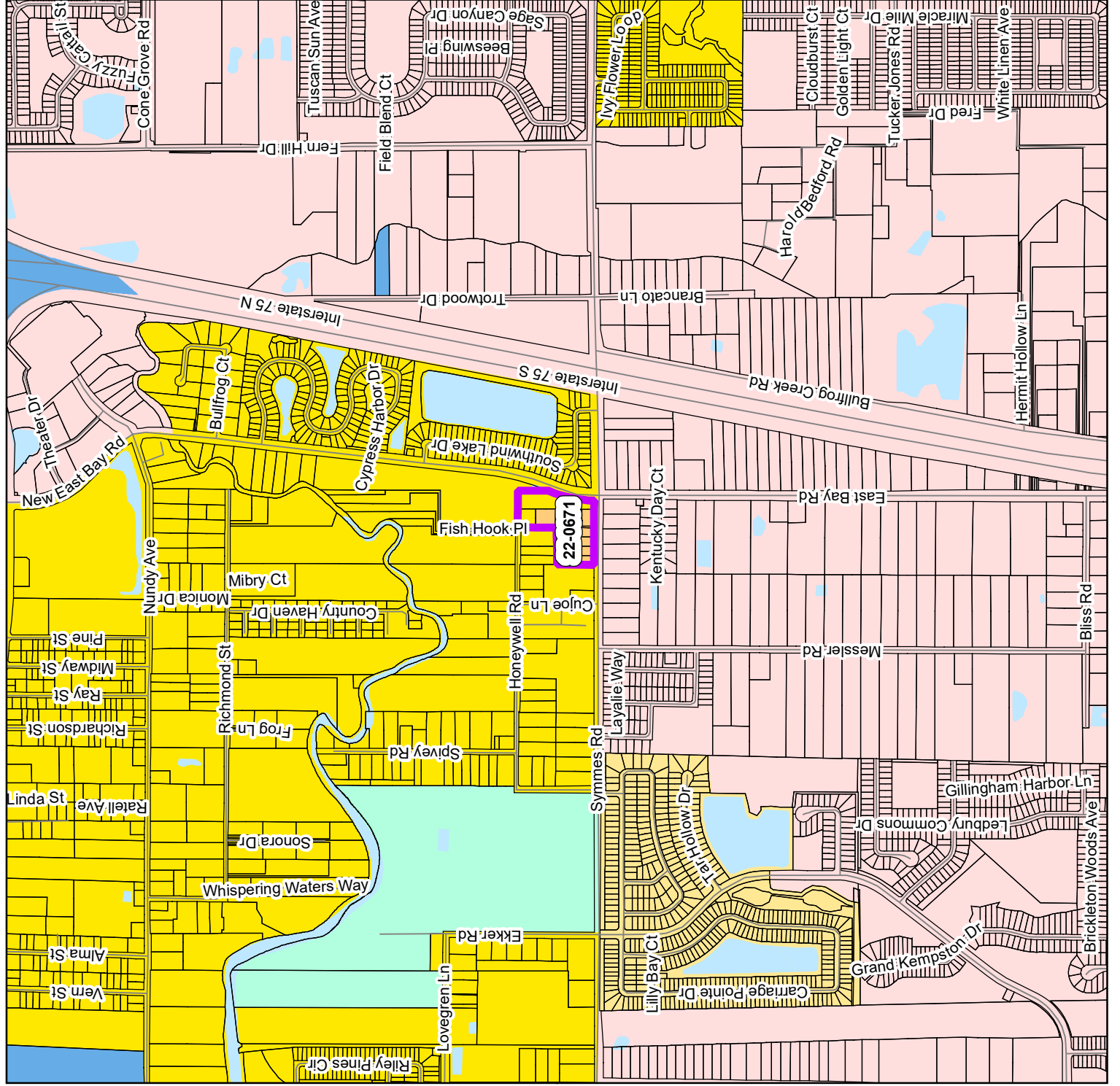
WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The information is for informational purposes only and is not intended to be used for any other purpose without specific approval of the Hillsborough County Planning Commission. ACCURACY: It is intended that the information is accurate to the best of our knowledge and belief. Hillsborough County Planning Commission does not warrant, represent, or guarantee the accuracy, reliability, or completeness of the information. This map is for informational purposes only. For the most current data and information, visit the appropriate website.



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 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HC\GReg_H\Rezoning_Copy.mxd



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