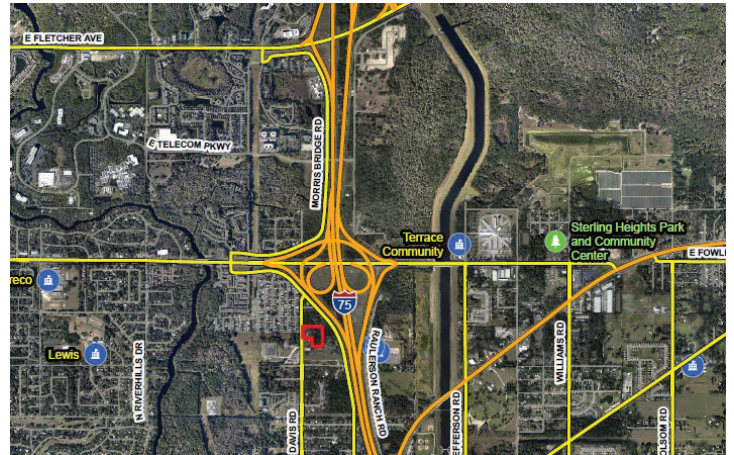




Rezoning Application: PD 22-0857
Zoning Hearing Master Date: January 17, 2023
BOCC Land Use Meeting Date: March 7, 2023

1.0 APPLICATION SUMMARY

Applicant: Roger Grunke
FLU Category: RES-6
Service Area: Urban
Site Acreage: 4.57 +/-
Community Plan Area: East Lake/Orient Park
Overlay: None



Introduction Summary:

The applicant seeks to rezone properties zoned RSC-2 (Residential Single Family Conventional 2 u/a) and RSC-4 (Residential Single Family Conventional 4 u/a) to PD (Planned Development) to allow for the development of 25 unit condominium project with accessory uses.

Zoning:	Existing		Proposed
District(s)	RSC-2 (MH)	RSC-4	PD 22-0857
Typical General Use(s)	Single-Family Residential (Single-Family Detached)	Single-Family Residential (Single-Family Detached)	Multi-Family
Acreage	2.17	2.40	4.57
Density/Intensity	2 units per acre	4 units per acre	5.5 units per acre
Mathematical Maximum*	4 residential units	9 residential units	25 residential units

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	RSC-2 (MH)	RSC-4	PD 22-1195
Lot Size / Lot Width	21,780 sf / 100'	10,000 sf / 75'	N/A
Setbacks/Buffering and Screening	25' Front Yard 25' Rear Yard 10' Side Yards No required buffering and screening	25' Front Yard 25' Rear Yard 7.5' Side Yards No required buffering and screening	10' North Boundary 10'-5' South Boundary 10' East Boundary 10'-11' West Boundary 10' Southwest Boundary 5-10' buffer and screening
Height	35'	35'	35'

Additional			
PD Variation(s)	LDC Section 6.06.06 - reduce the southern buffer width from 10 to 5 feet.		
Waiver(s) to the Land Development Code	None requested as part of this application		

APPLICATION NUMBER: PD 22-0857

ZHM HEARING DATE: January 17, 2023

BOCC LUM MEETING DATE: March 7, 2023

Case Reviewer: Michelle Heinrich, AICP

Planning Commission Recommendation:

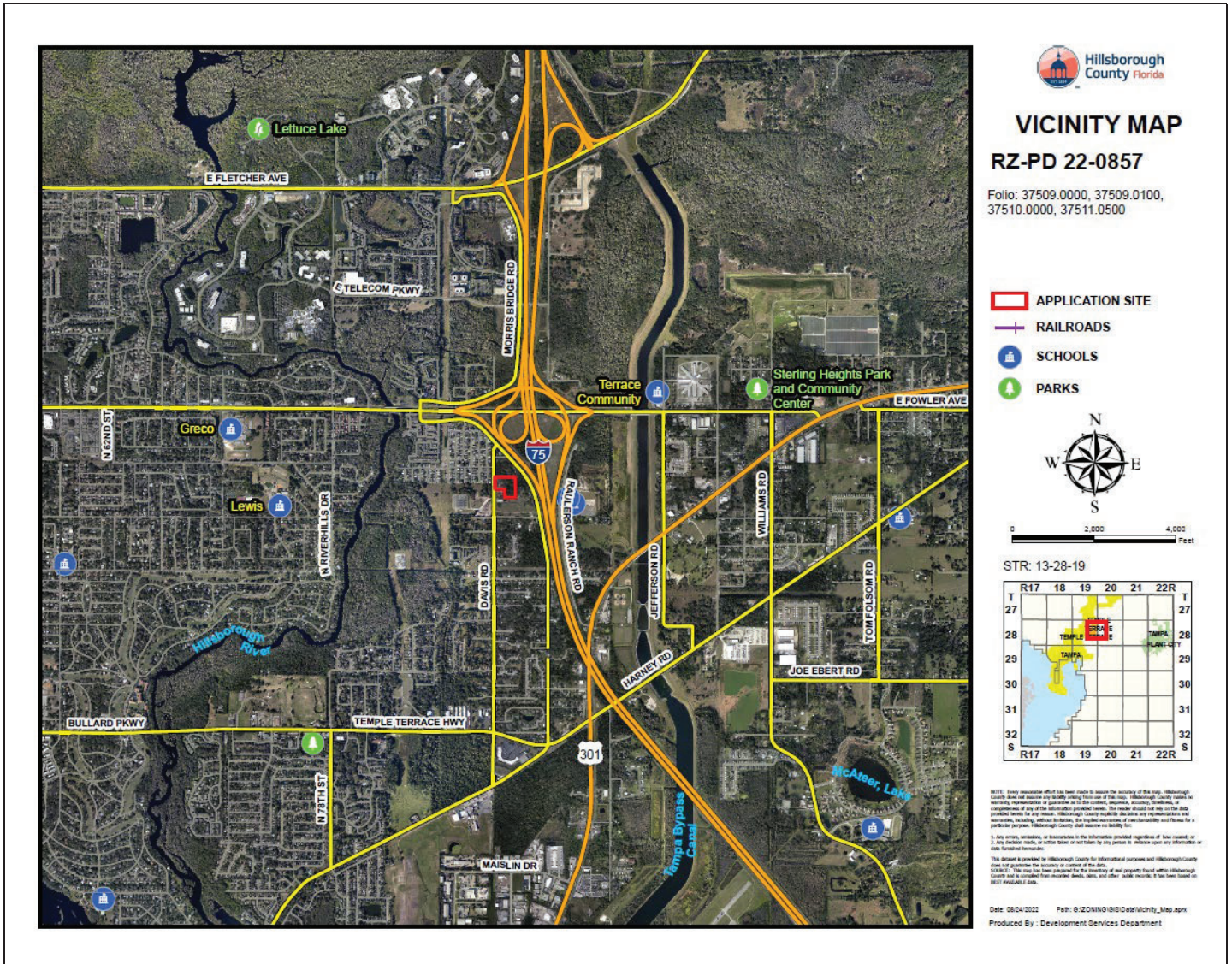
Consistent

Development Services Recommendation:

Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

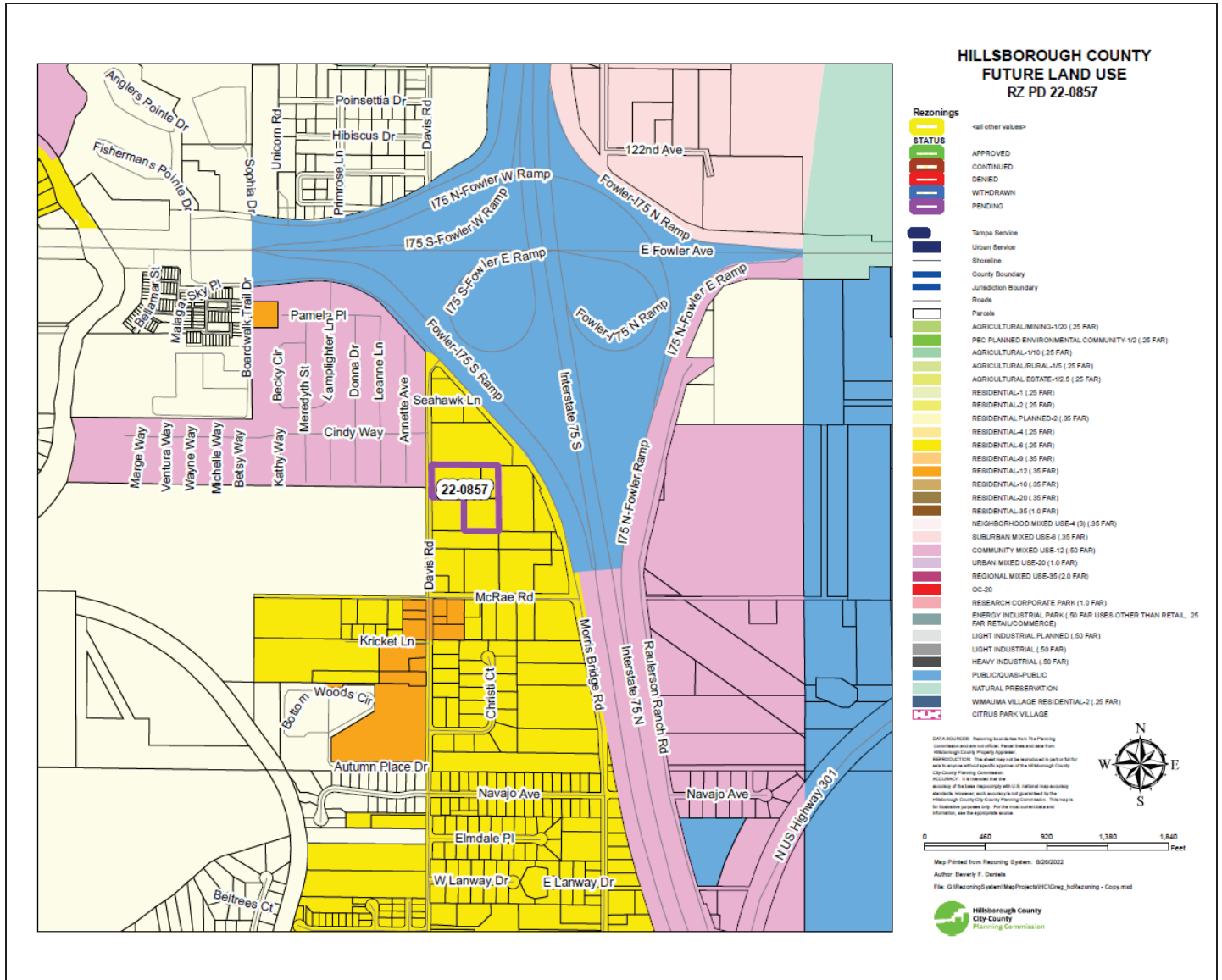


Context of Surrounding Area:

The site is located south of Fowler Avenue and west of Interstate 75. The general area is developed with a variety of residential use types – including a mobile home park, single-family attached (townhomes), and single-family detached - along with residential support uses such as schools and churches. The Hillsborough River is located within the general area, to the west of the subject site. Fowler Avenue, to the north, consists of residential and non-residential development.

2.0 LAND USE MAP SET AND SUMMARY DATA

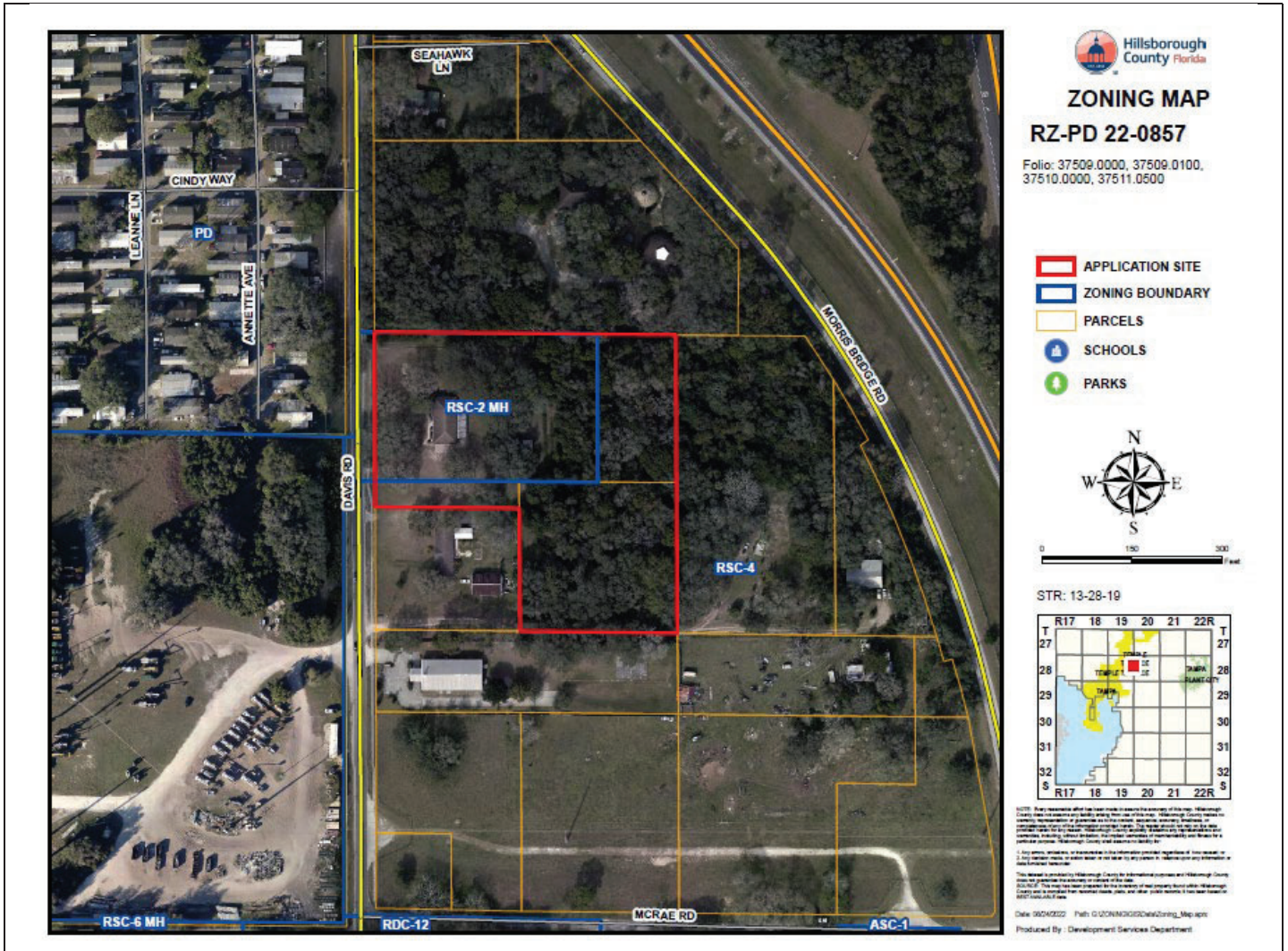
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-6
Maximum Density/F.A.R.:	6 units per acre
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-4	4 units per acre	Single-Family Residential	Church
South	RSC-4	4 units per acre	Single-Family Residential	Church
East	RSC-6	6 u/a	Single-Family Residential	Church
West	P/QP (City of Temple Terrace)	Unknown	Public/Quasi Public Uses	Utility

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
Davis Rd.	County Collector - Rural	<input type="checkbox"/> 2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	132	10	13
Proposed	169	10	13
Difference (+/-)	(+) 37	No Change	No Change

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

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input 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	
Impact/Mobility Fees (Fee estimate is based on a 2,000 square foot, Single Family Detached) Mobility: \$9,183 * 26 units = \$238,758 Parks: \$2,145 * 26 units = \$ 55,770 School: \$8,227 * 26 units = \$213,902 Fire: \$335 * 26 units = \$ 8,710 Total Single Family Detached = \$517,140 Urban Mobility, Northeast Park, Northwest Fire - 26 Single Family Units				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input checked="" type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The project is located within an area currently developed with a variety of residential uses. Housing types within the project will consist of single-family detached and two-family attached on land that will not be subdivided (multi-family condominium). Residential uses will be situated along the primary drive, which runs along the north and east of the site. Parking areas will be located along Davis Road with pedestrian access to each unit. Common buildings for use by residents are centrally located within the site. The project layout is influenced by the natural features to remain on the site and the desire for a more environmentally conscious and socially connected development.

Properties to the north and south are developed with church uses. The site is bordered on the east by a 2.9 acre parcel developed with one single-family home located approximately 100 feet from the common boundary. Homes will be located 5 to 10 feet from these boundaries with additional setbacks provided when over 20 feet in height. Buffering and screening along these project boundaries will be provided. Building height is limited to 35 feet, as required in adjacent zoning districts.

Staff has not identified any compatibility issues with the request.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS


Requirements for Certification:

1. Buffering and screening along all property boundaries to be clearly delineated.
2. Note 12 to add the maximum building height permitted for carports and enclosed garage structures.
3. Site plan to remove the notation within the northern adjacent property (Unitarian Universalist loosely defined Church parking area overflow guest parking for Harmony Terrace).

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted December 29, 2022.

1. Development shall be limited to a maximum of 25 dwelling units in single-family detached or two-family attached structures. Residential uses shall be developed where generally shown on the general site plan.
2. Minimum residential structure setbacks from PD boundaries shall be in accordance with those depicted on the general site plan.
3. Building height shall be limited to a maximum of 35 feet for residential structures and amenity buildings. An additional setback of 2 feet for every 1 foot over 20 feet in height shall be provided, in addition to any specified buffer, along all PD boundaries except the western PD boundary (front yard).
4. Building height shall be limited to a maximum of 15 feet for carports or enclosed garage structures.
5. A minimum of 48 parking spaces shall be provided in accordance with the proposed five 1-bedroom dwellings and 20 2-bedroom or more dwellings. Parking shall be developed where generally shown on the general site plan using enclosed and open parking areas.
6. The following community amenity uses shall be permitting where generally shown on the general site plan and for use by residents of the community: common building with an outdoor dining terrace, bicycle storage, bike sheds, swimming pool, arts and crafts building, recreation building, outdoor garden area and outdoor common open space areas.
7. Buffering and screening shall be provided as depicted on the general site plan.
8. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
9. The project shall be served by, and limited to, one (1) vehicular access connection to Davis Rd. as shown on the PD site plan. The developer shall also construct one (1) gated emergency access connection as shown on the PD site plan. All other existing access connections shall be closed and the applicant shall install curbing, sod and/or extend sidewalks, as appropriate.
10. Parking shall be provided in accordance with Sec. 6.05 of the Hillsborough County Land Development Code (LDC).
11. As shown on the PD site plan, the developer shall construct a vehicular access gate to separate the portion of the internal driveway system designated as "Limited Purpose Driveway" from the westernmost portion of the site. Such gate shall be utilized to enforce the restrictions specified within zoning condition 12, below.

12. The community shall be platted as a condominium. The land underneath individual dwelling units shall not be subdivided. The condominium plat/ownership documents shall include requirements for the Condominium Association to manage the Limited Purpose Driveway (i.e. that portion of the internal driveway designed as such within the PD site plan) and enforce the following restrictions on unit owners and their tenants/guests:
 - 12.a. The Limited Purpose Driveway shall be restricted to the use of golf-carts, emergency vehicles and service and maintenance vehicles only. No domestic, commercial or recreational vehicles of any kind owned by the Condominium Association, a homeowner, or its tenants/guests shall be permitted to driveway on the Limited Purpose Driveway area except for golf carts. This restriction does not apply to official emergency vehicles or vehicles needing temporary access to accomplish a delivery and/or provide construction, maintenance and/or repair services (i.e. Authorized Vehicles).
 - 12.b. No parking or standing of golf carts, service or maintenance vehicles shall be permitted within the 20-foot-wide portion of the Limited Purpose Driveway. Excluding official emergency vehicles, all Authorized Vehicles shall be required to park within the designated Service and Maintenance Vehicle Parking Area shown on the site plan. Golf cart parking shall occur within designated parking areas outside of the 20-foot wide Limited Purpose Driveway, but not within the designated Service and Maintenance Vehicle Parking Area.
13. Given the unique configuration and nature of the proposed use, the applicant shall not be required to construct a sidewalk along either side of the Limited Purpose Driveway. Rather, the developer will be required to construct a minimum 5-foot wide continuous internal sidewalk network which connects the front door of each dwelling unit to all other front doors, buildings, to the use/amenity areas within the site, and to the existing sidewalk along the project's Davis Rd. frontage. Such network shall meet all applicable Americans with Disabilities Act (ADA) / Land Development Code and other applicable requirements. The Limited Purpose Driveway shall not be used to satisfy this requirement.
14. Prior to or concurrent with site/construction plan approval, the property owner shall vacate all easements shown as to be abandoned on the PD site plan.
15. The developer shall construct a fence as generally shown on the PD site plan in the vicinity of the southern property boundary, such that the Limited Purpose Driveway roundabout is separated from the access easement which partially runs through the subject PD. The fence shall be separated from the roundabout by a minimum of 5 feet.
16. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.
17. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

<p>Zoning Administrator Sign Off:</p>	 <p>Integrisign[®] Desktop</p> <p>✓ Brian Grady Tue Jan 10 2023 12:10:10</p>
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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

PD Variation Request:

The southern boundary of the site requires a 10 foot wide buffer with Type A screening. The applicants propose to reduce the buffer width from 10 feet to 5 feet. No waiver to the required screening is requested. The reason for the reduced buffer is due to an existing easement that exists along the southern boundary. The easement is 30 feet in width with 15 feet on the subject property and 15 feet on the adjacent property. This easement provides access to property located to the west of the subject site. Staff has no objections to the PD Variation request.

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 1/08/2023

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: ELOP/ Central

PETITION NO: RZ 22-0857

- 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 APPROVAL

1. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
2. The project shall be served by, and limited to, one (1) vehicular access connection to Davis Rd. as shown on the PD site plan. The developer shall also construct one (1) gated emergency access connection as shown on the PD site plan. All other existing access connections shall be closed and the applicant shall install curbing, sod and/or extend sidewalks, as appropriate.
3. Parking shall be provided in accordance with Sec. 6.05 of the Hillsborough County Land Development Code (LDC).
4. As shown on the PD site plan, the developer shall construct a vehicular access gate to separate the portion of the internal driveway system designated as "Limited Purpose Driveway" from the westernmost portion of the site. Such gate shall be utilized to enforce the restrictions specified within zoning condition 5, below.
5. The community shall be platted as a condominium. The land underneath individual dwelling units shall not be subdivided. The condominium plat/ownership documents shall include requirements for the Condominium Association to manage the Limited Purpose Driveway (i.e. that portion of the internal driveway designed as such within the PD site plan) and enforce the following restrictions on unit owners and their tenants/guests:
 - a. The Limited Purpose Driveway shall be restricted to the use of golf-carts, emergency vehicles and service and maintenance vehicles only. No domestic, commercial or recreational vehicles of any kind owned by the Condominium Association, a homeowner, or its tenants/guests shall be permitted to driveway on the Limited Purpose Driveway area except for golf carts. This restriction does not apply to official emergency vehicles or vehicles needing temporary access to accomplish a delivery and/or provide construction, maintenance and/or repair services (i.e. Authorized Vehicles).
 - b. No parking or standing of golf carts, service or maintenance vehicles shall be permitted within the 20-foot-wide portion of the Limited Purpose Driveway. Excluding official emergency vehicles, all Authorized Vehicles shall be required to park within the designated Service and Maintenance Vehicle Parking Area shown on the site plan. Golf cart parking shall occur within designated parking areas outside of the 20-foot wide

Limited Purpose Driveway, but not within the designated Service and Maintenance Vehicle Parking Area.

- c. The gate to the Limited Purpose Driveway shall remain closed and secured except for periods when an authorized vehicle is actively passing through the gate.
6. Given the unique configuration and nature of the proposed use, the applicant shall not be required to construct a sidewalk along either side of the Limited Purpose Driveway. Rather, the developer will be required to construct a minimum 5-foot wide continuous internal sidewalk network which connects the front door of each dwelling unit to all other front doors, buildings, to the use/amenity areas within the site, and to the existing sidewalk along the project's Davis Rd. frontage. Such network shall meet all applicable American's with Disabilities Act (ADA) / Land Development Code and other applicable requirements. The Limited Purpose Driveway shall not be used to satisfy this requirement.
 7. Prior to or concurrent with site/construction plan approval, the property owner shall vacate all easements shown as to be abandoned on the PD site plan.
 8. The developer shall construct a fence as generally shown on the PD site plan in the vicinity of the southern property boundary, such that the Limited Purpose Driveway roundabout is separated from the access easement which partially runs through the subject PD. The fence shall be separated from the roundabout by a minimum of 5 feet.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone four parcels, totaling +/- 4.57 ac., from Residential Single-Family Conventional - 2 (RSC-2) and Residential Single-Family Conventional - 4 (RSC-4) to Planned Development (PD). The proposed PD is seeking entitlements for up to allow up to a 25-unit condominium and related amenities.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access letter for the proposed project indicating that, because the project generates fewer than 50 peak hour trips at buildout, no transportation analysis is required to process the zoning request. Staff has prepared the below comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RSC-2 and RSC-4, 14 single-family detached dwelling units (ITE LUC 210)	132	10	13

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 25 multi-family dwelling units (ITE LUC 220)	169	10	13

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 37	No Change	No Change

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Davis Rd. is a 2-lane, undivided, publicly maintained, substandard, collector roadway characterized by +/- 10-foot wide travel lanes in average condition. The roadway lies within a +/- 55-foot wide right-of-way in the vicinity of the proposed project. There are no bicycle facilities present along Davis Rd. There are +/- 4-foot wide sidewalks along portions of the east side of Davis Rd. in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

Generally

The project will be served by a single access connection to Davis Rd. The developer is also proposing a gated emergency access connection, as shown on the PD site plan. Due to the relative low volume of traffic generated by the project, no turn lanes are required to serve the project consistent with Sec. 6.04.04.D. of the LDC.

Cross Access

Neither pedestrian nor vehicular cross access is required pursuant to Sec. 6.04.03.Q. of the LDC.

INTERNAL CIRCULATION, PARKING AND UNIQUE DESIGN ISSUES

The applicant's narrative, as well as meetings with the applicant, made the unique nature of the proposed development clear. A variety of changes were made to the site plan and development proposal in order to accommodate a project which fit within the applicant's vision for the site, while also complying with Land Development Code and Technical Manual Standards to the greatest extent possible.

In order to achieve the above, and allow for a space efficient design, the applicant agreed to propose multi-family housing project (i.e. a non-traditional condominium project consisting of a mix of traditional multi-family buildings as well as single resident structures, which will not be able to be subdivided into individual lots in the future). The applicant also desired to have a project in which most vehicles cannot drive through the project. In order both satisfy this vision and to meet LDC parking requirements, the developer is constructing apartment style parking in the front of the development (which is atypically located a greater distance away from the units they serve than is otherwise typical of most modern development).

The proposed driveway which goes through the majority of the development is being designed by the applicant as a "Limited Purpose Driveway" in order to provide for required emergency vehicle access as well as accommodate occasional use by moving trucks, construction/repair vendors, and/or delivery vehicles. Because the project is constructing these atypical units, some of which will look like single-family units (however without individual driveways, garages or parking spaces fronting the units) staff was concerned that there was a high probability that the gate will not be properly maintained in a closed and locked position, which could lead to individual vehicles parking within the driveway thereby impeding access for emergency and other limited purpose vehicles. The applicant has assured staff, and the project will be condition to reflect, that the HOA will adequately maintain the gates and provide access control to the property so that individual homeowners will be unable to open and close the gates. Also, all parking for limited purpose vehicles must occur within the designated spaces shown on the PD site plan.

The applicant also desired to utilize the driveway for pedestrians, golf carts and bicycles. While staff is not concerned with use by golf carts and bicycles, staff cannot support its provision as the sole pedestrian facility serving the project, given LDC requirements requiring an interconnected sidewalk network, and the fact that pedestrians conflict with those other modes presents a greater likelihood for safety issues, particular on such days when the limited purpose driveway might see high volumes of vehicular traffic. Segregation of vehicles and golf cart from pedestrian traffic is a hallmark of safe site design within the County and an important component to achieving the County's goal of achieving zero traffic related fatalities.

The applicant had initially filed a PD variation to eliminate certain internal sidewalks. Staff informed the applicant that they could not use the PD variation process to seek relief from Sec. 6.02.08 and that it was

problematic to request relief from a sidewalk which has not yet specifically been required, and whose location cannot yet be identified, because the site has not been designed. Staff informed the applicant that such requires would also not be supported if the applicant were to submit a request to the LUHO for the reasons mentioned above. The applicant did inform staff that they would propose a clarifying condition that limited sidewalks as noted in the condition, but remaining consistent with minimum ADA/LDC requirements. The applicant subsequently withdrew the PD variation request.

Staff worked with the applicant to develop zoning conditions, proposed hereinabove, which implement the features and restrictions described above within this section.

TRANSIT FACILITIES

Due to the size of the project, transit facilities are not required pursuant to Section 6.03.09.C.3 of the LDC. Staff notes that there is a HART transit stop in the vicinity of the project at the intersection of Cindy Way and Davis Rd.

REQUESTED ADMINISTRATIVE VARIANCE

As Davis Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance (dated August 23, 2022 and revised September 26, 2022) for the project's Davis Rd. substandard road improvements which was found approvable by the County Engineer (on December 29, 2022) for the reasons stated in the Administrative Variance. Approval of this Administrative Variance will waive substandard road improvements required by Section 6.04.03.L. of the LDC.

If PD 22-0857 is approved by the BOCC, the County Engineer will approve the Administrative Variance.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Davis Rd. is not included within the 2020 Hillsborough County Level of Service (LOS) report. As such, LOS information for this roadway cannot be provided.

Ratliff, James

From: Williams, Michael
Sent: Thursday, December 29, 2022 6:02 PM
To: Vicki Castro; Micahel Yates (myates@palmtraffic.com)
Cc: marlafrazer@gmail.com; Heinrich, Michelle; Ratliff, James; PW-CEIntake; Tirado, Sheida; Morales, Cintia
Subject: FW: PD 22-0857 Administrative Variance Review
Attachments: 22-0857 AVReq 10-12-22.pdf
Importance: High

Vicki/Michael,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 22-0857 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Cintia Morales (moralescs@hillsboroughcounty.org or 813-307-1709) 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: Thursday, December 29, 2022 4:48 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: Morales, Cintia <MoralesCS@hillsboroughcounty.org>
Subject: PD 22-0857 Administrative Variance Review
Importance: High

Hello Mike,

The attached AV is approvable with conditions to me, the condition is prior to final approval of DE for the PD Site Plan included as an exhibit of this request to be replaced with the latest version dated 12/28/22. Please include the following people in your response email:

vcastro@palmtraffic.com
myates@palmtraffic.com
marlafrazer@gmail.com
heinrichm@hillsboroughcounty.org
ratliffja@hillsboroughcounty.org

Best Regards,

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

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

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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



August 23, 2022
Revised September 26, 2022

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

RE: Harmony Terrace – 22-0857
Folios: 037509-0100, 037509-0000, 037511-0500, 037510-000
Administrative Variance Request – Davis Road
Palm Traffic Project No. T22075

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 of 25 detached and semi-detached multi-family dwelling units located east of Davis Road and south of Morris Bridge Road, as shown in Figure 1. This request is made based on our virtual meeting on July 08, 2022 with Hillsborough County staff. The zoning site plan is included with this letter.

The project proposes to have one (1) full access to Davis Road and one (1) gated emergency access to Davis Road. Davis Road is identified in the Hillsborough County Functional Classification Map as a collector road. Davis Road was identified during our meeting as a substandard road.

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 from Morris Bridge Road to the 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 Davis Road is approximately 50 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 Davis Road has approximate 11-foot travel lanes, open drainage on both sides and a paved sidewalk on the east side. The deficiency in the existing section compared to the TS-7 is the paved shoulders and sidewalks are not provided on the west side of Davis Road. Both cannot be provided because of the limited existing ROW. Sidewalk along the project frontage will be provided and connect to the existing sidewalk along the east side of Davis Road.

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

Davis Road has a posted speed limit of 40 mph. This section of roadway is relatively flat and provides for an unpaved shoulder. According to the Florida Green Book, on a suburban road with a Design Speed between 40-45 mph, 11-foot travel lanes may be used. Given the information outlined in this section, the lack of paved shoulder and sidewalk will not have any impact on public health, safety, or welfare.

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

The only means of access for the proposed residential development is via Davis Road. The existing 11-foot travel lanes, sidewalk along the east side and unpaved shoulders help keep the speed down and help provide a safe section that serves both vehicles and pedestrians. Therefore, without the variance, reasonable access cannot be provided.

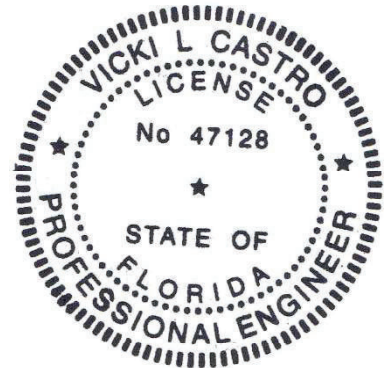
Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

Palm Traffic

Vicki L Castro

Digitally signed by Vicki L Castro
Date: 2022.09.26 16:55:52 -04'00'



Vicki L Castro, P.E.
Principal

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

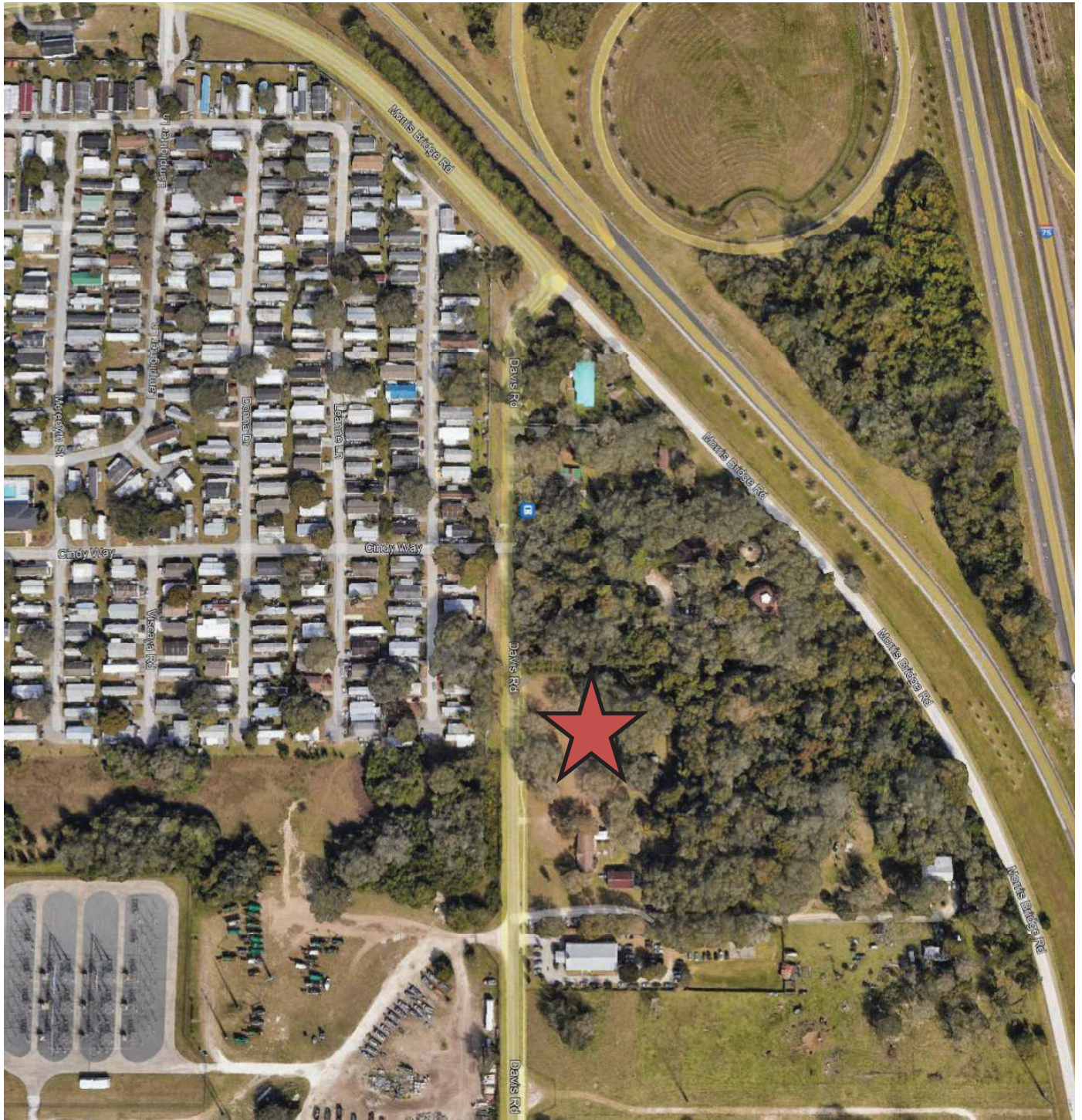
_____Disapproved _____Approved with Conditions _____Approved

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



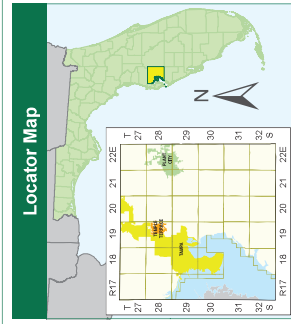
Legend

- Functional Classifications
Authority Classification
- State, Principal Arterial
 - State, Arterial
 - Hillsborough, Arterial
 - Hillsborough, Collector
 - Urban Service Area Boundary
 - City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

- PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 3.04.00 PLANNED DEVELOPMENT DISTRICTS
- PART 5.02.00 PLANNED DEVELOPMENT DISTRICTS
- PART 5.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 5.04.00 PLANNED DEVELOPMENT DISTRICTS
- PART 5.05.00 PLANNED DEVELOPMENT DISTRICTS
- PART 5.06.00 PLANNED DEVELOPMENT DISTRICTS
- PART 5.07.00 FENCES AND WALLS
- PART 5.08.00 FENCES AND WALLS
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In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.

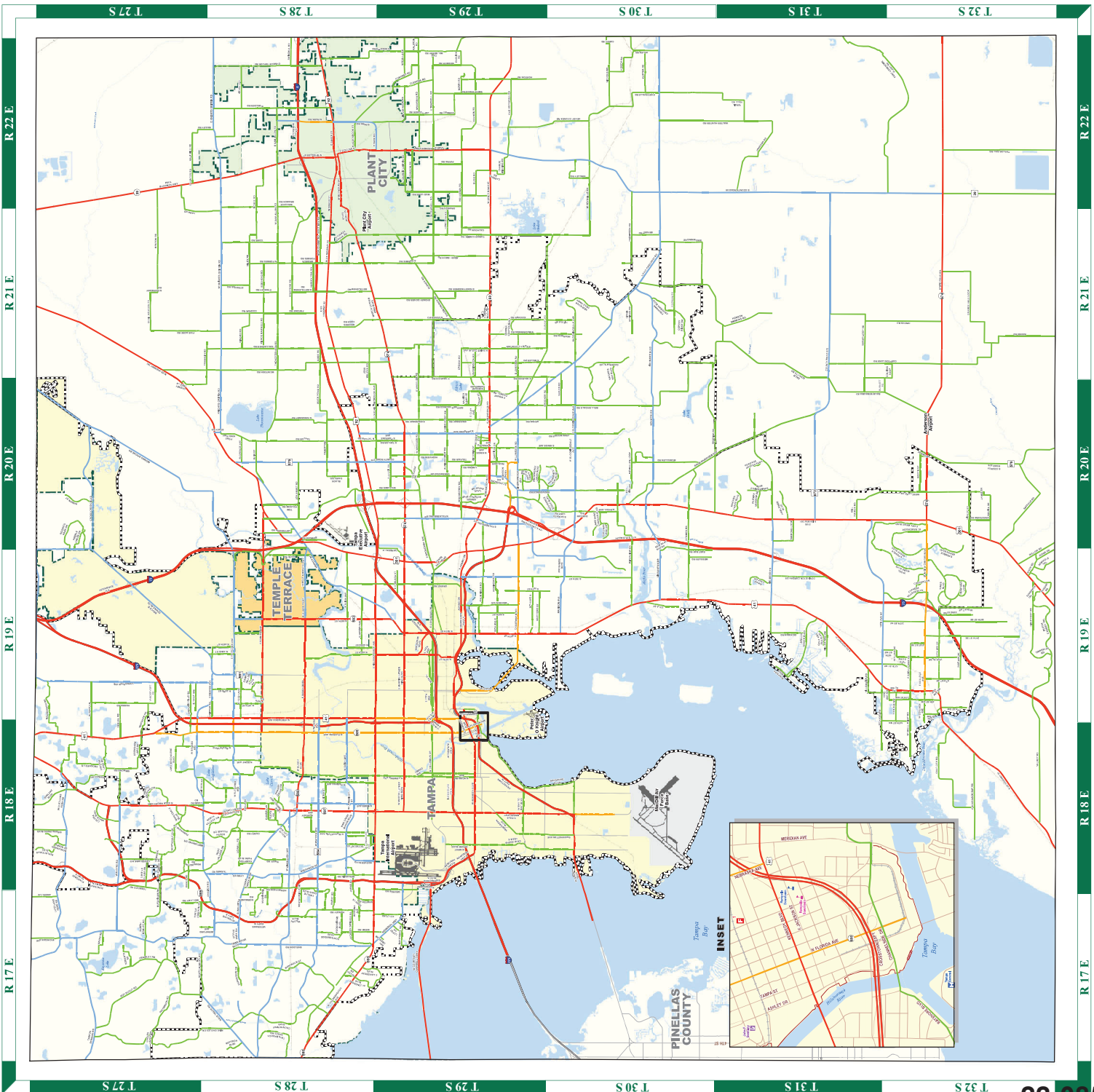


NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the information shown on this map. The information shown on this map is for informational purposes only and is not intended to be used for any other purpose. The information shown on this map is not intended to be used for any other purpose.

SOURCE: This map has been prepared for the inventory of real property located within Hillsborough County and is based on the information contained in the Hillsborough County Assessor's Office records. The information shown on this map is not intended to be used for any other purpose. The information shown on this map is not intended to be used for any other purpose.

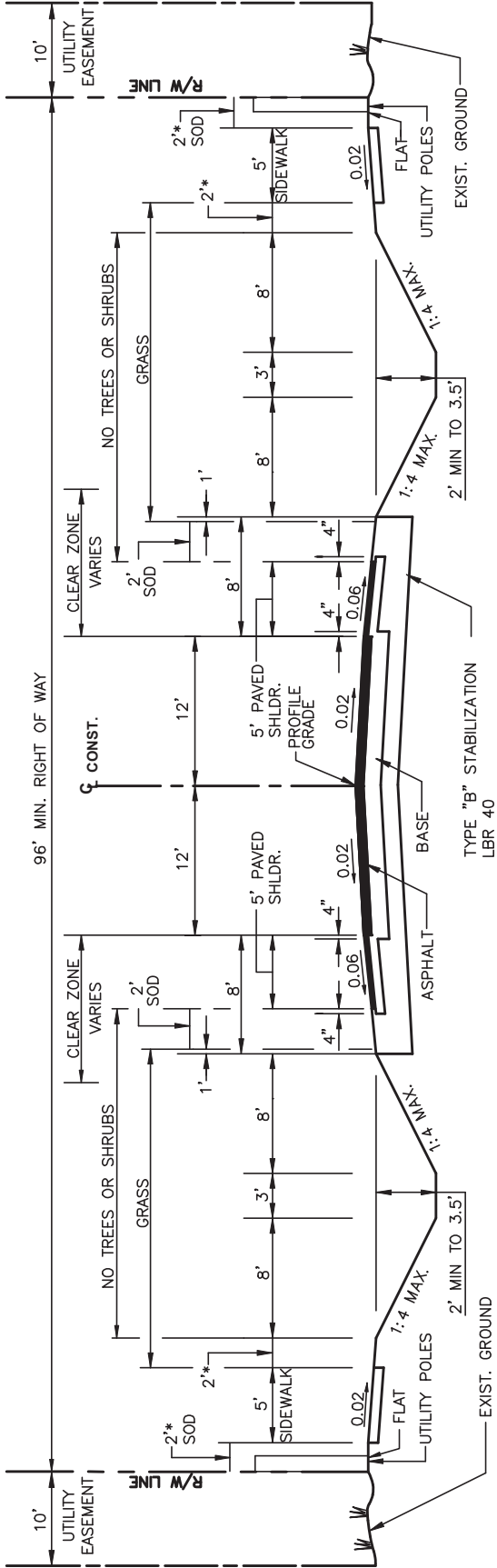
Use of this map is hereby notified that the information shown on this map is not intended to be used for any other purpose. The information shown on this map is not intended to be used for any other purpose.

804 E. Kennedy Blvd
Tampa, FL 33602
(813) 272-5810
printroom@hillsboroughcounty.org



DRAWING NO. TS-7

SHEET NO. 1 OF 1



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**

Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

Context Classification		Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
		Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
		25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1	Natural	11	11	12	11	11	12	N/A	
C2	Rural	11	11	12	11	11	12		
C2T	Rural Town	11	11	12	11	11	12	12	12
C3	Suburban	10	11	12	10	11	12	11	12
C4	Urban General	10	11	12	10	11	12	11	12
C5	Urban Center	10	11	12	10	11	12	11	12
C6	Urban Core	10	11	12	10	11	12	11	12

Notes:

Travel Lanes:

- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

Auxiliary Lanes:

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths are allowed for the following:
 - Dual left turn lanes
 - Single left turn lanes at directional median openings.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

Two-way Left Turn Lanes:

- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.

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
Davis Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	132	10	13
Proposed	169	10	13
Difference (+/-)	(+) 37	No Change	No Change

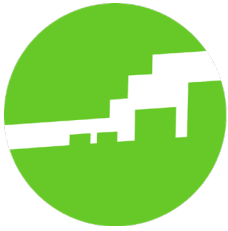
*Trips reported are based on net new external trips unless otherwise noted.

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

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

Transportation Comment Sheet

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



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: January 17, 2023 Report Prepared: January 5, 2023	Petition: PD 22-0857 11215 Davis Road <i>Northeast of the McRae Road and Davis Road intersection.</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Residential-6 (6 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan:	East Lake Orient Park
Rezoning Request:	Residential - Single-Family Conventional-2 (RSC-2) and Residential - Single-Family Conventional-4 (RSC-4) to a Planned Development (PD) for a limited-access residential community of 25 homes.
Parcel Size (Approx.):	4.57 +/-acres (199,069.2 square feet)
Street Functional Classification:	Davis Road – Collector McRae Road – Local
Locational Criteria	N/A
Evacuation Zone	N/A



Context

- The 4.57 +/- acre subject property is located east of Davis Road and south of McRae Road. The site is located within the Urban Service Area and is located within the limits of the East Lake Orient Park Community Plan.
- The site has a Future Land Use designation of Residential-6 (RES-6) with typical uses of residential, suburban scale neighborhood commercial, office, multi-purpose projects and mixed-use development. Non-residential uses shall 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. RES-6 surrounds the site on the north, east, and south. West of the site is the Community Mixed Use-12 (CMU-12) category. Further east of the site is CMU-12 and Public Quasi-Public (PQP).
- The subject site is currently zoned as Residential - Single-Family Conventional-2 (RSC-2) and Residential - Single-Family Conventional-4 (RSC-4). Zoning districts to the north, east, and south of the subject site include RSC-4. Planned Developments (PD) are located to the west of the site.
- The subject site is currently single family residential and vacant. North and south of the site are public institutional uses and two churches. Single family residential is immediately to the west and east of the site. Further south is vacant and agricultural land. West across Davis Road is a mobile home park and Tampa Electric Company land.
- The applicant is requesting to rezone the property from Residential Single-Family (RSC-2) and Residential Single-Family (RSC-4) to a Planned Development (PD) for a private, gated, and limited access residential community of 25 homes.

Compliance with Comprehensive Plan:

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

Future Land Use Element

Urban Service Area (USA)

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

Policy 1.2: Minimum Density All new residential or mixed use land use categories within the USA shall have a density of 4 du/ga or greater unless environmental features or existing development patterns do not support those densities. Within the USA and in categories allowing 4 units per acre or greater, new development or redevelopment shall occur at a density of at least 75% of

the allowable density of the land use category, unless the development meets the criteria of Policy 1.3.

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

RELATIONSHIP TO LAND DEVELOPMENT REGULATIONS

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

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

Neighborhood/Community Development

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

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

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

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

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

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

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

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

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 16.11: *Within residential projects, site planning techniques shall be encouraged to ensure a variety and variation of lot sizes, block faces, setbacks and housing types.*

LIVABLE COMMUNITIES ELEMENT

East Lake Orient Park Community Plan

Neighborhood Identity – *Promote development that recognizes the needs and distinct identities of the East Lake-Orient Park neighborhoods and enhances the quality of life.*

Preserve existing single family residential (R-6) and allow no further expansion of Residential – 20 (R-20) in the area west of North 56th Street to the City of Tampa and north of Hanna Avenue to the City of Temple Terrace as indicated on the East Lake-Orient Park Community Plan Preferred Elements Map.

Housing – *Create housing opportunities.*

- *East Lake-Orient Park is experiencing problems with poorly managed apartment complexes and rental properties. East Lake-Orient Park seeks annual inspections of rental units for compliance with the health and housing codes.*
- *New residential developments that provide home ownership are preferred.*
- *Support affordable housing opportunities that accommodate a diverse population and income levels and promote home ownership.*
- *Create a neighborhood redevelopment and rehabilitation program to revitalize the area south of US 92 in the vicinity of Falkenburg Road.*
- *Evaluate land uses along Orient Road to allow higher density quality residential dwelling units.*

Staff Analysis of Goals, Objectives, and Policies:

The 4.57 +/- acre subject property is located east of Davis Road and south of McRae Road. The site is located within the Urban Service Area and is located within the limits of the East Lake Orient Park Community Plan. The applicant is requesting to rezone the property from Residential Single-Family (RSC-2) and Residential Single-Family (RSC-4) to a Planned Development (PD) for a private, gated, and limited access residential community of 25 homes. The development will also have a community building, dining hall, recreation center and arts and crafts building.

The subject site's Future Land Use (FLU) is Residential-6 (RES-6). RES-6 surrounds the site on the north, east, and south. West of the site is the Community Mixed Use-12 (CMU-12) category. Further east of the site is CMU-12 and Public Quasi-Public (PQP).

According to Appendix A of the Future Land Use Element (FLUE), the intent of the RES-6 FLU category is "to designate areas that are suitable for low density residential development". RES-6 surrounds the site and the request for 25 residential dwellings would be compatible with this category. The proposed rezoning also meets the intent of Objective 1 and Policy 1.4. The site is in the Urban Service Area where 80% of the future growth of the county is to occur. The maximum density on site permitted per the RES-6 FLU category is 27 dwelling units. The proposed rezoning is for 25 homes and meets the minimum density Policy 1.2. The proposed rezoning is also compatible with the surrounding area, which includes single family residential, public institutional vacant, agricultural and mobile home park uses.

The proposed rezoning meets the intent of Objective 16 and Policies 16.1, 16.2, and 16.3 as the request is for residential zoning to allow for different housing types in a mostly residential area. The applicant has stated that no building will be over 35 feet in height.

Per Objective 9 and Policy 9.2 of the FLUE, all new developments are required to meet and exceed local, state and federal land development regulations. The site is requesting a sidewalk variation as there are existing sidewalks on Davis Road and the site is currently designed to be pedestrian friendly via a limited access driveway. The applicant is also requesting a variance for the southeastern boundary to have a 5 foot buffer and 6 foot wood or PVC fence. The request is due to the existing easement on the south side; a 10-foot buffer would block the easement. In addition, the request includes an administrative variance request to the substandard condition of Davis Road. At the time of uploading this report, Transportation comments (regarding the latest site plan submitted on December 29, 2022) were not yet available in Optix and thus were not taken into consideration for the analysis of this request. The EPC Wetlands Division has reviewed the proposed rezoning and has no objections.

The subject site is within the limits of the East Lake Orient Park Community Plan. The Community Plan supports recognizing the preferred development pattern or preserving existing single family residential (RES-6). The plan also supports housing opportunities that are affordable and provide home ownership opportunities. The proposed rezoning to PD for 25 homes will preserve the existing single family residential development pattern in the area. The request meets the intent of the East Lake Orient Park Community Plan.

Overall, staff finds that the proposed rezoning is consistent with Urban Service Area policies and supports the vision of the East Lake Orient Park Community Plan. The request is compatible with the existing development pattern in the area. The request would also allow for a development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 22-0857

Rezonings
STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels
- AGRICULTURAL/MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL-1/25 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- OC-20
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.50 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- HEAVY INDUSTRIAL (.50 FAR)
- PUBLIC/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUVA 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 on this map is for informational purposes only. It is intended that the City/County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.



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 Author: Beverly F. Daniels
 File: G:\Rezonings\System\MapProjects\HC\Gen_H\Rezoning - Copy.mxd

