

Application Review Summary and Recommendation

1.0 Summary

1.1 Project Narrative

The applicant is requesting a minor modification to Planned Development (PD) 05-1949, which is located along the east side of Kingsway Road, north of Wense Avenue. The PD is approved for a 36 single-family lot subdivision. The 9.86 acre property is currently developed with one residence.

The requests are as follows:

1. Increase the number of total lots from 36 to 37. The project is located within the RES-4 Future Land Use (FLU) category, permitting a maximum density of 4 units per acre. For this 9.86 acre property, a potential of 39 lots (4 units per acre) could be permitted. However, based upon staff's review of the original rezoning request from RSC-6 to PD, it was found that it was the applicant's proposal to request a maximum of 36 lots (3.65 units per acre) at lot sizes of 7,150 square feet – with yard setbacks and minimum lot width requirements below the RSC-6 zoning district standards. Under this modification, the applicant seeks to increase the maximum by 1 lot, from 36 to 37 lots. This number does not exceed the maximum density permitted and does meet the 75% minimum density requirement for residential projects in the Urban Service Area in the RES-4 category.
2. Modify the minimum lot size, minimum lot width and setbacks. The original PD approved the development standards provided below, which exceeded the RSC-6 minimum lot size, reduced the RSC-6 minimum lot width and varied the RSC-6 required setbacks. Under this application, the minimum lot size, minimum lot width and setback requirements are proposed for modification. However, certain setbacks applicable to specific property lines are proposed to provide comparable setbacks to adjacent RSC-6 zoned properties (see Figure 1).

	Approved	Proposed	RSC-6 Requirements
Min. Lot Size	7,150 sf	6,000 sf	7,000 sf
Min. Lot Width	65'	50'	70'
Min. Lot Depth	110'	110'	n/a
Front Yard Setback	20'	20'	25'
Side Yard Setback	7.5' & 5'	7.5' & 5'	7.5'
Rear Yard Setback	25' & 20'	35' & 20'	25'

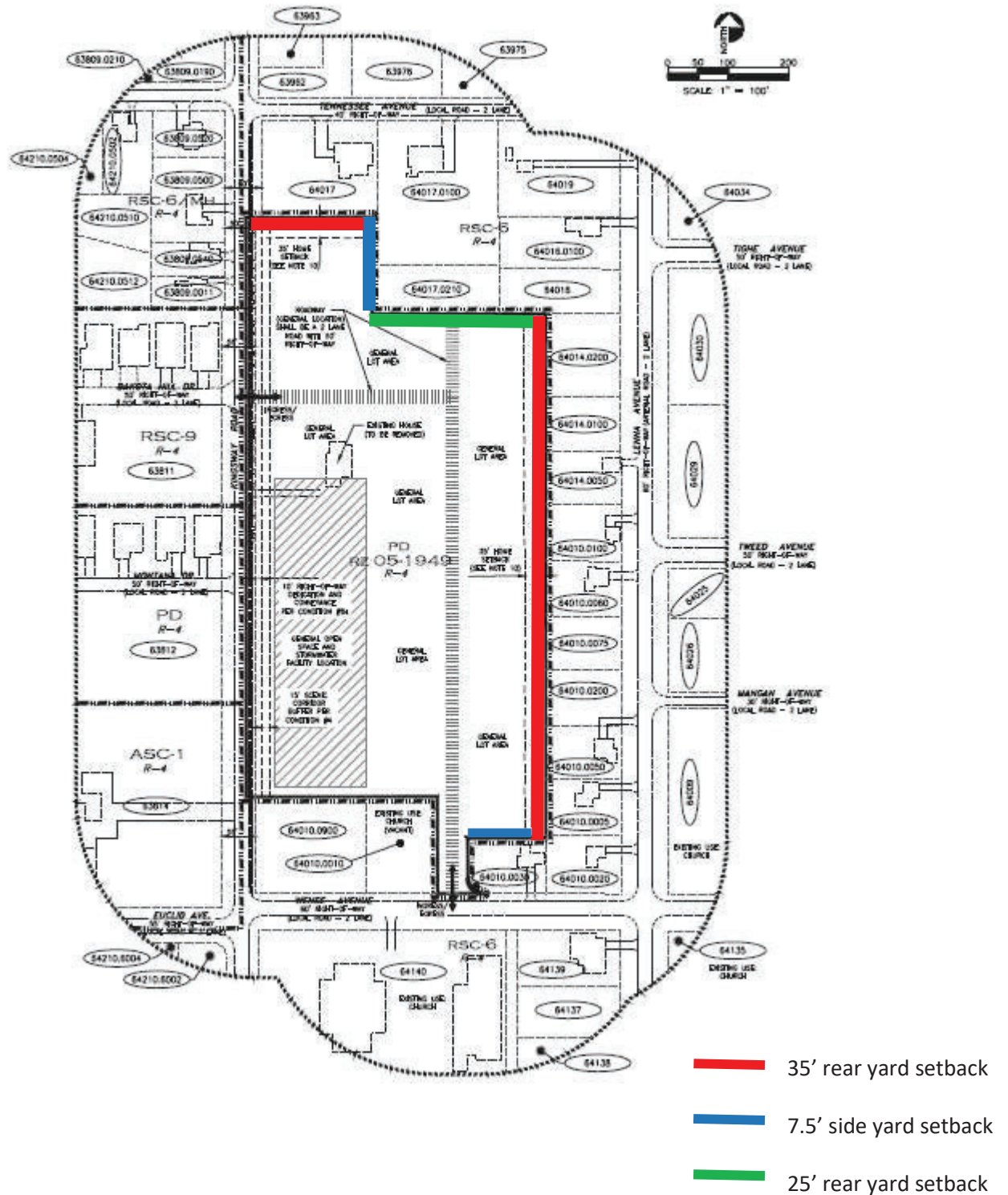


Figure 1: Proposed Specific Setbacks

1.2 Compliance Overview with Land Development Code and Technical Manuals

No PD variations are proposed under this minor modification.

1.3 Evaluation of Existing and Planned Public Facilities

The project area is located in the Urban Service Area with water and wastewater service provided by Hillsborough County. A 6-inch water main is located within the northern right-of-way of Wense Avenue. A 4-inch wastewater force main is located 190 feet west of the site within the southern right-of-way of Montara Drive.

Hillsborough County Public Schools has reviewed the application and comments that adequate capacity is available at the site's assigned elementary (Colson), middle (Burnett) and high (Armwood) schools for the proposed 37 units. It should be noted that their review comments are not a determination for concurrency, which must be met at platting.

The project is located along Kingsway Road to the west and Wense Avenue to the south, with access points from both roadways. Kingsway Road is a substandard roadway and an administrative variance has been requested to allow relief from the requirement to improve Kingsway Road to County standards for a 2-lane, urban collector roadway. In addition to this request, the applicant proposes to dedicate 10 feet along the project's Kingsway Road frontage. This administrative variance request has been found to be approvable by the County Engineer (existing condition #8 – new language).

Multiple existing transportation conditions are proposed for removal. The access points depicted on the PD site plan will dictate the number and location of access points; therefore, existing condition #8 language is proposed for removal. Because Transportation Concurrency has been replaced by the Mobility Fee Ordinance, existing conditions #9, #10 and #12 are proposed for removal. Existing condition #11 has been clarified to reflect the developer's proffer regarding perimeter sidewalks. Existing condition #13 is proposed for modification to reflect current practices regarding the area of roadway improvement. Given these changes, Transportation staff has no objections to the proposal.

1.4 Natural Resources/Environmental

The Environmental Protection Commission has reviewed the site and found that it contains no wetlands/other surface waters.

The site is not located within a Surface Water Resource Protection Area Zone, a Potable Water Wellfield Protection Area Zone, a Significant Wildlife Habitat or the Coast High Hazard Area. The site is located within a Wellhead Resource Protection Area Zone.

Kingsway Road is designed as a suburban scenic corridor requiring a 15 foot wide buffer with tree plantings. Due to the presences of overhead electrical lines, the original PD approved a tree planting alternative (condition #4.1). This condition has been modified to clarify that the previously approved alternative, rather than the LDC required plantings or in addition to the LDC plantings, are what is required and approvable to accommodate the overhead lines.

1.5 Comprehensive Plan

The project is located within the RES-4 Future Land Use (FLU) category and within the Seffner-Mango Community Plan area. No comprehensive plan consistency issues have been identified with these requests.

1.6 Compatibility

The project is located within a predominately single-family residential area developed at a suburban level density.

- Properties to the north and east is zoned RSC-6 and developed with single-family homes situated along Lenna Avenue and Tennessee Avenue. While the RSC-6 zoning permits lot sizes of at least 7,000 square feet, existing development exceeds that minimum with lot sizes varying between approximately 11,700 sf / 95 feet wide and 29,600 sf / 185 feet wide.
- Properties to the south are also zoned RSC-6 and front Wense Avenue. Development includes a single-family home and a church.
- Properties to the west are zoned RSC-9, PD RSC-6 (MH) and ASC-1 and are separated from the subject site by Kingsway Road. The ASC-1 zoned area is developed with a County park. Both the PD and RSC-9 zoned areas are developed with single-family residential developments. Lot sizes average approximately 7,400 sf with lot widths approximately 60 feet in width. The RSC-6 (MH) zoned area is developed a variety of lot sizes ranging from approximately 6,800 sf /55 foot wide to 17,000 sf / 140 foot wide.

The applicant has proposed to meet or exceed RSC-6 setbacks along the northern, eastern and southern boundaries to ensure compatibility with adjacent development, while utilizing an area within the Urban Service Area that permits a 4 unit per acre density. As illustrated in Figure 1, specific perimeter setbacks are proposed. A 35 foot rear yard setback is proposed along the entire eastern property line and a portion of the northern property line. A 25 foot rear yard setback along a portion of the northern property line. Side yards along the perimeter will provide a 7.5 foot setback. Non-perimeter lots, or internal lots, will have reduced setbacks. The western property line will be buffered from the internal lots with the required 15 foot wide Suburban Scenic Corridor, as well as the project's stormwater pond/open space area.

Given these considerations, staff has not identified any external compatibility issues arising from the proposed modifications.

1.7 Agency Comments

The following agencies have reviewed the application and offer no objections:

- Environmental Protection Commission
- Water Resource Services
- Hillsborough County Public Schools
- Transportation

1.8 Exhibits

Exhibit 1: Aerial/Zoning Map – General Area

Exhibit 2: Aerial/Zoning Map – Immediate Area

Exhibit 3: Existing Site Plan (PD 05-1949)

Exhibit 4: Proposed Site Plan (PRS 20-1106)

Requirements for Certification:

1. Typical Lot Detail to note increased setbacks where abutting specified PD boundaries or folio numbers provided in the conditions of approval.
2. Prior to PD Site Plan Certification, the applicant shall revise the PD Site Plan to:
 - Depict required information required per the PD minimum site plan requirements, including but not limited to number of lanes, type of surface and surface condition, location and types of all, location of sidewalks, bikeways, and transit stops in the right-of-way, etc.;
 - Label the existing driveway serving the existing house that is being removed as “Existing Driveway – To Be Removed”.

2.0 Recommendation

Approvable, subject to conditions.

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted January 21, 2021.

1. The project shall be permitted a maximum of ~~36~~ 37 single-family conventional residential units on 9.86 acres with a maximum density of ~~3.65~~ 3.75 du/a; and shall be subject to the following Residential, Single-Family Conventional 6 (RSC-6) Zoning District development standards, unless otherwise stated herein.

- 1.1 ~~Development standards for lots located on the north, east, and south boundaries of the district:~~

~~Minimum Lot Size: 7,150 s.f.
Minimum Lot Width: 65 feet
Minimum Front Yard: 20 feet
Minimum Side Yard: 7.5 feet
Minimum Rear Yard: 25 feet
And all other standard RSC-6 Zoning District development standards.~~

- 1.2 ~~Development standards for all other lots:~~

~~Minimum Lot Size: 7,150 s.f.
Minimum Lot Width: 65 feet
Minimum Front Yard: 20 feet
Minimum Side Yard: 5 feet
Minimum Rear Yard: 20 feet (15 feet for lots abutting Kingsway Avenue)
And all other standard RSC-6 Zoning District development standards.~~

Minimum lot size: 6,000 sf
Minimum lot width: 50 ft
Minimum lot depth: 110 ft
Minimum front yard setback: 20 ft

<u>Minimum side yard setback:</u>	<u>5 ft*</u>
<u>Minimum rear yard setback:</u>	<u>20 ft**</u>
<u>Maximum building height:</u>	<u>35'</u>

*Side yards which abut folios 64017.0210, 64017.0100 and 64010.0030 shall be increased to a minimum of 7.5' and be measured from the lot lines.

**Rear yards which abut depicted portions of the northern and eastern PD boundaries (as depicted on the site plan) shall be increased to a minimum of 35' from the PD boundaries. Should these abutting lots not be platted to the property lines, the rear yard setback shall be taken from the PD boundary and not the lot lines. Rear yards which abut folios 64017.0210 and 64016.0000 shall be increased to a minimum of 25' and be measured from the lot lines.

- 1.3 The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
2. The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):
 - 2.1 Ground signs shall be limited to monument signs.
 - 2.2 Billboards, pennants and banners shall be prohibited.
3. Prior to submittal of the Preliminary Plan for the Site Development Review process, the significantly mature trees on the properties shall be identified and the developer shall consult with the Natural Resources Team for design input that would minimize the impact and removal of the significantly mature trees. The locations of the significantly mature trees and the design efforts to avoid the removal of these trees (i.e., building locations, vehicular use areas, and stormwater pond adjustments) are to be displayed on the submitted preliminary plan.
4. Buffering and screening shall be consistent with the Land Development Code unless otherwise specified herein.
 - 4.1. Notwithstanding Land Development Code Section 6.06.03.I.2.b, the sScreening along within the frontage of 15-foot wide Suburban Scenic Corridor along Kingsway Avenue shall include a 15-foot landscape buffer with two species of ornamental trees, acceptable for planting under overhead wires and planted in groups of 3 every 30 feet. The remainder of the buffer shall consist of lawn, ground cover, or low growing hedge.
5. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
6. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.

7. Prior to the issuance of any building or land alteration permits or other development, the wetlands must be field delineated by EPC staff and the wetland line surveyed. The survey must then be submitted to EPC staff for approval. After survey approval, the wetland line must appear on all site plans and must be labeled as "EPC Wetland Line." The wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

8. ~~The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department. Final design, if approved by Hillsborough County Planning and Growth Management Department may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements. If the rezoning is approved, the County Engineer will approve an Administrative Variance (dated December 17, 2020, and received December 21, 2020), found Approvable with Conditions by the County Engineer (on December 21, 2020), for the Kingsway Rd. substandard road improvements. Once the conditions have been satisfied, no further improvements will be required for the substandard roadway. Specifically:~~
 - a. As proffered by the applicant, the developer shall dedicate and convey 10 feet of land along the project's Kingsway Rd. frontage for use as County right-of-way; and,
 - b. The developer shall remove the existing sidewalk along the project's Kingsway Rd. frontage and construct a new 5-foot wide sidewalk within the area to be dedicated and conveyed to the County.

9. ~~Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT Standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where a left turn lane is provided. The Developer shall construct the following turn lanes at his expense: 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.~~
 - 9.1 ~~Southbound to eastbound left turn lane on Kingsway Road into the site.~~


10. ~~Prior to Concurrency approval, the Developer shall provide a traffic analysis of, at a minimum, the Kingsway Road at MLK/State Road 574 and the Kingsway Road at US 92 intersections, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve background plus development traffic. The developer shall be responsible for any construction needed to off-set the impacts from the development. Turn lanes shall be constructed to FDOT and/or Hillsborough County standards. For existing turn lanes, if the required turn lane storage, as identified in the transportation analysis, is greater than an the length of the existing turn lane, then the Developer shall extend the turn lanes by the necessary queue storage length, while maintaining the proper taper and braking distance lengths. The only exceptions to access related~~

~~roadway improvements shall be based on documented safety or environmental concerns. The Planning and Growth Management and Public Works Departments shall approve all exceptions.~~

- ~~1110.~~ The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. The sidewalks shall be a minimum width of five (5) feet. To accommodate the potential impact of students walking out of the project drive on Wense Avenue to catch any busses on Kingsway Road, if right-of-way is available, the developer shall construct connecting sidewalks from Wense Avenue to Kingsway Road and on Kingsway Road to Wense Avenue. This condition requires the developer to remove any existing sidewalk less than 5-feet in width, replacing them with minimum 5-foot wide sidewalks (where possible).
- ~~12.~~ ~~Prior to Concurency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The access related turn lanes shall be constructed to FDOT and/or Hillsborough County standards. For existing turn lanes, if the required turn lane storage, as identified in the transportation analysis, is greater than an the length of the existing turn lane, then the Developer shall extend the turn lanes by the necessary queue storage length, while maintaining the proper taper and braking distance lengths. The only exceptions to access related roadway improvements shall be based on documented safety or environmental concerns. The Planning and Growth Management and Public Works Departments shall approve all exceptions. If it is determined by the results of the left turn lane analysis submitted by the developer, that adequate right of way does not exist to construct any needed improvements (i.e. turn lanes), then the developer shall re-submit an analysis showing the maximum development that could occur to still enable the needed improvements to be constructed. The development will be limited to the size as shown in the submitted analysis.~~
- ~~1311.~~ Prior to the issuance of certificates of occupancy, Wense Avenue is a substandard local roadway. As such, the applicant developer shall improve/widen Wense Avenue Ave. (between from the project driveway to the intersection of and Kingsway Road Rd. to current County standards for a Typical Section -3 (TS-3) Local, Urban Roadway, as found within the existing right-of-way Hillsborough County Transportation Technical Manual (TTM).
- ~~1412.~~ If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- ~~1513.~~ The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
- ~~1614.~~ Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management Development Services Department a ~~revised~~ General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC).

Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.

- 1715. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

Staff's Recommendation: Approvable, subject to conditions	
Zoning Administrator Sign-off:	 J. Brian Grady Thu Jan 21 2021 10:03:33



General Aerial Zoning Map

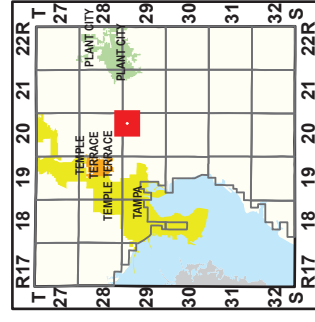
PRS 20-1106

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- Application Site
- Zoning Boundary
- Parcels



STR: 2-29-20

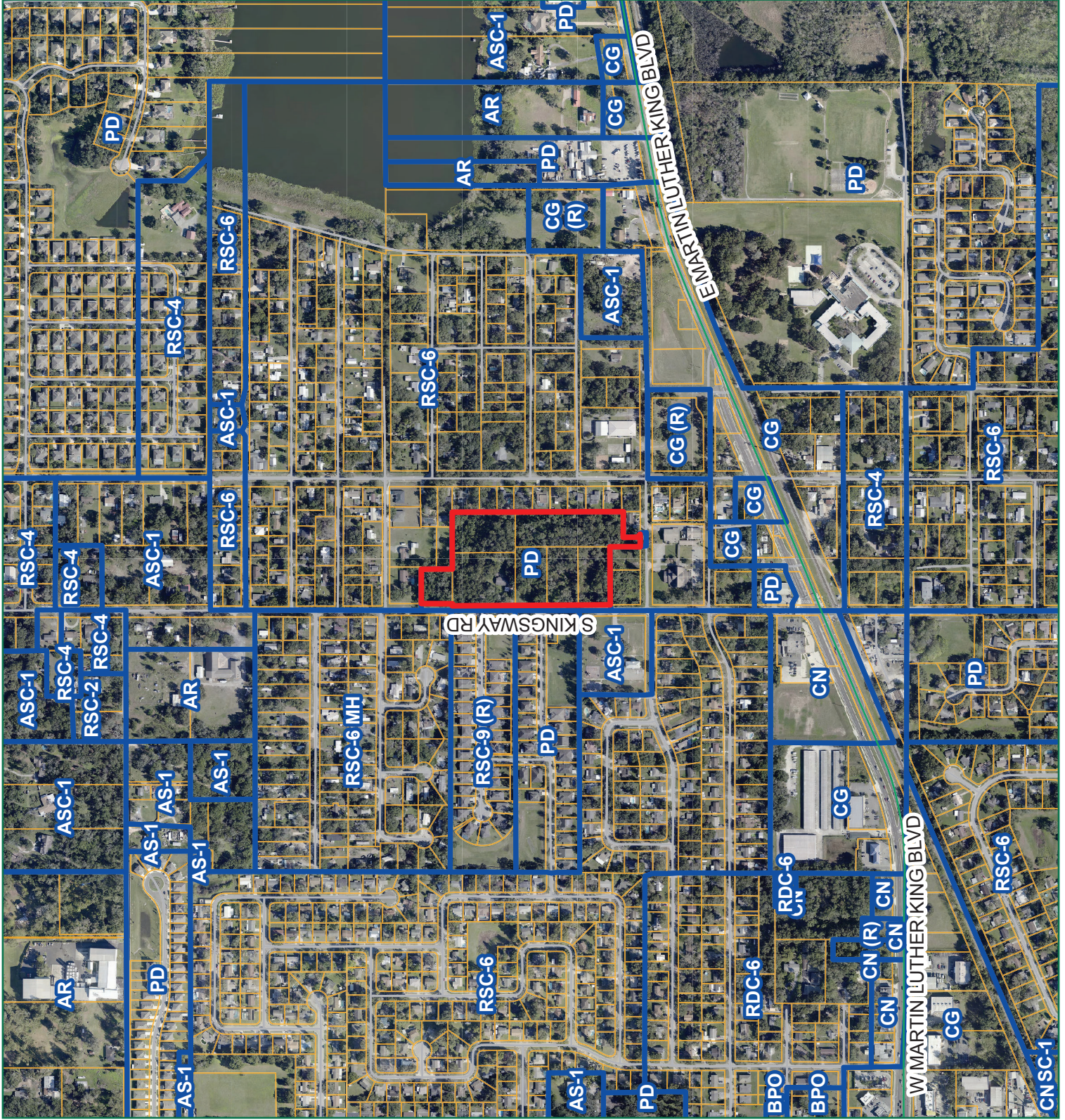


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Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map.



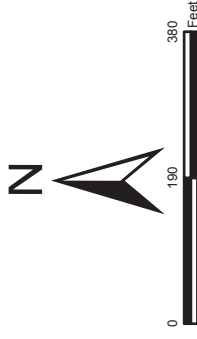


Immediate Aerial Zoning Map

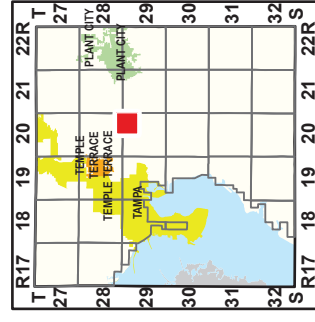
PRS 20-1106

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- Application Site
- Zoning Boundary
- Parcels



STR: 2-29-20

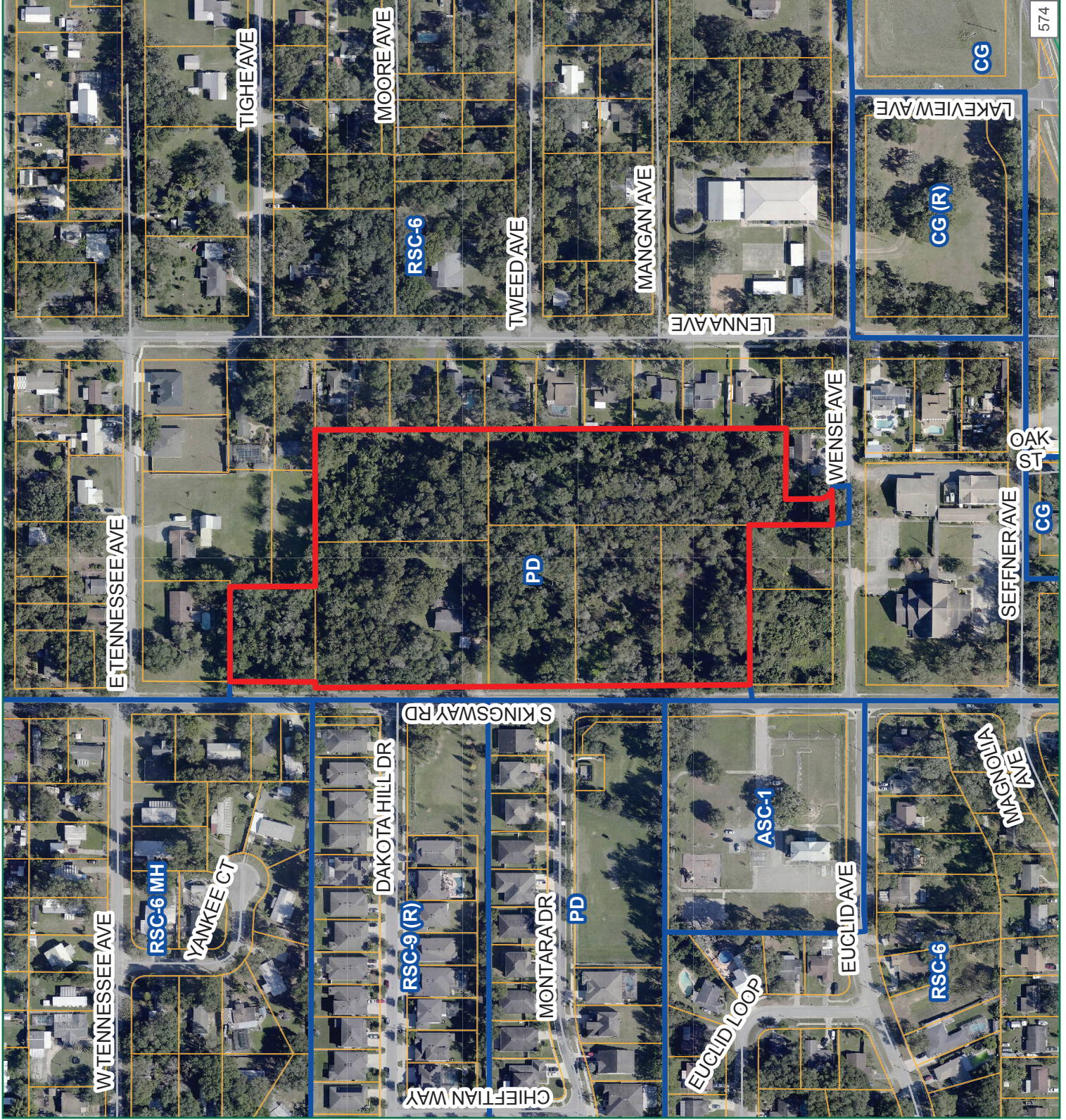


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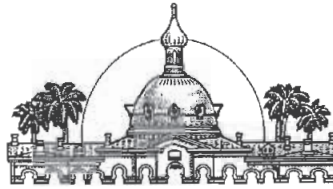
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**CURRENTLY
APPROVED**



Hillsborough County
Florida

Office of the County Administrator
Patricia G. Bean

January 13, 2006

BOARD OF COUNTY COMMISSIONERS

Brian Blair
Kathy Castor
Ken Hagan
Jim Norman
Thomas Scott
Mark Sharpe
Ronda Storms

Deputy County Administrator
Wally Hill

Assistant County Administrators
Bernardo Garcia
Carl S. Harness
Manus J. O' Donnell

Judith L. James, Esq.
325 South Blvd.
Tampa, Fl. 33606

RE: PETITION NO. RZ 05-1949 SFN

Dear Applicant:

At the regularly scheduled public meeting on January 10, 2006 the Board of County Commissioners approved your request for a Planned Development with the following attached conditions.

A condition of approval is that the applicant submit a revised General Site Plan reflecting all changes within 90 days of approval. Failure to submit the site plans within the time period will place your property in violation.

To comply with this condition, please complete and submit to the Planning and Zoning Division, 20th floor of the County Center, 601 E. Kennedy Boulevard, the enclosed application for General Site Plan Review / Certification. (See instructions sheet). For information concerning the certification process, please contact Christian Robertson at (813) 276-8368.

Please keep this letter for your records. If we may be of service to you in the future, feel free to contact me at 272-5920.

Sincerely,

A handwritten signature in cursive script that reads "Paula Harvey".

Paula M. Harvey, AICP, Director
Planning and Zoning Division

CR

cc: Ann T. & Roger W. Myers, Sr.
RZ 05-1949 SFN

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted November 2, 2005.

1. The project shall be permitted a maximum of 36 single-family conventional residential units on 9.86 acres with a maximum density of 3.65 du/a; and shall be subject to the Residential, Single-Family Conventional-6 (RSC-6) Zoning District development standards, unless otherwise stated herein.
 - 1.1 Development standards for lots located on the north, east, and south boundaries of the district:

Minimum Lot Size:	7,150 s.f.
Minimum Lot Width:	65 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	7.5 feet
Minimum Rear Yard:	25 feet

And all other standard RSC-6 Zoning District development standards.
 - 1.2 Development standards for all other lots:

Minimum Lot Size:	7,150 s.f.
Minimum Lot Width:	65 feet
Minimum Front Yard:	20 feet
Minimum Side Yard:	5 feet
Minimum Rear Yard:	20 feet (15 feet for lots abutting Kingsway Avenue)

And all other standard RSC-6 Zoning District development standards.
 - 1.3 The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.
2. The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):
 - 2.1 Ground signs shall be limited to monument signs.
 - 2.2 Billboards, pennants and banners shall be prohibited.
3. Prior to submittal of the Preliminary Plan for the Site Development Review process, the significantly mature trees on the properties shall be identified and the developer shall consult with the Natural Resources Team for design input that would minimize the impact and removal of the significantly mature trees. The locations of the significantly mature trees and the design efforts to avoid the removal of these trees (i.e., building locations, vehicular use areas, and stormwater pond adjustments) are to be displayed on the submitted preliminary plan.

4. Buffering and screening shall be consistent with the Land Development Code unless otherwise specified herein.
 - 4.1. Screening along the frontage of Kingsway Avenue shall include a 15-foot landscape buffer with two species of ornamental trees, acceptable for planting under overhead wires and planted in groups of 3 every 30 feet. The remainder of the buffer shall consist of lawn, ground cover, or low growing hedge.
5. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
6. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
7. Prior to the issuance of any building or land alteration permits or other development, the wetlands must be field delineated by EPC staff and the wetland line surveyed. The survey must then be submitted to EPC staff for approval. After survey approval, the wetland line must appear on all site plans and must be labeled as "EPC Wetland Line." The wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
8. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department. Final design, if approved by Hillsborough County Planning and Growth Management Department may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.
9. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT Standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where a left turn lane is provided. The Developer shall construct the following turn lanes at his expense:
 - 9.1 Southbound to eastbound left turn lane on Kingsway Road into the site.
10. Prior to Concurrency approval, the Developer shall provide a traffic analysis of, at a minimum, the Kingsway Road at MLK/State Road 574 and the Kingsway Road at US 92 intersections, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve background plus development traffic. The developer shall be responsible for any construction needed to off-set the impacts from the development. Turn lanes shall be constructed to FDOT and/or Hillsborough County standards. For existing turn lanes, if the

required turn lane storage, as identified in the transportation analysis, is greater than the length of the existing turn lane, then the Developer shall extend the turn lanes by the necessary queue storage length, while maintaining the proper taper and braking distance lengths. The only exceptions to access related roadway improvements shall be based on documented safety or environmental concerns. The Planning and Growth Management and Public Works Departments shall approve all exceptions.

11. The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. The sidewalks shall be a minimum width of five (5) feet. To accommodate the potential impact of students walking out of the project drive on Wense Avenue to catch any busses on Kingsway Road, if right-of-way is available, the developer shall construct connecting sidewalks from Wense Avenue to Kingsway Road and on Kingsway Road to Wense Avenue.
12. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The access related turn lanes shall be constructed to FDOT and/or Hillsborough County standards. For existing turn lanes, if the required turn lane storage, as identified in the transportation analysis, is greater than the length of the existing turn lane, then the Developer shall extend the turn lanes by the necessary queue storage length, while maintaining the proper taper and braking distance lengths. The only exceptions to access related roadway improvements shall be based on documented safety or environmental concerns. The Planning and Growth Management and Public Works Departments shall approve all exceptions. If it is determined by the results of the left turn lane analysis submitted by the developer, that adequate right-of-way does not exist to construct any needed improvements (i.e. turn lanes), then the developer shall re-submit an analysis showing the maximum development that could occur to still enable the needed improvements to be constructed. The development will be limited to the size as shown in the submitted analysis.
13. Prior to the issuance of certificates of occupancy, the applicant shall improve/widen Wense Avenue from the project driveway to the intersection of Kingsway Road to County standards within the existing right-of-way.
14. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
15. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: RZ 05-1949 SFN
MEETING DATE: January 10, 2006
DATE TYPED: January 12, 2006

16. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.

17. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: James Ratliff, AICP, PTP
PLANNING AREA: SM

DATE: 12/23/2020
AGENCY/DEPT: Transportation
PETITION NO.: PRS 20-1106

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

REPORT SUMMARY AND CONCLUSIONS

- The proposed rezoning is anticipated increase (by 9 average daily trips and 1 p.m. peak hour trip) the maximum trip generation potential of the subject property.
- As Kingsway Dr. is a substandard collector roadway, the applicant submitted a Section 6.04.02.B. Administrative Variance from the requirement to improve the substandard roadway. The developer proffered to dedicate and convey to Hillsborough County an additional 10-feet of right-of-way along the project's Kingsway Dr. frontage as well as reconstruct the existing sidewalk along the Kingsway Dr. frontage. The County Engineer found the request approvable. If the zoning is approved, the County Engineer will approve the Administrative Variance.
- Wense Ave. is a substandard local roadway. As such, the developer has committed to improve Wense Ave. (between the project driveway and Kingsway Rd.) to current County standards for a TS-3 local urban roadway.
- The applicant will be required to revise the site plan such that the project access aligns with Dakota Hill Dr.
- Transportation Review Section staff has proposed several modifications to existing conditions in order to comport with current practice.
- Transportation Review Section staff has no objection to the proposed rezoning, subject to the conditions provided hereinbelow.

CONDITIONS OF APPROVAL

Revised Conditions

- ~~8. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department. Final design, if approved by Hillsborough County Planning and Growth Management Department may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.~~

[Staff recommends deletion of this condition. By its nature, a PD is a site plan-controlled zoning district and the number and location of access points are governed by the PD site plan and conditions of approval. Furthermore, the applicant's transportation analysis indicates where

auxiliary turn lanes are anticipated. Final evaluation of turn lane warrants will be done in accordance with Section 6.04.04.D. at the time of plat/site/construction plan review.]

- ~~9. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT Standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where a left turn lane is provided. The Developer shall construct the following turn lanes at his expense:~~

~~9.1 — Southbound to eastbound left turn lane on Kingsway Road into the site.~~

[Staff recommends deletion of this condition, as it was based (in part) upon Hillsborough County's former system for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given Florida House Bill 7202 (2011), §163.3180 (Florida Statutes), and Section 40-68, et seq. (Hillsborough County Code of Ordinances), portions of this condition are no longer enforceable. Additionally, based on the project trip generation and anticipated directional distribution, Section 6.04.04.D. auxiliary (turn) lane warrants are not met. As such, a southbound left turn lane on Kingsway Rd. is not required.]

- ~~10. Prior to Concurrency approval, the Developer shall provide a traffic analysis of, at a minimum, the Kingsway Road at MLK/State Road 574 and the Kingsway Road at US 92 intersections, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve background plus development traffic. The developer shall be responsible for any construction needed to off-set the impacts from the development. Turn lanes shall be constructed to FDOT and/or Hillsborough County standards. For existing turn lanes, if the required turn lane storage, as identified in the transportation analysis, is greater than the length of the existing turn lane, then the Developer shall extend the turn lanes by the necessary queue storage length, while maintaining the proper taper and braking distance lengths. The only exceptions to access related roadway improvements shall be based on documented safety or environmental concerns. The Planning and Growth Management and Public Works Departments shall approve all exceptions.~~

[Staff recommends deletion of this condition, as it was based upon Hillsborough County's former system for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given Florida House Bill 7202 (2011), §163.3180 (Florida Statutes), and Section 40-68, et seq. (Hillsborough County Code of Ordinances), this condition is no longer enforceable.]

11. The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. The sidewalks shall be a minimum width of five (5) feet. To accommodate the potential impact of students walking out of the project drive on Wense Avenue to catch any busses on Kingsway Road, if right-of-way is available, the developer shall construct connecting sidewalks from Wense Avenue to Kingsway Road and on Kingsway Road to Wense Avenue. [This condition requires the developer to remove any existing sidewalk less than 5-feet in width, replacing them with minimum 5-foot wide sidewalks \(where possible\).](#)

[Transportation Review Section staff recommends modification of this condition for clarity. Current practice allows existing sidewalks less than 5 feet in width (the current minimum standard) to remain provided the developer does not damage or otherwise remove/replace the existing substandard sidewalk during construction. The Administrative Variance request addressing the Kingsway Rd. substandard road issue proposed replacement of the existing Kingsway Rd. sidewalk (which is +/- 3-feet in width), as such, staff recommends clarifying this condition since the applicant's proffer represents a deviation from usual practice, and was a basis for the County Engineer's finding that the variance is approvable.]

~~12. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The access related turn lanes shall be constructed to FDOT and/or Hillsborough County standards. For existing turn lanes, if the required turn lane storage, as identified in the transportation analysis, is greater than the length of the existing turn lane, then the Developer shall extend the turn lanes by the necessary queue storage length, while maintaining the proper taper and braking distance lengths. The only exceptions to access related roadway improvements shall be based on documented safety or environmental concerns. The Planning and Growth Management and Public Works Departments shall approve all exceptions. If it is determined by the results of the left turn lane analysis submitted by the developer, that adequate right of way does not exist to construct any needed improvements (i.e. turn lanes), then the developer shall re-submit an analysis showing the maximum development that could occur to still enable the needed improvements to be constructed. The development will be limited to the size as shown in the submitted analysis.~~

[Staff recommends deletion of this condition, as it was based upon Hillsborough County's former system for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given Florida House Bill 7202 (2011), §163.3180 (Florida Statutes), and Section 40-68, et seq. (Hillsborough County Code of Ordinances), this condition is no longer enforceable.]

13. ~~Prior to the issuance of certificates of occupancy, t~~[Wense Ave. is a substandard local roadway. As such, the applicant developer shall improve/widen Wense Avenue Ave. \(between from the project driveway to the intersection of and Kingsway Road Rd. to current County standards for a Typical Section – 3 \(TS-3\) Local, Urban Roadway, as found within the existing right of way Hillsborough County Transportation Technical Manual \(TTM\).](#)

[Transportation Review Section staff is proposing a modification to the wording of this condition to comport with current practice. The substance of the condition remains unchanged.]

New Conditions

1. If the rezoning is approved, the County Engineer will approve an Administrative Variance (dated December 17, 2020, and received December 21, 2020), found Approvable with Conditions by the County Engineer (on December 21, 2020), for the Kingsway Rd. substandard road improvements. Once the conditions have been satisfied, no further improvements will be required for the substandard roadway. Specifically:
 - a. As proffered by the applicant, the developer shall dedicate and convey 10 feet of land along the project's Kingsway Rd. frontage for use as County right-of-way; and,
 - b. The developer shall remove the existing sidewalk along the project's Kingsway Rd. frontage and construct a new 5-foot wide sidewalk within the area to be dedicated and conveyed to the County.
2. 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.

Other Conditions

Prior to the BOCC hearing (or PD Site Plan Certification, if available), the applicant shall revise the PD Site Plan to:

- Align the proposed project access on Kingsway Dr. with Dakota Hill Dr.;

- Depict required information required per the PD minimum site plan requirements, including but not limited to number of lanes, type of surface and surface condition, location and types of all, location of sidewalks, bikeways, and transit stops in the right-of-way, etc.;
- Show/label/dimension the proffered right-of-way dedication on Kingsway Rd. as “10-foot Right-of-Way Dedication and Conveyance – See Conditions of Approval”;
- Remove Note 11 within the “Site Notes” section; and,
- Label the existing driveway serving the existing house that is being removed as “Existing Driveway – To Be Removed”.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a minor modification (PRS) to previously approved Planned Development (PD) #05-1949, consisting of multiple parcels totaling +/- 9.86 acres. The PD is currently approved for 36 single-family detached dwelling units. The applicant is proposing to add an additional dwelling unit, such that the maximum number of allowable dwelling units will be 37.

The applicant submitted information indicating that the project will generate fewer than 50 peak hour trips at buildout. Therefore, consistent with the Development Review Procedures Manual (DRPM), no trip transportation analysis is required to process this request. Transportation Review Section staff has prepared a comparison of the potential number of peak hour trips generated, based upon the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition, under the existing and proposed zoning designations, utilizing a generalized worst-case scenario.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AI, 202,989 s.f. Manufacturing (ITE LUC 140)	340	27	36

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1,725,000 s.f. General Light Industrial (ITE LUC 110)	349	27	37

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 9	No Change	(+) 1

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Wense Rd. is a 2-lane, undivided, publically maintained, substandard, local roadway characterized by +/- 15 feet of pavement in average condition. Along the project frontage, the roadway lies within a +/- 60-foot wide right-of-way. There are no sidewalks or bicycle facilities on Wense Rd. in the vicinity of the proposed project.

Wense Rd. is a substandard roadway, the applicant indicated that they will improve the road (between their project access and Kingsway Rd.) to current county standards as a TS-3 roadway. As such, staff included a condition requiring such improvements.

S. Kingsway Rd. is a 2-lane, undivided, publically maintained, substandard, collector roadway characterized by +/- 10-foot wide travel lanes in average condition. Along the project frontage, the roadway lies within a variable width right-of-way (between +/- 50 feet and +/- 55 feet in width). There are +/- 3-

foot wide and +/- 5-foot wide sidewalks along portions of both sides of Kingsway Rd. in the vicinity of the proposed project. There are no bicycle facilities on Kingsway Rd. in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

The zoning is currently approved for one (1) access connection to Kingsway Dr. and one (1) access connection to Wense Dr. Subsequent to the initial zoning of the subject PD, land was developed across Kingsway Dr. The access to that development (Dakota Hill Dr.) is offset from the proposed project access. As such, staff has proposed a condition requiring the applicant to modify their site plan such that the proposed project access on Kingsway Dr. aligns with Dakota Hill Dr.

Cross access to adjacent properties is not warranted per Section 6.04.03.Q. of the LDC.

REQUESTED ADMINISTRATIVE VARIANCE

Given that Kingsway Rd. is a substandard collector roadway, the applicant’s Engineer of Record (EOR) submitted (on December 21, 2020) a Section 6.04.02.B. Administrative Variance request (dated December 17, 2020) for Kingsway Rd. to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Administrative Variance request, the County Engineer found the request approvable with conditions (on December 21, 2020). Once the conditions have been satisfied, no further improvements will be required for the substandard roadway:

- As proffered by the applicant, the developer shall dedicate and convey 10 feet of land along the project’s Kingsway Rd. frontage for use as County right-of-way; and,
- The developer shall remove the existing sidewalk along the project’s Kingsway Rd. frontage and construct a new 5-foot wide sidewalk within the area to be dedicated and conveyed to the County.

If the rezoning is approved, the County Engineer will approve (with conditions) the above referenced Administrative Variance.

ROADWAY LEVEL OF SERVICE

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Kingsway Rd.	MLK Jr. Blvd.	US Hwy. 92	D	C

Source: Hillsborough County 2019 Level of Service Report.

From: Williams, Michael
Sent: Tuesday, December 22, 2020 4:36 PM
To: Ratliff, James; Reed@HAYDONDEVGROUP.COM
Cc: Tirado, Sheida; Heinrich, Michelle; Grady, Brian
Subject: RE: PRS 20-1106 (Kingsway)

Yes, that is correct.

From: Ratliff, James <RatliffJa@hillsboroughcounty.org>
Sent: Tuesday, December 22, 2020 4:11 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>; Reed@HAYDONDEVGROUP.COM
Cc: Tirado, Sheida <TiradoS@hillsboroughcounty.org>; Heinrich, Michelle <HeinrichM@HillsboroughCounty.ORG>; Grady, Brian <GradyB@HillsboroughCounty.ORG>
Subject: RE: PRS 20-1106 (Kingsway)

Mike,

To clarify, is this APPROVABLE WITH CONDITIONS? The conditions would be based upon the developer's proffer of an additional 10-feet of right-of-way along their project frontage, and 2) reconstruction of the existing sidewalk along the project frontage such that it is minimum of 5-feet in width and located within the right-of-way to be dedicated and conveyed to Hillsborough County?

Thank you,

James

From: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Sent: Monday, December 21, 2020 3:58 PM
To: Reed@HAYDONDEVGROUP.COM
Cc: Tirado, Sheida <TiradoS@hillsboroughcounty.org>; Ratliff, James <RatliffJa@hillsboroughcounty.org>; Heinrich, Michelle <HeinrichM@HillsboroughCounty.ORG>; Grady, Brian <GradyB@HillsboroughCounty.ORG>
Subject: PRS 20-1106 (Kingsway)

Reed – the attached Variance for Kingsway Road dated December 17, 2020 is in Optix and is APPROVABLE.

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](#)



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**Hillsborough
County Florida**
Development Services

601 E. Kennedy Blvd., 19th Floor | (813) 272 5600

Additional / Revised Information Sheet

Received
Dec 21, 2020
Development
Services

Date Stamp Here

Application Number: 20-1106 Applicant's Name: Haydon Development Group, LLC

Reviewing Planner's Name: James Ratliff & Sheida Tirado Date: 12/17/2020

Application Type:

- Planned Development (PD)
 Minor Modification/Personal Appearance (PRS)
 Standard Rezoning (RZ)
 Variance (VAR)
 Development of Regional Impact (DRI)
 Major Modification (MM)
 Special Use (SU)
 Conditional Use (CU)
 Other _____

Current Hearing Date (if applicable): _____

The following must be attached to this Sheet.

- Cover Letter with summary of the changes and/or additional information provided. If a revised Site Plan is being submitted, all changes on the site plan must be listed in detail in the Cover Letter.
 An updated Project Narrative consistent with the changes or additional information provided, if applicable. The Project Narrative is provided in the Cover Letter

Submittal Via:

- Email (Preferred). Note that no follow up paper file is necessary. Pdf format only. Maximum attachment(s) size is 15 MB.
 Email this sheet along all the additional/revised submittal items in pdf to: ZoningIntake-DSD@hcfllgov.net

- Mail or delivery. Number of Plans Submitted: Large _____ Small _____

For PD, MM, PRS and SU: 7 large copies 24"X36", one small 8.5X11".
 For RZ-Standard: if plot plan is larger than 8.5"X11", 7 large copies should be submitted.
 For Minor Change: 6 large copies.
 For Variances or Conditional Use permits: one 8.5"X11" or larger)

Mail to:
Development Services Department
Community Development Division
P.O. Box 1110
Tampa, FL 33601-1110

Hand Deliver to:
County Center
Development Services Department
19th Floor
601 E. Kennedy Blvd., Tampa

I certify that changes described above are the only changes that have been made to the submission. Any further changes will require an additional submission and certification.


Signature

12/17/20
Date

FOR OFFICE USE ONLY

- Notification E-Mail Sent
 Scanned into OPTIX
 Transmittal Completed

In-Take Completed by: _____



December 17, 2020

Hillsborough County
Development Services Department
Attn: Sheida Tirado & James Ratliff
601 E. Kennedy Blvd.
19th Floor
Tampa, FL 33601

Re: Section 6.04.02(B) Administrative Variance Request from Section 6.04.03(L) – Submitted in conjunction with Minor Modification PRS 20-1106 to RZ 05-1949 SFN

Dear Mrs. Tirado & Mr. Ratliff,

The purpose of this letter is to request an Administrative Variance to the Hillsborough County Land Development Code (LDC) Section 6.04.03(L). This request is being made alongside PRS Minor Modification Submittal the PRS #20-1106 application.

Access to the project site is proposed via the existing access points previously approved in planned development RZ 05-1949 SFN. There is one access point off Kingsway Road (Kingsway) and one off Wense Avenue (Wense). Kingsway has been classified as a substandard non-residential facility by Hillsborough County from our access point south to W. Dr. Martin Luther King Jr. Blvd (MLK). Kingsway Road is classified as a 2-lane urban collector which has a 64' right-of-way section according to the Hillsborough County Transportation Technical Manual. Currently, the right-of-way width of Kingsway Road along the frontage of this planned development is 50' wide for the northern 150', and it increases to 55' wide at that point for the remaining frontage of Kingsway Road. The right-of-way width of Kingsway Road immediately to the north of the site is 60' wide and that is due to a 10' reduction in width that begins at the northern line of subject planned development northern boundary.

This means that right-of-way along the Kingsway Road frontage is currently short of the required standard roadway section width by 14 feet for length of approx. 150 feet and 9 feet for a length of approx. 808 feet. The proposed modification to the planned development incorporates the dedication of 10 feet of land along the Kingsway frontage to Hillsborough County for right-of-way expansion. This is a much easier and more cost-effective process to acquire right-of-way than purchase or eminent domain proceedings.

The applicant is seeking an administrative variance to get relief from having to improve Kingsway Road to the current 2-lane urban collector roadway section standards of the Hillsborough County Transportation Technical Manual. This variance would be in exchange for a 10' wide swath of land along the frontage of Kingsway that would be dedicated to Hillsborough County when the planned development subdivision is platted.

To be approved for an Administrative Variance the following three item from Section 6.04.02(B)(3) need to be considered:

1. There is an unreasonable burden on the applicant,
 - Although it is not stated in the Hillsborough County Land Development Code, it is the staff policy that when a substandard roadway segment is required to be improved per Section



6.04.03(L) that the substandard roadway must be improved to the conforming roadway section from the access point to the nearest conforming roadway. In this case the next conforming roadway would be MLK, and the distance from the access point of the project to MLK is approx. 1,712 feet.

- To do this the applicant would first need to accomplish the near impossible task of acquiring 14 feet of additional right-of-way for the section of Kingsway from the southern end of the project to MLK because it is only 50 feet wide, and this is a length of approx. 1,040 feet. Then the applicant would have to survey, design, engineer and construct the new standard roadway section for the entire length. The cost of these items would be several to tens of millions of dollars.
 - The proposed project is for only 37 single-family homes, the cost of the improvements mentioned above to Kingsway would most likely cost more than the actual value of the homes being built. It is because of this that the this is simply an unreasonable burden.
2. The variance would not be detrimental to the public health, safety, and welfare,
- Based on the proposed revisions to the current planned development, the Kingsway roadway will become a safer segment for pedestrians. It is proposed that the 10 feet of land along the Kingsway frontage be dedicated to the Hillsborough County, and in that dedicated land there will be a new 5' wide sidewalk constructed.
 - The existing sidewalk along the east side of Kingsway is only 3' wide, and it is less than 4' away from the edge of pavement. It is currently a very unsafe scenario for pedestrians.
 - This project will provide an additional 10 feet of right-of-way which will have a new 5' wide sidewalk. This way pedestrians will be able to walk on a conforming sidewalk that will be an additional 10' away from the edge of pavement. Granting this variance will ultimately boost public health, safety and welfare.
3. Without the variance, reasonable access cannot be provided,
- It is a safer layout for fire, waste management, emergency and delivery trucks to have a through-road that connects to Kingsway and Wense Ave. For this reason, it would not be reasonable to remove the access point to Kingsway, which was already approved with the original planned development RZ 05-1949 SFN.

Traffic Safety Analysis

The applicant obtained a 5-Year Crash Summary Report (1/1/2015 to 12/31/19) for the section of Kingsway Road from Tennessee Avenue to Dr. MLK Jr. Blvd (refer to Attachment #1).

This segment of Kingsway Road has had only 31 crashes over this 5-year period. This is a relatively low number for a collector roadway with an Average Annual Daily Trips of 8,600. This is not an unsafe segment of roadway based on these numbers.

The intersection at Kingsway Road and Magnolia Avenue had seventeen (17) of the thirty-one (31) vehicle crashes, which is 54.8%. This intersection is the most dangerous intersection along this segment of Kingsway Road. These accidents are primarily angle crashes with thirteen (13) of them being this type. Angle crashes are generally the result of cars turning into a traffic lane, and these are most



likely the result of vehicles pulling out onto Kingsway Road and being hit by vehicles traveling on Kingsway. This would lend itself to there being obstructed visibility at the intersection.

The intersection itself was reviewed from each approach direction and the only obstruction that was seen that may be restricting visibility is a large tree in the northwest quadrant of the intersection (refer to Attachment #2).

The applicant recommendation is to remove that tree while the development of the subdivision takes place. Otherwise, this segment of Kingsway Road is a relatively safe roadway.

I appreciate your time and consideration on this matter. If you have any questions, please feel free to contact me via the numbers below.

Thank you,

A handwritten signature in blue ink, appearing to read "R. Haydon".

Reed Haydon P.E., Manager
Haydon Development Group, LLC
5795 Ulmerton Road, Suite 120
Clearwater, FL 33762
Office: 727-446-3444
Cell: 727-465-8352

Attachment #1

Report Memo:

Kingsway Rd. (between a point just north of Tennessee Ave. to just north of Dr. MLK Jr. Blvd.)

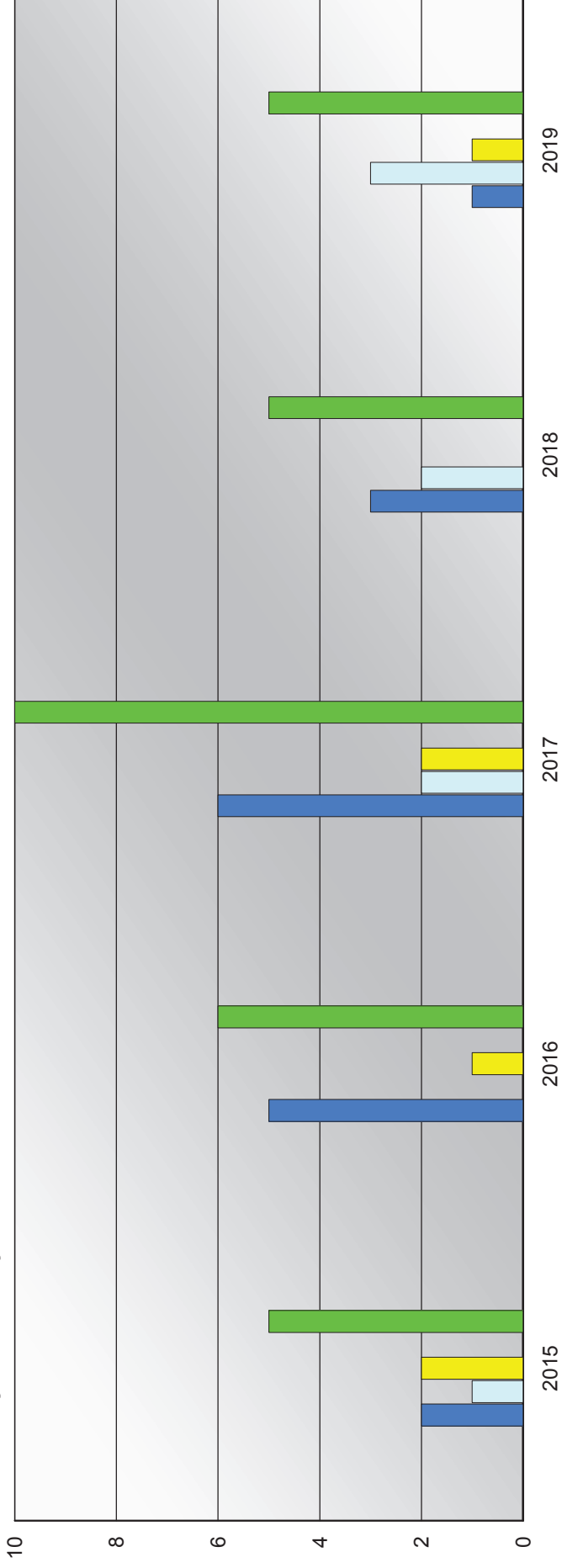


Selections used to generate this report:

Date Range: 1/1/2015 - 12/31/2019
Saved Area 1: -82.2780672529678 27.983061527226806, -82.27814235482023 27.9830425782479, -82.27818527016446 27.989361878088687, -82.27717675957494 27.989342930217003, -82.2771123865586 27.983374184898096, -82.2780672529678 27.983061527226806

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/08/2015 to 10/26/2019	31	0	6	0	0	1	16	0	1	0	1	1	22	2	20

Number of Crashes By Year

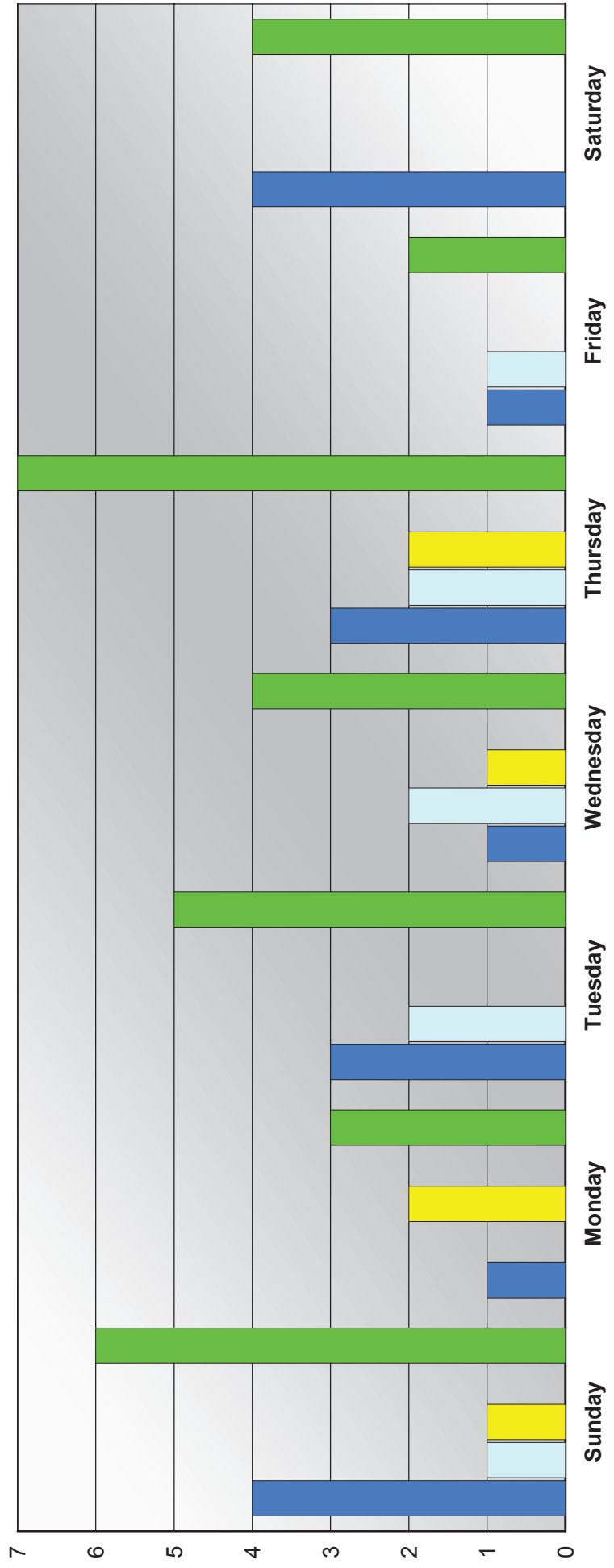


Breakdown of Crashes by Year

	2015	2016	2017	2018	2019
PDO	2	5	6	3	1
Possible Injury	1	0	2	2	3
Injury Crashes	2	1	2	0	1
Total Crashes	5	6	10	5	5

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Agr. Driving	Lane Depart	At Int.
03/08/2015 to 10/26/2019	31	0	6	0	0	1	16	0	1	0	1	1	22	2	20

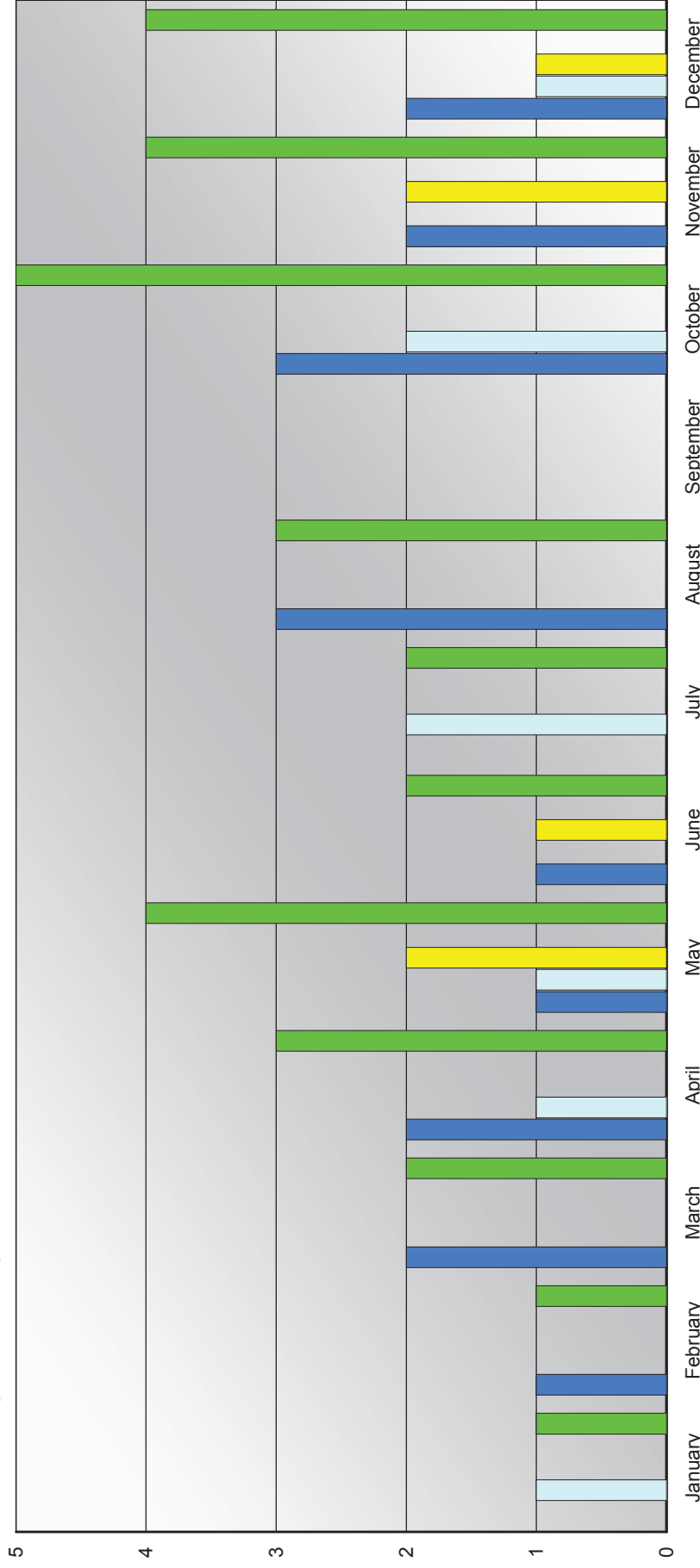
Number of Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	4	1	3	1	3	1	4	17
Possible Injury	1	0	2	2	2	1	0	8
Injury Crashes	1	2	0	1	2	0	0	6
Total Crashes	6	3	5	4	7	2	4	31

Records Date Range: 03/08/2015 to 10/26/2019
 Crashes 31
 Fatalities 0
 Injuries 6
 Peds 0
 Bike 0
 Motorcycle 1
 Angles 16
 Head On 0
 Intoxication 1
 Speeding 0
 Run Control 1
 Vul. Users 1
 Agr. Driving 22
 Lane Depart 2
 At Int. 20

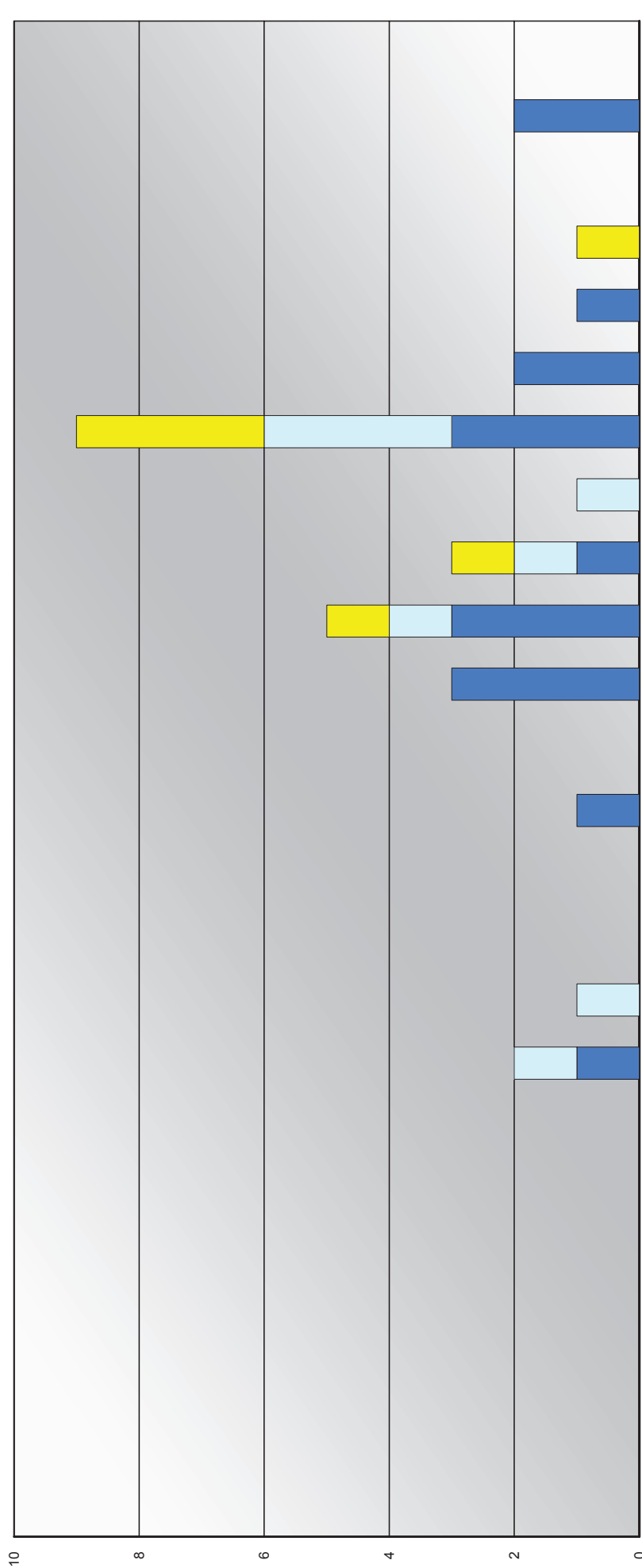
Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	0	1	2	2	1	1	0	3	0	3	2	2	17
Possible Injury	1	0	0	1	1	0	2	0	0	2	0	1	8
Injury Crashes	0	0	0	0	2	1	0	0	0	0	2	1	6
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	1	1	2	3	4	2	2	3	0	5	4	4	31

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Viol. Users	Agr. Driving	Lane Depart	At Int.
03/08/2015 to 10/26/2019	31	0	6	0	0	1	16	0	1	0	1	1	22	2	20

Crashes by Time of Day



	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
PDO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Injury Crashes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0

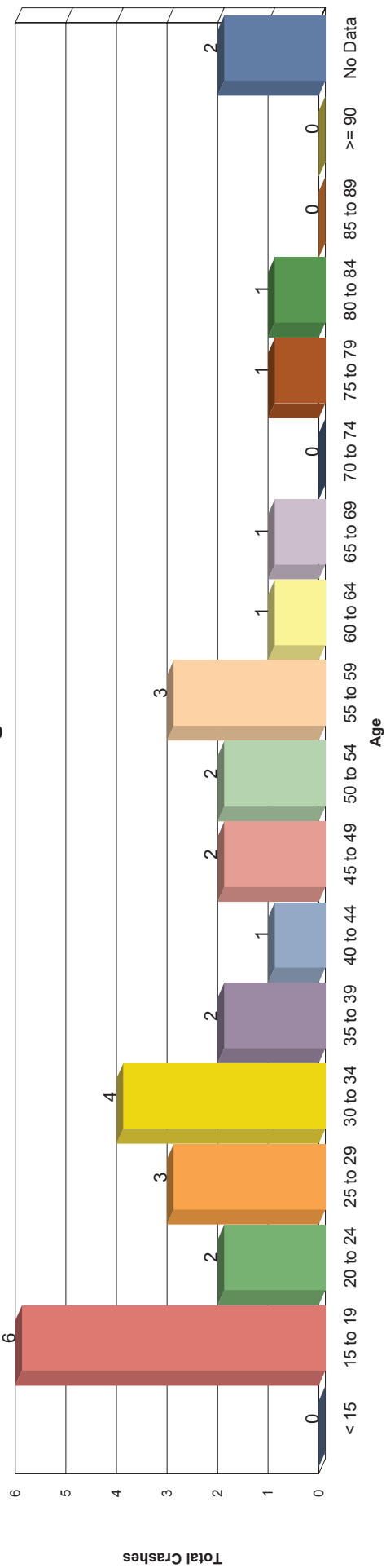
Records Date Range:	03/08/2015	to	10/26/2019	Crashes	31	Fatalities	0	Injuries	6	Peds	0	Bike	0	Motorcycle	1	Angles	16	Head On	0	Intoxication	1	Speeding	0	Run Control	1	Vul. Users	1	Agr. Driving	22	Lane Depart	2	At Int.	20
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Driver Age Summary (Vehicle 1, Driver 1)

Driver Actions

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving
Drill Down Rpt.														
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	6	0	0	0	0	0	0	0	0	0	0	1	4	4
Age 20 to 24	2	0	1	0	0	0	0	0	0	0	0	0	0	2
Age 25 to 29	3	0	0	0	0	0	0	0	0	0	0	0	1	0
Age 30 to 34	4	0	1	0	0	0	0	0	0	0	0	0	0	4
Age 35 to 39	2	0	0	0	0	0	0	0	0	0	0	0	1	2
Age 40 to 44	1	0	0	0	0	0	0	1	0	0	0	0	1	1
Age 45 to 49	2	0	1	0	0	0	0	0	0	0	0	0	1	1
Age 50 to 54	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Age 55 to 59	3	0	1	0	0	0	0	0	0	0	0	0	2	3
Age 60 to 64	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Age 65 to 69	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Age 70 to 74	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age 75 to 79	1	0	0	0	0	0	0	0	0	0	1	0	1	1
Age 80 to 84	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	2	0	0	0	0	0	1	0	0	0	0	0	0	0

Driver Age



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/08/2015 to 10/26/2019	31	0	6	0	0	1	16	0	1	0	1	1	22	2	20

Crash Type Summary

Impact Type

Click for Drill Down	Strategic Highway Safety Plan (SHSP)														
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
Angle	16	0	3	0	0	1	0	1	1	0	1	15	0	0	15
Front to Front	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1
Front to Rear	9	0	2	0	0	0	0	0	0	0	3	0	0	0	3
Rear to Side	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	4	0	1	0	0	0	0	0	0	0	3	1	1	1	1

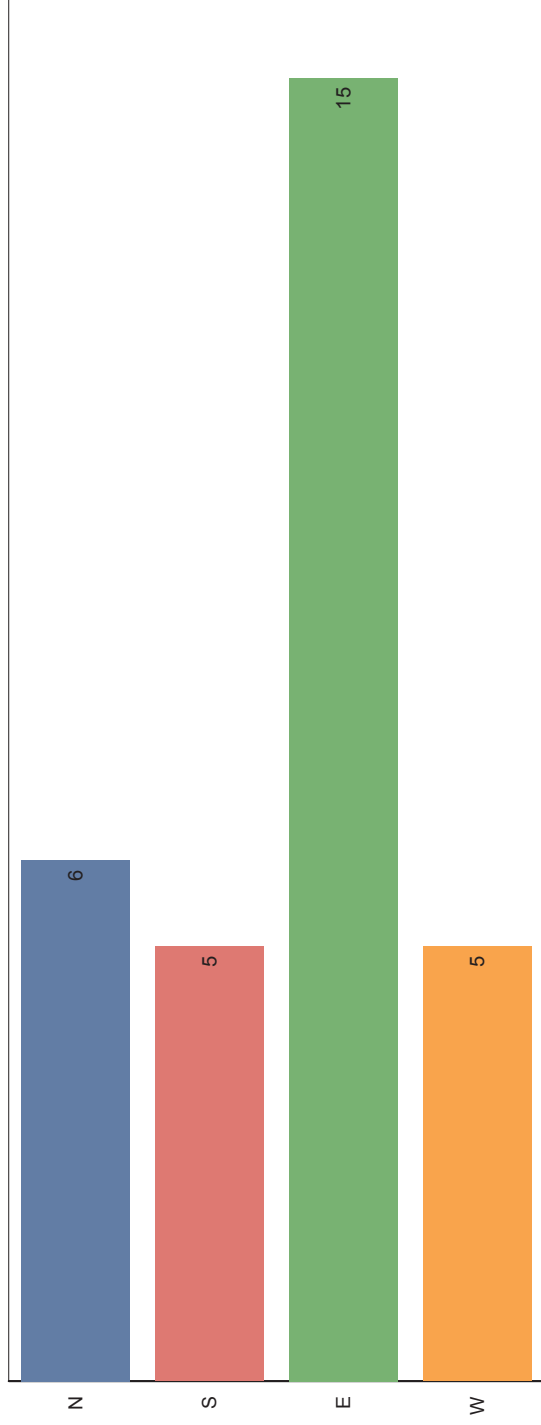
Relation to Intersection

Click for Drill Down	Strategic Highway Safety Plan (SHSP)									
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Intersection	20	0	3	0	0	1	1	16	1	20
Intersection-Related	5	0	1	0	0	0	0	3	1	0
Non-Junction	6	0	2	0	0	0	0	3	0	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/08/2015 to 10/26/2019	31	0	6	0	0	1	16	0	1	0	1	1	22	2	20

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

Angle	Front to Front	Front to Rear	Other, Explain in Narrative	Rear to Side
N	0	3	2	0
S	0	5	0	0
E	1	1	0	1
W	0	0	2	0
Total	1	9	4	1

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/08/2015 to 10/26/2019	31	0	6	0	0	1	16	0	1	0	1	1	22	2	20

At Fault Vehicle Summary

Vehicle Type

Click for Drill Down

Strategic Highway Safety Plan (SHSP)

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Motorcycle	1	0	0	0	0	1	0	0	1	1	0	0	1
Passenger Car	12	0	2	0	0	0	0	0	0	0	7	1	8
Passenger Van	3	0	1	0	0	0	0	0	0	0	3	0	2
Pickup	5	0	1	0	0	0	0	0	0	0	5	0	3
No Data	10	0	2	0	0	0	0	0	0	0	7	1	6

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/08/2015 to 10/26/2019	31	0	6	0	0	1	16	0	1	0	1	1	22	2	20

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
Straight Ahead	20	0	6	0	0	0	0	0	1	1	13	0	0	0	0	0	13
Turning Left	5	0	0	0	0	0	0	0	0	0	5	0	1	1	1	0	5
Turning Right	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Backing	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Slowing	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Unknown	2	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/08/2015 to 10/26/2019	31	0	6	0	0	1	16	0	1	0	1	1	22	2	20

Roadway Condition Summary

Strategic Highway Safety Plan (SHSP)															
Roadway Location	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
Click for Drill Down															
On Roadway	27	0	5	0	0	1	0	1	1	1	20	1	1	20	0
Off Roadway	3	0	1	0	0	0	0	0	0	0	1	1	1	0	0
Unknown	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Road Condition

Strategic Highway Safety Plan (SHSP)															
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
Wet	3	0	0	0	0	0	0	0	0	0	3	1	1	2	0
Dry	28	0	6	0	0	1	0	1	1	1	19	1	1	18	0

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)															
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
None	31	0	6	0	0	1	0	1	1	1	22	2	2	20	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/08/2015 to 10/26/2019	31	0	6	0	0	1	16	0	1	0	1	1	22	2	20

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
Stop Sign	0	2	0	0	1	0	1	1	1	12	1	1	1	13
No Controls	0	4	0	0	0	0	0	0	0	10	1	1	1	7

Road Alignment

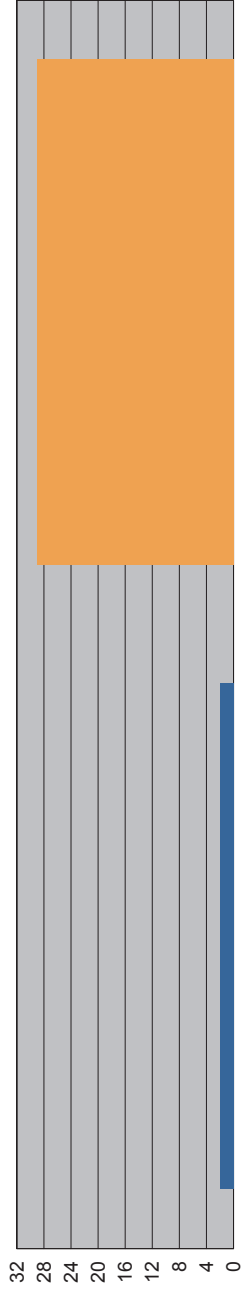
Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
Straight	0	6	0	0	1	0	0	1	1	22	2	2	2	20

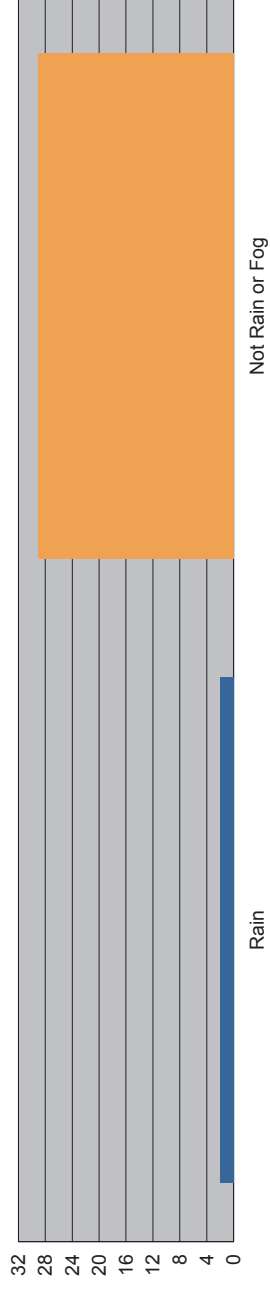
Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
03/08/2015 to 10/26/2019	31	0	6	0	0	1	16	0	1	0	1	1	22	2	20

Environment Summary Report

Strategic Highway Safety Plan (SHSP)															
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
Click for Drill Down															
<u>Daylight</u>	20	0	2	0	0	1	0	0	1	1	16	1	2	0	14
<u>Dark-Lighted</u>	4	0	1	0	0	0	0	0	0	0	4	0	0	0	2
<u>Dusk</u>	5	0	3	0	0	0	0	0	0	0	1	0	0	0	3
<u>Dark-Not Lighted</u>	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1



Strategic Highway Safety Plan (SHSP)															
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Departure	At Intersection
Click for Drill Down															
<u>Clear</u>	23	0	5	0	0	1	0	0	1	1	16	1	1	1	17
<u>Cloudy</u>	6	0	1	0	0	0	0	0	0	0	4	0	1	1	2
<u>Rain</u>	2	0	0	0	0	0	0	0	0	0	2	0	0	0	1



Records Date Range:	03/08/2015	to	10/26/2019	Crashes	31	Fatalities	0	Injuries	6	Peds	0	Bike	0	Motorcycle	1	Angles	16	Head On	0	Intoxication	1	Speeding	0	Run Control	1	Viol. Users	1	Agr. Driving	22	Lane Depart	2	At Int.	20
---------------------	------------	----	------------	---------	----	------------	---	----------	---	------	---	------	---	------------	---	--------	----	---------	---	--------------	---	----------	---	-------------	---	-------------	---	--------------	----	-------------	---	---------	----

Located Crashes

Area	Crashes	Fatalities	Injuries
SEFFNER	25	0	4
UNINCORPORATED	3	0	1
UNINCORPORATED H.C.	2	0	1
Totals:	30	0	6

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
UNINCORPORATED	1	0	0
Totals:	1	0	0

Attachment #2

POTENTIAL TREE OBSTRUCTION

MAGNOLIA AVENUE

KINGSWAY ROAD

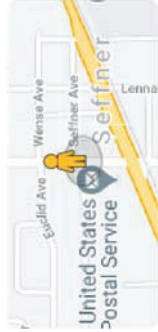
FACING NORTH AT THE INTERSECTION OF KINGSWAY ROAD AND MAGNOLIA AVENUE

Image capture: Jul 2019 © 2020 Google

Seffner, Florida



Street View



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Mariella Smith CHAIR
 Pat Kemp VICE-CHAIR
 Ken Hagan
 Lesley “Les” Miller, Jr.
 Sandra L. Murman
 Kimberly Overman
 Stacy White



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 EXECUTIVE DIRECTOR

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 Elaine S. DeLeeuw, ADMIN DIVISION
 Sam Elrabi, P.E. WATER DIVISION
 Rick Muratti, Esq. LEGAL DEPT
 Andy Schipfer, P.E. WETLANDS DIVISION
 Sterlin Woodard, P.E. AIR DIVISION

AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: October 13, 2020</p> <p>PETITION NO.: 20-1106</p> <p>EPC REVIEWER: Jackie Perry Cahanin</p> <p>CONTACT INFORMATION: (813) 627-2600 X 1241</p> <p>EMAIL: cahaninj@epchc.org</p>	<p>COMMENT DATE: October 8, 2020</p> <p>PROPERTY ADDRESS: 1008, 1010, 1104, & 1212 S Kingsway Rd. Seffner, FL 33584</p> <p>FOLIO #: 0640100000, 0640110000, 0640120000, 0640130000, 0640140000, 0640150000, & 0640210000</p> <p>STR: 02-29S-20E</p>
<p>REQUESTED ZONING: Minor Mod to PD</p>	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	10/08/2020
WETLAND LINE VALIDITY	N/A
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	N/A
<p>INFORMATIONAL COMMENTS:</p> <p>Wetlands Management Division staff of the Environmental Protection Commission of Hillsborough County (EPC) inspected the above referenced site in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using the methodology described within Chapter 62-340, Florida Administrative Code, and adopted into Chapter 1-11. The site inspection revealed that no wetlands or other surface waters exist within the above referenced parcel.</p> <p>Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a “WDR30 - Delineation Request Application”. Once approved, the formal wetland delineation would be binding for five years.</p>	

Jpc/mst

From:

Shelton, Carla

Sent:

Thursday, December 17, 2020 5:13 PM

To:

Heinrich, Michelle

Subject:

RE: PRS 20-1106 (PD 05-1949)

Follow Up Flag:
Flag Status:

Follow up
Flagged

Michelle,

I would guess that the Scenic Corridor landscaping was modified per the condition below due to overhead power lines. The groups of 3 trees every 30 feet equates to the number of trees required for a suburban scenic corridor so it is fine.

Carla Shelton Knight

Senior Forester, Certified Arborist

Natural Resources, Development Services Dept.

P: (813) 276-8404

E: sheltonc@HillsboroughCounty.org

W: HCFLgov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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COVID-19 Note: Please be advised that due to the evolving COVID-19 situation, you may experience delays in response time, processing, and delivery of standard items. We appreciate your patience and understanding.

From: Heinrich, Michelle <HeinrichM@HillsboroughCounty.ORG>
Sent: Thursday, December 17, 2020 4:54 PM
To: Shelton, Carla <SheltonC@HillsboroughCounty.ORG>
Subject: PRS 20-1106 (PD 05-1949)

Carla,

I have a PD modification on Kingsway, which is a suburban scenic corridor. The existing condition is the below:

- 4.1. Screening along the frontage of Kingsway Avenue shall include a 15-foot landscape buffer with two species of ornamental trees, acceptable for planting under overhead wires and planted in groups of 3 every 30 feet. The remainder of the buffer shall consist of lawn, ground cover, or low growing hedge.

Am I correct to assume that because of overhead wires, this was the acceptable alternative? If so, he'd like me to acknowledge that in the existing condition, which I don't want to do unless it is confirmed with you. I checked the 2005 file and don't see it in Natural Resources' comments, but it could have been a separate discussion.

Thanks,

Michelle Heinrich, AICP

Principal Planner

Development Services Department

P: (813) 276-2167

E: heinrichm@HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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From: ReedHDG <Reed@HAYDONDEVGROU.P.COM>

Sent: Thursday, October 15, 2020 4:22 PM

To: Heinrich, Michelle <HeinrichM@HillsboroughCounty.ORG>

Cc: wmolloy@mjlaw.us

Subject: RE: PRS 20-1106

[External]

Michelle,

See responses in red,

- Please confirm that the 38' home setback is the proposed rear yard setback against the delineated property lines (not 25 feet in addition to 38 feet). Your note #9 is a bit unclear to me (property line vs lot line?).
I see your point. How about I revise it to read PD Boundary Line instead of Property Line?
- Adjacent to the RSC-6 zoning is where the Planning Commission staff wanted RSC-6 setbacks. The area marked in red would be your lots' side yards given the road layout. Rather than a 5' setback, could you make this area provide a 7.5' setback?
Yes, I can make the side yard setbacks for any lot that abuts an adjacent property the sideyard setback is 7.5'
- The area marked in blue would be your lots' rear yards given the road layout. Rather than a 20' setback, could you make this area provide a 25' setback?
Yes, I can say that any lots where the rear lot line abuts an adjacent property the rear yard setback is 25'
- Is there any other mitigation for the reduced lot width (65 feet approved to 50 feet proposed) along the north and east you are offering? Some of these areas will not have the 38' setback.
The items above should mitigate that. For properties touching this PD, their setbacks will be the

same as the setback of the lots they are contiguous too. In fact the setbacks for our lots are more stringent than the ones they abut for the lots that are along the 38' PD Boundary setbacks.

- The internal roadway depiction can have limited flexibility, but is not to be considered conceptual with the ability for a significant change. Please revise this notation.

OK

I'm making the changes now and I'll send when finished.

Thanks,

C. Reed Haydon, P.E.

FL PE #60107

TX PE #110493

Haydon Development Group

5795 Ulmerton Road, Suite 102

Clearwater, FL 33760

Office: 727-446-3444

Cell: 727-465-8352

reed@haydondevgroup.com

From: Heinrich, Michelle <HeinrichM@HillsboroughCounty.ORG>

Sent: Thursday, October 15, 2020 3:35 PM

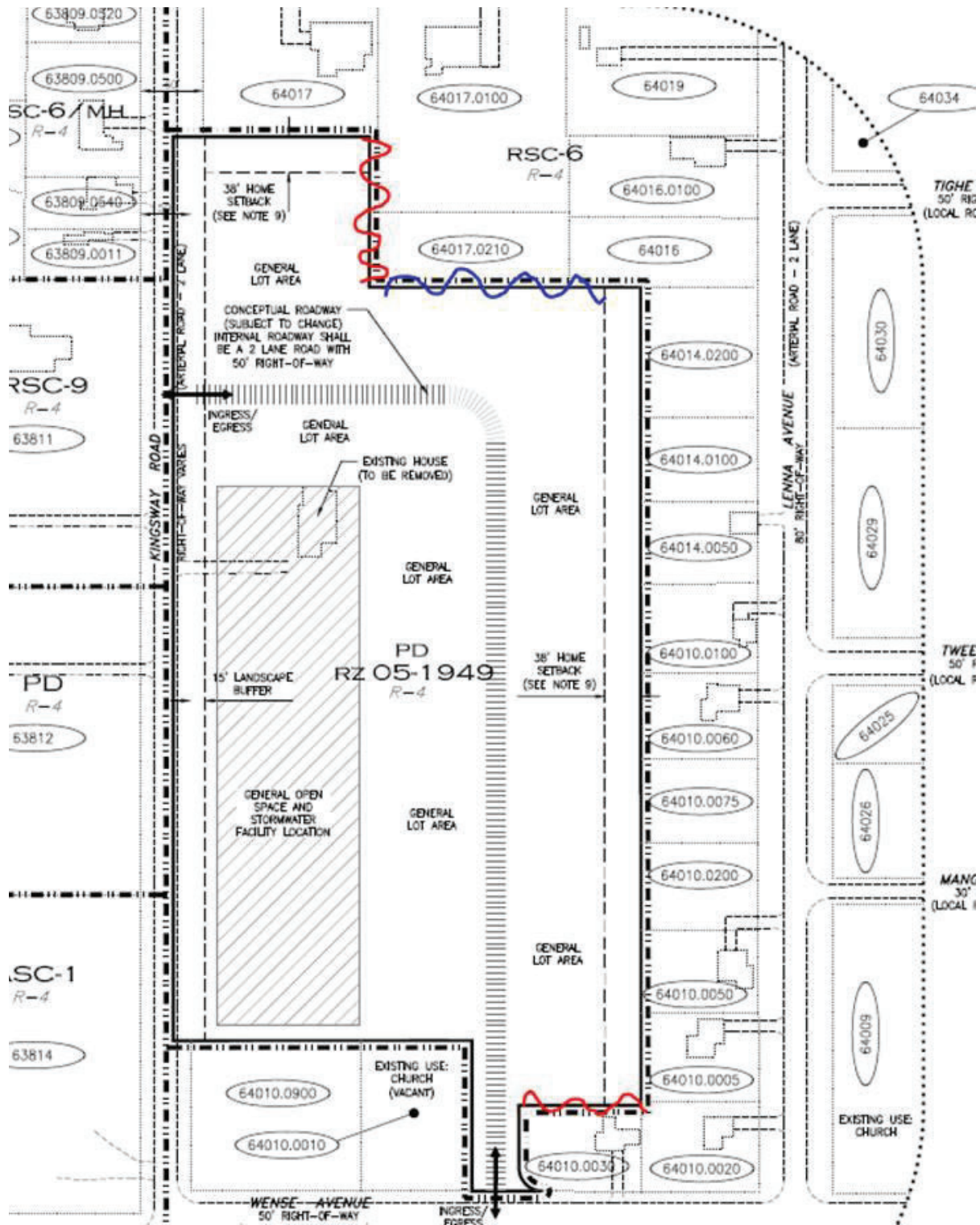
To: ReedHDG <Reed@HAYDONDEVGROU.COM>

Cc: wmolloy@mjlaw.us

Subject: RE: PRS 20-1106

Thank for sending over the revision and your listing of changes. The plan shows many of the ideas we discussed. I do have a few questions, see below:

- Please confirm that the 38' home setback is the proposed rear yard setback against the delineated property lines (not 25 feet in addition to 38 feet). Your note #9 is a bit unclear to me (property line vs lot line?).
- Adjacent to the RSC-6 zoning is where the Planning Commission staff wanted RSC-6 setbacks. The area marked in red would be your lots' side yards given the road layout. Rather than a 5' setback, could you make this area provide a 7.5' setback? The area marked in blue would be your lots' rear yards given the road layout. Rather than a 20' setback, could you make this area provide a 25' setback?
- Is there any other mitigation for the reduced lot width (65 feet approved to 50 feet proposed) along the north and east you are offering? Some of these areas will not have the 38' setback.
- The internal roadway depiction can have limited flexibility, but is not to be considered conceptual with the ability for a significant change. Please revise this notation.



Thanks,
Michelle Heinrich, AICP
 Principal Planner

Development Services Department

P: (813) 276-2167

E: heinrichm@HCFLGov.net

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601 E. Kennedy Blvd., Tampa, FL 33602

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From: ReedHDG <Reed@HAYDONDEVGROU.P.COM>

Sent: Thursday, October 15, 2020 2:40 PM

To: Heinrich, Michelle <HeinrichM@HillsboroughCounty.ORG>

Cc: wmolloy@mjlaw.us

Subject: RE: PRS 20-1106

[External]

Michelle,

The revisions I made were very simple. I figured I'd summarize them to help you out.

- Updated the zoning and FLU callouts to what is current and accurate.
- Increased the minimum lot depth to 120' so that now the minimum lot size was 6,000sf. This was done to make the lot sizes more compatible.
- Created a building setback from the property line for the areas where lots will have rear yards towards the neighboring parcels. This property line setback 38' and this will supersede the 20' rear yard lot setback.
- Removed the 15' rear yard setback for lots backing up to Kingsway.

The revisions were very simple, but as we discussed make the lots more compatible with the area. Really not much to review from when last we spoke. Please let me know if I can help.

Thanks you,

C. Reed Haydon, P.E.

FL PE #60107

TX PE #110493

Haydon Development Group

5795 Ulmerton Road, Suite 102

Clearwater, FL 33760

Office: 727-446-3444

Cell: 727-465-8352
reed@haydondevgroup.com

From: Heinrich, Michelle <HeinrichM@HillsboroughCounty.ORG>
Sent: Thursday, October 15, 2020 10:10 AM
To: ReedHDG <Reed@HAYDONDEVGROU.P.COM>; wmolloy@mjlw.us
Subject: RE: PRS 20-1106

Billy & Reed,

Our staff reports for the above application will be filed next week, which at this point in time is not supportive of the request. The revised site plan (pursuant to our call on 9/17) is needed by Monday (10/19) at the latest, and if no further staff discussion is needed and changes the recommendation to approval, the application can hopefully proceed for report filing with a recommendation of approval for the Nov BOCC LUM. If further staff/applicant discussion is needed upon receipt of the revised plan, you may need to request a continuance to the December BOCC LUM or proceed with a non-support recommendation to the Nov BOCC LUM.

Thanks,

Michelle Heinrich, AICP
Principal Planner
Development Services Department

P: (813) 276-2167
E: heinrichm@HCFLGov.net

Hillsborough County
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From: ReedHDG <Reed@HAYDONDEVGROU.P.COM>
Sent: Tuesday, October 6, 2020 2:19 PM
To: Heinrich, Michelle <HeinrichM@HillsboroughCounty.ORG>; wmolloy@mjlw.us
Subject: RE: PRS 20-1106

[External]

Michelle,

I've been pretty backed up, my apologies. I'll be sending it over on Thursday after I let Mr. Molloy take a look.

I appreciate the follow up.

Best regards,

C. Reed Haydon, P.E.

FL PE #60107

TX PE #110493

Haydon Development Group

5795 Ulmerton Road, Suite 102

Clearwater, FL 33760

Office: 727-446-3444

Cell: 727-465-8352

reed@haydondevgroup.com

From: Heinrich, Michelle <HeinrichM@HillsboroughCounty.ORG>

Sent: Tuesday, October 6, 2020 12:24 PM

To: ReedHDG <Reed@HAYDONDEVGROU.P.COM>; wmolloy@mjlaw.us

Subject: PRS 20-1106

I'm reaching out to follow up from our meeting of 9/17. I recall that a revised site plan was going to be sent over for review and then eventually officially submitted. Please provide status. Our PRS reports are to be filed on 10/22.

Thanks,

Michelle Heinrich, AICP

Principal Planner

Development Services Department

P: (813) 276-2167

E: heinrichm@HCFLGov.net

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Adequate Facilities Analysis: Rezoning

Date: Nov. 2, 2020 Jurisdiction: Hillsborough County Case Number: RZ 20-1106 HCPS #: RZ-337 Address: 1212 S. Kingsway Road, Seffner Parcel Folio Number(s): 0640100000, 0640110000, 0640120000, 0640130000, 0640140000, 0640150000, 0640210000	Acreage: 9.86 (+/- acres) Proposed Zoning: Planned Development Future Land Use: R-4 Maximum Residential Units: 37 Units Residential Type: Single-Family Detached
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School Data	Colson Elementary	Burnett Middle	Armwood High
FISH Capacity	896	1198	2465
2020-21 Enrollment	603	710	2137
Current Utilization	67%	59%	87%
Concurrency Reservations	20	67	194
Students Generated	8	4	5
Proposed Utilization	70%	65%	95%

Source: 2020-21 40th Day Enrollment Count with Updated Concurrency Reservations.

NOTE: Colson Elementary, Burnett Middle, and Armwood High currently have capacity to support this project.

This is an analysis for adequate facilities only and is NOT a determination of school concurrency. A school concurrency review will be issued PRIOR TO preliminary plat or site plan approval.

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

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

PETITION NO.: MM20-1106 **REVIEWED BY:** Randy Rochelle **DATE:** 8/17/2020

FOLIO NO.: 64010.0000, 64011.0000, 64012.0000, 64013.0000, 64014.0000 & 64015.0000

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

WATER

- The property lies within the Hillsborough County Water Service Area. The applicant should contact the provider to determine the availability of water service.
- No Hillsborough County water line of adequate capacity is presently available.
- A 6 inch water main exists (adjacent to the site), (approximately ___ feet from the site) and is located within the north Right-of-Way of Wense Avenue.
- Water distribution improvements may be needed prior to connection to the County's water system.
- No CIP water line is planned that may provide service to the proposed development.
- The nearest CIP water main (_____ inches), will be located (adjacent to the site), (feet from the site at _____). Expected completion date is _____.

WASTEWATER

- The property lies within the Hillsborough County Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- No Hillsborough County wastewater line of adequate capacity is presently available.
- A 4 inch wastewater force main exists (adjacent to the site), (approximately 190 feet from the site) and is located west of the subject property within the south Right-of-Way of Montara Drive.
- Wastewater distribution improvements may be needed prior to connection to the County's wastewater system.
- No CIP wastewater line is planned that may provide service to the proposed development.
- The nearest CIP wastewater main (_____ inches), will be located (adjacent to the site), (feet from the site at _____). Expected completion date is _____.

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



**PARTY OF
RECORD**

20 Nov 2020

To: DSD – Community Development Division, Attn: David Croft
PO Box 1110
Tampa, FL 33601
Email: Hearings@HCFLGov.net, croftd@hillsboboughcounty.org

Subject: Community Comments/Concerns for Application # PRS 20-1106,

Hearing Date: December 8, 2020

Community Comments/Concerns:

Impact to watershed.

- Approximately 50% of the adjacent properties on Lenna and Wense deal with excessive water flow into the front yards during a good rain, which has been exasperated by county actions (see background). While the water dissipates, often not fast enough to prevent standing water or minor flooding. The *water flows from the adjacent property onto the property in question*. How will the development deal with the existing watershed to accommodate the adjacent properties and ensure the water flow from east to west and north to south is not impeded? Concern is the adjacent properties are sloped toward the property in question and changing the slope of the property in question toward the adjacent properties or addition of barriers (ex. solid fences) that does not allow the water run-off will result in standing water or flooding of the adjacent property backyards.
 - o Background:
 - Currently water flow is basically west from Lenna to Kingsway and south from Tennessee to Wense. The slope of the adjacent properties runs toward the property in question, so the *water drains onto the property in question*. Additionally, Wense and approximately 50% at south-end of Lenna adjacent properties are below the level of the road.
 - Given the down sloping road, properties on the west lower than those on the east side of Lenna, and east side below road level, and no curb to prevent water flowing onto these properties; whenever there is a good rain there is standing water and potential for flooding. Several events in the past years have exasperated this situation:
 - Road was repaved making it higher and no curb. Several of the roads leading east off of Lenna have curbs to aid the water run-off to the lake.
 - School (corner of Lenna ad Wense) was granted expansion with conditions which included a sidewalk on Lenna, solid fence around school area and shrubbery along Lenna and Wense to reduce noise. Previous chain link fence allowed water run-off down Lenna into the retention pond at the northwest corner of the school yard. The fence and side walk created a barrier causing

flooding at corner of Lenna and Mangan with a good rain. When the shrubbery was planted, the excess dirt was put in the slight ditch and made east side higher than west side yards across the street.



These are pictures of the flooding at Lenna and Mangan prior to the larger shrubbery planting. Above, where you see standing water on east side is now filled in and the water flows to the west side. Below, even before slight ditch filled-in the water at the corner was almost across Lenna. Now with slight ditch filled-in the water has nowhere to go but down the driveways and into the yards on the west side of Lenna.



- Result, not only are the west side of Lenna properties dealing with “their” share of water flow but much of the east side of Lenna.

Impact to neighborhood.

- The existing houses in the accessible neighborhood east of Kingsway and north of MLK are primarily single story. 15 of the 17 houses on the adjacent properties are single story. Will the property in question be developed to be primarily single story, consistent with the existing neighborhood?
- Residents tend to be owners (2 rentals of 17 adjacent houses). Current residents tend to live-in their houses long term; 10 of 15 owner adjacent houses have been in their houses 18-50+ years, 3 owners 5-1 years (intent is long-term), and 2 houses where finished this year. Is expectation to be consistent with the current neighborhood of owners?
- We are neighborly, talk, help each other out, and watch out for one another. Desire is for the crime rate in our area to not increase and hope would be to it to decrease.
- Changing the church (corner of Lenna and Wense) to a school significantly increased the traffic on Wense and the south end of Lenna. There were growing pains. The school added a waiting area on their property and adjusted their drop-off/pick-up procedure to alleviate the traffic jam. Expectation is the traffic on Wense and south end of Lenna will increase. Wense is a narrow and not smooth road with no sidewalks. Frequently see cars coming from Kingsway swing wide, cars from opposite directions take turns to drive down the road, and often used by pedestrians. Is there plan to support the Wense traffic increase with a paved widened street and a sidewalk?
- We all have thoroughly enjoyed the wood lot behind us for its wildlife and greenery as well as providing a sound barrier for the traffic on Kingsway. Understand it likely will not stay that way; will there be a noise abatement component to the development? If so, what is envisioned?

Impact of construction.

- Several of our neighbors work nights/sleep days, some work from home (to include COVID-19 transplants), and some are taking care/schooling grandchildren while the parents work. Limiting noise volume level and length of the noise would be appreciated as well as letting the neighbors know what the work hours will be. This would enable us to make other arrangements or adjust our schedules. Additionally, it would alleviate us calling the police for suspicious activity at the site (we watch out for each other).
- If there is damage during the construction to the adjacent properties caused by the developer/construction company, who is responsible for the repair? Please provide neighbors with points of contact and contact information for the appropriate companies and county offices to report damage and to work resolution of the repairs.

These comments/concerns are a collaboration of the adjacent property neighbors listed below:

Wesley and Doris Claar
202 Wense Avenue
Seffner, FL 3584
claarwes@ymail.com

Melissa Barney and Stacy Birr
204 Wense Avenue
Seffner, FL 33584
missastarr37@yahoo.com

Lee Iverson
1203 Lenna Avenue
Seffner, FL 33584
gsliverson@yahoo.com

Tommy and Kristal Medlin
1107 Lenna Avenue
Seffner, FL 33584
Tmedlin1@tampaby.rr.com

Christopher Haas
1105 Lenna Avenue
Seffner, FL 33584
Chaas36@gmail.com

Clint and Mallory Shoemaker
1103 Lenna Avenue
Seffner, FL 33584
malloryshoemaker@gmail.com

Julio Lopez
1009 Lenna Avenue
Seffner, FL 33584
Jclopez0496@gmail.com

Russell and Angela Reeder
1005 Lenna Avenue
Seffner, FL 33584
rusty@reederslandscaping.com

Shalimar Gonzalez and Freddie Perez
207 E Tennessee Avenue
Seffner, FL 33584
Shali.gonzalez@gmail.com

David and Tamra Lorenzo
105 E. Tennessee Avenue
Seffner, FL 33584
tamrajoy@gmail.com

Ray and Pam Mahder
1201 Lenna Avenue
Seffner, FL 33584
plm4450@verison.net

Cindy Haas
1105 Lenna Avenue
Seffner, FL 33584
cindyhaas53@gmail.com

Jason Haas
1105 Lenna Avenue
Seffner, FL 33584
jhaas75@gmail.com

Patrick and Lillian Williamson
1101 Lenna Avenue
Seffner, FL 33584
williamsonlillian55@gmail.com

Felipe and Carmen Zelaya
1007 Lenna Avenue
Seffner, FL 33584
felipezelaya.f2@gamil.com

Elaine Reeder
911 Lenna Avenue
Seffner, FL 33584
khp371@gmail.com

Samuel Lewis
205 E. Tennessee Avenue
Seffner, FL 33584
salanrew1957@gmail.com

Louise Corso
101 E. Tennessee Avenue
Seffner, FL 33584
no email account

Croft, David

From: Iverson <gsliverson@yahoo.com>
Sent: Friday, November 20, 2020 3:14 PM
To: Croft, David
Subject: Fw: DSD– Community Development Division, Attn: David Croft, Regarding Appl # 20-1106
Attachments: community comments.concerns regarding 20-1106.docx

[External]

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From: Iverson <gsliverson@yahoo.com>
To: Croftd@hillsboroughcounty.org <croftd@hillsboboughcounty.org>
Sent: Friday, November 20, 2020, 03:11:13 PM EST
Subject: DSD– Community Development Division, Attn: David Croft, Regarding Appl # 20-1106

Attached are the comments and concerns of the adjacent property residents of the property identified in application 20-1106. Please process and take into consideration for the hearing on this matter.

Please reply to this email to acknowledge receipt and acceptance.

Lee Iverson
1203 Lenna Avenue
Seffner, FL 33584
gsliverson@yahoo.com
813-924-8034

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