#### **Rezoning Application:** PD 21-0969

Zoning Hearing Master Date:

**BOCC Land Use Meeting Date:** 

November 15, 2021

January 13, 2022

Hillsborough **County** Florida

**Development Services Department** 

#### **1.0 APPLICATION SUMMARY**

Applicant:	2 <sup>nd</sup> Wave Development, LLC
FLU Category:	SMU-6
Service Area:	Urban
Site Acreage: Community	56.6 Riverview
Plan Area: Overlay:	None



#### Introduction Summary:

The applicant seeks to rezone multiple parcels zoned Agricultural Rural (AR) and Agricultural, Single-Family (AS-1) to a Planned Development (PD) to allow for the development of a mixed-use project. The project is located on the north side of Simmons Loop Rd, ¼ mile west of US Hwy 301 in Riverview. The project will consist of a mix of residential units (detached, duplexes and Multi-family) with a maximum count of 469 (8.08 Du/ac). A non-residential component is also proposed consisting of a Day Care for a maximum number of 100 children, 10,000 sq. ft. in size. The developer intends to utilize the Mixed Use Incentive program set forth in the Comprehensive Plan to achieve a density up to 9 du/acre on the site. The site will have two access points on Simmons Loop Rd. and provide for cross access to the west.

Zoning:	Exis	Proposed	
District(s)	AR AS-1		Planned Development
Typical General Use(s)	Single-Family Residential (Conventional/Mobile Home)	Single-Family Residential (Conventional/Mobile Home)	Single-Family, MF Residential and Day Care
Acreage	50	6.22	56
Density/Intensity	1 unit per 5 acre (upland)	1 unit per acre (upland)	8.08 units per acre/10,000 sq ft
Mathematical Maximum*	10 units	6 units	469 units

\*number represents a pre-development approximation

Development Standards:	Existing		Proposed	
District(s)	AR	AS-1	PD	
Lot Size / Lot Width	5 Ac / 150'	1 Ac / 150'	N	/Α
Setbacks/Buffering and Screening	50' Front 50' Rear 15' Sides	50' Front 50' Rear 15' Sides	<u>Residential</u> 20' Front 15' Rear 10' Sides	<u>Non-Residential</u> 20' Front 20' Rear 20' Sides
Height	50'	50'	45'	35'
Additional Information:				
PD Variation(s)	None re	None requested as part of this application		
Waiver(s) to the Land Development C	ode l	To Section 6.01.01.01 Footnote 8. Reduce the required building setback for building height over 20 feet.		

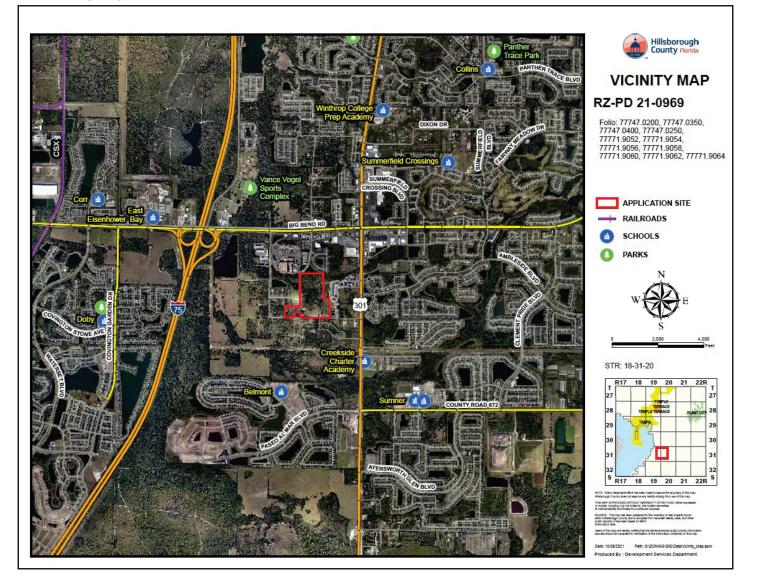
Planning Commission Recommendation:	Development Services Recommendation:	
Consistent	Approvable, subject to proposed conditions	

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#### 2.0 LAND USE MAP SET AND SUMMARY DATA

#### 2.1 Vicinity Map



#### Context of Surrounding Area:

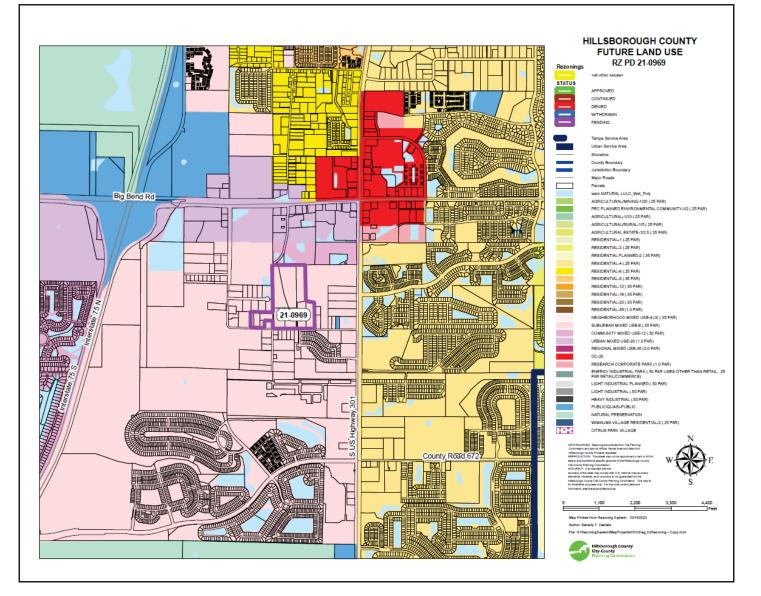
The project is generally located south of Big Bend Road, between I-75 and US Hwy 301. Area consists of residential and agricultural land. St. Joseph Hospital is located NW of the site. Areas to the east are developed with multi-family apartments and residential single-family neighborhoods are approved and being developed south and southwest of the site.

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#### 2.0 LAND USE MAP SET AND SUMMARY DATA

#### 2.2 Future Land Use Map

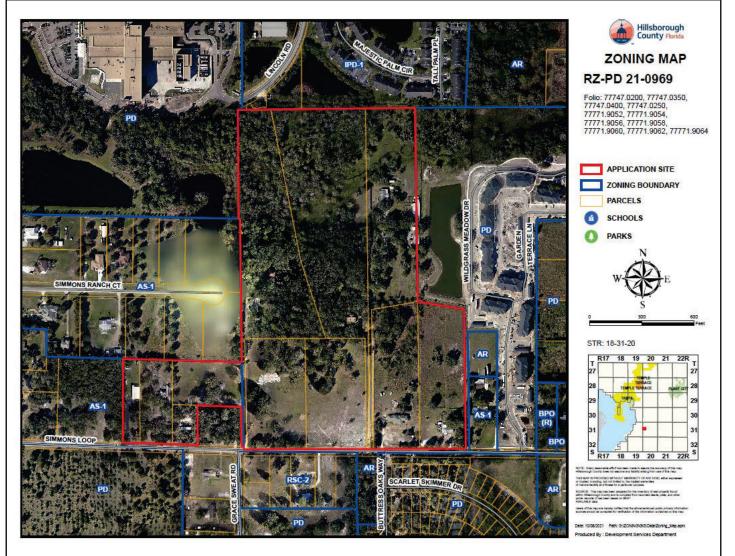


Subject Site Future Land Use Category:	Suburban Mixed Use - 6
Maximum Density/F.A.R.:	Up to 6.0 dwelling units per gross acre. Suburban scale neighborhood commercial, projects limited to 175,000 sq. ft. or 0.25 FAR, whichever is less intense for free standing projects (pursuant to the locational criteria) or 20% of the projects land area when part of larger planned research/corporate park.
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects at appropriate locations. Neighborhood Commercial uses shall meet locational criteria or be part of larger mixed use planned development. Office uses are not subject to locational criteria.

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#### 2.0 LAND USE MAP SET AND SUMMARY DATA

#### 2.3 Immediate Area Map

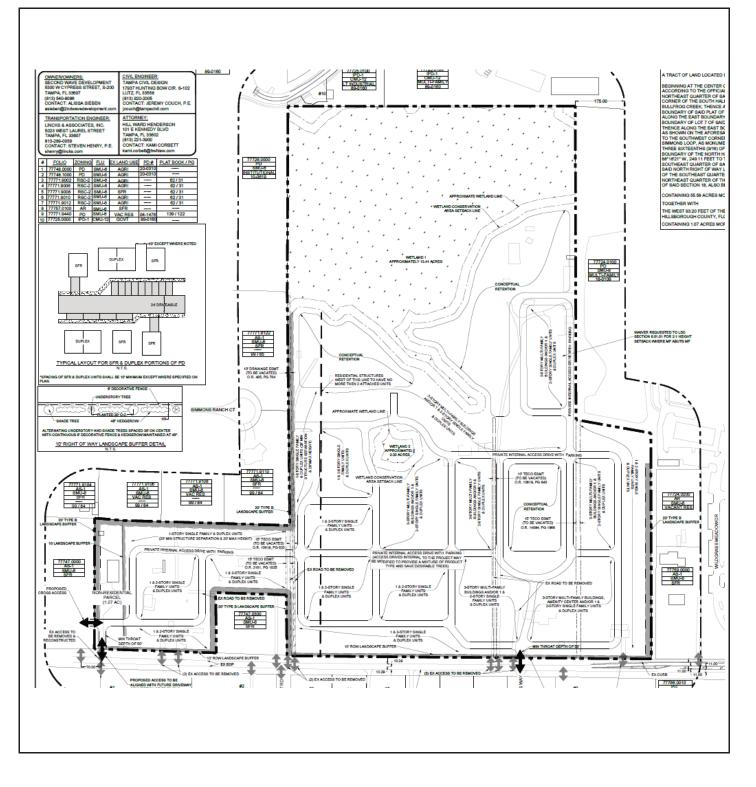


Adjacent Zonings and Uses					
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:	
North	l PD-1 89-0160	15 Du/ac – 0.27 FAR	Retail, Office, Multi family	Retail, Office, Multi family	
South	PD 04-1476, PD 06-1687, AR, RSC-2, AS-1	2.89 Du/ac – 0.23 FAR 1.37 Du/ac 1 Du/5 ac; 1 Du/0.5 ac; 1 Du/ac	Single Family Detached, Agricultural	Vacant, Single Family, Farm	
East	PD 18-0109	9 Du/Ac – 0.25	Multi-family, Retail, Commercial	300 M-F Units, Retail	
West	AS-1, PD 10-0619	1 Du/ac 0.50 FAR	Residential, Hospital, Medical Office	Residential SF, St Joseph Hospital, Medical Offices	

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#### 2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)				
Road Name	Classification	Current Conditions	Select Future Improvements	
Simmons Loop Rd.	County Collector - Urban	2 Lanes ⊠ Substandard Road □Sufficient ROW Width	<ul> <li>Corridor Preservation Plan</li> <li>Site Access Improvements</li> <li>Substandard Road Improvements</li> <li>Other</li> </ul>	

Project Trip Generation D Not applicable for this request					
	Average Annual Daily Trips A.M. Peak Hour Trips P.M. Peak Hour Trips				
Existing	84	6	9		
Proposed	3,493	297	359		
Difference (+/-)	+3,409	+297	+359		

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

Connectivity and Cross Access ON Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	Х	None	None	Meets LDC
East		None	None	Meets LDC
West		Choose an item.	Vehicular & Pedestrian	Meets LDC
Notes:	•	•	1	•

Design Exception/Administrative Variance ONot applicable for this request					
Road Name/Nature of Request Type Finding					
Simmons Loop Rd./Substandard Roadway Design Exception Requested Approvable					
Simmons Loop Rd./Driveway Spacing Administrative Variance Requested Approvable					
Notes: Condition of approval to improve 2,000 feet of Simmons Loop Rd.					

4.0 Additional Site Information & Agency Comments Summary				
Transportation Objections Conditions Requested			Additional Information/Comments	
<ul> <li>Design Exception/Adm. Variance Requested</li> <li>Off-Site Improvements Provided</li> </ul>	□ Yes □N/A ⊠ No	⊠ Yes □ No	See report.	

#### Level or Service:

Simmons Loop Rd is not a regulated roadway within 2020 Hillsborough County Level of Service (LOS) Report

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

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	⊠ Yes □ No	□ Yes ⊠ No	⊠ Yes □ No	
Natural Resources	⊠ Yes □ No	□ Yes ⊠ No	□ Yes ⊠ No	
Conservation & Environ. Lands Mgmt.	□ Yes ⊠ No	□ Yes □ No	□ Yes □ No	
<ul> <li>Check if Applicable:</li> <li>Wetlands/Other Surface Waters</li> <li>Use of Environmentally Sensitive Land</li> <li>Credit</li> <li>Wellhead Protection Area</li> <li>Surface Water Resource Protection Area</li> </ul>	<ul> <li>Potable Water Wellfield Protection Area</li> <li>Significant Wildlife Habitat</li> <li>Coastal High Hazard Area</li> <li>Urban/Suburban/Rural Scenic Corridor</li> <li>Adjacent to ELAPP property</li> <li>Other</li> </ul>			
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation ⊠ Design Exc./Adm. Variance Requested □ Off-site Improvements Provided	⊠ Yes □ No	□ Yes ⊠ No	⊠ Yes □ No	See Sec. 9
Service Area/ Water & Wastewater⊠ Urban□ City of Tampa□ Rural□ City of Temple Terrace	⊠ Yes □ No	□ Yes ⊠ No	⊠ Yes □ No	
Hillsborough County School BoardAdequate□ K-5□ 6-8□ 9-12□ N/AInadequate⊠ K-5□ 6-8⊠ 9-12□ N/A	⊠ Yes □ No	□ Yes □ No	□ Yes □ No	
Impact/Mobility Fees         Estimated Fees         (Fee estimate is based on a 2,000 square foot, 3 bedroom, Single Family Detached Unit)         Mobility: \$7,346*133 = \$977,018         Parks: \$1,815*133 = \$241,395         School: \$8,227*133 = \$1,094,191         Fire: \$335*133 = \$44,555         (Fee estimate is based on a 1,200 square foot, 2 bedroom, Multi-family Units 3 story)         Mobility: \$3,891*469 = \$1,824,879         Parks: \$1,316*469 = \$617,204       Daycare (per 1,000 s.f.)         School: \$3,891*469 = \$1,824,879         Mobility: \$10,525*10 = \$105,250         Fire: \$249*469 = \$116,781				

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#### **Project Summary/Description**

Urban Mobility, South Park/Fire - 469 units, 336 multi-family (3 story), 133 single family detached. 10,000 s.f. daycare facility. Credit for prior structures may apply.

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission         ☑ Meets Locational Criteria       □ N/A         □ Locational Criteria Waiver Requested         ☑ Minimum Density Met       □ N/A	⊠ Yes □ No	□ Inconsistent ⊠ Consistent	⊠ Yes □ No	Density Bonus requested for Mixed Use Projects (3 horizontal uses)

#### **5.0 IMPLEMENTATION RECOMMENDATIONS**

#### 5.1 Compatibility

The surroundings generally consist of single-family residential lots with a mix of lot sizes from over one acre to 5,000 sq. ft. lots and Multifamily uses. A recently approved mixed use project located to the east consists of multifamily units and retail. Areas to the west and south have been approved with Planned Developments with residential single family detached units. The area has a FLU of Suburban Mixed Use 6, that covers land between I 75 and US Hwy 301, south of Big Bend Rd. and north of Ayersworth Blvd.

The project would consist of a mix of residential units and residential support uses (Day Care) to utilize the Mixed-Use Incentive program set forth in the Comprehensive Plan to achieve a maximum density of 9 du/acre on the site. The project is 56.5 acres in size and is located in the Riverview Community Plan. The rezoning would allow the development of a maximum of 469 residential units at 8.08 Du/ac.

Per the narrative, the project will be a "build to rent product- BTR, a component providing a unique opportunity for housing diversity and an emerging, highly demanded rental product to the southern Hillsborough County market area. BTR generally means a residential community that will be owned by a single entity (under unified ownership and control) that will offer all of the units as a "for-rent" product located on tracts maintained by the owner entity".

The residential units will consist of 133 single family detached or duplex units, and 336 multifamily units. The applicant proposes that at least 46 units of the 133 SF/Duplex would consist of detached/single units.

The development standards proposed for the residential component will be similar to other approved residential projects in the area, including 15 feet of rear yards for the detached units, and 20 feet for the multifamily buildings. Maximum building height for the single-family units will be 35', similar or more restrictive than some of the area's residential uses. The multifamily structures will be a maximum of 45'. Per the proposed Site Plan, single family and /duplex units will be placed in the perimeter of the project, west, east and south, along Simmons Loop Rd. adjacent to existing single-family parcels. The multifamily units will be limited to the eastern portion of the site, closer to the multifamily project adjacent to the east. The overall placement of the residential units in the subject project would provide for a transition from single family detached uses adjacent to the west of the site, and higher density, multi-family uses to the east.

As part of this application, the applicant has requested a waiver from Land Development Code (LDC) Section 6.01.01 footnote 8, which requires an additional 2 feet of building setback for every foot over 20 feet of building height. The waiver would only apply along the NE portion of the site, as shown in the Site Plan, where adjacent to the existing multifamily project to the northeast (Wildgrass Multifamily Apartments). The proposed use is similar in nature to the one located immediately to the northeast. Additionally, a driveway is being proposed between the MF units in this project and the PD boundaries to the NE which provides adequate setbacks from the project's boundaries. A pond located on the Wildgrass MF project to the east further increases the building setbacks from both projects. Therefore, staff does not object to this waiver.

Applicant also proposes at least 30% of the project to consist of Open and Gathering Spaces available to future residents. These spaces will include amenities such as landscaping, hardscape, benches, etc. for recreation and will be distributed as pocket parks and open areas throughout the site.

The non-residential use (daycare) is limited to one story of building height and will be of a relatively low intensity FAR (max. 0.22) to ensure compatibility with the neighborhood. Type B landscaped buffers, 20 feet wide, will screen the non-residential uses from external residential areas to the west of the daycare, while 10' internal buffering is proposed. These buffers are shown on the PD Site Plan to further ensure impacts to residential uses in the immediate area are mitigated.

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Non-residential uses will be parked in accordance with the LDC and no design variations are requested to support the non-residential component. The day care use is a residential support use that is typically found in residential zoning districts, subject to specific standards. The applicant is not requesting waivers from the standards found in the LDC for the development of this use.

20-foot buffers with Type B screening (solid fence and plantings) will be provided along the west and adjacent to residential single family uses. Along Simmons Loop Rd., the applicant proposes 10 feet of landscaped buffer with a shade, understory and hedgerow, as indicate in the Site Plan. Natural Resources staff reviewed the proposed buffer and landscaping and found it to be appropriate.

The applicant also proposes open space areas covering at least 32% of the site, inclusive of wetlands, which is more restrictive than requirements from the LDC for single family subdivisions. <u>The residential portion will be subject to LDC Sec 6.02.18 Open Space provision.</u>

The site is in the Urban Service Area, south of the Alafia River. As a result of water demand challenges, the Utilities Department initiated several projects to improve pressure and flow to the south area. Two projects currently under construction CIP C32001 - South County Potable Water Repump Station Expansion and CIP C32011 - Potable Water In-Line Booster Pump will increase the delivery pressure to customers. These projects are scheduled to be completed and operational prior to the 2022 dry season, and must demonstrate improved water delivery through the highest demand periods before additional connections to the system can be recommended. Conditions will be placed restricting building permit issuance that would create demand for water service until the completion by the County of funded Capital Improvement Program projects C32001 - South County Potable Water Repump Station Expansion and C32011 - Potable Water In-Line Booster Pump Station, and the projects are put into operation.

There are wetlands present on the site. The Environmental Protection Commission, EPC, reviewed the proposed Site Plan and does not object. No impacts to wetlands or setbacks are shown on the proposed Plan. No PD Design variations have been requested.

The general area is transitioning from large tracts of land, single family residential, to a higher density area with a mix of uses, in accordance with the Future Land Use classification or SMU-6. The density proposed of 8.08 DU/ac will still be below the maximum allowed per the Comprehensive Plan, under the density bonus requested. The design of the site would locate the detached units in areas adjacent to existing similar development patterns. Transportation staff does not object to this rezoning request and has proposed conditions. Design Exceptions and Administrative Variances have been requested for road improvements. These have been conditionally approved by the County Engineer. Cross access will be provided for future road extensions and road improvements on Simmons Loop Rd. will be required.

**5.2 Recommendation** Approvable, subject to conditions

#### 6.0 PROPOSED CONDITIONS

Prior to PD Site Plan Certification, the applicant shall revise the PD General Site Plan:

- 1. Amend the site data table and remove the word 'Optional" from the Non-residential Support Uses.
- 2. Amend the maximum lot coverage to 40% for the residential component land area.
- 3. Revise the note stating "SIMMONSLOOP (ROW VARIES FROM 70' TO 72') 1 LANE UNDIVIDED", to say "SIMMONSLOOP (ROW VARIES FROM +/- 62' TO 72') 2 LANE UNDIVIDED" and depict/label the points of minimum and maximum right-of-way variance.
- 4. Revise the label stating "PROPOSED CROSS ACCESS" to folio#77747.0000 to say "VEHICULAR AND PEDESTRIAN CROSS ACCESS".
- 5. Amend Note 15 (Cross access will be provided to the west).

**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted October 22, 2021.

- 1. The project shall be limited to a Mixed-Use project with up to 469 multifamily units and a Day Care center, with up to 100 children. Interim agricultural or residential uses shall be permitted.
  - 1.1 Of the 469 residential units, no less than 46 units shall be of a single unit type (Detached).
  - 1.2 At least 28% of all the units shall be single family units (detached) structures or duplexes.
  - 1.3 The maximum building space for the Day Care center shall be 10,000 sq. ft. and the use shall be subject to the Land Development Code (LDC) Sec. 6.11.24.
- 2. Development standards shall be as indicated in the General Site Development Plan and as follows:
  - 2.1 Single Family/Duplex units:

	Maximum building height Minimum front yard setback Minimum side yard setback Minimum rear yard setback	35 feet/2 stories 20 feet to internal driveways for garages 15 feet to PD lines, 10 feet between buildings 15 feet to PD lines
2.2	Multi-family units:	
	Maximum building height Minimum side yard setback Minimum rear yard setback	45 feet 10 feet to PD lines, 20 feet between buildings 20 feet to PD lines
2.3	Overall residential project:	
	Maximum building coverage Maximum impervious area	40% 75%

For detached structures consisting of garages, setbacks to PD lines shall be a minimum of 15 feet.

2.4 Day Care Facility

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Maximum building height Minimum front yard setback Minimum side yard setback Minimum rear yard setback 35 feet; 1 story 20 feet 20 feet to PD lines 20 feet to PD lines

- 3. Open space and Community Gathering Areas shall <del>cover a minimum of 30% of</del> <u>be provided for</u> the residential project and subject to LDC Sec 6.02.18. These areas shall consist of pocket parks, amenity center, and other open gathering spaces within the project and shall include amenities with passive recreational elements including but not limited to landscape, hardscape and benches.
- 4. Buffer and screening between adjacent parcels shall be as depicted in the General Site Plan. Existing vegetation in lieu of the required plantings shall be permitted, subject to Natural Resources approval. A 10-foot buffer shall be maintained along Simmons Loop Rd. Screening of this buffer area shall be as shown in the Landscape Buffer Detail on the General Site Plan. This buffer space shall be in addition to any area reserved for future road expansions or improvements.
- 5. The additional 2 feet of building setback required for every foot of building height over 20 feet in accordance with LDC 6.01.01 footnote 8 shall not apply to the NE corner of the project. A minimum of 20 feet of building setback shall be maintained in that area of the site as shown in the General Site Plan.
- 6. No multifamily structures with more than 2 units shall be placed west of the line indicated on the General Site Plan. Multifamily structures with more than 2 units shall be restricted to eastern portion of the site. Internal circulation and location of the units shall be as generally shown on the PD Plan.
- 7. If PD 21-0969 is approved, the County Engineer will approve a Design Exception (dated October 14, 2021) which was found approvable by the County Engineer (on November 3, 2021). Approval of this Design Exception will require +/- 2,000 linear feet of improvements consistent with the Hillsborough County Transportation Technical Manual TS-4 typical section with exception provided for to allow 5-foot bike lanes and 6-foot sidewalks where constructed against the back of curb due to right-of-way constraints.
- 8. If PD 21-0969 is approved, the County Engineer will approve a Sec. 6.04.02 Administrative Variance (dated October 14, 2021) which was found approvable by the County Engineer (on November 3, 2021). Approval of this Administrative Variance will permit the reduction of the access spacing minimum distance requirement between the project's western driveway on Simmons Loop Rd. and the next closest driveway approximately +/-55 feet to the west.
- 9. Primary access to the project shall be provided on Simmons Loop Road from two (2) full access points, as shown on the PD Site Plan. The western access connection shall align with the planned access connection for PD 20-0310 (Simmons Village North) to the south. All existing access connections and driveway aprons that will not be utilized for access shall be removed and restored to typical standard at the time of site construction.
- 10. Prior to or concurrent with the initial phase of development, the developer shall construct an eastbound left turn lane and westbound right turn lane into the project's western access connection and an eastbound left turn lane into the eastern access connection from Simmons Loop Road.
- 11. As generally shown on the PD site plan, the developer shall construct a vehicular and pedestrian cross access stubout to the adjacent property to the west (folio 77747.0000).

- 12. Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.
- 13. The project's internal access driveways shall include ADA sidewalks connecting all residential units, the non-residential parcel, amenity areas and all project access connections.
- 14. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
- 15. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- 16. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- 17. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
- 18. Water distribution system improvements will need to be completed prior to connection to the County's water system. No building permits that would create demand for water service shall be issued until the completion by the County of funded Capital Improvement Program projects C32001 South County Potable Water Repump Station Expansion and C32011 Potable Water In-Line Booster Pump Station, and the projects are put into operation.
- 19. 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.
- 20. 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.

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Case Reviewer: Israel Monsanto

Zoning Administrator Sign Off:

J./Brian Grady Thu Nov 4 2021 13:52:01

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

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

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# 7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS



Simmons Loop Rd. looking west.



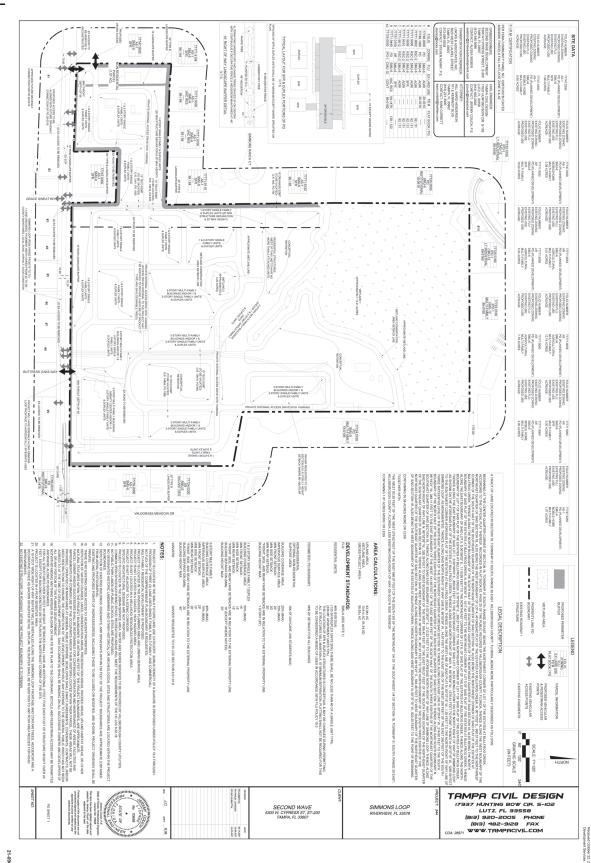
PD 13-0109

Partial aerial of the subject site. Residential SF and MF projects located in the vicinity.

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# 8.0 PROPOSED SITE PLAN (FULL) 1 of 2

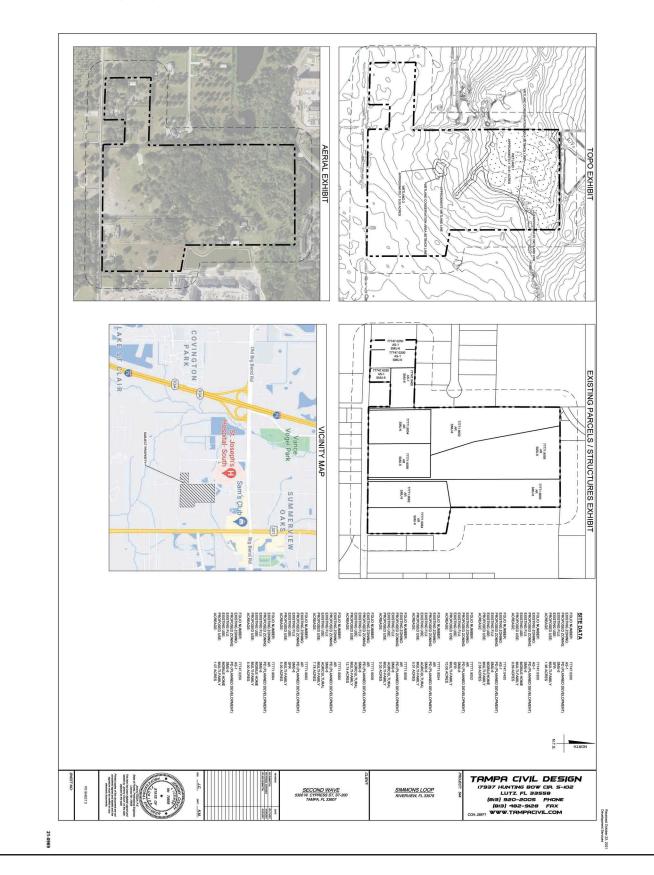


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#### PROPOSED SITE PLAN (FULL) 2 of 2



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# 9.0 FULL TRANSPORTATION REPORT (see following pages)

#### AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

**REVIEWER:** Richard Perez, AICP **PLANNING AREA**: LUTZ / NW

**DATE:** 11/03/2021

AGENCY/DEPT: Transportation PETITION NO: PD 21-0969

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

#### **CONDITIONS OF ZONING APPROVAL**

- If PD 21-0969 is approved, the County Engineer will approve a Design Exception (dated October 14, 2021) which was found approvable by the County Engineer (on November 3, 2021). Approval of this Design Exception will require +/- 2,000 linear feet of improvements consistent with the Hillsborough County Transportation Technical Manual TS-4 typical section with exception provided for to allow 5-foot bike lanes and 6-foot sidewalks where constructed against the back of curb due to right-of-way constraints.
- If PD 21-0969 is approved, the County Engineer will approve a Sec. 6.04.02 Administrative Variance (dated October 14, 2021) which was found approvable by the County Engineer (on November 3, 2021). Approval of this Administrative Variance will permit the reduction of the access spacing minimum distance requirement between the project's western driveway on Simmons Loop Rd. and the next closest driveway approximately +/-55 feet to the west.
- Primary access to the project shall be provided on Simmons Loop Road from two (2) full access points, as shown on the PD Site Plan. The western access connection shall align with the planned access connection for PD 20-0310 (Simmons Village North) to the south. All existing access connections and driveway aprons that will not be utilized for access shall be removed and restored to typical standard at the time of site construction.
- Prior to or concurrent with the initial phase of development, the developer shall construct an eastbound left turn lane and westbound right turn lane into the project's western access connection and an eastbound left turn lane into the eastern access connection from Simmons Loop Road.
- As generally shown on the PD site plan, the developer shall construct a vehicular and pedestrian cross access stubout to the adjacent property to the west (folio 77747.0000).
- Not withstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.

• The project's internal access driveways shall include ADA sidewalks connecting all residential units, the non-residential parcel, amenity areas and all project access connections.

#### OTHER CONDITIONS:

Prior to Site Plan Certification, revise the note stating "SIMMONS LOOP (ROW VARIES FROM 70' TO 72') 1 LANE UNDIVIDED", to say "SIMMONS LOOP (ROW VARIES FROM +/- 62' TO 72') 2 LANE UNDIVIDED" and depict/label the points of minimum and maximum right-of-way variance.

[This information is required to be accurately depicted per the Develop Review Procedures Manual.]

• Prior to Site Plan Certification, revise the label stating "PROPOSED CROSS ACCESS" to folio#77747.0000 to say "VEHICULAR AND PEDESTRIAN CROSS ACCESS".

[Cross access is required and shall be constructed to stubout to the adjacent property.]

# PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone the +/- 56.79-acre subject property from Agricultural Rural (AR) and Agricultural-Single Family 1 (AS-1) to Planned Development (PD) zoning to allow a 469-unit rental/residential community consisting of a mix of detached and attached dwelling units; and multi-story apartment buildings, with a day care. The Future Land Use designation of the site is SMU-6.

#### Trip Generation Analysis

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

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips	
	Two-Way Volume	AM	PM
AS-1: Single Family Detached - 6 Units (ITE 210)	27	2	3
AR: Single Family Detached – 10 Units (ITE 210)	57	4	6
Total:	84	6	9

#### **Approved Zoning:**

#### **Proposed Zoning:**

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips		
	Two-Way Volume	AM	PM	
PD: Single Family Detached -133 Units (ITE 210)	1,256	98	132	
PD: Multi-Family - 336 Units (ITE 221)	1,828	121	148	
PD: Day Care – 100 Students (ITE 565)	409	78	79	
Total:	3,493	297	359	

#### **Trip Generation Difference:**

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips	
	Two-Way Volume	AM	РМ
Difference	+3,409	+291	+350

The proposed rezoning will result in an increase in potential trip generation by 3,409 daily trips, 291 AM peak hour and 350 PM peak hour trips.

### TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site fronts the south side of Simmons Loop Rd.

Simmons Loop Rd. is a substandard 2-lane, collector road, characterized by +/-22 feet of pavement in average condition. The existing right-of-way on Simmons Loop Road in the vicinity of the project is +/-63 feet. There are no paved shoulders along the roadway. There are bike lanes and sidewalks immediately to the east of the subject property and +/-2000 feet west of the project site along Simmons Loop Road.

Pursuant to the Hillsborough County Transportation Technical Manual, an urban collector roadway shall meet the typical section TS-4 standard. TS-4 standard includes 11-foot-wide lanes, 7-foot buffered bike lanes, F-type curbs and 5-foot wide sidewalks on both sides within a minimum of 64 feet of right-of-way.

The applicant is requesting a design exception to improve approximately 2,000 linear feet of Simmons Loop Rd., as further discussed in the design exception below, and will connect to the proposed improvements (to be constructed by the developer of PD 20-0310 - Simmons Village North) west of the project and existing improvements east of the project.

#### Planned Infrastructure Improvements by Others:

The developer of approved PD 20-0310 (Simmons Village North) is required to extend Gate Dancer Rd. north and connect Simmons Loop Rd., creating a "T" intersection where the existing road turns east toward U.S. Highway 301. The new road will be constructed as a collector road. At the new intersection, north/south movements will be prioritized (i.e. traffic will be allowed to flow freely), and the eastern leg of the intersection will be stop controlled. Additionally, the developer of Simmons Village North is required to improve approximately 300 ft of Simmons Loop Road east of the new intersection.

### Improvements Completed by Others:

Recently completed infrastructure improvement associated with construction of Planned Developments (PD 04-1476 and 18-0109) to the east of the subject property include a bike lane and curbing on the north side and sidewalks on the both sides, along the projects' respective frontages, of Simmons Loop Rd.

### SITE ACCESS

The proposed PD site plan provides for two (2) full access connections to Simmons Loop Rd.

The western access connection aligns with the approved access point for PD 20-0310 (Simmons Village North) on the south side of Simmons Loop Rd and will serve as direct access to the day care component of the subject PD in addition to residential area. Based on LDC Sec. 6.04.07, the access spacing for Simmons Loop is 245 feet and the spacing from the western access is +/-55 feet east from a residential driveway on

the north side. As such, the applicant has requested a Sec. 6.04.02. B administrative variance which is addressed in greater detail in a separation section below.

The eastern access connection provides direct access into the residential area. All components of the PD are internally connected. ADA sidewalks are required to connect all residential units, the non-residential parcel, amenity areas and all project access connections.

Based on the applicant's site access analysis, a 245-foot eastbound left turn lane is warranted and a 195foot westbound right turn lane is warranted to serve the project's western access connection on Simmons Loop Rd. Only a 245-foot eastbound left turn lane is warranted for the project's eastern access on Simmons Loop Rd.

The PD Site Plan provides cross access to the adjacent property to the west (folio# 77747.0000) as required per LDC, Sec. 6.04.03. Q.

### **REQUESTED DESIGN EXCEPTION – SIMMONS LOOP ROAD**

As Simmons Loop Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated October 14, 2021) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on November 3, 2021). To mitigate the deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-4 Typical Section (for 2-Lane, undivided, urban collector roadways) the developer has proposed to improve 2,000 linear feet of Simmons Loop Rd to standard with the following exceptions:

- 1) Bike Lanes TS-4 requires 7-foot buffered bike lanes. Due to right of way constraints, the developer proposes to provide 5-foot bike lanes.
- 2) Sidewalk -- TS-4 requires sidewalk on both sides of the roadway. The sidewalk to be provided as follows:
  - a. Sidewalk on the northside of Simmons Loop along the property frontage is to be provided. The sidewalk will vary between 5 feet and 6 feet. The 6-foot sidewalk is provided where the sidewalk is adjacent to the curb due to right of way constraints.
  - b. The sidewalk on the northside is to be extended east to tie into the existing sidewalk.

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

#### **REQUESTED ADMINISTRATIVE VARIANCE: DRIVEWAY SPACING**

The applicant submitted a Section 6.04.02.B. Administrative Variance Request (dated October 14, 2021) from the Section 6.04.07 LDC requirement, governing minimum spacing for access connections (driveways). The project's western access connection is planned to align with the approved access connection to the south for PD 20-0310 (Simmons Village North), however there is an existing single residential driveway on the north side of Simmons Loop Rd. +/-55 feet to west of the proposed access connection. The LDC a minimum of 245 feet spacing between driveways on Simmons Loop Rd. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on November 3, 2021.

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

# **LEVEL OF SERVICE (LOS)**

Simmons Loop Rd is not a regulated roadway within 2020 Hillsborough County Level of Service (LOS) Report

# Perez, Richard

From:	Williams, Michael
Sent:	Wednesday, November 3, 2021 12:15 PM
То:	Steven Henry
Cc:	Tirado, Sheida; Kami Corbett; Monsanto, Israel; Perez, Richard
Subject:	FW: 21-0969 - Design Exception and Administrative Variance
Attachments:	21-0969 DEReq 10-14-21.pdf; 21-0969 AVReq 10-14-21.pdf

Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 21-0969 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Ingrid Padron (<u>padroni@hillsboroughcounty.org</u> or 813-307-1709) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

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

Mike

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Tuesday, November 2, 2021 5:54 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: 21-0969 - Design Exception and Administrative Variance

Hello Jefe,

The attached Design Exception and Administrative Variance are approvable to me. Please send your email to the following people:

<u>shenry@lincks.com</u> <u>kami.corbett@hwhlaw.com</u> <u>Monsantol@hillsboroughcounty.org</u> PerezRL@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE (she/her/hers)

#### **Transportation Review Manager**

**Development Services Department** 

# P: (813) 276-8364

E: <u>tirados@HCFLGov.net</u> W: <u>HCFLGov.net</u>

#### Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

Facebook | Twitter | YouTube | LinkedIn | HCFL Stay Safe

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

From: Zoning Intake-DSD <<u>ZoningIntake-DSD@hillsboroughcounty.org</u>>
Sent: Tuesday, October 5, 2021 8:03 AM
To: Timoteo, Rosalina <<u>TimoteoR@HillsboroughCounty.ORG</u>>
Cc: Tirado, Sheida <<u>TiradoS@hillsboroughcounty.org</u>>; Padron, Ingrid <<u>PadronI@hillsboroughcounty.org</u>>; Rome, Ashley
<<u>RomeA@hillsboroughcounty.org</u>>; Monsanto, Israel <<u>MonsantoI@hillsboroughcounty.org</u>>
Subject: FW: Additional Information - Design Exception and Administrative Variances - 21-0969 [IWOV-FirmLive.FID1682438]

#### Ana Lizardo

Planning & Zoning Tech Development Services Department (DSD)

P: (813) 276-8403 M: (813) 272-5600 E: <u>LizardoA@hillsboroughcounty.org</u> W: HCFLGov.net

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

Facebook | Twitter | YouTube | LinkedIn | HCFL Stay Safe

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

From: Kami Corbett <<u>kami.corbett@hwhlaw.com</u>>

Sent: Monday, October 4, 2021 4:20 PM

To: Zoning Intake-DSD < ZoningIntake-DSD@hillsboroughcounty.org>

**Cc:** Monsanto, Israel <<u>Monsantol@hillsboroughcounty.org</u>>; Williams, Michael <<u>WilliamsM@HillsboroughCounty.ORG</u>>; Perez, Richard <<u>PerezRL@hillsboroughcounty.org</u>>; Steven Henry <<u>shenry@lincks.com</u>>

Subject: Additional Information - Design Exception and Administrative Variances - 21-0969 [IWOV-FirmLive.FID1682438]

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

Attached please find the Additional Information include the Design Exception Request and Related Administrative Variance Request for Application 21-0969

#### Kami Corbett

Shareholder

o: 813.221.3900 | d: 813.227.8421 | kami.corbett@hwhlaw.com | hwhlaw.com 101 E. Kennedy Blvd., Suite 3700, Tampa, FL 33602



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Please consider the environment before printing this e-mail.



LINCKS & ASSOCIATES, INC.

October 14, 2021

Mr. Mike Williams Hillsborough County Government 601 East Kennedy Blvd., 22nd Floor Tampa, FL 33602

Re:	Simmons Loop	
	RZ	21-0969
	Lincks Project No.	21026

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.07 of the Hillsborough County Land Development Code for the access to Simmons Loop. The developer proposes to rezone the property to Planned Development to allow the following land uses:

- Multi-Family 336 Dwelling Units
- Single-Family 133 Dwelling Units
- Day Care 10,000 Square Feet – 100 Students

Table 1 provides the trip generation for the proposed project.

The access to serve the project is proposed to be via two (2) accesses to Simmons Loop. A copy of the PD plan is included in the appendix of this letter.

The subject property is within the Urban Service Area and according to the Hillsborough County Roadways Functional Classification Map, Simmons Loop is a collector road.

The western most access for the project is proposed to align with the Simmons Village North access to Simmons Loop.

The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing on Simmons Loop. Based on Section 6.04.07, the access spacing for Simmons Loop is 245 feet and the spacing from the western access to the access to the west is 55 feet. This is graphically shown in Figure 1.

The justification for the variance is as follows:

5023 West Laurel Street Tampa, FL 33607 813 289 0039 Telephone 8133 287 0674 Telefax www.Lincks.com Website

#### (a) there is an unreasonable burden on the applicant,

- 1. The proposed western access is to align with the future access to Simmons Village North on the south side of Simmons Loop.
- 2. The access to the west is a driveway to a Single Family Home.

Therefore, it is not reasonable or feasible for the project to modify the location of the access to meet the current LDC spacing criteria.

# (b) the variance would not be detrimental to the public health, safety and welfare,

The proposed access is to align with the future access for the Simmons Village North access which is recommended from an operational standpoint.

(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

The only frontage for the project is Simmons Loop. Due to property constraints, the only reasonable location for the access is to align with the future Simmons Village North access.

- 1. The proposed western access is to align with the future access to Simmons Village North on the south side of Simmons Loop.
- 2. The access to the west is a driveway to a Single Family Home.

Therefore, it is not reasonable or feasible for the project to modify the location of the access to meet the current LDC spacing criteria.

# (b) the variance would not be detrimental to the public health, safety and welfare,

The proposed access is to align with the future access for the Simmons Village North access which is recommended from an operational standpoint.

(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

The only frontage for the project is Simmons Loop. Due to property constraints, the only reasonable location for the access is to align with the future Simmons Village North access.

Please do not hesitate to contact us if you have any questions or require any additional information. Best Regards, Steven J Henry President Lincks & Associates, Inc. P.E. #51555

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

\_\_\_\_\_Disapproved

\_\_\_\_\_Approved

\_\_\_\_\_Approved with Conditions

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

Date \_\_\_\_\_

Sincerely,

Michael J. Williams Hillsborough County Engineer

		1						
ESTIMATED PROJECT TRIP ENDS (1)	PM Peak Hour	Trip Ends	Total			111	387	
			Ort	55	50	59	164	
			드	87	84	25	223	
	AM Peak Hour	Trip Ends	Total	112	66	110	321	
			Ort			52	209	
			드	29	25	58	112	
		Daily	Trip Ends	1,829	1,352	476	3,657	
		Ш	ILUC	221	210	565	Total	
			Size	336 DU's	133 DU's	10,000 SF		
			Land Use	Multi - Family	Single Family	Day Care		

TABLE 1

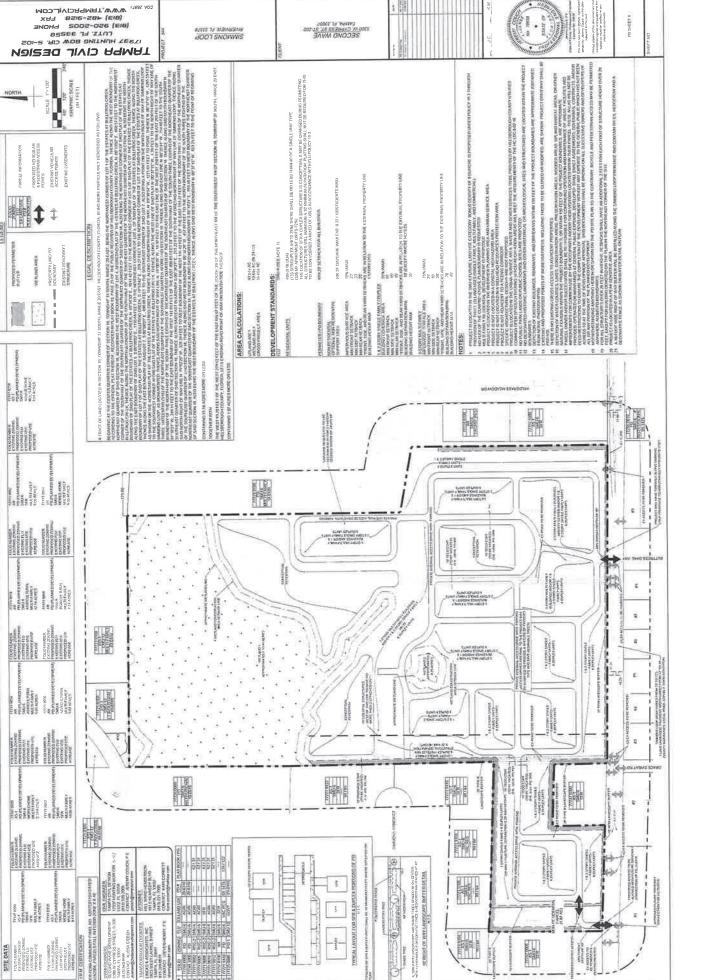
(1) Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017.

APPENDIX



PD PLAN

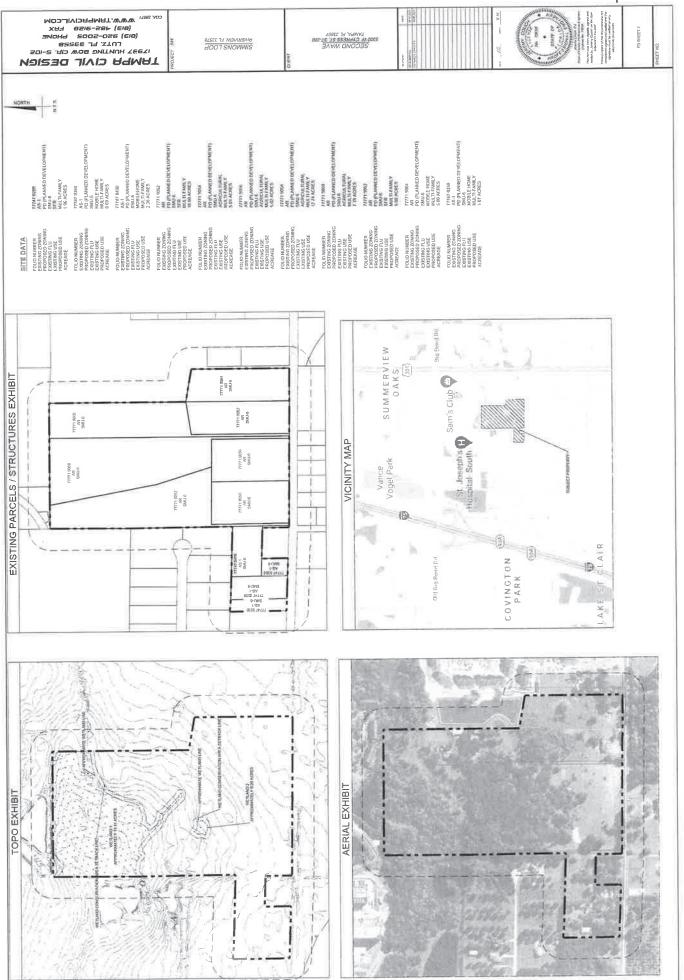




21-0969

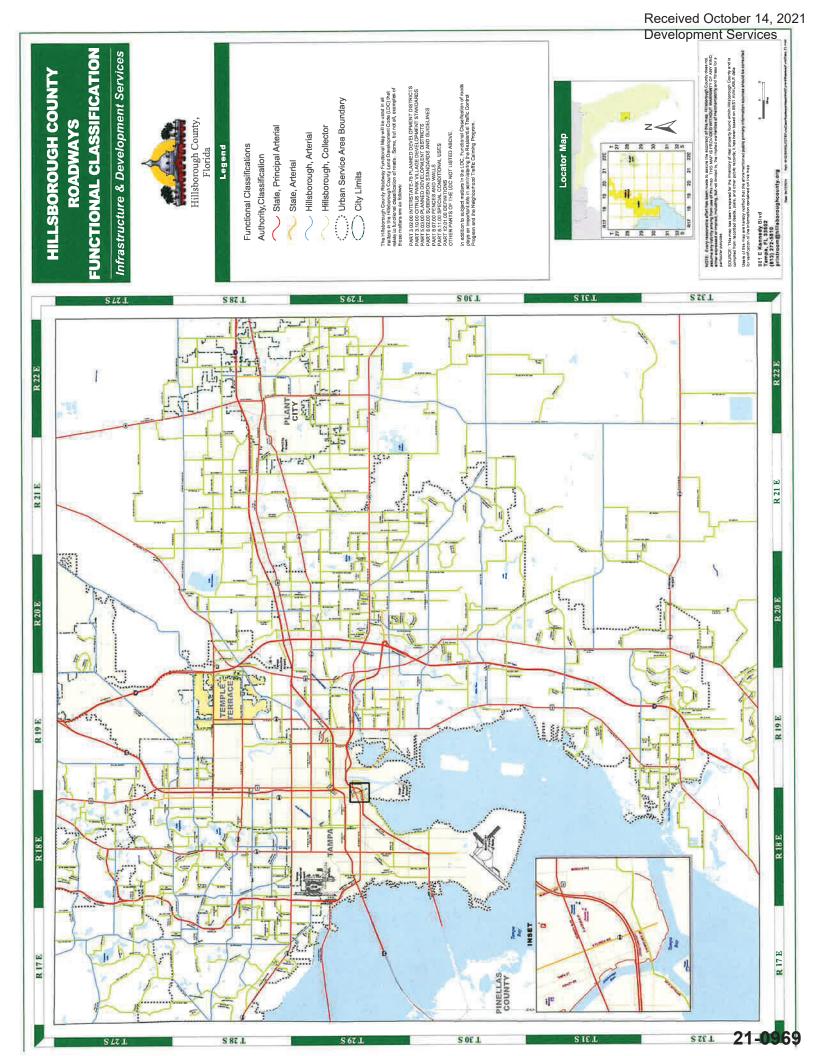
Received October 14, 2021 Development Services

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HILLSBOROUGH COUNTY ROADWAY FUNCTIONAL CLASSIFICATION MAP





# HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE SECTION 6.04.04



1

#### Sec. 6.04.04. - Design Standards

#### A. Driveway Width/Length

Driveways provide the physical transition between a site and the abutting roadway. Driveways should be located and designed to minimize impacts on traffic while providing safe entry and exit from the development served. The location and design of the connection must take into account characteristics of the roadway, the site, and the potential users.

The actual width and length of driveways shall be subject to internal and external traffic flow considerations. The driveway width considerations include, but are not limited to the number of lanes, the driveway geometrics, internal obstructions, traffic safety, etc. The length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. The driveway length therefore, will be subject to the anticipated required stacking length of entering and exiting vehicle during the peak period.

 For driveways that will be signalized, driveway length should be determined by a traffic study of expected traffic and queues. An important measurement in determining the driveway length is the outbound queue.

Land Use	Driveway Length (In Feet)
Any major entrance with 4 or more total lanes in the in the driveway. Typically malls, and "Super" retail centers	300 or greater, based on traffic study
Regional Shopping Centers (over 150,000 sq. ft.)	250
Community Shopping Center (100-150,000 sq. ft.) (Supermarket, drug store, etc.)	150
Small Strip Shopping Center	50
Smaller Commercial Development (convenience store with gas pumps)	30

2. For unsignalized driveways, the following minimum lengths will be used:

### 3. For residential developments, the maximum length shall be:

Land Use	Driveway Length (In Feet)
Residential Developments	250

#### B. Driveway Grades

- 1. Driveway grades shall conform to the requirements of FDOT Roadway and Traffic Design Standard Indices, latest edition.
- 2. For driveways with high volumes and where curve radii turnouts would be a prime benefit to traffic movements, the following factors should be considered:
  - a. It is desirable to have driveway slope upward from gutter line without any vertical curve. The upward slope with curbs will allow better control of drainage.
  - b. It is desirable to have a relatively flat area adjacent to the roadway, where vehicles may turn off without an immediate climbing or descending need. Then exiting vehicles may wait to enter traffic flow at approximately roadway level.
  - c. Within the limits of curve radii, no drop curb shall be allowed except as required for curb cut ramps.
- C. Traffic Control Devices
  - 1. The installation of signs and pavement markings at private roadways and residential or commercial driveways, and the installation of traffic signals at high-volume commercial Type III driveways may be required in order to provide for safe and efficient movement of traffic. All traffic control devices shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the current County standards and specifications and shall be approved by the County Public Works Department, Traffic Section.
  - 2. The approval to install traffic signals shall be based on a traffic engineering study which addresses the warrants, the design, and the operation of the signals. The study and design shall be approved by the County Public Works Department, Traffic Section and FDOT, if on the State Highway System. The responsibility for the engineering study shall rest with the permittee. If a traffic signal is installed, all signal elements and appropriate portions of the access approach to assure efficient signal operation, shall be on public right-of-way or on easements granted to the public.

Any required traffic control devices, including signs, signals or pavement markings shall be installed by the permittee. The permittee shall be responsible for all purchase and installation costs involved.

D. Auxiliary Lanes

Auxiliary Lanes refer to left-turn, right-turn, acceleration, deceleration, and storage lanes. Developments which generate AM or PM Peak Hour Traffic which exceeds the following thresholds shall provide the following site related acceleration, deceleration, and storage lanes:

- 1. If more than 20 left turning vehicles per hour on a two-lane arterial or collector roadway, then left turn lanes are warranted,
- 2. If more than 50 right turning vehicles per hour on a two-lane arterial or collector roadway, then right turn lanes are warranted,
- 3. If more than 40 right turning vehicles per hour, on a four-lane rural roadway, then a right turn lane is warranted,
- 4. If more than 80 right turning vehicles per hour, on a four-lane urban roadway, then a right turn lane is warranted,
- 5. If more than 60 right turning vehicles per hour, on a six-lane rural roadway, then a right turn lane is warranted,
- 6. If more than 100 right turning vehicles per hour, on a six-lane urban roadway, then a right turn lane is warranted,
- 7. On multi-lane roadways, left turn lanes shall be constructed when there are more than 20 left turning vehicles.

(Ord. No. 00-38, § 2, 11-2-00; Ord. No. 05-22, § 2, 11-17-05; Ord. No. 07-18, § 2, 7-19-07, eff. 10-1-07)



### LINCKS & ASSOCIATES, INC.

October 14, 2021

Mr. Mike Williams Hillsborough County Government 601 East Kennedy Blvd., 22nd Floor Tampa, FL 33602

Re: Simmons Loop RZ 21-0969 Lincks Project No. 21026

The purpose of this letter is to request a Design Exception per the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L – Existing Facilities for Simmons Loop from the Gate Dancer Road Extension to the project access. According to the Hillsborough County Functional Classification Map, Simmons Loop is classified as a collector roadway. The subject site is within the Hillsborough County Urban Service Area. The developer proposes to rezone the subject property to Planned Development to allow the following land uses:

- Multi -Family 336 Dwelling Units
- Single Family 133 Dwelling Units
- Day Care 10,000 Square Feet
  - 100 Students

The developer of Simmons Village proposes to extend Gate Dancer Road from its current terminus within Belmont to Simmons Loop. As a part of the plans to extend Gate Dancer Road approximately 300 feet of Simmons Loop east of Gate Dancer Road extension is proposed to be improved. A copy of the plans are included in the appendix of this letter.

Table 1 provides the trip generation for the project and Table 2 provides the roadway capacity analysis for Simmons Loop adjacent to the site. As shown in Table 2, Simmons Loop currently operates at an acceptable level of service and will continue to operate at an acceptable level of service with the addition of the project traffic.

The access to serve the project is proposed to be two (2) full accesses to Simmons Loop.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for Simmons Loop from the project access to Gate Dancer Road. The subject segment of Simmons Loop is currently a two (2) lane roadway with 11-foot lanes. The following exceptions are requested to accommodate the proposed project.

5023 West Laurel Street Tampa, FL 33607 813 289 0039 Telephone 8133 287 0674 Telefax www.Lincks.com Website Mr. Mike Williams October 14, 2021 Page 2

- 1) Bike Lanes TS-4 has 7 foot buffered bike lanes. Due to right of way constraints, the developer proposes to provide 5 foot bike lanes.
- 2) Sidewalk TS-4 has sidewalk on both sides of the roadway. The sidewalk to be provided is as follows:
  - a. Sidewalk on the northside of Simmons Loop along the property frontage is to be provided. The sidewalk varies between 5 feet and 6 feet. The 6 foot sidewalk is provided where the sidewalk is adjacent to the curb due to right of way constraints.
  - b. The sidewalk on the northside is to be extended east to tie into the existing sidewalk.

Figure 1 provides the limits of the proposed improvements.

The justification for the Design Exception is as follows:

- 1. The primary access for the development is to Simmons Loop.
- 2. The developer proposes to improve approximately 2,000 linear feet of Simmons Loop and will connect to the proposed improvements west of the project and existing improvements east of the project.

Based on the above, it is our opinion, the proposed improvements to Simmons Loop mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Mr. Mike Williams October 14, 2021 Page 3	1
Best Regards, Steven J Henry	A
President Lincks & Associates, Inc. P.E. #51555	Chottetter
T	

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

\_\_\_\_\_Disapproved

Approved

\_\_\_\_\_Approved with Conditions

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

Sincerely,

Michael J. Williams

Hillsborough County Engineer

Mr. Mike Williams October 14, 2021 Page 4

		ĩ																						
	Hour	s	Total	142	134	111	387																	
	PM Peak Hour	rip End	rip Enc	rip Enc	rip Enc	rip Enc	rip Enc	rip End	rip End	rip End	rip Enc	rip Enc	rip End	rip End	rip End	rip Enc	rip Enc	<b>Frip En</b>	Out To	55	50	20	164	
	РΝ		의	87	84	52	223																	
0	Hour	S	Total	112	66	110	321																	
INDS (1	AM Peak Hour	Trip Enc	II Ont	83	74	52	209																	
TRIP E	AN		티	29	25	58	112																	
ESTIMATED PROJECT TRIP ENDS (1)		Daily	Trip Ends	1,829	1,352	476	3,657	:																
ESTIM/		ΠE	- Inc	221	210	565	Total																	
			Size	336 DU's	133 DU's	10,000 SF																		
			Land Use	Multi - Family	Single Family	Day Care																		

TABLE 1

(1) Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017.

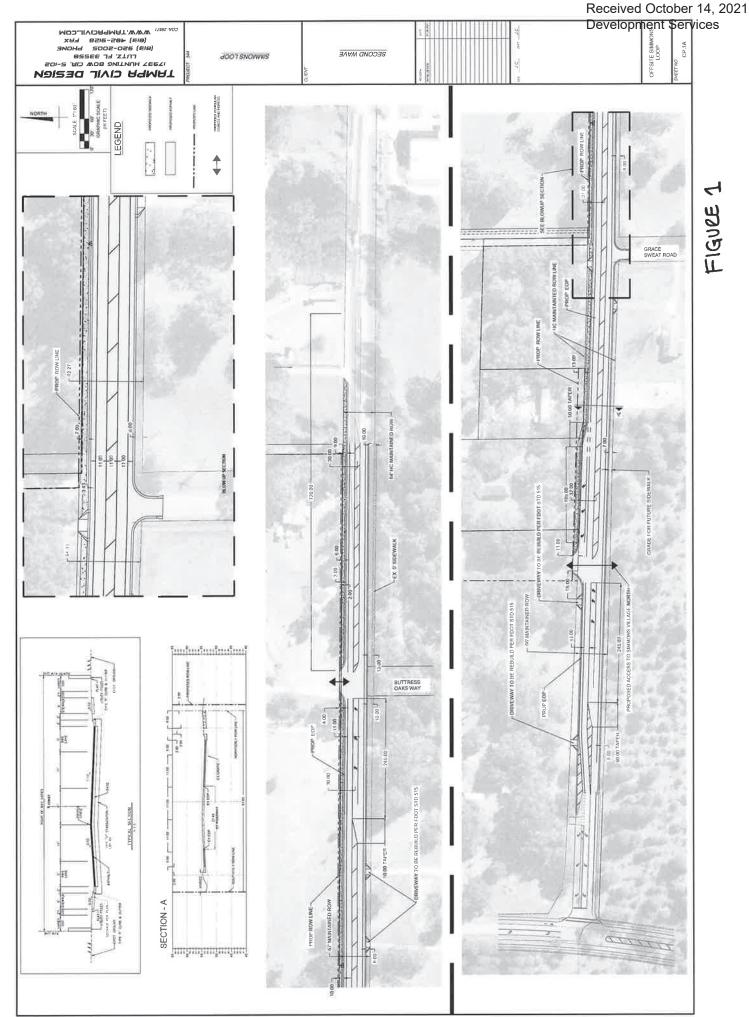
Mr. Mike Williams October 14, 2021 Page 5

Available <u>Capacity</u>	581 467
Total	616 730
Project <u>Traffic</u>	192 232
Peak Season <u>Traffic (2)</u>	424 498
Period	AM MA
LOS D Capacity (1)	1,197
Geometry	2LU
외	US 301
From	õ
Roadway	Simmons Loop I

LINK ANALYSIS

TABLE 2

Source - 2020 FDOT Quality/Level of Service Handbook.
 Source - Access Management Analysis dated October, 2021.



# APPENDIX



LINCKS & ASSOCIATES, INC.

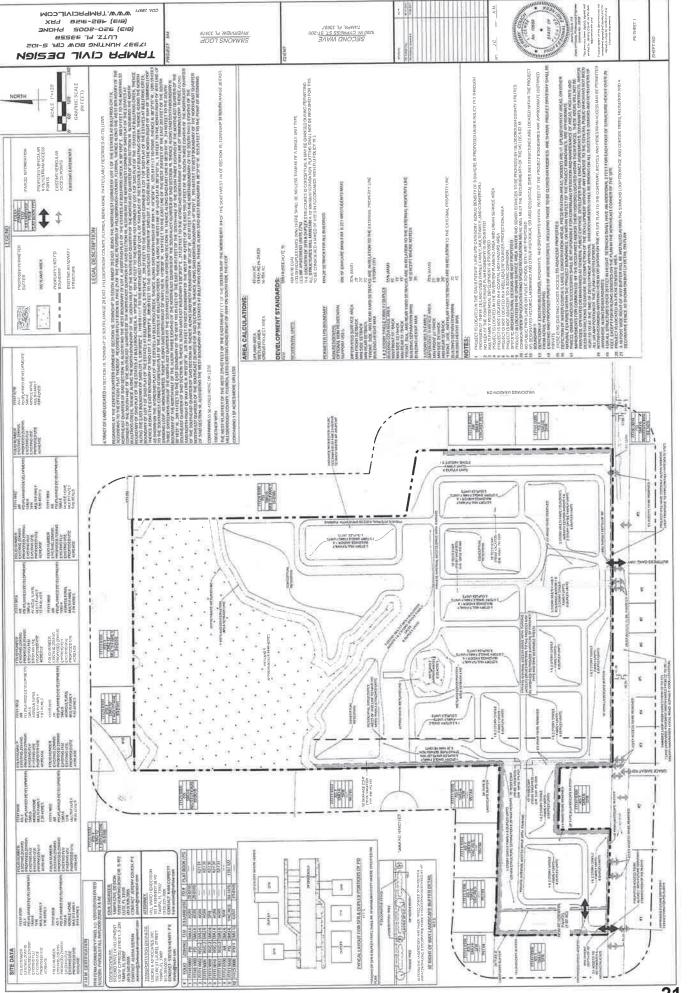
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PD PLAN

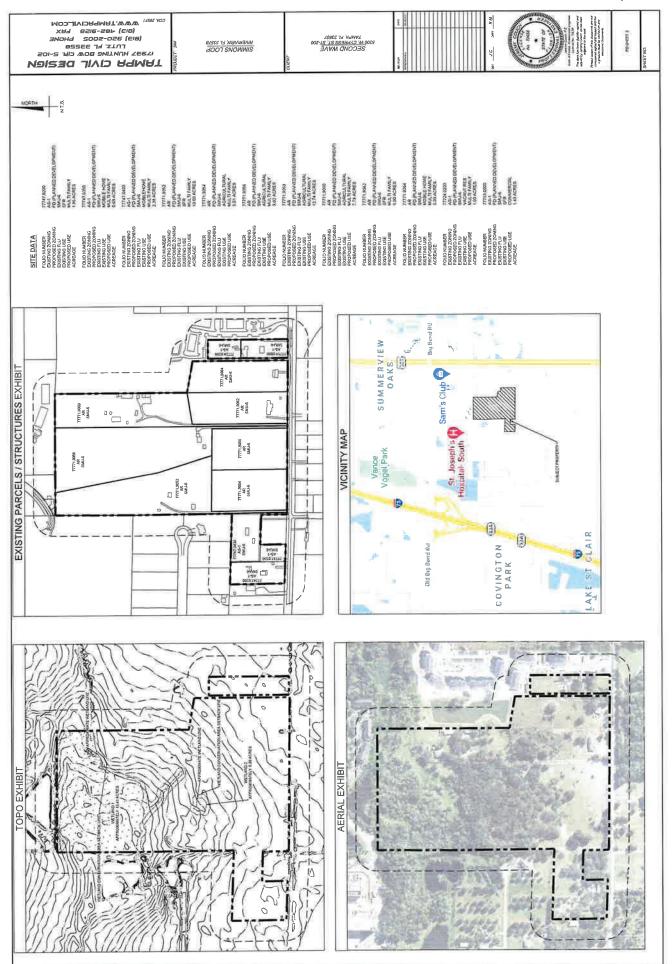


## LINCKS & ASSOCIATES, INC.



21-0969

Received October 14, 2021 Development Services



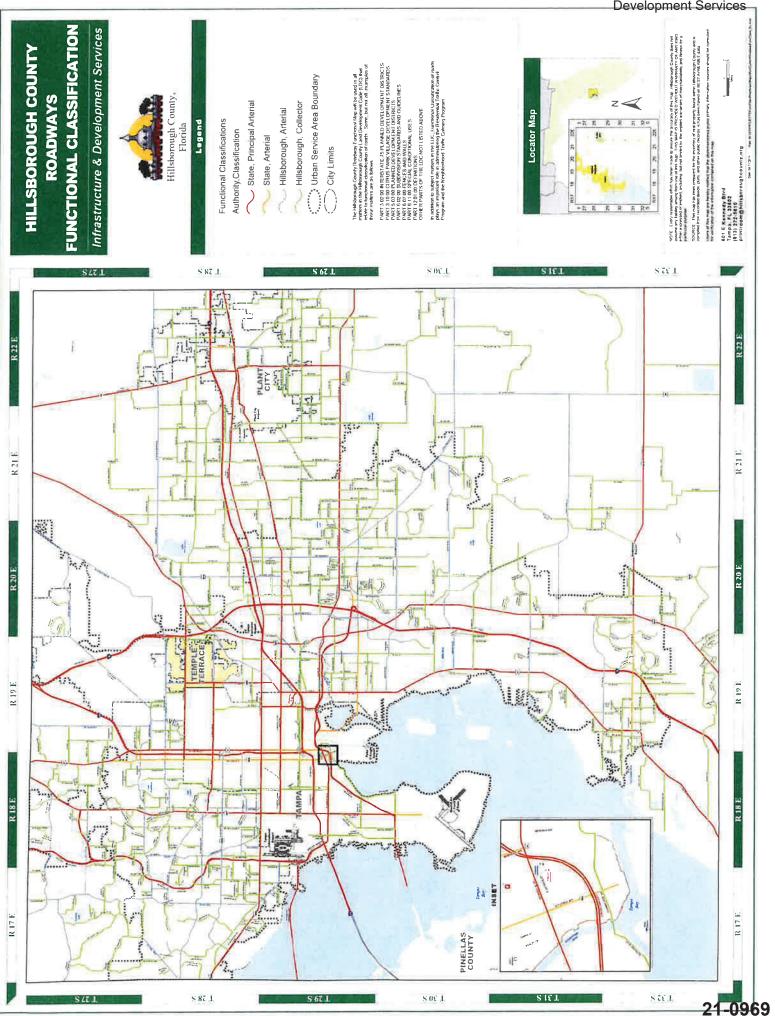
### HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION



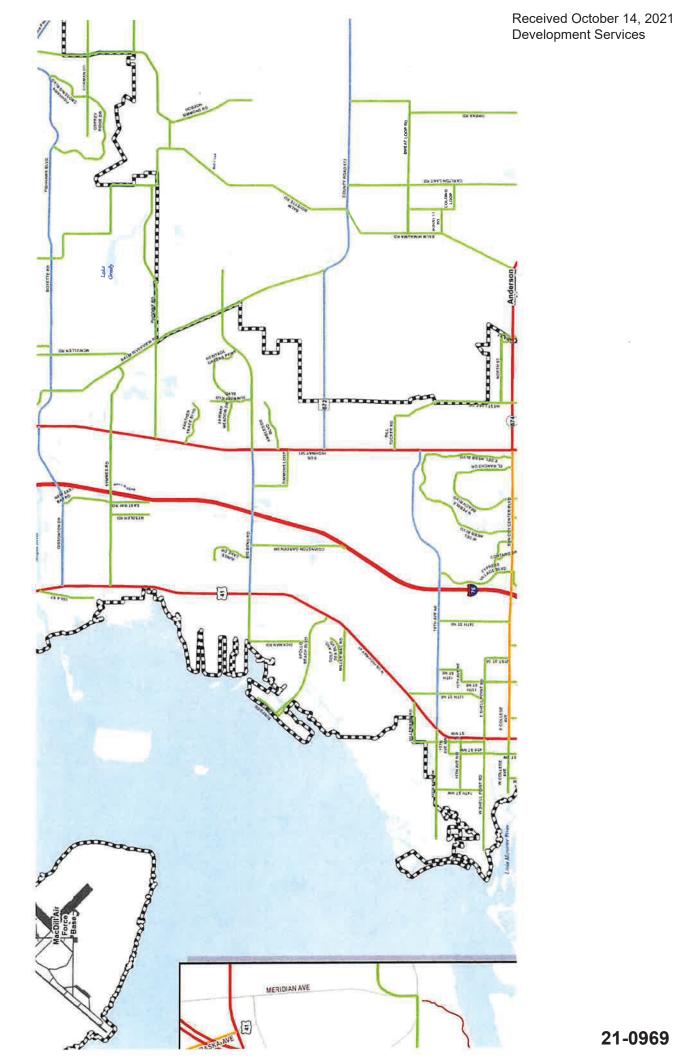
LINCKS & ASSOCIATES, INC.

21-0969

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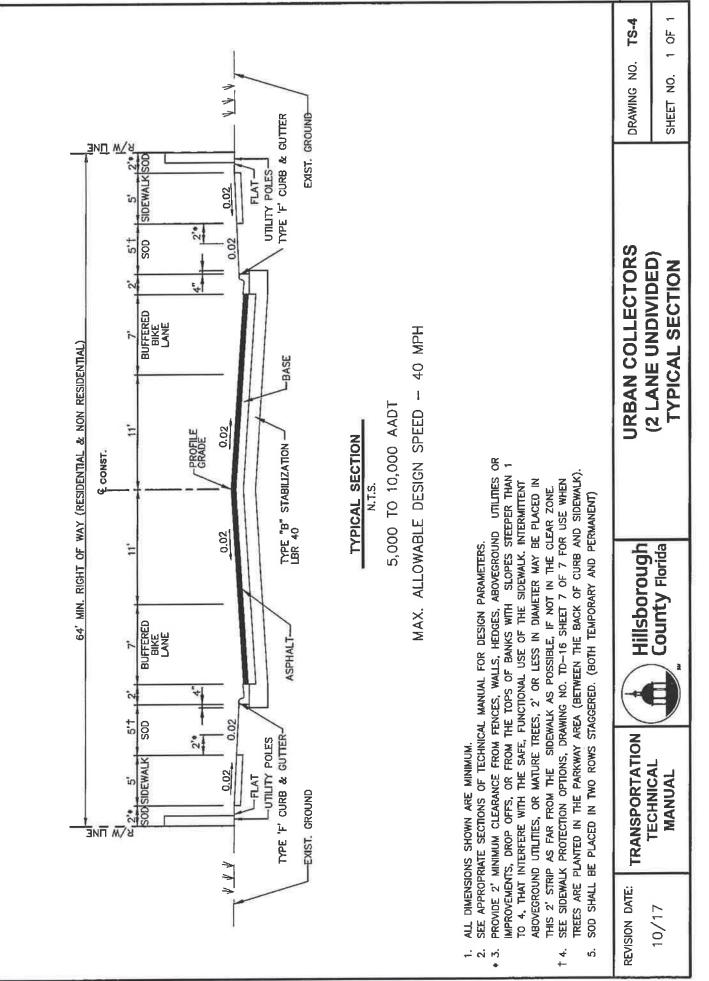
Received October 14, 2021 Development Services



TS-4



100 N 100



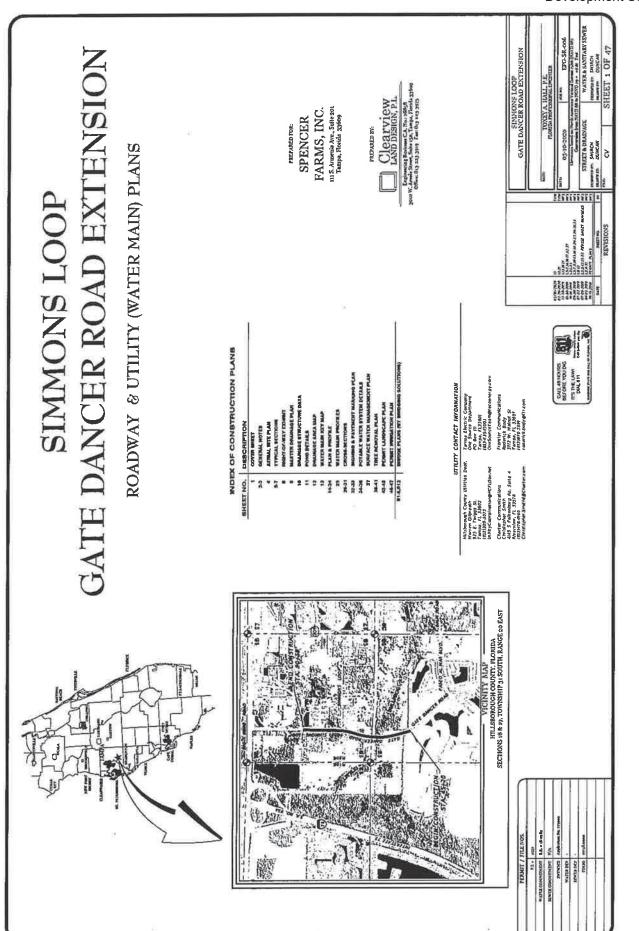
21-0969

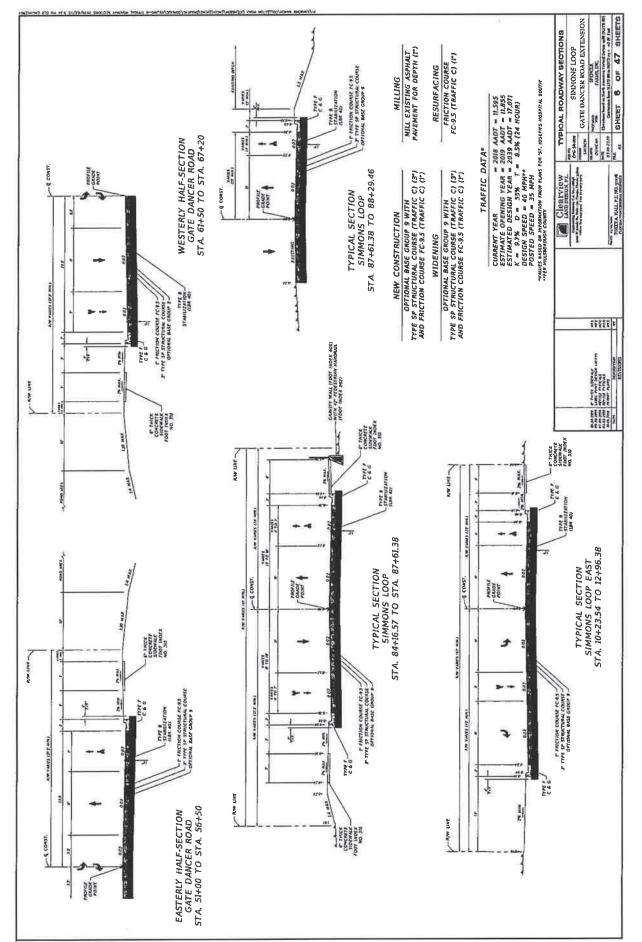
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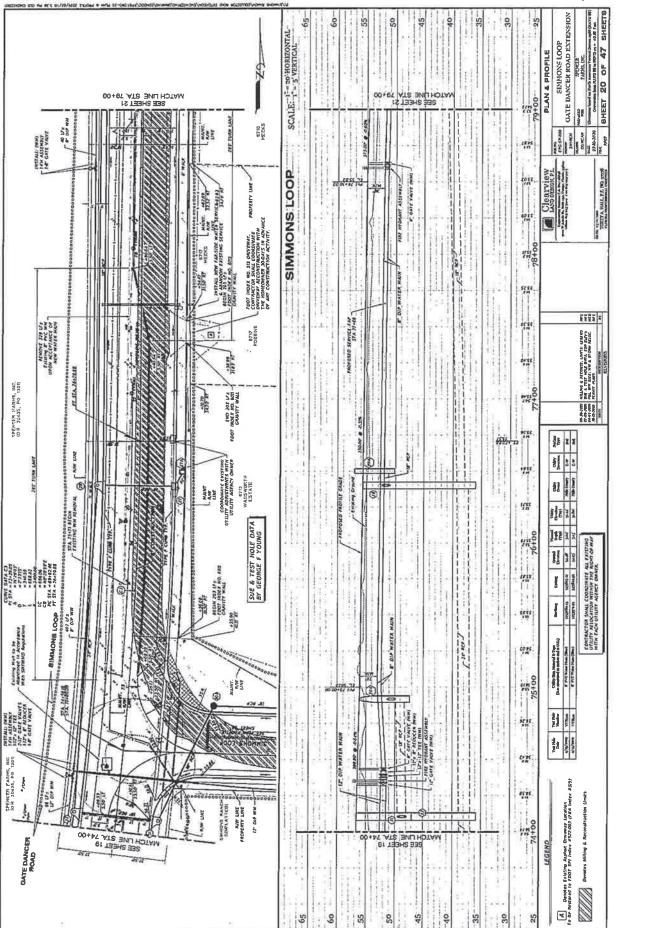
# GATE DANCER ROAD PLANS

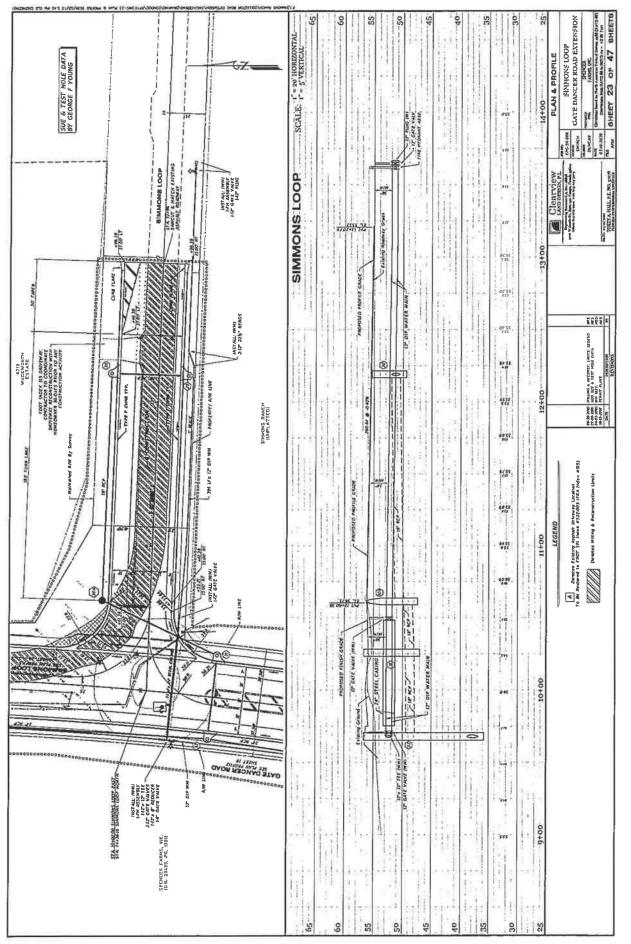


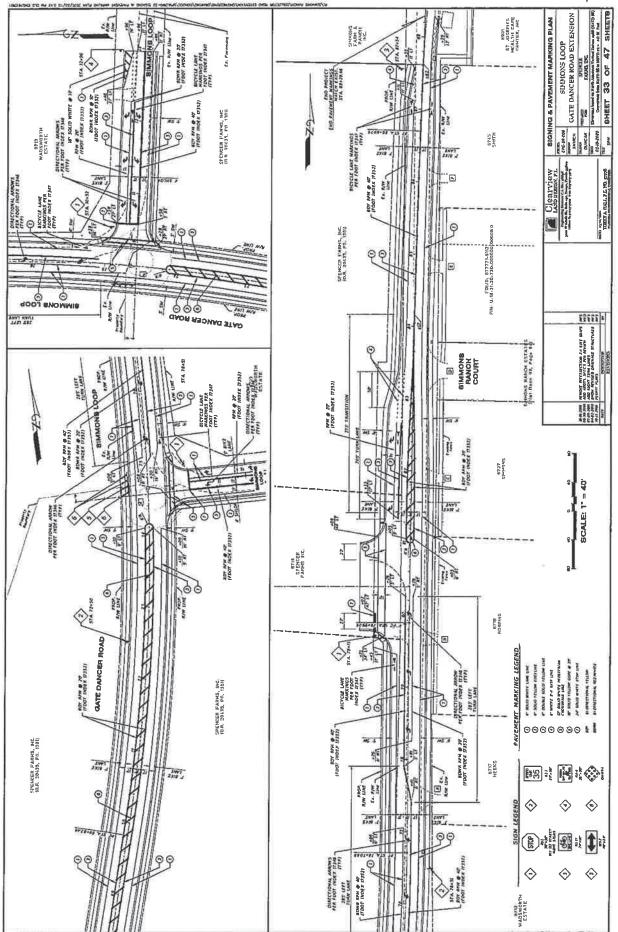
LINCKS & ASSOCIATES, INC.



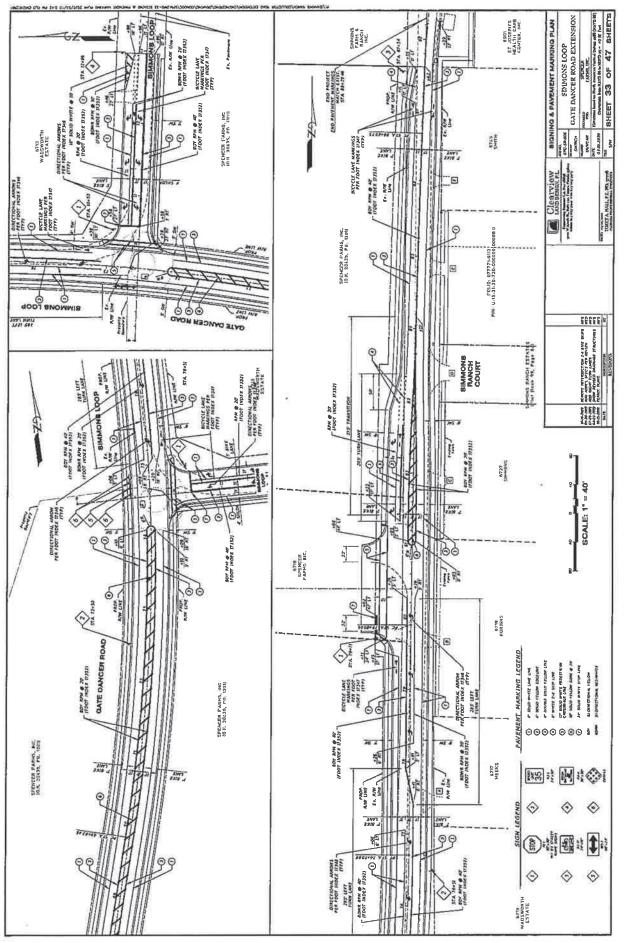








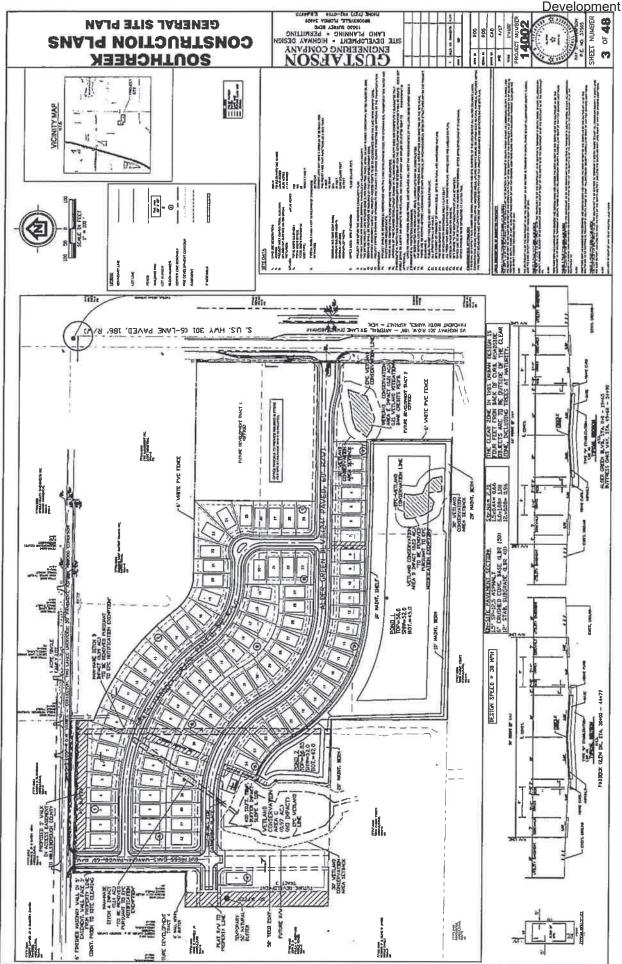
Received October 14, 2021 Development Services



# SOUTH CREEK PLAN



LINCKS & ASSOCIATES, INC.



## 2012 FDOT QUALITY / LEVEL OF SERVICE HANDBOOK



TABLE 4

# Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**<sup>1</sup>

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2 2	Undivided	Yes No	No No		+5% -20%	4	Divided	3,300	4,660	5,900	2,990
Multi	Undivided	Yes	No		-20%	6	Divided	4,950	6,990	8,840	6,530
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2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

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

Adjoining Roadways (check if applicable)								
Road Name	Classification	<b>Current Conditions</b>	Select Future Improvements					
Simmons Loop Rd.	County Collector - Urban	2 Lanes ⊠ Substandard Road □Sufficient ROW Width	<ul> <li>□ Corridor Preservation Plan</li> <li>⊠ Site Access Improvements</li> <li>⊠ Substandard Road Improvements</li> <li>□ Other</li> </ul>					

Project Trip Generation D Not applicable for this request							
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips				
Existing	84	6	9				
Proposed	3,493	297	359				
Difference (+/-)	+3,409	+297	+359				

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

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	Х	None	None	Meets LDC
East		None	None	Meets LDC
West		Choose an item.	Vehicular & Pedestrian	Meets LDC

Design Exception/Administrative Variance				
Road Name/Nature of Request	Туре	Finding		
Simmons Loop Rd./Substandard Roadway	Design Exception Requested	Approvable		
Simmons Loop Rd./Driveway Spacing	Administrative Variance Requested	Approvable		
Notes: Condition of approval to improve 2,000 fe	eet of Simmons Loop Rd.			

Γ	4.0 Additional Site Information & Agency Comments Summary				
	Transportation	Objections	Conditions Requested	Additional Information/Comments	
	<ul> <li>☑ Design Exception/Adm. Variance Requested</li> <li>☑ Off-Site Improvements Provided</li> </ul>	□ Yes □N/A ⊠ No	⊠ Yes □ No	See report.	

# COUNTY OF HILLSBOROUGH

# RECOMMENDATION OF THE LAND USE HEARING OFFICER

APPLICATION NUMBER:	RZ PD 21-0969
DATE OF HEARING:	November 15, 2021
APPLICANT:	2 <sup>nd</sup> Wave Development, LLC
PETITION REQUEST:	A request to rezone property from AR and AS-1 to PD to permit single-family detached and attached dwelling units, multi-family dwelling units and a day care center
LOCATION:	North side of Simmons Loot and 1,500 feet west of S. US Highway 301
SIZE OF PROPERTY:	58.28 acres, m.o.l.
EXISTING ZONING DISTRICT:	AR and AS-1
FUTURE LAND USE CATEGORY:	SMU-6
SERVICE AREA:	Urban
COMMUNITY PLAN:	Riverview Community Plan

### DEVELOPMENT REVIEW STAFF REPORT

\*Please note that formatting issues prevented the entire staff report from being included in the Hearing Master's Recommendation. Please refer to the Hillsborough County Development Services Department website for the complete staff report.

### **1.0 APPLICATION SUMMARY**



Applicant: 2<sup>nd</sup> Wave Development, LLC

FLU Category: SMU-6

Service Area: Urban

Site Acreage: 56.6

Community Plan Area: Riverview

Overlay: None

### Introduction Summary:

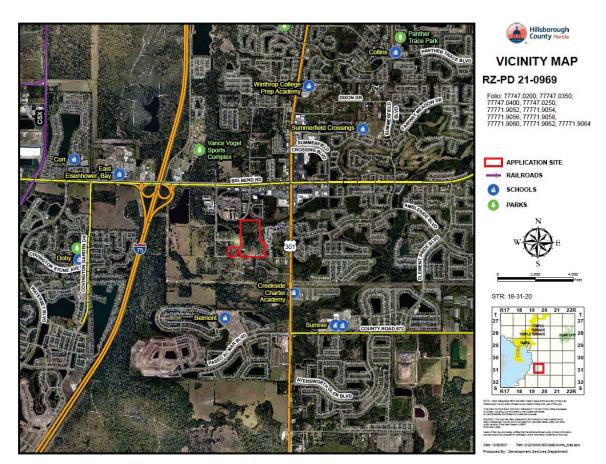
The applicant seeks to rezone multiple parcels zoned Agricultural Rural (AR) and Agricultural, Single-Family (AS-1) to a Planned Development (PD) to allow for the development of a mixed-use project. The project is located on the north side of Simmons Loop Rd, 1/4 mile west of US Hwy 301 in Riverview. The project will consist of a mix of residential units (detached, duplexes and Multi-family) with a maximum count of 469 (8.08 Du/ac). A non-residential component is also proposed consisting of a Day Care for a maximum number of 100 children, 10,000 sq. ft. in size. The developer intends to utilize the Mixed Use Incentive program set forth in the Comprehensive Plan to achieve a density up to 9 du/acre on the site. The site will have two access points on Simmons Loop Rd. and provide for cross access to the west.

Zoning: Existing Proposed								
District(s)	AR	- AS-1	Planned Development					
Typical General Use(s)	Single-Family Residential (Conventional/Mobile Home)	Single-Family Residential (Conventional/Mobile Home)	Single-Family, MF Residential and Day Care					
Acreage	50	6.22	56					
Density/Intensity	1 unit per 5 acre (upland)	1 unit per acre (upland)	8.08 units per acre/10,000 sq ft					
Mathematical Maximum*	10 units	6 units	469 units					

\*number represents a pre-development approximation

Development Standards: Existing Proposed									
District(s)	AR	- AS-1	PD						
Lot Size / Lot Width	5 Ac / 150'	1 Ac / 150'	N/A						
Setbacks/Buffering and Screening	50' Front 50' Rear 15' Sides	50' Front 50' Rear	Residential 20' Front 15' Rear 10'	Non-Residential 20' Front 20' Rear 20' Sides					
Height			45'	35'					

	50'		50'				
Additional Information:		a.					
PD Variation(s)		None requested as part of this application					
Waiver(s) to the Land Development Code		To Section 6.01.01.01 Footnote 8. Reduce the required building setback for building height over 20 feet.					
Planning Commission Recommendation:			Development Services Recommendation:			5	
Consistent				Approvable, subject to proposed conditions			

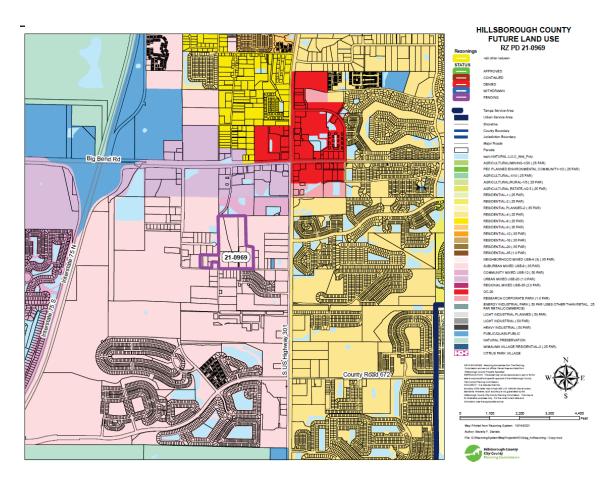


## 2.0 LAND USE MAP SET AND SUMMARY DATA 2.1 Vicinity Map

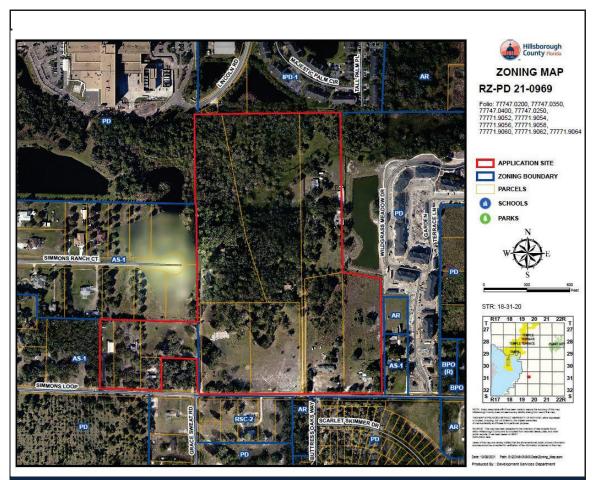
## **Context of Surrounding Area:**

The project is generally located south of Big Bend Road, between I-75 and US Hwy 301. Area consists of residential and agricultural land. St. Joseph Hospital is located NW of the site. Areas to the east are developed with multi-family apartments and residential single-family neighborhoods are approved and being developed south and southwest of the site.

## 2.0 LAND USE MAP SET AND SUMMARY DATA 2.2 Future Land Use Map



Subject Site Future Land Use Category:	Suburban Mixed Use - 6
Maximum Density/F.A.R.:	Up to 6.0 dwelling units per gross acre. Suburban scale neighborhood commercial, projects limited to 175,000 sq. ft. or 0.25 FAR, whichever is less intense for free standing projects (pursuant to the locational criteria) or 20% of the projects land area when part of larger planned research/corporate park.
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi- purpose and clustered residential and/or mixed-use projects at appropriate locations. Neighborhood Commercial uses shall meet locational criteria or be part of larger mixed use planned development. Office uses are not subject to locational criteria.



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

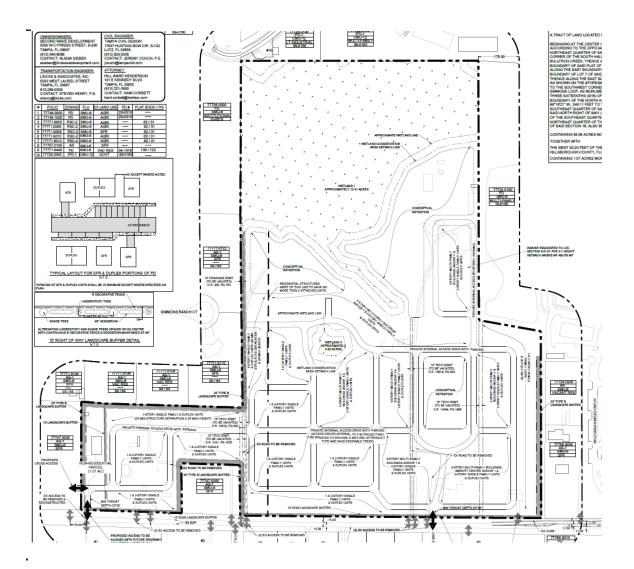
Adjacent Zonings and Uses

Location :	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
	l PD-1 89- 0160	15 Du/ac – 0.27 FAR	, = ,	Retail, Office, Multi family
Solith		2.89 Du/ac – 0.23 FAR 1.37 Du/ac	il Jefachen	Vacant, Single Family, Farm

		1 Du/5 ac; 1 Du/0.5 ac; 1 Du/ac		
East	PD 18-0109	9 Du/Ac – 0.25	Multi-family, Retail, Commercial	300 M-F Units, Retail
West	AS-1, PD 10- 0619	1 Du/ac 0.50FAR	Residential, Hospital, Medical Office	Residential SF, St Joseph Hospital, Medical Offices

## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)								
Road Name	Classification	Current Conditions	Select Future Improvements					
Simmons Loop Rd.	County Collector - Urban	2 Lanes ⊠ Substandard Road □Sufficient ROW Width	<ul> <li>□ Corridor Preservation Plan</li> <li>☑ Site Access Improvements</li> <li>☑ Substandard Road Improvements</li> <li>□ Other</li> </ul>					

Project Trip Generation  Not applicable for this request							
Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips					
84	6	9					
3,493	297	359					
+3,409	+297	+359					
	Average Annual Daily Trips 84 3,493	Average Annual Daily Trips         A.M. Peak Hour Trips           84         6           3,493         297           +3,409         +297					

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

		Connectivity/Access	Cross Access	Finding				
orth	N	lone	None	Meets LDC				
outh	X N	lone	None	Meets LDC				
ast	N	lone	None	Meets LDC				
/est	C	hoose an item.	Vehicular & Pedestrian	Meets LDC				

Design Exception/Administrative Variance ONot applicable for this request						
Road Name/Nature of Request Type Finding						
Simmons Loop Rd./Substandard Roadway Design Exception Requested Approvable						
Simmons Loop Rd./Driveway Spacing Administrative Variance Requested Approvable						
Notes: Condition of approval to improve 2,000 fe	eet of Simmons Loop Rd.					

Transportation	Objections	Conditions Requested	Additional Information/Comments
☑ Design Exception/Adm. Variance Requested ☑ Off-Site Improvements Provided	□ Yes □N/A ⊠ No	⊠ Yes □ No	See report.

## Level or Service:

Simmons Loop Rd is not a regulated roadway within 2020 Hillsborough County Level of Service (LOS) Report

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY							
INFORMATION/REVIEWI NG AGENCY							
	Comment s Received	Objection	Conditio ns Requeste d	Additional Information/Comme nts			

Environmental Protection	⊠ Yes	□ Yes	⊠ Yes	
Commission	□No	⊠No	□No	
Natural Resources	⊠ Yes	□ Yes	□ Yes	
Natural Resources	□No	⊠No	⊠No	
Conservation & Environ.	□ Yes	□ Yes	□ Yes	
Lands Mgmt.	⊠No	□No	□No	

Check if Applicable:

⊠ Wetlands/Other Surface Waters

□ Use of Environmentally Sensitive Land Credit

□ Wellhead Protection Area

□ Surface Water Resource Protection Area

□ Potable Water Wellfield Protection Area □ Significant Wildlife Habitat

□ Coastal High Hazard Area

□ Urban/Suburban/Rural Scenic Corridor □ Adjacent to ELAPP property

□ Other \_\_\_\_\_

Public Facilities:	Comment s Received		Conditio ns Requeste d	Additional Information/Comme nts
Transportation				
⊠ Design Exc./Adm. Variance Requested □ Off-site Improvements Provided	⊠ Yes ⊡No	□ Yes ⊠No	⊠ Yes ⊡No	See Sec. 9
Service Area/ Water & Wastewater	-		-	
	⊠ Yes	□ Yes	⊠ Yes	
⊠Urban □ City of Tampa □Rural □ City of Temple Terrace	⊡No	⊠No	⊡No	
Hillsborough County School Board	⊠ Yes ⊡No	□ Yes □No	□ Yes □No	

Adequate □ K-5 ⊠6-8							
□9-12 □N/A Inadequate							
⊠ K-5 □6-8 ⊠9-12 □N/A							
Impact/Mobility Fees Estimated Fees (Fee estimate is based on a 2,000 square foot, 3 bedroom, Single Family Detached Unit) Mobility: \$7,346*133 = \$977,018 Parks: \$1,815*133 = \$241,395 School: \$8,227*133 = \$1,094,191 Fire: \$335*133 = \$44,555							
(Fee estimate is based on a 1,200 square foot, 2 bedroom, Multi-family Units 3 story)							
Mobility: \$3,891*469 = \$1,824,879							
Daycare (per 1,000 s.f.) Mobility: \$10,525*10 = \$10	5,250 Fire	: \$95*10 =	\$950				

# Project Summary/Description

Urban Mobility, South Park/Fire - 469 units, 336 multi-family (3 story), 133 single family detached. 10,000 s.f. daycare facility. Credit for prior structures may apply.

-	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission ⊠ Meets Locational Criteria	⊠ Yes	□ Inconsistent ⊠ Consistent		Density Bonus requested for Mixed Use Projects (3 horizontal uses)
□N/A □ Locational Criteria Waiver Requested ⊠ Minimum Density				
Met □ N/A				

## 5.0 IMPLEMENTATION RECOMMENDATIONS

## 5.1 Compatibility

The surroundings generally consist of single-family residential lots with a mix of lot sizes from over one acre to 5,000 sq. ft. lots and Multifamily uses. Arecentlyapprovedmixeduseprojectlocatedtotheeastconsistsofmultifamilyunitsand retail. Areas to the west and south have been approved with Planned Developments with residential single family detached units. The area has a FLU of Suburban Mixed Use 6, that covers land between I 75 and US Hwy 301, south of Big Bend Rd. and north of Ayersworth Blvd.

The project would consist of a mix of residential units and residential support uses (Day Care) to utilize the Mixed-Use Incentive program set forth in the Comprehensive Plan to achieve a maximum density of 9 du/acre on the site. The project is 56.5 acres in size and is located in the Riverview Community Plan. The rezoning would allow the development of a maximum of 469 residential units at 8.08 Du/ac.

Per the narrative, the project will be a "build to rent product- BTR, a component providing a unique opportunity for housing diversity and an emerging, highly demanded rental product to the southern Hillsborough County market area. BTR generally means a residential community that will be owned by a single entity (under unified ownership and control) that will offer all of the units as a "for-rent" product located on tracts maintained by the owner entity".

The residential units will consist of 133 single family detached or duplex units, and 336 multifamily units. The applicant proposes that at least 46 units of the 133 SF/Duplex would consist of detached/single units.

The development standards proposed for the residential component will be similar to other approved residential projects in the area, including 15 feet of rear yards for the detached units, and 20 feet for the multifamily buildings. Maximum building height for the single-family units will be 35', similar or more restrictive than some of the area's residential uses. The multifamily structures will be a maximum of 45'. Per the proposed Site Plan, single family and /duplex units will be placed in the perimeter of the project, west, east and south, along Simmons Loop Rd. adjacent to existing single-family parcels. The multifamily units will be limited to the eastern portion of the site, closer to the multifamily project adjacent to the east. The overall placement of the residential units in the subject project would provide for a transition from single family detached uses adjacent to the west of the site, and higher density, multi-family uses to the east.

As part of this application, the applicant has requested a waiver from Land Development Code (LDC) Section 6.01.01 footnote 8, which requires an

additional 2 feet of building setback for every foot over 20 feet of building height. The waiver would only apply along the NE portion of the site, as shown in the Site Plan, where adjacent to the existing multi- family project to the northeast (Wildgrass Multifamily Apartments). The proposed use is similar in nature to the one located immediately to the northeast. Additionally, a driveway is being proposed between the MF units in this project and the PD boundaries to the NE which provides adequate setbacks from the project's boundaries. A pond located on the Wildgrass MF project to the east further increases the building setbacks from both projects. Therefore, staff does not object to this waiver.

Applicant also proposes at least 30% of the project to consist of Open and Gathering Spaces available to future residents. These spaces will include amenities such as landscaping, hardscape, benches, etc. for recreation and will be distributed as pocket parks and open areas throughout the site.

The non-residential use (daycare) is limited to one story of building height and will be of a relatively low intensity FAR (max. 0.22) to ensure compatibility with the neighborhood. Type B landscaped buffers, 20 feet wide, will screen the non-residential uses from external residential areas to the west of the daycare, while 10' internal buffering is proposed. These buffers are shown on the PD Site Plan to further ensure impacts to residential uses in the immediate area are mitigated.

Non-residential uses will be parked in accordance with the LDC and no design variations are requested to support the non-residential component. The day care use is a residential support use that is typically found in residential zoning districts, subject to specific standards. The applicant is not requesting waivers from the standards found in the LDC for the development of this use.

20-foot buffers with Type B screening (solid fence and plantings) will be provided along the west and adjacent to residential single family uses. Along Simmons Loop Rd., the applicant proposes 10 feet of landscaped buffer with a shade, understory and hedgerow, as indicate in the Site Plan. Natural Resources staff reviewed the proposed buffer and landscaping and found it to be appropriate.

The applicant also proposes open space areas covering at least 32% of the site, inclusive of wetlands, which is more restrictive than requirements from the LDC for single family subdivisions. The residential portion will be subject to LDC Sec 6.02.18 Open Space provision.

The site is in the Urban Service Area, south of the Alafia River. As a result of water demand challenges, the Utilities Department initiated several projects to improve pressure and flow to the south area. Two projects currently under construction CIP C32001 - South County Potable Water Repump Station Expansion and CIP C32011 - Potable Water In- Line Booster Pump will increase the delivery pressure to customers. These projects are scheduled to be completed and operational prior to the 2022 dry season and must demonstrate

improved water delivery through the highest demand periods before additional connections to the system can be recommended. Conditions will be placed restricting building permit issuance that would create demand for water service until the completion by the County of funded Capital Improvement Program projects C32001 - South County Potable Water Repump Station Expansion and C32011 - Potable Water In-Line Booster Pump Station, and the projects are put into operation.

There are wetlands present on the site. The Environmental Protection Commission, EPC, reviewed the proposed Site Plan and does not object. NoimpactstowetlandsorsetbacksareshownontheproposedPlan.NoPDDesignvariat ions have been requested.

The general area is transitioning from large tracts of land, single family residential, to a higher density area with a mix of uses, in accordance with the Future Land Use classification or SMU-6. The density proposed of 8.08 DU/ac will still be below the maximum allowed per the Comprehensive Plan, under the density bonus requested. The design of the site would locate the detached units in areas adjacent to existing similar development patterns. Transportation staff does not object to this rezoning request and has proposed conditions. Design Exceptions and Administrative Variances have been requested for road improvements. These have been conditionally approved by the County Engineer. Cross access will be provided for future road extensions and road improvements on Simmons Loop Rd. will be required.

## 5.2 Recommendation

Approvable, subject to conditions

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

## SUMMARY OF HEARING

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on November 15, 2021. Mr. Brian Grady of the Hillsborough County Development Services Department introduced the petition.

Ms. Kami Corbett testified on behalf of the applicant, 2<sup>nd</sup> Wave Development, LLC. Ms. Corbett introduced Ms. Alexis Crespo to testify regarding land use planning issues.

Ms. Alexis Crespo 28100 Bonita Grande Drive Bonita Springs testified on behalf of the applicant. Ms. Crespo stated that she had a PowerPoint presentation. She described the requested rezoning and testified that the proposed Planned

Development would allow a mix of uses including single-family attached and detached, multi-family residential and a day care use. The density bonus provision outlined in the SMU-6 Future Land Use category would be instituted. The applicant requests a maximum of 469 dwelling units. 133 would be singlefamily detached and attached and 336 would be multi-family. She showed an aerial photo to describe the location of the property which is in the Riverview Community Planning area. Ms. Crespo stated that the surrounding area is developed with a major hospital complex to the north and west and also an apartment complex which is located to the north. There is a Sam's Club along the Big Bend Road frontage. To the south is a single-family residential project. To the west is a larger lot residential subdivision. The density bonus provision allows up to nine units per acre. A 10,000 square foot day care center is proposed on the west side of the subject property. A build to rent type of community is proposed which offers renters the ability to live in a single-family detached villas type product or conventional multi-family apartment building. Ms. Crespo stated that two access points would be via Simmons Loop which is a collector roadway. A 20-foot wide Type B buffer will be provided and include opaque fencing with shrubs to ensure compatibility with the adjacent singlefamily development. A 10-foot buffer will be provided along Simmons Loop and include decorative fencing with shrubs and trees to protect the visual quality of the roadway. Ms. Crespo showed a graphic to discuss the location of the residential land uses and added that the buildings will be one and two story on the west side of the site to increase compatibility with the larger lot community along Simmons Ranch Court. The multi-family buildings are proposed along the eastern side of the project closest to Wildgrass and the preserve area. On-site recreational facilities will be located near the eastern entrance.

Hearing Master Finch asked Ms. Crespo to address the requested waiver. Ms. Crespo replied that the waiver would apply to the easternmost multi-family buildings.

Ms. Crespo continued her presentation by showing line of sight graphics depicting the location of the multi-family building to the nearest home on Simmons Ranch Court. A Type B buffer will be enhanced such that there will be no direct visual affecting the adjacent single-family homes. Ms. Crespo asked that zoning condition 3 be amended regarding open space. There will be 30 percent open space and 5 percent for a community gathering area.

Mr. Steve Henry 5023 West Laurel Tampa testified on behalf of the applicant regarding transportation issues. Mr. Henry stated that he did a traffic analysis and also submitted a design exception and an administrative variance. He described the condition of Simmons Loop Road and stated that the subject project will connect to improvements made by the developer of Simmons Village. The connection will extend approximately 300 feet by Simmons Village developer and 2,000 feet by the subject property developer. A 5-foot bike lane will be provided. Mr. Henry detailed the transportation improvements and stated that an administrative variance is requested regarding the spacing for the western

driveway.

Ms. Corbett completed the applicant's presentation by asking Ms. Crespo to state her qualifications on the record and asked if it was her professional opinion that the development is both consistent with the Comprehensive Plan and Land Development Code and is compatible with the surrounding area. Ms. Crespo replied yes.

Mr. Israel Monsanto, Development Services Department testified regarding the County's staff report. Mr. Monsanto stated that the property is 56.6 acres in size and located on the north side of Simmons Loop Road, a guarter mile west of US Highway 301. The request is to rezone from AS-1 and AR to Planned Development to permit a mixed-use project. He described the surrounding area and stated that the applicant has requested to utilize the mixed use incentive program to achieve a density of up to nine dwelling units per acre for a total of 469 units which equates to a density of 8.08 units per acre. The maximum building height for the single-family is 35 feet. Multi-family structures will be a maximum of 45 feet in height. The placement of the single-family and duplex units in the west, east and south with the multi-family in the eastern portion of the site provides a transition from single-family to higher densities. A waiver of the required 2 to 1 setback for buildings over 20 feet in height is requested and apply only to those buildings on the northeast portion of the project. Mr. Monsanto added that the waiver for the multi-family building setback is in an area with multifamily development adjacent to the property to the northeast. He described the proposed buffering and screening. A zoning condition is proposed that would limit building permits if certain Capital Improvement projects are not in operation. The proposed day care is limited to 10,000 square feet. A revised County staff report has been submitted to update zoning condition 3 regarding the percentage of open space.

Ms. Andrea Papandrew of the Planning Commission staff testified that the property is within the Suburban Mixed Use-1 Future Land Use category and located in the Urban Service Area and Riverview Community Planning Area as well as the SouthShore Community Plan. She stated that projects over 20 acres in size are required to demonstrate a mix of land uses in accordance with Policy 19.1. The project will include multi-family, single-family attached and detached dwelling units as well as a day care center. The applicant proposes to utilize the mixed-use density bonus described in Policy 19.3 for the next highest land use category which would be RES-9 permitting the consideration of up to 500 dwelling units. The applicant is requesting 469 dwelling units. Ms. Papandrew testified that Policy 16.5 requires that residential developments of over 50 units shall include a community gathering place that meets the standards in the Land Development Code. The project includes a community gathering space of 19 acres. A 10.000 square foot day care center is considered a residential support use and is compatible with the surrounding development. She stated that the request is consistent with Policy 19.2 regarding the mix of land uses and cross access will permit the residents to access the day care without driving on

Simmons Loop. In summary, the Planning Commission found the request is consistent with the Comprehensive Plan.

Hearing Master Finch asked audience members if there were any proponents of the application. No one replied.

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

Mr. Tom Auda, 6727 Simmons Loop Riverview testified in opposition. Mr. Auda introduced his wife, Ms. Beverly Auda, and stated that he is not an expert in traffic. He added that he and his wife moved into the late EG Simmons house located at the corner of Simmons Loop and Simmons Ranch Court. He referred to other zoning petitions that he objected to at the Zoning Hearing Master hearing. Mr. Auda described the recently approved development in the area which he believes will result in more cars and congestions. The subject property development will increase the total of dwelling units by another 460 rentals doors with 460 additional cars. He testified that it is his opinion that owners tend to take better care of their property than renters since they have a vested interest and renters are transient which does not enhance neighborhood stability. The proposed 100 student day care center will attract more traffic during peak am and pm travel times. The only access to the project is via Simmons Loop which is a two lane road with the exception of its intersection with Big Bend Road. Mr. Auda testified that he has not seen any plans to widen the road and does not want his land used to make improvements. The traffic analysis he reviewed does not consider the broader area of the development to the north and south or east of US 301. He described the traffic backing up at Big Bend Road and Simmons Loop all day every day. He stated that the proposed improvements to Big Bend Road at I-75 as well as the overpass to Apollo Beach will only help to alleviate the current congestion problem and not solve it. Mr. Auda discussed the transportation analysis and methodology and stated that the study suggests the traffic will increase significantly. He concluded his comments by asking that the rezoning request not be approved.

Ms. Beverly Auda, 6727 Simmons Loop in Riverview testified in opposition. Ms. Auda stated that there is horrible congestion and dangerous traffic issues on Simmons Loop which affects St. Joseph's South Hospital. She cited the number of multi-family units that were built in 2019 in the area. She also described the new single-family development called South Creek Estates with 93 homes in Phase One. Ms. Auda testified that she did not believe that the Gate Dancer project will improve the traffic situation as it will bring people to Simmons Loop Road. She requested another traffic study to analyze the intersection of Big Bend Road and Simmons Loop Road. She stated that she called the Fire Department to inquire about the number of accidents in the area and for persons getting onto I-75. She described the backup of traffic and stated that she would like to see larger homes with residents that are doctors or staff at the hospital and not

renters that are transients.

Development Services Department staff did not have additional comments.

Mr. Richard Perez with the County's Transportation Review Section testified that he reviewed the applicant's transportation study and found that the project will produce 3,657 daily trip ends with 321 am peak hour trips and 321 pm peak hour trips. Simmons Loop Road is a substandard collector roadway. The applicant will be required to make improvements to Simmons Loop Road which includes turn lanes when warranted. A design exception was found approvable by the County. Mr. Perez testified that the application fully addresses the impacts to the substandard roadway and site access requirements per the Land Development Code and that the Transportation Review Section found it approvable.

Mr. Steve Henry testified during the rebuttal period regarding transportation issues and submitted documents regarding the current status of the transportation improvements in the area. He stated that Big Bend Rod improvements are divided into sections. The segment from Covington Gardens to Simmons loop will be six-lanes and include a new interchange. He added that the segment is under construction and proposed to be completed by 2025. The next two sections are from US 41 to Covington Gardens and Simmons Loop to US 301. Those next two sections will start next year with completion by 2025 with the idea being that all segments on Big Bend will be done by 2025. Mr. Henry testified that in addition to what is currently under construction is the overpass over the interstate that connects Apollo Beach Boulevard and Paseo Al Mar which should be completed next year. Further, the Gate Dancer extension which is a developer project which means that the specific completion date is not currently known. The developer is required by their zoning conditions to build the extension in conjunction with the construction of those other roadway improvements. Mr. Henry testified that the Board of County Commissioners eliminated traffic concurrency several years ago. Traffic concurrency was eliminated in lieu of paying mobility fees. The Land Development Code requires the developer to look at the access, which has been done as evidenced by Mr. Perez of the County's Transportation Review Section testimony, and whether the roads are substandard or not. He added that those conditions have been reviewed and are proposed to be mitigated by improving the roadways.

Hearing Master Finch asked Mr. Henry or Ms. Corbett when the subject development will start. Ms. Corbett replied that the project will start within approximately 18 months.

Ms. Corbett continued the applicant's rebuttal testimony by stating that there is a proposed zoning conditions that deals with some of the concurrency related issues such as a water pressure zoning conditions that does not allow development permits to be issued until such time that those water pressure projects are complete. She stated that the County is taking proactive action to address the infrastructure needs. The subject property is located in the heart of

the Urban Service Area. The County is on year 2021 of a 2025 Land Use Plan so it is natural that there are areas that are developing with infill uses. The area is transitioning from what they were in the past to what they were envisioned to be in the future. The SMU-6 land use category which allows a density bonus for mixed land uses encourages residential and residential support uses to be in close proximity to one another. Ms. Corbett completed her rebuttal testimony by stating that a quasi-judicial land use process requires substantial competent evidence and compliance with the Land Development Code and Comprehensive Plan which the applicant has done.

Hearing Master Finch asked Ms. Corbett when cars from the subject project will drive on the road relative to the timing of the road improvement projects described by Mr. Henry. Ms. Alissa Sieben 5231 South Jules Verne Court Tampa testified on behalf of the applicant and replied that the project would not begin for at least 18 months.

Hearing Master Finch asked Ms. Sieben if the project began 18 months from now, when would the cars associated with the new homes drive on the roadways. Ms. Sieben replied 24 months after the project began.

Ms. Sieben testified that the intended target resident for the project is young families that can't necessarily afford a down payment on a single-family home but still want the independence that those type of units offer.

The hearing was then concluded.

## EVIDENCE SUBMITTED

Mr. Grady submitted a PowerPoint presentation, revised staff report, agency comment sheet from the County's Water Resource Services Department and an email from the County's Engineer regarding the Administrative Variance and Design Exception with request and backup from the applicant into the record. Mr. Henry submitted photos of Simmons Loop Road, road improvement plans, an aerial photo and documents regarding the status of road improvement projects in the Big Bend Road area into the record.

Mr. Auda submitted his written testimony in opposition to the rezoning into the record.

Ms. Auda submitted her written testimony in opposition to the rezoning into the record.

## PREFACE

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

## FINDINGS OF FACT

- The subject site is 58.28 acres in size and is zoned Agricultural Single-Family

   -1 (AS-1) and Agricultural Rural (AR). The property is designated Suburban Mixed Use-6 (SMU-6) by the Comprehensive Plan and located in the Urban Service Area and the Riverview Community Planning Area.
- 2. The request to rezone from AS-1 and AR to Planned Development (PD) is to permit a mixed use project consisting of a maximum of 469 dwelling units and a 10,000 square foot day care center with a maximum of 100 children. Of the 469 dwelling units with no less than 46 units are required to be single-family detached and at least 28% of the all of the units are required to be single family detached structures or attached units (duplexes). The remaining units are proposed to be multi-family residential.
- 3. A waiver is requested to the Land Development Code requirement that buildings over 20 feet be setback an additional two feet for every one foot over 20 feet. The waiver applies only to the area along the northeast portion of the property adjacent to properties that are developed with similar multifamily residential.

The waiver is justified by the compatibility of the proposed multi-family buildings with the adjacent multi-family land uses as well as an intervening driveway which provides the requested setback area. A retention pond is located off-site associated with the adjacent multi-family project which further mitigates the requested waiver.

4. The Planning Commission staff stated that projects over 20 acres in size in the SMU-6 Future Land Use category are required to demonstrate a mix of land uses in accordance with Policy 19.1. The project will include multifamily, single-family attached and detached dwelling units as well as a day care center. The applicant requested to utilize the mixed-use density bonus described in Policy 19.3 for the next highest land use category which would be RES-9 permitting the consideration of up to 500 dwelling units however, the applicant is requesting 469 dwelling units. The Planning Commission staff found the project complies with Policy 16.5 which requires residential developments of over 50 units shall include a community gathering place that meets the standards in the Land Development Code. The project includes a community gathering space of 19 acres. A 10,000 square foot day care center is considered a residential support use and is compatible with the surrounding development. Staff found that the request is consistent with Policy 19.2 regarding the mix of land uses and cross access will permit the residents to access the day care without driving on Simmons Loop. In summary, the Planning Commission found the request is consistent with the Riverview Community Plan and the Comprehensive Plan.

- 5. The proposed zoning conditions include a requirement that no building permits that would create a demand for water service shall be issued until the County's water distribution system improvements are completed and put into operation.
- 6. Two people spoke in opposition at the Zoning Hearing Master hearing. The testimony focused on the applicant's traffic study and the existing traffic congestion in the area and development that has been approved but not yet built and that the proposed transportation improvements will alleviate the current congestion but not solve the traffic problems. Concerns were expressed that identified renters as transients and less likely to take care of their property as they do not have a vested interest in their homes. A citizen testified that they would prefer to have larger homes built on the subject property that would be owned and occupied by doctors or other hospital staff working at the nearby St. Joseph's hospital.

In response to the concerns expressed by the citizens, Hillsborough County transportation staff testified that the applicant's transportation analysis had been reviewed and the developer will be required to make improvements to Simmons Loop Road which includes turn lanes when warranted. Staff testified that the transportation analysis and proposed zoning conditions fully address the impacts to the substandard roadway and site access requirements are in accordance with the Land Development Code and that the Transportation Review Section found it approvable.

- The proposed zoning conditions require the developer to construct turn lanes on Simmons Loop Road prior to or concurrent with the initial phase of development.
- 8. The applicant's transportation engineer submitted documents into the record regarding improvements to Big Bend Road which state that construction will be complete in 2025.
- 9. The applicant's representative testified that if the rezoning were approved, construction on the development would begin in approximately 18 months and be completed in approximately 24 months after inception. Therefore, cars associated with the subject property development would be using the area roadways in 2025.
- 10. The proposed day care center is considered a residential support use and promotes usage of the facility by the residents of the subject residential development thereby lessening the impact on adjacent roadways.
- 11. The applicant proposes a "Build to Rent" component for the project which which offers renters the ability to live in a single-family home or conventional

multi-family apartment building. This provision results in different housing types being accessible to a wide range of Hillsborough County residents consistent with the Goals and Policies of the Comprehensive Plan.

- 12. The proposed zoning conditions require that at least 30% of the project will consist of Open and Gathering spaces for project residents. The spaces will include parks and amenity areas with passive recreational elements.
- 13. Approval of the Planned Development zoning with the conditions proposed by the Development Services Department result in a development that is compatible with the surrounding area and consistent with the intent of the Land Development Code and Comprehensive Plan.

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

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

## CONCLUSIONS OF LAW

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

## SUMMARY

The request is to rezone 58.28 acres from AS-1 and AR to PD to permit a mixed use project consisting of a maximum of 469 dwelling units and a 10,000 square foot day care center with a maximum of 100 children. Of the 469 dwelling units with no less than 46 units are required to be single-family detached and at least 28% of the all of the units are required to be single family detached structures or attached units (duplexes). The remaining units are proposed to be multi-family residential. The applicant proposes a "Build to Rent" component for the project which offers renters the ability to live in a single-family home or conventional multi-family apartment building.

The Planning Commission staff stated that the applicant requested to utilize the mixed-use density bonus described in Policy 19.3 for the next highest land use category which would be RES-9 permitting the consideration of up to 500 dwelling units however, the applicant is requesting 469 dwelling units. The Planning Commission staff found the project complies with Policy 16.5 which requires residential developments of over 50 units shall include a community gathering place that meets the standards in the Land Development Code. The

project includes a community gathering space of 19 acres. A 10,000 square foot day care center is considered a residential support use and is compatible with the surrounding development. Staff found that the request is consistent with Policy 19.2 regarding the mix of land uses and cross access will permit the residents to access the day care without driving on Simmons Loop. In summary, the Planning Commission found the request is consistent with the Riverview Community Plan and the Comprehensive Plan.

A waiver is requested to the Land Development Code requirement that buildings over 20 feet be setback an additional two feet for every one foot over 20 feet. The waiver applies only to the area along the northeast portion of the property adjacent to properties that are developed with similar multi-family residential. The waiver is justified by the compatibility of the proposed multi-family buildings with the adjacent multi-family land uses as well as an intervening driveway which provides the requested setback area. A retention pond is located off-site associated with the adjacent multi-family project which further mitigates the requested waiver.

Two people spoke in opposition at the Zoning Hearing Master hearing. The testimony focused on the applicant's traffic study and the existing traffic congestion in the area and development that has been approved but not yet built and that the proposed transportation improvements will alleviate the current congestion but not solve the traffic problems. Concerns were expressed that identified renters as transients and less likely to take care of their property as they do not have a vested interest in their homes. A citizen testified that they would prefer to have larger homes built on the subject property that would be owned and occupied by doctors or other hospital staff working at the nearby St. Joseph's hospital.

In response to the concerns expressed by the citizens, Hillsborough County transportation staff testified that the applicant's transportation analysis had been reviewed and the developer will be required to make improvements to Simmons Loop Road which includes turn lanes when warranted. Staff testified that the transportation analysis and proposed zoning conditions fully address the impacts to the substandard roadway and site access requirements are in accordance with the Land Development Code and that the Transportation Review Section found it approvable.

The applicant's transportation engineer submitted documents into the record regarding improvements to Big Bend Road which state that construction will be complete in 2025.

The applicant's representative testified that if the rezoning were approved, construction on the development would begin in approximately 18 months and be completed in approximately 24 months after inception. Therefore, cars

The proposed zoning conditions include a requirement that no building permits that would create a demand for water service shall be issued until the County's water distribution system improvements are completed and put into operation.

#### RECOMMENDATION

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

Sum M. Fine

Susan M. Finch, AICP Land Use Hearing Officer

December 8, 2021

Date



Hillsborough County City-County Planning Commission

Unincorporated Hillsborough County Rezoning				
<b>Hearing Date:</b> November 15, 2021 <b>Report Prepared:</b> November 5, 2021	Petition: PD 21-0969 6709, 6707, 6705, 6703, 6659, 6643, 6637, 6633, & 6627 Simmons Loop Road South of St. Joseph's Hospital on the north side of Simmons Loop			
Summary Data:				
Comprehensive Plan Finding:	CONSISTENT			
Adopted Future Land Use:	Suburban Mixed Use-6 (6 du/ga; 0.35 FAR)			
Service Area	Urban			
Community Plan:	Riverview and SouthShore Areawide Systems			
Requested Modification:	From Agricultural Rural (AR) and Agricultural Single Family-1 (AS-1) to Planned Development (PD) to allow up to 469 multi-family and single- family units and non-residential uses limited to 10,000 sq. ft. of day care uses			
Parcel Size (Approx.):	56.65 +/- acres			
Street Functional Classification:	Simmons Loop – <b>Collector</b> US Highway 301 S – <b>State Principal Arterial</b>			
Locational Criteria	N/A			
Evacuation Zone	None			



Plan Hillsborough planhillsborough.org planner@plancom.org 813 – 272 – 5940 601 E Kennedy Blvd 18<sup>th</sup> floor Tampa, FL, 33602

#### **Context**

- The subject property is located on approximately 56.65 acres south of St. Joseph's Hospital on the north side of Simmons Loop. The site is located within the Urban Service Area and is located within the limits of the Riverview and Southshore Community Plans. The property is located within the Residential Area of the Riverview Community Plan.
- The site is designated as Suburban Mixed Use-6 (SMU-6) on the Future Land Use Map (FLUM). SMU-6 surrounds the property to the west, east and south. The Community Mixed Use-12 (CMU-12) Future Land Use category is located north of the site.
- The subject property is comprised of vacant residential, single family residential and pasture lots and is zoned Agricultural Rural (AR) and Agricultural Single Family-1 (AS-1). Multi-family, single family residential, vacant commercial and light industrial are located to the east with Planned Development (PD) zoning. Multi-family and light industrial are located to the north with Interstate Planned Development (IPD1) zoning. Single family residential and vacant residential lots are located to the west with AS-1 zoning. Single family residential, agricultural and vacant lots are located to the south with PD, AR, AS-1 and Residential - Single-Family Conventional (RSC-2) zoning.
- The applicant requests to rezone from Agricultural Rural (AR) and Agricultural Single Family-1 (AS-1) to a Planned Development (PD) to allow up to 469 multi-family and single-family units and non-residential uses limited to 10,000 sq. ft. of daycare uses.

#### Compliance with Comprehensive Plan:

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

#### **Future Land Use Element**

#### Urban Service Area (USA)

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

**Policy 1.2: Minimum Density:** All new residential or mixed use land use categories within the USA shall have a density of 4 du/ga or greater unless environmental features or existing development patterns do not support those densities. Within the USA and in categories allowing 4 units per acre or greater, new development or redevelopment shall occur at a density of at least 75% of the allowable density of the land use category, unless the development meets the criteria of Policy 1.3.

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

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

#### Relationship to Land Development Regulations

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

#### Neighborhood/Community Development

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

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

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

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

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

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

in those locations

**Policy 16.5:** Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.

**Policy 16.10:** Any density increase shall be compatible with existing, proposed, or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

**Policy 16.15:** Single family detached, single family attached, and townhome residential development of 50 units or greater shall include gathering places in accordance with requirements

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

## Mixed Use Land Use Categories

**Objective 19:** All development in the mixed use categories shall be integrated and interconnected to each other

#### **Policy 19.1:**

Larger new projects proposed in all mixed use plan categories shall be required to develop with a minimum of 2 land uses in accordance with the following:

- Requirements for 2 land uses will apply to properties 10 acres or greater in the RMU-35, UMU-20, and CMU-12 land use categories, and to properties 20 acres or greater in the SMU-6 and NMU-4 land use categories.
- At least 10% of the total building square footage in the project shall be used for uses other than the primary use.
- The mix of uses may be horizontally integrated (located in separate building). Horizontal integration may also be achieved by utilizing off-site uses of a different type located within 1/4 mile of the project, on the same side of the street of a collector or arterial roadway connected by a continuous pedestrian sidewalk.
- The land uses that may be included in a mixed use project include: retail commercial, office, light industrial, residential, residential support uses, and civic uses provided that the use is permitted in the land use category.
- These requirements do not apply within ½ of a mile of an identified Community Activity Centers (if other mixed use standards have been adopted for that area or when the project is exclusively industrial).

#### **Policy 19.2:**

In the mixed use land use categories, when two or more uses are required on the same project, then the development shall be implemented through a zoning district that demonstrates street connectivity, description of land uses, and site placement, access locations and internal connections at a minimum.

#### Policy 19.3: Incentives for Mixed Use:

The following incentives are available to encourage mixed use and vertically integrated mixed use projects within the Urban Service Area:

• Parking structures shall not count towards the FAR for projects that include 3 or more land uses or vertically integrate two land uses.

- Projects that either include 3 or more land uses or vertically integrate two land uses may utilize a density bonus to the next higher land use category or the following FAR bonus:
  - Property with a Future Land Use Category of 35 units per acre and/or 1.00 FAR and higher and within the USA – may increase up to 50 units and/or an additional .50 FAR
  - Property within a Future Land Use Category of 9 units per acre and/or .5 FAR and higher and within the USA – Increase in FAR by .25
  - Property within a Future Land Use Category of 4 units per acre and/or .25 FAR and higher and within the USA Increase in FAR by .10
- When considering mixed use projects of 3 or more land uses, a different housing type (multi-family, attached single family or detached single family) may be considered as one of the uses.

#### **Objective 17: Neighborhood and Community Serving Uses**

Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible to the surrounding residential development pattern.

**Policy 17.1:** Residential support uses (child care centers, adult care centers, churches, etc.) is an allowable land use in any of the residential, commercial and industrial land use plan categories consistent with the following criteria:

a) The facility shall be of a design, intensity and scale to serve the surrounding neighborhood or the non-residential development in which it occurs, and to be compatible with the surrounding land uses and zoning

#### **Conservation and Aquifer Recharge Element**

#### Wetlands and Floodplain Resources

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

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

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

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

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

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

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

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

#### Livable Communities Element: Riverview Community Plan

Goal 2: Reflect the vision of Riverview using the Riverview District Concept Map. The Riverview District Concept Map will illustrate the unique qualities and land uses related to distinct geographic areas identified as "districts". (see Figure 10)

The following specific districts are incorporated into the Riverview District Concept Map. Require future development and redevelopment to comply with the adopted Riverview District Concept Map.

**1.** *Hwy* **301** *Corridor* – *Provide a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival.* 

**2.** *Downtown* – Focus and direct mixed-use development to create an aesthetically pleasing and pedestrian-friendly downtown.

**3. Riverfront** – Recognize the historical, environmental, scenic, and recreational value of the Alafia River.

**4. Mixed Use** – Focus and direct development toward walkable mixed-use town center locations throughout the community while respecting existing land use.

**5.** *Residential* – Encourage attractive residential development that complements the surrounding character and promotes housing diversity.

**6.** *Industrial*–Attract employment centers and desirable industry with appropriate infrastructure in areas without conflicting with surrounding land use.

**7. Open Space** – Build upon the county owned Boyette Scrub lands by acquiring lands from willing sellers.

#### Livable Communities Element: Southshore Areawide Systems Community Plan

3. Livable Roadways - In the future, improved roadway corridors should reflect surrounding character, neighborhood and/or historical and environmental features whenever possible and/or feasible through strategies such as;

a. Designing roadways of appropriate scale to preserve the scenic characteristics of the surrounding area, such as neighborhood identity, historic or environmental features, points of interest, and other aspects of community character.

*b.* Discouraging roadway design that encroaches upon or adversely affects environmentally sensitive areas or publicly owned natural preserves.

c. Development of roadway corridor landscape guidelines that represent the visual identity the community desires to achieve for specific road segments. Guidelines should be utilized but shall not be limited to, the principles of landscape design defined in Florida Friendly Landscaping and Florida Yards and Neighborhoods procedures. In some cases, low volume irrigation can be considered in medians, to accommodate special features or special areas within SouthShore.

d. Encourage appropriate roadway design methods to minimize neighborhood traffic intrusion and protect neighborhoods from adverse impacts of through-traffic. Such designs may include, but are not limited to rotaries, roundabouts, signage, traffic diverters, on-street parking, bump-outs, and medians.

e. As development occurs, provide for interconnection of internal neighborhood streets, and interconnection to the surrounding transportation network by establishing a basic grid network of access and open space, as identified in "Principles for Good Neighborhoods" endorsed by the BOCC in April 1992.

f. Support the increased participation in the "Adopt a Road" programs.

g. All currently designated truck routes and proposed new collectors and arterials shall be available for consideration to continue as or as potential new truck routes with the exception of the following roads:

- 19th Ave. N.E. from US 41 to US 301
- 24th St. extended from SR 674 to Big Bend Rd.
- Big Bend Rd. from US 301 to its eastern terminus

h. Acknowledge the public engagement and vetting of, and the consensus findings of the following transportation initiatives related to the SouthShore Area when financially feasible:

- County projects identified in its adopted Capital Improvement Program
- Florida Department of Transportation 5 year work program
- Developer Committed Projects
- South Coast Greenway
- Long Range Transportation Plan
- SouthShore Transit Circulator Study
- Tampa Bay High Speed Ferry Study

#### Staff Analysis of Goals, Objectives and Policies:

The subject property is located on approximately 56.65 +/ acres south of St. Joseph's Hospital, on the north side of Simmons Loop. The site is located within the Urban Service Area and is located within the limits of the Riverview and Southshore Areawide Systems Community Plans. The applicant requests to rezone the subject site from Agricultural Rural (AR) and Agricultural Single Family-1 (AS-1) to a Planned Development (PD) to allow up to 469 multi-family and single-family units and 10,000 sq. ft. of a daycare use.

The subject property is designated as Suburban Mixed Use-6 (SMU-6) on the Future Land Use Map. The intent of the SMU-6 Future Land Use category is to designate areas that are

suitable for residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use projects at appropriate locations. Neighborhood Commercial uses are required to meet locational criteria or be part of larger mixed use planned development. Office uses are not subject to locational criteria. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.

Projects that are 20 acres in size or greater in the SMU-6 must demonstrate a mix of land uses in accordance with Policy 19.1. The proposed development in 56.65 acres in size and will have multi-family, single-family attached/detached and a daycare. The three proposed uses satisfy the mixed-use requirements of Policy 19.1. Due to the project including 3 or more land uses, the applicant is requesting to utilize the mixed use density bonus in Policy 19.3. The non-residential property is 1.07 acres and leaves 55.58 acres for calculating residential density. The density bonus would allow for the property to use the density of the next highest land use category. In this case, the next highest land use is Residential-9 (RES-9) which would permit a maximum of 500 units. The applicant is requesting 469 units which is below the maximum permitted.

Policy 16.15 requires that residential developments of 50 units or greater shall include a community gathering place that meets the requirements of the Land Development Code. The proposed development will provide 19 acres of community gathering space which will be accessible from the dwelling units and therefore meets the intent of Policy 16.15.

The subject property is comprised of vacant residential, single family residential and pasture lots and single family and vacant residential lots are located to the south and west. Additionally, to the south are agricultural properties. Multi-family, single family residential, vacant commercial and light industrial are located to the east and multi-family and light industrial are located to the north.

The proposed development requests a 10,000 sq. ft. daycare on the western 1.07 acre parcel. The applicant has submitted a waiver request to Commercial-Locational Criteria policies. The waiver is not necessary as a day care is a residential support use and is exempt from meeting Commercial-Locational Criteria. In addition, per policy 17.1, residential support uses are an allowable land use in any of the residential, commercial and industrial land use plan categories if they are designed to be compatible with the surrounding land uses and zoning. The requested day care will be a compatible intensity and use that fits with the surrounding agricultural, vacant commercial, light industrial, single family and multi-family residential uses.

Policy 16.1 of the Future Land Use Element (FLUE) requires the use of locational criteria for placement of non-residential uses. Policy 16.3 requires that development and redevelopment be integrated with adjacent land uses through creation of complementary uses. Policy 16.10 requires that any density increase be compatible with existing, proposed or planned development. Compatibility does not mean "the same as." It refers to the sensitivity of development proposals in maintaining the character of existing development. The applicant proposes to locate the less dense single-family and duplex units along the project perimeter, specifically on the western border adjacent to exiting single family residential lots. The requested mixed-use development is consistent with other single family and multi-family residential uses in the surrounding area. To the north of the subject property is the St. Joseph's South hospital complex. This is a major employment node on 68+/- acres of land. The proposed development would provide

additional housing options near a large employer. The proposed non-residential support uses would complement the area and allow for daycare located close to housing.

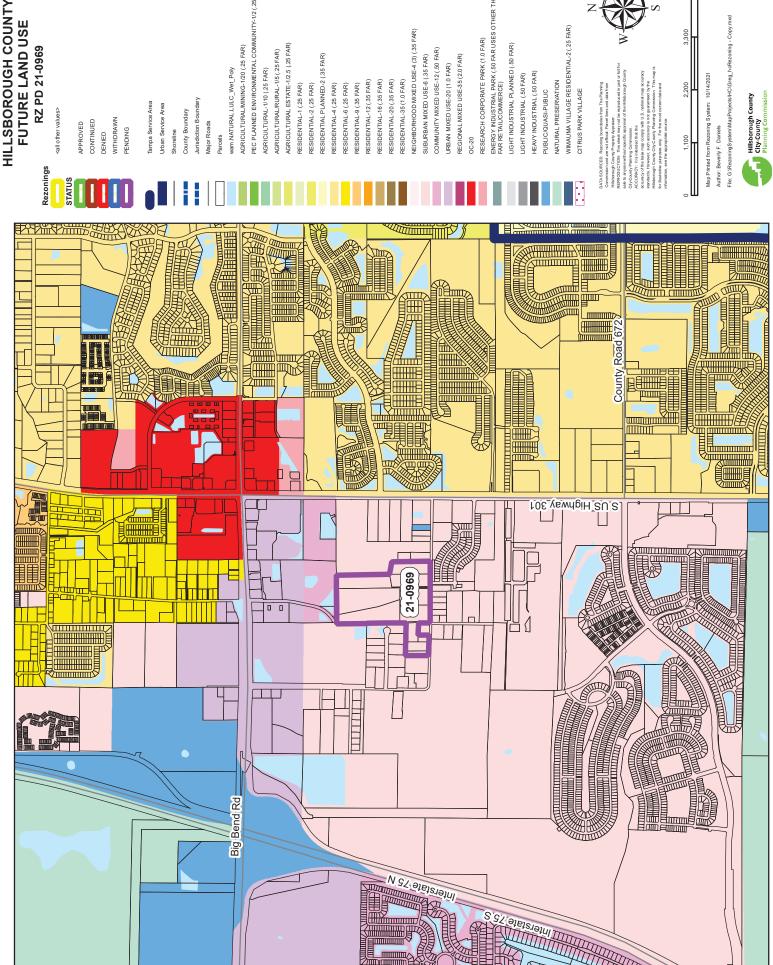
Objective 19 requires "all development in the mixed use categories to be integrated and interconnected to each other". Policy 19.2 states that in the mixed use categories, "when two or more uses are required on the same project, then the development shall be implemented through a zoning district that demonstrates street connectivity, description of land uses, and site placement, access locations and internal connections at a minimum". The proposed development will have cross access between the non-residential parcel used for daycare and the three residential housing types. The proposed non-residential day care use will allow for residents to access the facility without having to drive onto Simmons Loop Road.

The subject site is located within the limits of the Riverview Community Plan. The proposed development is in the residential district. The residential district encourages attractive residential development compatible with the surrounding character and promotes housing diversity. The proposed development will provide a mix of residential housing choices that is compatible with other single-family and multi-family lots surrounding the site. The SouthShore Areawide Systems Community Plan requires development to provide for the interconnection of internal neighborhood streets and roadway grid through open space and access. The proposed development will provide interconnection between the residential and daycare developments on site and provide open space through the required community gathering space.

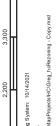
Overall, the proposed Planned Development is consistent with the Goals, Objectives, and Policies of the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County, as it is compatible with the existing development pattern and the Riverview and SouthShore Areawide Systems Community Plans.

#### **Recommendation**

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



ENERGY INDUSTRIAL PARK (:50 FAR USES OTHER THAN RETAIL, :25 FAR RETAIL/COMMERCE) PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)



4.400

# GENERAL SITE PLAN FOR CERTIFICATION



**DEVELOPMENT SERVICES** PO Box 1110, Tampa, FL 33601-1110 (813) 272-5600

# HILLSBOROUGH COUNTY DEVELOPMENT SERVICES DEPARTMENT

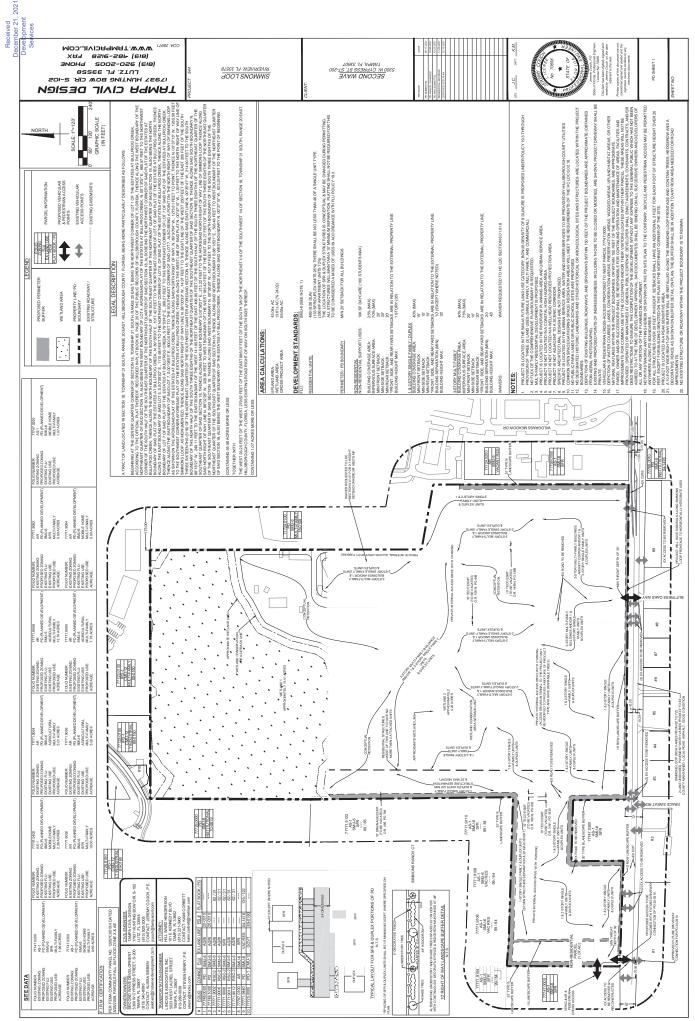
**GENERAL SITE PLAN REVIEW/CERTIFICATION** 

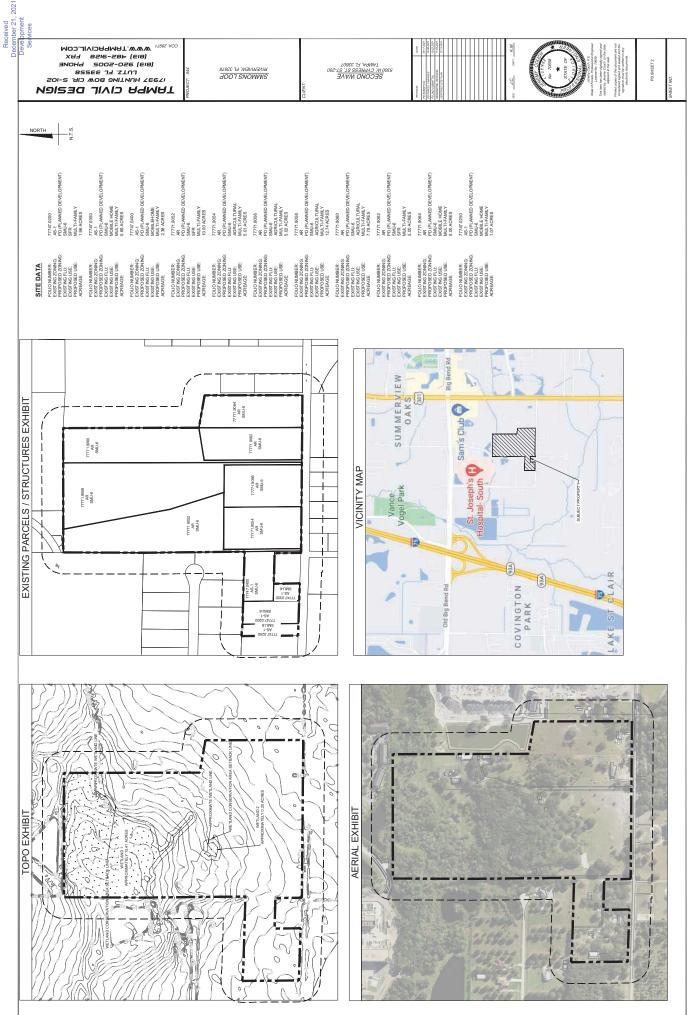
#### BOARD OF COUNTY COMMISSIONERS

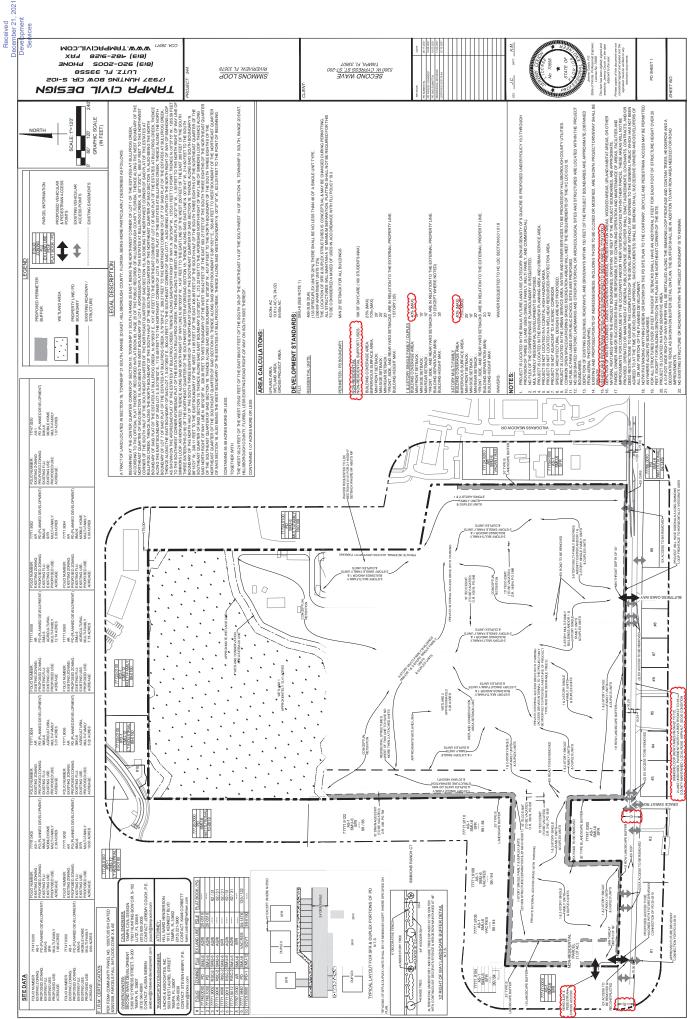
Harry Cohen Ken Hagan Pat Kemp Gwendolyn "Gwen" Myers Kimberly Overman Mariella Smith Stacy R. White COUNTY ADMINISTRATOR Bonnie M. Wise COUNTY ATTORNEY Christine M. Beck INTERNAL AUDITOR Peggy Caskey

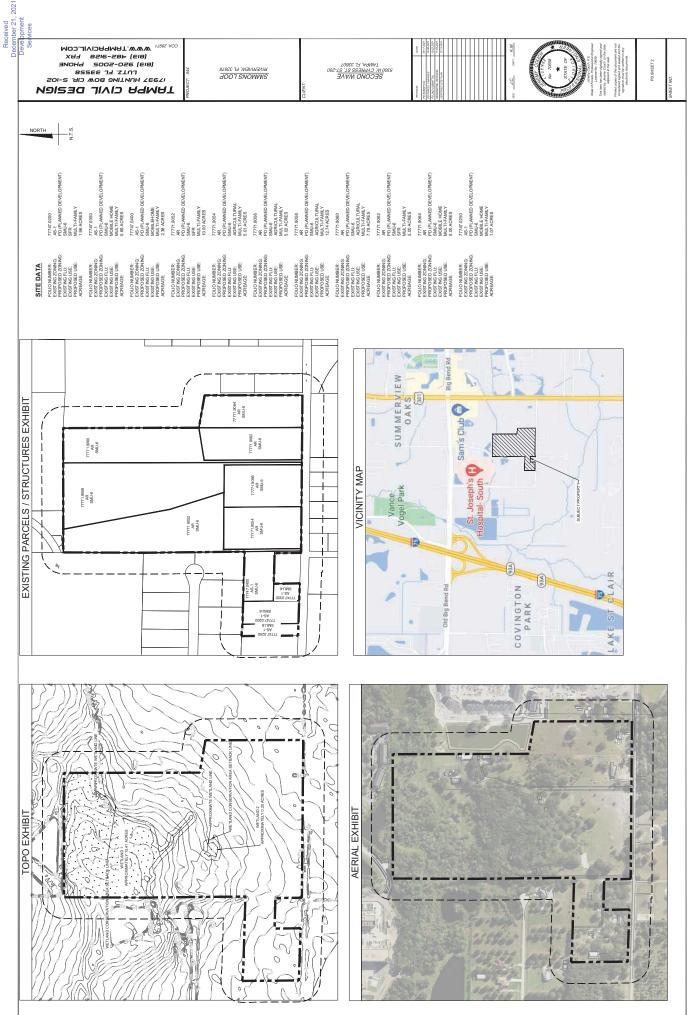
DEPUTY COUNTY ADMINISTRATOR Gregory S. Horwedel

Project Name: Simmons Loop	)		
Zoning File: RZ-PD (21-0969)	Modification: None		
Atlas Page: None	Submitted: 12/20/21		
To Planner for Review: 12/21/21	Date Due: ASAP		
	813-227-8421/ kami.corbett@hwhlaw.com		
Right-Of-Way or Land Required for D	Dedication: Yes No		
The Development Services Departme	ent HAS NO OBJECTION to this General Site Plan.		
The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:			
Reviewed by: Israel Monsanto	Date: 12/21/21		
Date Agent/Owner notified of Disapple	roval:		









# AGENCY COMMNENTS

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

**REVIEWER:** Richard Perez, AICP **PLANNING AREA**: LUTZ / NW

**DATE:** 11/03/2021

AGENCY/DEPT: Transportation PETITION NO: PD 21-0969

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

## **CONDITIONS OF ZONING APPROVAL**

- If PD 21-0969 is approved, the County Engineer will approve a Design Exception (dated October 14, 2021) which was found approvable by the County Engineer (on November 3, 2021). Approval of this Design Exception will require +/- 2,000 linear feet of improvements consistent with the Hillsborough County Transportation Technical Manual TS-4 typical section with exception provided for to allow 5-foot bike lanes and 6-foot sidewalks where constructed against the back of curb due to right-of-way constraints.
- If PD 21-0969 is approved, the County Engineer will approve a Sec. 6.04.02 Administrative Variance (dated October 14, 2021) which was found approvable by the County Engineer (on November 3, 2021). Approval of this Administrative Variance will permit the reduction of the access spacing minimum distance requirement between the project's western driveway on Simmons Loop Rd. and the next closest driveway approximately +/-55 feet to the west.
- Primary access to the project shall be provided on Simmons Loop Road from two (2) full access points, as shown on the PD Site Plan. The western access connection shall align with the planned access connection for PD 20-0310 (Simmons Village North) to the south. All existing access connections and driveway aprons that will not be utilized for access shall be removed and restored to typical standard at the time of site construction.
- Prior to or concurrent with the initial phase of development, the developer shall construct an eastbound left turn lane and westbound right turn lane into the project's western access connection and an eastbound left turn lane into the eastern access connection from Simmons Loop Road.
- As generally shown on the PD site plan, the developer shall construct a vehicular and pedestrian cross access stubout to the adjacent property to the west (folio 77747.0000).
- Not withstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.

• The project's internal access driveways shall include ADA sidewalks connecting all residential units, the non-residential parcel, amenity areas and all project access connections.

## OTHER CONDITIONS:

Prior to Site Plan Certification, revise the note stating "SIMMONS LOOP (ROW VARIES FROM 70' TO 72') 1 LANE UNDIVIDED", to say "SIMMONS LOOP (ROW VARIES FROM +/- 62' TO 72') 2 LANE UNDIVIDED" and depict/label the points of minimum and maximum right-of-way variance.

[This information is required to be accurately depicted per the Develop Review Procedures Manual.]

• Prior to Site Plan Certification, revise the label stating "PROPOSED CROSS ACCESS" to folio#77747.0000 to say "VEHICULAR AND PEDESTRIAN CROSS ACCESS".

[Cross access is required and shall be constructed to stubout to the adjacent property.]

## PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone the +/- 56.79-acre subject property from Agricultural Rural (AR) and Agricultural-Single Family 1 (AS-1) to Planned Development (PD) zoning to allow a 469-unit rental/residential community consisting of a mix of detached and attached dwelling units; and multi-story apartment buildings, with a day care. The Future Land Use designation of the site is SMU-6.

## Trip Generation Analysis

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

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips		
	Two-Way Volume	AM	PM	
AS-1: Single Family Detached - 6 Units (ITE 210)	27	2	3	
AR: Single Family Detached – 10 Units (ITE 210)	57	4	6	
Total:	84	6	9	

## **Approved Zoning:**

## **Proposed Zoning:**

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips		
	Two-Way Volume	AM	PM	
PD: Single Family Detached -133 Units (ITE 210)	1,256	98	132	
PD: Multi-Family - 336 Units (ITE 221)	1,828	121	148	
PD: Day Care – 100 Students (ITE 565)	409	78	79	
Total:	3,493	297	359	

## **Trip Generation Difference:**

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips	
zonnig, Lane Ose/Size	Two-Way Volume	AM	РМ
Difference	+3,409	+291	+350

The proposed rezoning will result in an increase in potential trip generation by 3,409 daily trips, 291 AM peak hour and 350 PM peak hour trips.

## TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site fronts the south side of Simmons Loop Rd.

Simmons Loop Rd. is a substandard 2-lane, collector road, characterized by +/-22 feet of pavement in average condition. The existing right-of-way on Simmons Loop Road in the vicinity of the project is +/-63 feet. There are no paved shoulders along the roadway. There are bike lanes and sidewalks immediately to the east of the subject property and +/-2000 feet west of the project site along Simmons Loop Road.

Pursuant to the Hillsborough County Transportation Technical Manual, an urban collector roadway shall meet the typical section TS-4 standard. TS-4 standard includes 11-foot-wide lanes, 7-foot buffered bike lanes, F-type curbs and 5-foot wide sidewalks on both sides within a minimum of 64 feet of right-of-way.

The applicant is requesting a design exception to improve approximately 2,000 linear feet of Simmons Loop Rd., as further discussed in the design exception below, and will connect to the proposed improvements (to be constructed by the developer of PD 20-0310 - Simmons Village North) west of the project and existing improvements east of the project.

## Planned Infrastructure Improvements by Others:

The developer of approved PD 20-0310 (Simmons Village North) is required to extend Gate Dancer Rd. north and connect Simmons Loop Rd., creating a "T" intersection where the existing road turns east toward U.S. Highway 301. The new road will be constructed as a collector road. At the new intersection, north/south movements will be prioritized (i.e. traffic will be allowed to flow freely), and the eastern leg of the intersection will be stop controlled. Additionally, the developer of Simmons Village North is required to improve approximately 300 ft of Simmons Loop Road east of the new intersection.

## Improvements Completed by Others:

Recently completed infrastructure improvement associated with construction of Planned Developments (PD 04-1476 and 18-0109) to the east of the subject property include a bike lane and curbing on the north side and sidewalks on the both sides, along the projects' respective frontages, of Simmons Loop Rd.

## SITE ACCESS

The proposed PD site plan provides for two (2) full access connections to Simmons Loop Rd.

The western access connection aligns with the approved access point for PD 20-0310 (Simmons Village North) on the south side of Simmons Loop Rd and will serve as direct access to the day care component of the subject PD in addition to residential area. Based on LDC Sec. 6.04.07, the access spacing for Simmons Loop is 245 feet and the spacing from the western access is +/-55 feet east from a residential driveway on

the north side. As such, the applicant has requested a Sec. 6.04.02. B administrative variance which is addressed in greater detail in a separation section below.

The eastern access connection provides direct access into the residential area. All components of the PD are internally connected. ADA sidewalks are required to connect all residential units, the non-residential parcel, amenity areas and all project access connections.

Based on the applicant's site access analysis, a 245-foot eastbound left turn lane is warranted and a 195foot westbound right turn lane is warranted to serve the project's western access connection on Simmons Loop Rd. Only a 245-foot eastbound left turn lane is warranted for the project's eastern access on Simmons Loop Rd.

The PD Site Plan provides cross access to the adjacent property to the west (folio# 77747.0000) as required per LDC, Sec. 6.04.03. Q.

## **REQUESTED DESIGN EXCEPTION – SIMMONS LOOP ROAD**

As Simmons Loop Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated October 14, 2021) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on November 3, 2021). To mitigate the deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-4 Typical Section (for 2-Lane, undivided, urban collector roadways) the developer has proposed to improve 2,000 linear feet of Simmons Loop Rd to standard with the following exceptions:

- 1) Bike Lanes TS-4 requires 7-foot buffered bike lanes. Due to right of way constraints, the developer proposes to provide 5-foot bike lanes.
- 2) Sidewalk -- TS-4 requires sidewalk on both sides of the roadway. The sidewalk to be provided as follows:
  - a. Sidewalk on the northside of Simmons Loop along the property frontage is to be provided. The sidewalk will vary between 5 feet and 6 feet. The 6-foot sidewalk is provided where the sidewalk is adjacent to the curb due to right of way constraints.
  - b. The sidewalk on the northside is to be extended east to tie into the existing sidewalk.

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

## **REQUESTED ADMINISTRATIVE VARIANCE: DRIVEWAY SPACING**

The applicant submitted a Section 6.04.02.B. Administrative Variance Request (dated October 14, 2021) from the Section 6.04.07 LDC requirement, governing minimum spacing for access connections (driveways). The project's western access connection is planned to align with the approved access connection to the south for PD 20-0310 (Simmons Village North), however there is an existing single residential driveway on the north side of Simmons Loop Rd. +/-55 feet to west of the proposed access connection. The LDC a minimum of 245 feet spacing between driveways on Simmons Loop Rd. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on November 3, 2021.

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

# **LEVEL OF SERVICE (LOS)**

Simmons Loop Rd is not a regulated roadway within 2020 Hillsborough County Level of Service (LOS) Report

## Perez, Richard

From:	Williams, Michael
Sent:	Wednesday, November 3, 2021 12:15 PM
То:	Steven Henry
Cc:	Tirado, Sheida; Kami Corbett; Monsanto, Israel; Perez, Richard
Subject:	FW: 21-0969 - Design Exception and Administrative Variance
Attachments:	21-0969 DEReq 10-14-21.pdf; 21-0969 AVReq 10-14-21.pdf

Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 21-0969 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Ingrid Padron (<u>padroni@hillsboroughcounty.org</u> or 813-307-1709) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

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

Mike

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Tuesday, November 2, 2021 5:54 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: 21-0969 - Design Exception and Administrative Variance

Hello Jefe,

The attached Design Exception and Administrative Variance are approvable to me. Please send your email to the following people:

<u>shenry@lincks.com</u> <u>kami.corbett@hwhlaw.com</u> <u>Monsantol@hillsboroughcounty.org</u> PerezRL@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE (she/her/hers)

## **Transportation Review Manager**

**Development Services Department** 

# P: (813) 276-8364

E: <u>tirados@HCFLGov.net</u> W: <u>HCFLGov.net</u>

#### Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

Facebook | Twitter | YouTube | LinkedIn | HCFL Stay Safe

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

From: Zoning Intake-DSD <<u>ZoningIntake-DSD@hillsboroughcounty.org</u>>
Sent: Tuesday, October 5, 2021 8:03 AM
To: Timoteo, Rosalina <<u>TimoteoR@HillsboroughCounty.ORG</u>>
Cc: Tirado, Sheida <<u>TiradoS@hillsboroughcounty.org</u>>; Padron, Ingrid <<u>PadronI@hillsboroughcounty.org</u>>; Rome, Ashley
<<u>RomeA@hillsboroughcounty.org</u>>; Monsanto, Israel <<u>MonsantoI@hillsboroughcounty.org</u>>
Subject: FW: Additional Information - Design Exception and Administrative Variances - 21-0969 [IWOV-FirmLive.FID1682438]

## Ana Lizardo

Planning & Zoning Tech Development Services Department (DSD)

P: (813) 276-8403 M: (813) 272-5600 E: <u>LizardoA@hillsboroughcounty.org</u> W: HCFLGov.net

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

Facebook | Twitter | YouTube | LinkedIn | HCFL Stay Safe

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

From: Kami Corbett <<u>kami.corbett@hwhlaw.com</u>>

Sent: Monday, October 4, 2021 4:20 PM

To: Zoning Intake-DSD < ZoningIntake-DSD@hillsboroughcounty.org>

**Cc:** Monsanto, Israel <<u>Monsantol@hillsboroughcounty.org</u>>; Williams, Michael <<u>WilliamsM@HillsboroughCounty.ORG</u>>; Perez, Richard <<u>PerezRL@hillsboroughcounty.org</u>>; Steven Henry <<u>shenry@lincks.com</u>>

Subject: Additional Information - Design Exception and Administrative Variances - 21-0969 [IWOV-FirmLive.FID1682438]

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

Attached please find the Additional Information include the Design Exception Request and Related Administrative Variance Request for Application 21-0969

## Kami Corbett

Shareholder

o: 813.221.3900 | d: 813.227.8421 | kami.corbett@hwhlaw.com | hwhlaw.com 101 E. Kennedy Blvd., Suite 3700, Tampa, FL 33602



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LINCKS & ASSOCIATES, INC.

October 14, 2021

Mr. Mike Williams Hillsborough County Government 601 East Kennedy Blvd., 22nd Floor Tampa, FL 33602

Re:	Simmons Loop	
	RZ	21-0969
	Lincks Project No.	21026

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.07 of the Hillsborough County Land Development Code for the access to Simmons Loop. The developer proposes to rezone the property to Planned Development to allow the following land uses:

- Multi-Family 336 Dwelling Units
- Single-Family 133 Dwelling Units
- Day Care 10,000 Square Feet – 100 Students

Table 1 provides the trip generation for the proposed project.

The access to serve the project is proposed to be via two (2) accesses to Simmons Loop. A copy of the PD plan is included in the appendix of this letter.

The subject property is within the Urban Service Area and according to the Hillsborough County Roadways Functional Classification Map, Simmons Loop is a collector road.

The western most access for the project is proposed to align with the Simmons Village North access to Simmons Loop.

The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing on Simmons Loop. Based on Section 6.04.07, the access spacing for Simmons Loop is 245 feet and the spacing from the western access to the access to the west is 55 feet. This is graphically shown in Figure 1.

The justification for the variance is as follows:

5023 West Laurel Street Tampa, FL 33607 813 289 0039 Telephone 8133 287 0674 Telefax www.Lincks.com Website

## (a) there is an unreasonable burden on the applicant,

- 1. The proposed western access is to align with the future access to Simmons Village North on the south side of Simmons Loop.
- 2. The access to the west is a driveway to a Single Family Home.

Therefore, it is not reasonable or feasible for the project to modify the location of the access to meet the current LDC spacing criteria.

# (b) the variance would not be detrimental to the public health, safety and welfare,

The proposed access is to align with the future access for the Simmons Village North access which is recommended from an operational standpoint.

(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

The only frontage for the project is Simmons Loop. Due to property constraints, the only reasonable location for the access is to align with the future Simmons Village North access.

- 1. The proposed western access is to align with the future access to Simmons Village North on the south side of Simmons Loop.
- 2. The access to the west is a driveway to a Single Family Home.

Therefore, it is not reasonable or feasible for the project to modify the location of the access to meet the current LDC spacing criteria.

# (b) the variance would not be detrimental to the public health, safety and welfare,

The proposed access is to align with the future access for the Simmons Village North access which is recommended from an operational standpoint.

(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

The only frontage for the project is Simmons Loop. Due to property constraints, the only reasonable location for the access is to align with the future Simmons Village North access.

Please do not hesitate to contact us if you have any questions or require any additional information. Best Regards, Steven J Henry President Lincks & Associates, Inc. P.E. #51555

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

\_\_\_\_\_Disapproved

\_\_\_\_\_Approved

\_\_\_\_\_Approved with Conditions

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

Date \_\_\_\_\_

Sincerely,

Michael J. Williams Hillsborough County Engineer

		1						
	Hour	S	Total			111	387	
	PM Peak Hour	rip End	In Out Tot	55	50	59	164	
	РΝ		드	87	84	52	223	
(	Hour	ds	Total	112	66	110	321	
ENDS (1	AM Peak Hour	Trip En	n <u>Out</u> Tot			52	209	
TRIP E	AN		드	29	25	58	112	
ESTIMATED PROJECT TRIP ENDS (1)		Daily	Trip Ends	1,829	1,352	476	3,657	
ESTIM,		Ш	INC	221	210	565	Total	
			Size	336 DU's	133 DU's	10,000 SF		
			Land Use	Multi - Family	Single Family	Day Care		

TABLE 1

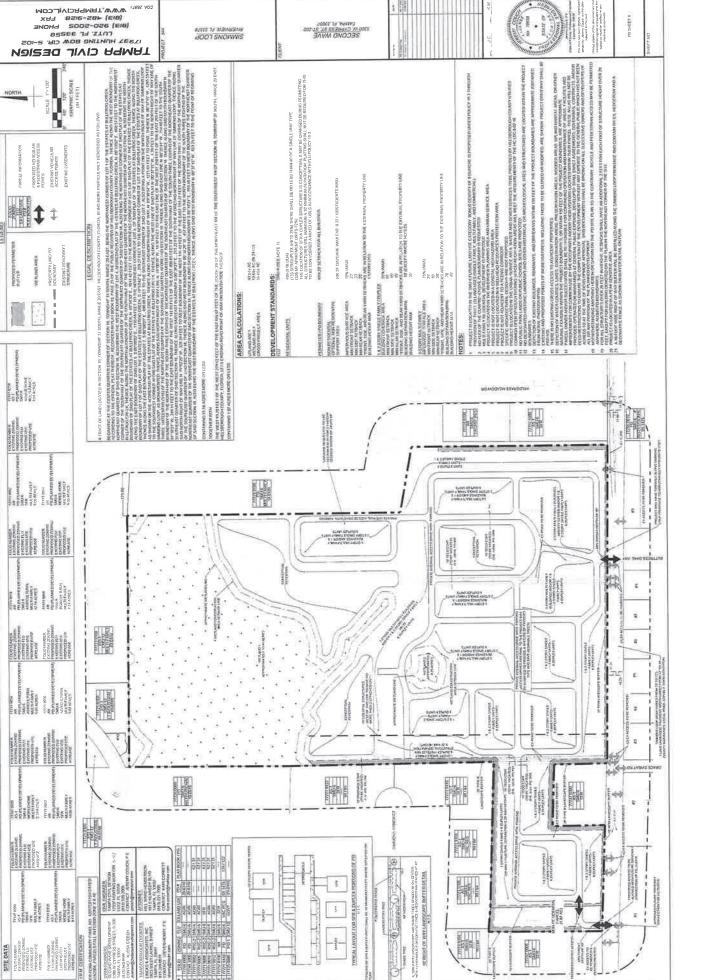
(1) Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017.

APPENDIX



PD PLAN

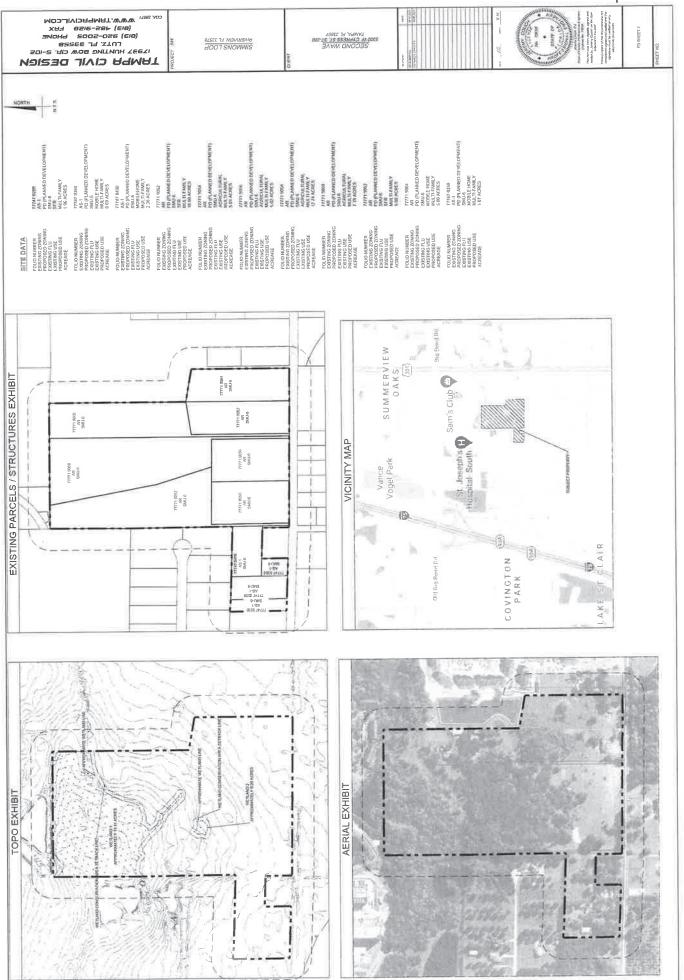




21-0969

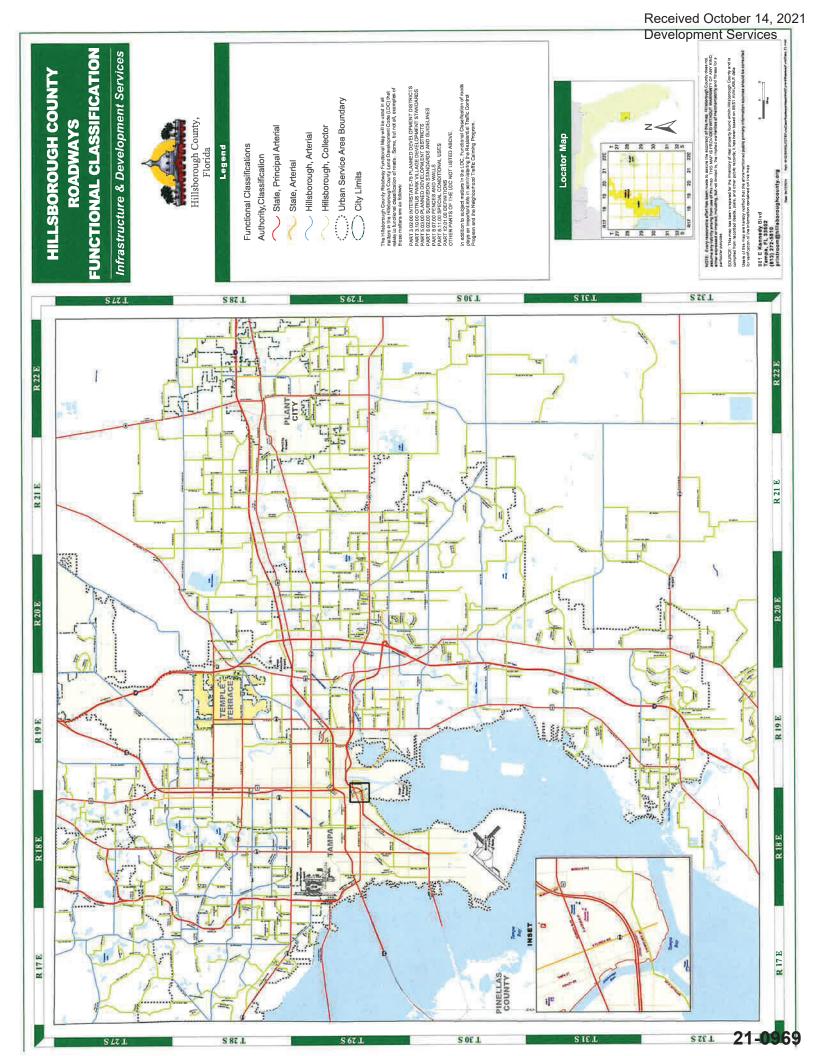
Received October 14, 2021 Development Services

Received October 14, 2021 Development Services



HILLSBOROUGH COUNTY ROADWAY FUNCTIONAL CLASSIFICATION MAP





# HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE SECTION 6.04.04



1

## Sec. 6.04.04. - Design Standards

## A. Driveway Width/Length

Driveways provide the physical transition between a site and the abutting roadway. Driveways should be located and designed to minimize impacts on traffic while providing safe entry and exit from the development served. The location and design of the connection must take into account characteristics of the roadway, the site, and the potential users.

The actual width and length of driveways shall be subject to internal and external traffic flow considerations. The driveway width considerations include, but are not limited to the number of lanes, the driveway geometrics, internal obstructions, traffic safety, etc. The length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. The driveway length therefore, will be subject to the anticipated required stacking length of entering and exiting vehicle during the peak period.

 For driveways that will be signalized, driveway length should be determined by a traffic study of expected traffic and queues. An important measurement in determining the driveway length is the outbound queue.

Land Use	Driveway Length (In Feet)
Any major entrance with 4 or more total lanes in the in the driveway. Typically malls, and "Super" retail centers	300 or greater, based on traffic study
Regional Shopping Centers (over 150,000 sq. ft.)	250
Community Shopping Center (100-150,000 sq. ft.) (Supermarket, drug store, etc.)	150
Small Strip Shopping Center	50
Smaller Commercial Development (convenience store with gas pumps)	30

2. For unsignalized driveways, the following minimum lengths will be used:

# 3. For residential developments, the maximum length shall be:

Land Use	Driveway Length (In Feet)
Residential Developments	250

## B. Driveway Grades

- 1. Driveway grades shall conform to the requirements of FDOT Roadway and Traffic Design Standard Indices, latest edition.
- 2. For driveways with high volumes and where curve radii turnouts would be a prime benefit to traffic movements, the following factors should be considered:
  - a. It is desirable to have driveway slope upward from gutter line without any vertical curve. The upward slope with curbs will allow better control of drainage.
  - b. It is desirable to have a relatively flat area adjacent to the roadway, where vehicles may turn off without an immediate climbing or descending need. Then exiting vehicles may wait to enter traffic flow at approximately roadway level.
  - c. Within the limits of curve radii, no drop curb shall be allowed except as required for curb cut ramps.
- C. Traffic Control Devices
  - 1. The installation of signs and pavement markings at private roadways and residential or commercial driveways, and the installation of traffic signals at high-volume commercial Type III driveways may be required in order to provide for safe and efficient movement of traffic. All traffic control devices shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the current County standards and specifications and shall be approved by the County Public Works Department, Traffic Section.
  - 2. The approval to install traffic signals shall be based on a traffic engineering study which addresses the warrants, the design, and the operation of the signals. The study and design shall be approved by the County Public Works Department, Traffic Section and FDOT, if on the State Highway System. The responsibility for the engineering study shall rest with the permittee. If a traffic signal is installed, all signal elements and appropriate portions of the access approach to assure efficient signal operation, shall be on public right-of-way or on easements granted to the public.

Any required traffic control devices, including signs, signals or pavement markings shall be installed by the permittee. The permittee shall be responsible for all purchase and installation costs involved.

D. Auxiliary Lanes

Auxiliary Lanes refer to left-turn, right-turn, acceleration, deceleration, and storage lanes. Developments which generate AM or PM Peak Hour Traffic which exceeds the following thresholds shall provide the following site related acceleration, deceleration, and storage lanes:

- 1. If more than 20 left turning vehicles per hour on a two-lane arterial or collector roadway, then left turn lanes are warranted,
- 2. If more than 50 right turning vehicles per hour on a two-lane arterial or collector roadway, then right turn lanes are warranted,
- 3. If more than 40 right turning vehicles per hour, on a four-lane rural roadway, then a right turn lane is warranted,
- 4. If more than 80 right turning vehicles per hour, on a four-lane urban roadway, then a right turn lane is warranted,
- 5. If more than 60 right turning vehicles per hour, on a six-lane rural roadway, then a right turn lane is warranted,
- 6. If more than 100 right turning vehicles per hour, on a six-lane urban roadway, then a right turn lane is warranted,
- 7. On multi-lane roadways, left turn lanes shall be constructed when there are more than 20 left turning vehicles.

(Ord. No. 00-38, § 2, 11-2-00; Ord. No. 05-22, § 2, 11-17-05; Ord. No. 07-18, § 2, 7-19-07, eff. 10-1-07)



## LINCKS & ASSOCIATES, INC.

October 14, 2021

Mr. Mike Williams Hillsborough County Government 601 East Kennedy Blvd., 22nd Floor Tampa, FL 33602

Re: Simmons Loop RZ 21-0969 Lincks Project No. 21026

The purpose of this letter is to request a Design Exception per the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L – Existing Facilities for Simmons Loop from the Gate Dancer Road Extension to the project access. According to the Hillsborough County Functional Classification Map, Simmons Loop is classified as a collector roadway. The subject site is within the Hillsborough County Urban Service Area. The developer proposes to rezone the subject property to Planned Development to allow the following land uses:

- Multi -Family 336 Dwelling Units
- Single Family 133 Dwelling Units
- Day Care 10,000 Square Feet
  - 100 Students

The developer of Simmons Village proposes to extend Gate Dancer Road from its current terminus within Belmont to Simmons Loop. As a part of the plans to extend Gate Dancer Road approximately 300 feet of Simmons Loop east of Gate Dancer Road extension is proposed to be improved. A copy of the plans are included in the appendix of this letter.

Table 1 provides the trip generation for the project and Table 2 provides the roadway capacity analysis for Simmons Loop adjacent to the site. As shown in Table 2, Simmons Loop currently operates at an acceptable level of service and will continue to operate at an acceptable level of service with the addition of the project traffic.

The access to serve the project is proposed to be two (2) full accesses to Simmons Loop.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for Simmons Loop from the project access to Gate Dancer Road. The subject segment of Simmons Loop is currently a two (2) lane roadway with 11-foot lanes. The following exceptions are requested to accommodate the proposed project.

5023 West Laurel Street Tampa, FL 33607 813 289 0039 Telephone 8133 287 0674 Telefax www.Lincks.com Website

- 1) Bike Lanes TS-4 has 7 foot buffered bike lanes. Due to right of way constraints, the developer proposes to provide 5 foot bike lanes.
- 2) Sidewalk TS-4 has sidewalk on both sides of the roadway. The sidewalk to be provided is as follows:
  - a. Sidewalk on the northside of Simmons Loop along the property frontage is to be provided. The sidewalk varies between 5 feet and 6 feet. The 6 foot sidewalk is provided where the sidewalk is adjacent to the curb due to right of way constraints.
  - b. The sidewalk on the northside is to be extended east to tie into the existing sidewalk.

Figure 1 provides the limits of the proposed improvements.

The justification for the Design Exception is as follows:

- 1. The primary access for the development is to Simmons Loop.
- 2. The developer proposes to improve approximately 2,000 linear feet of Simmons Loop and will connect to the proposed improvements west of the project and existing improvements east of the project.

Based on the above, it is our opinion, the proposed improvements to Simmons Loop mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Mr. Mike Williams October 14, 2021 Page 3	1
Best Regards, Steven J Henry	A
President Lincks & Associates, Inc. P.E. #51555	Chottetter
T	

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

\_\_\_\_\_Disapproved

Approved

\_\_\_\_\_Approved with Conditions

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

Sincerely,

Michael J. Williams

Hillsborough County Engineer

Received October 14, 2021 Development Services

Mr. Mike Williams October 14, 2021 Page 4

		ĩ										
	Hour	s	Total	142	134	111	387					
	PM Peak Hour	ip End	rip End	ip End	ip End	rip End	rip End	Out To	55	50	20	164
	РΝ		의	87	84	52	223					
<u> </u>	Hour	S	Total	112	66	110	321					
INDS (1	AM Peak Hour	Trip Enc	II Out	83	74	52	209					
TRIP E	AN		티	29	25	58	112					
ESTIMATED PROJECT TRIP ENDS (1)		Daily	Trip Ends	1,829	1,352	476	3,657	:				
ESTIM/		ΠE	- Inc	221	210	565	Total					
			Size	336 DU's	133 DU's	10,000 SF						
			Land Use	Multi - Family	Single Family	Day Care						

TABLE 1

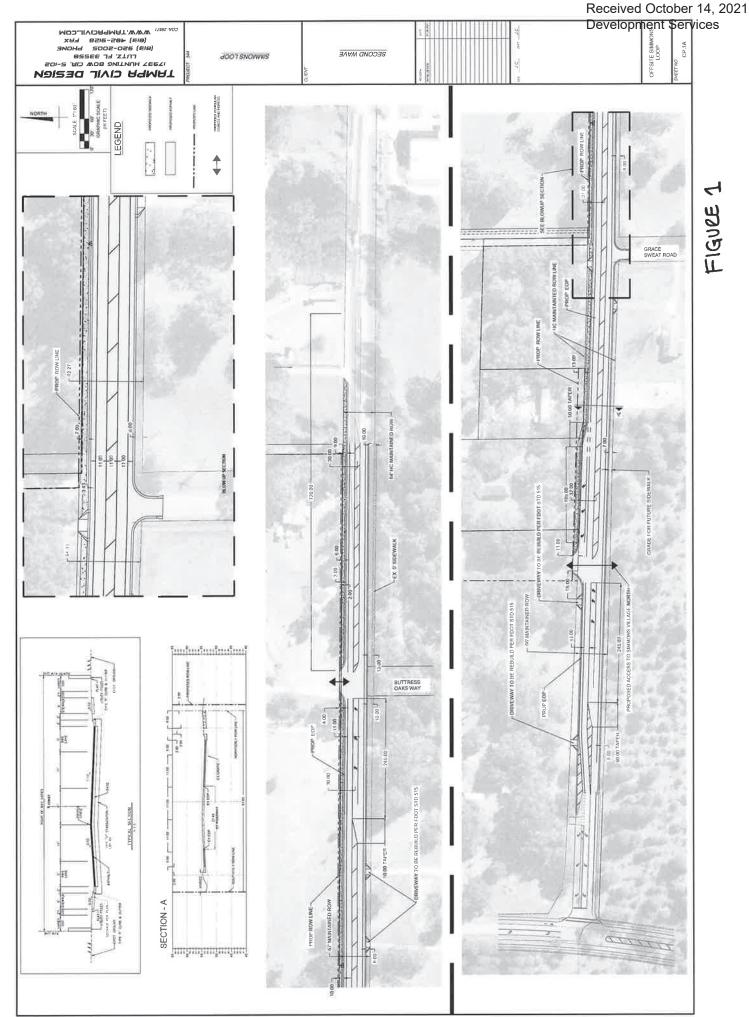
(1) Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017.

Available <u>Capacity</u>	581 467
Total	616 730
Project <u>Traffic</u>	192 232
Peak Season <u>Traffic (2)</u>	424 498
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Geometry	2LU
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From	õ
Roadway	Simmons Loop I

LINK ANALYSIS

TABLE 2

Source - 2020 FDOT Quality/Level of Service Handbook.
 Source - Access Management Analysis dated October, 2021.



# APPENDIX



LINCKS & ASSOCIATES, INC.

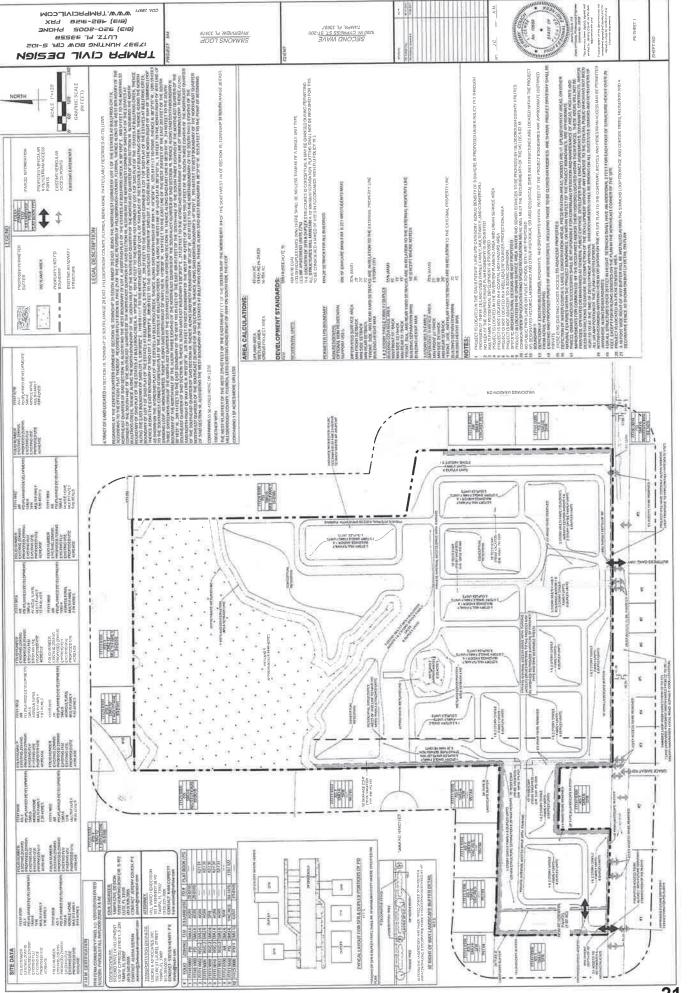
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PD PLAN



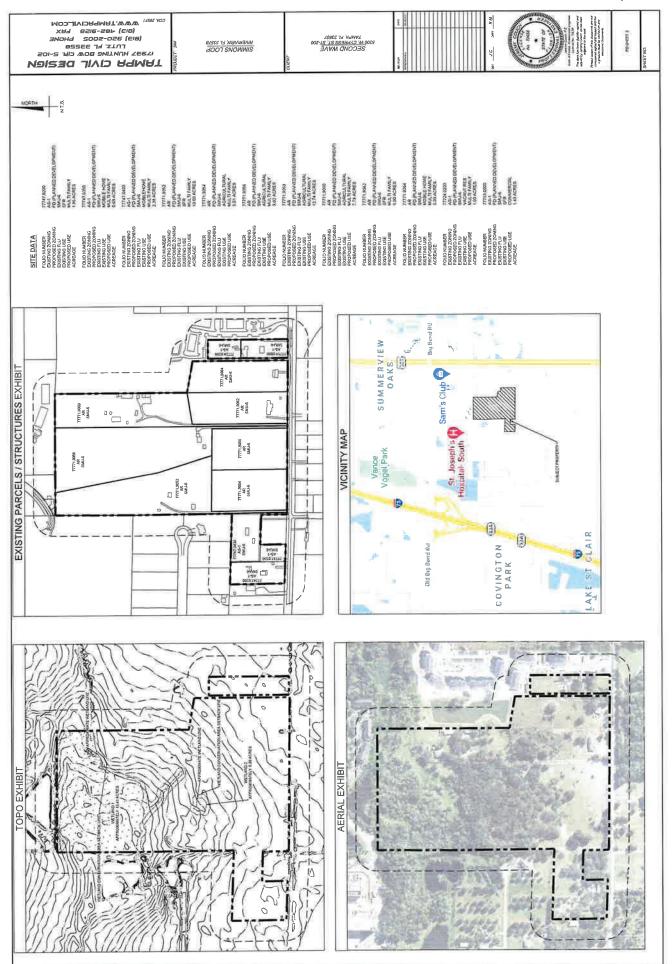
# LINCKS & ASSOCIATES, INC.



Received October 14, 2021 Development Services

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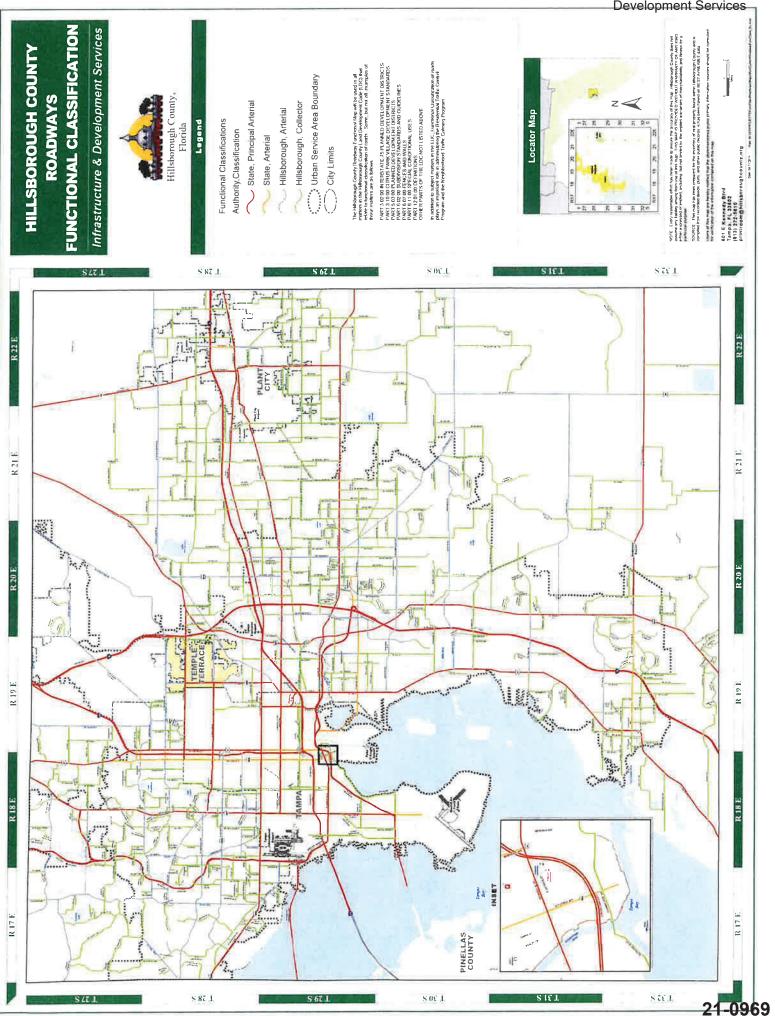
# HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION



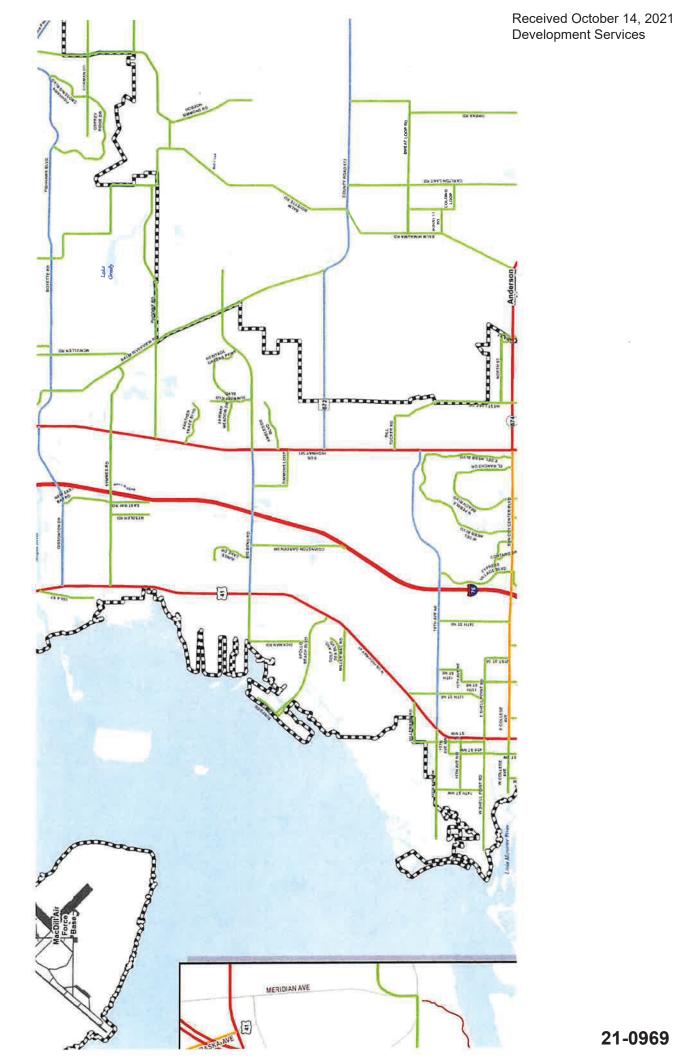
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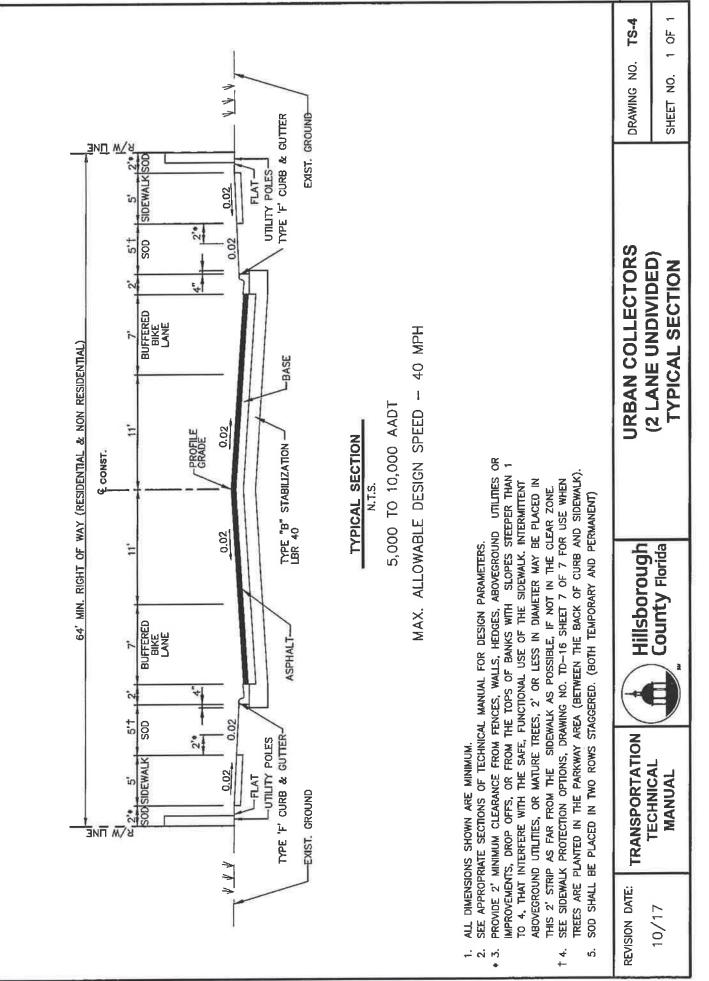
Received October 14, 2021 Development Services



TS-4



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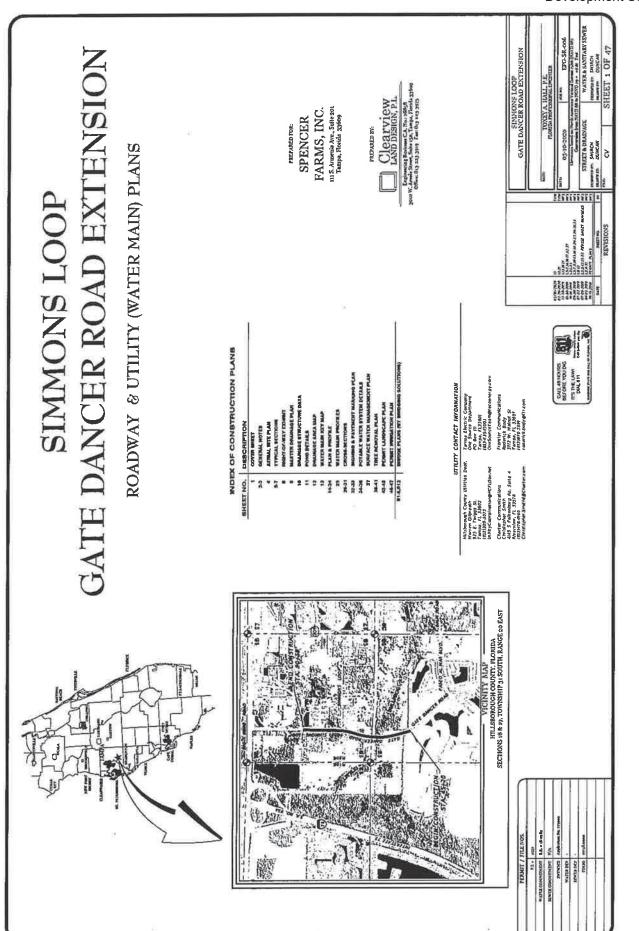
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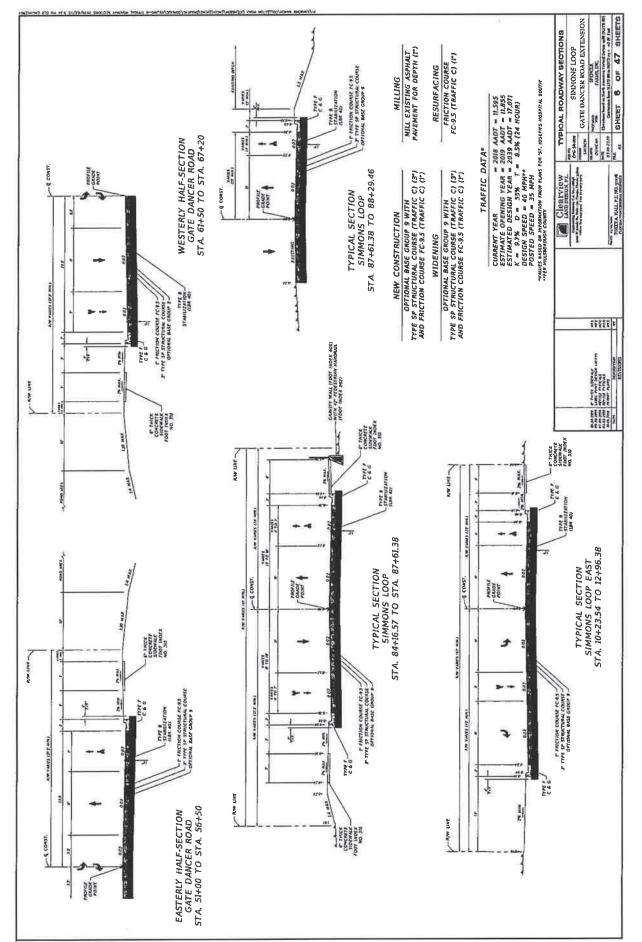
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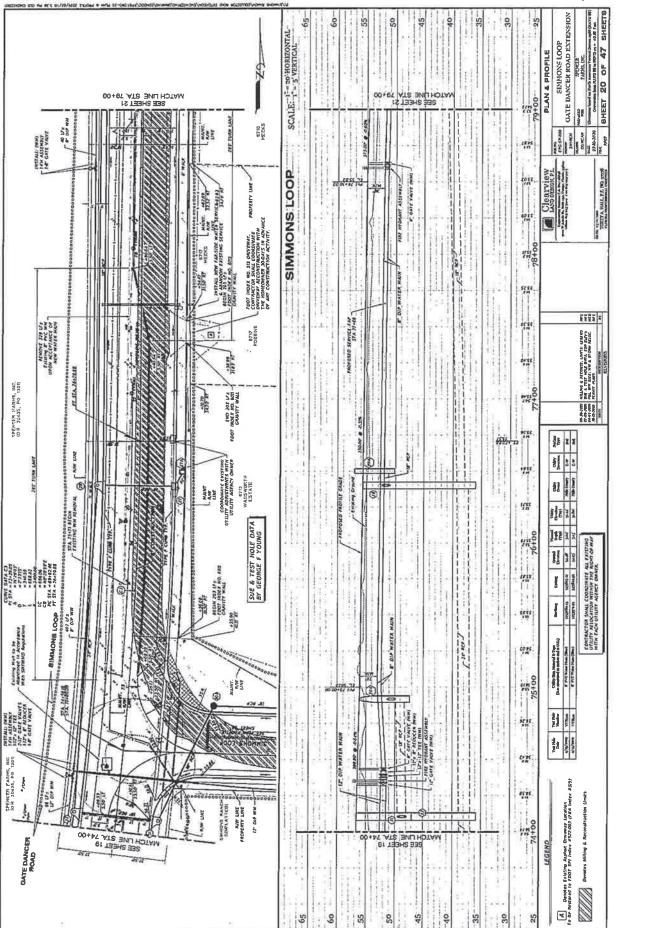
# GATE DANCER ROAD PLANS

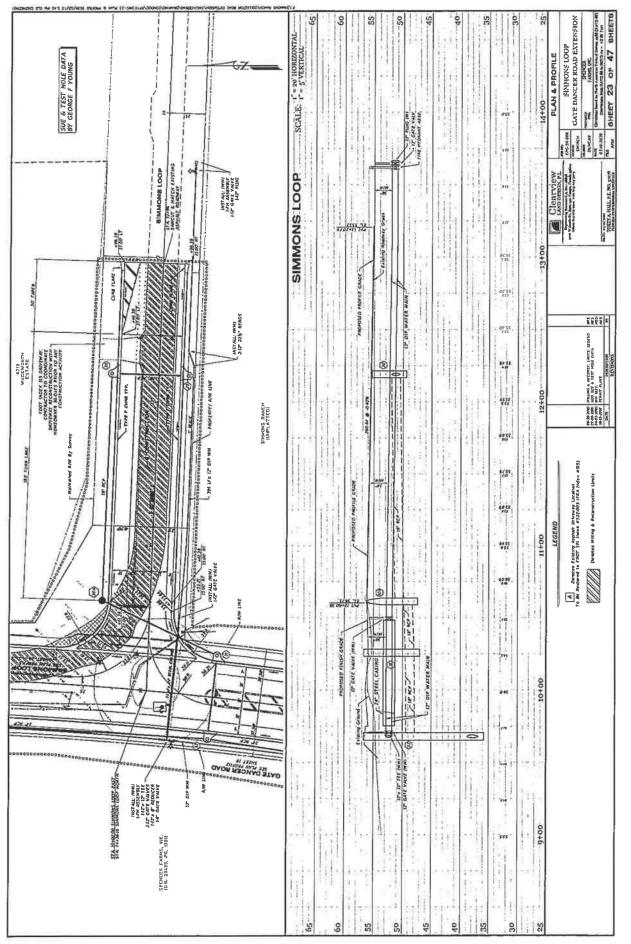


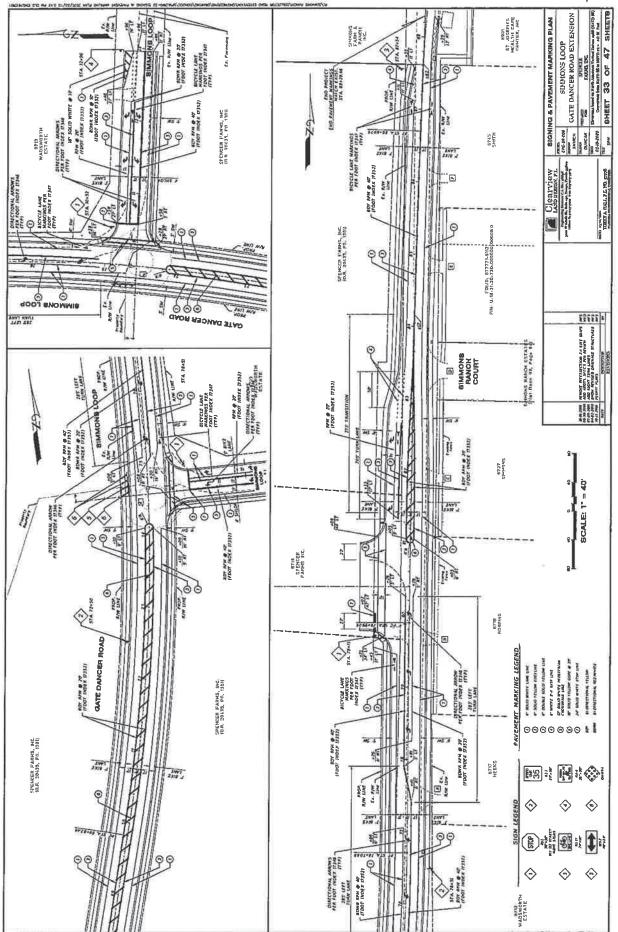
LINCKS & ASSOCIATES, INC.



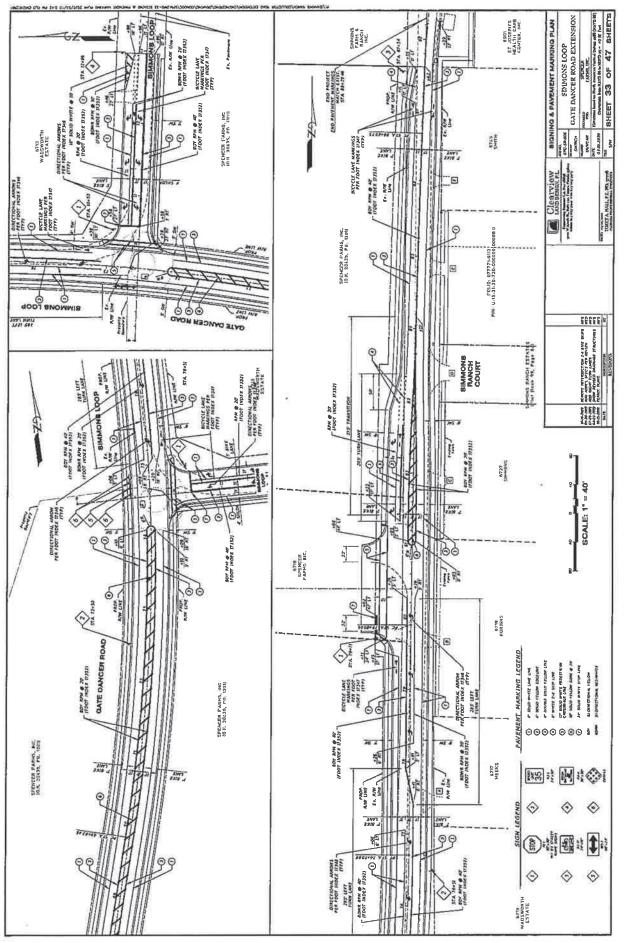








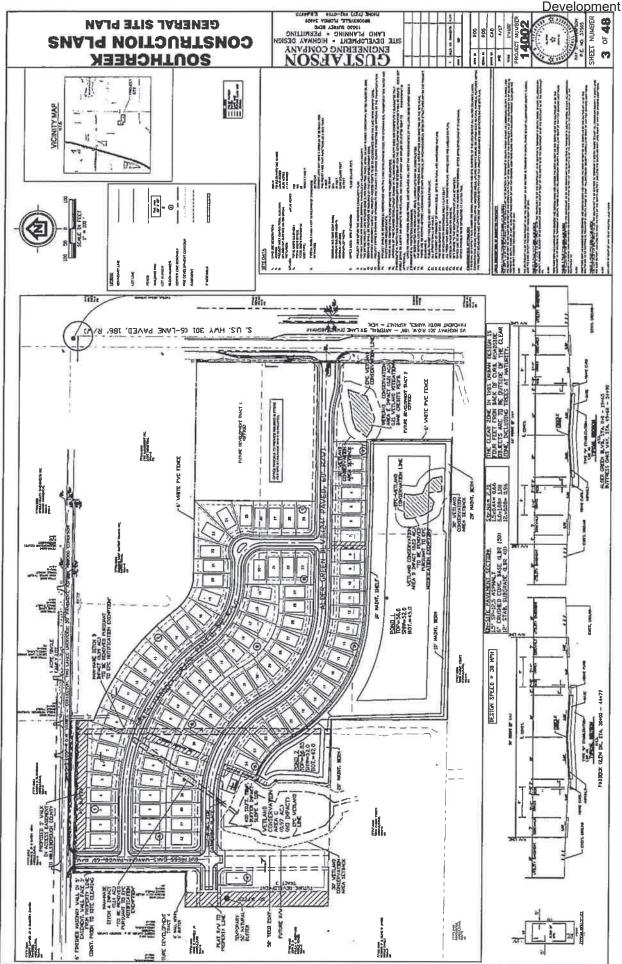
Received October 14, 2021 Development Services



# SOUTH CREEK PLAN



LINCKS & ASSOCIATES, INC.



## 2012 FDOT QUALITY / LEVEL OF SERVICE HANDBOOK



TABLE 4

# Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**<sup>1</sup>

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2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

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

Adjoining Roadways (check if applicable)				
Road Name	Classification	<b>Current Conditions</b>	Select Future Improvements	
Simmons Loop Rd.	County Collector - Urban	2 Lanes ⊠ Substandard Road □Sufficient ROW Width	<ul> <li>□ Corridor Preservation Plan</li> <li>⊠ Site Access Improvements</li> <li>⊠ Substandard Road Improvements</li> <li>□ Other</li> </ul>	

Project Trip Generation   Not applicable for this request				
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips	
Existing	84	6	9	
Proposed	3,493	297	359	
Difference (+/-)	+3,409	+297	+359	

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

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	Х	None	None	Meets LDC
East		None	None	Meets LDC
West		Choose an item.	Vehicular & Pedestrian	Meets LDC

Design Exception/Administrative Variance			
Road Name/Nature of Request Type Finding		Finding	
Simmons Loop Rd./Substandard Roadway	Design Exception Requested	Approvable	
Simmons Loop Rd./Driveway Spacing Administrative Variance Requested Approvable			
Notes: Condition of approval to improve 2,000 fe	eet of Simmons Loop Rd.		

Γ	4.0 Additional Site Information & Agency Comments Summary			
	Transportation	Objections	Conditions Requested	Additional Information/Comments
	<ul> <li>☑ Design Exception/Adm. Variance Requested</li> <li>☑ Off-Site Improvements Provided</li> </ul>	□ Yes □N/A ⊠ No	⊠ Yes □ No	See report.

#### COMMISSION

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



#### DIRECTORS

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

#### AGENCY COMMENT SHEET

REZON	NING
HEARING DATE: September 13, 2021	COMMENT DATE: July 12, 2021
<b>PETITION NO.:</b> 21-0969	PROPERTY ADDRESS: Simmons Loop, Riverview
EPC REVIEWER: Mike Thompson	FOLIO #: multiple
CONTACT INFORMATION: (813) 627-2600 X1219	<b>STR:</b> 18-31S-20E
EMAIL: <u>thompson@epchc.org</u>	
REQUESTED ZONING: PD	
FINDI	NGS
WETLANDS PRESENT	YES
SITE INSPECTION DATE	7/12/2021
WETLAND LINE VALIDITY	Expired
WETLANDS VERIFICATION (AERIAL PHOTO,	Wetlands located generally on north portion of
SOILS SURVEY, EPC FILES)	property

The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:

- Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
- The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland

Environmental Excellence in a Changing World

Environmental Protection Commission - Roger P. Stewart Center 3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

• Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

#### **INFORMATIONAL COMMENTS:**

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

- The subject property contains wetland/OSW areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- Chapter 1-11, prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.



#### Adequate Facilities Analysis: Rezoning

Date: 7/8/2021	Acreage: 55.58 (+/- acres)
Jurisdiction: Hillsborough County	Proposed Zoning: Planned Development
Case Number: RZ 21-0969	Future Land Use: SMU-6
HCPS #: RZ-389	Maximum Residential Units: 469 Units
Address: Simmons Loop northwest of Grave Sweat Road, Riverview, 33578	<b>Residential Type:</b> 61 Single-Family Detached, 72 Single-Family Attached, 336 Multifamily
Parcel Folio Number(s): 77747.0200, 77747.0400, 77771.9054, 77771.9058, 77771.9062, 77724.0200	

School Data	Doby Elementary	Eisenhower Middle	Sumner High
FISH Capacity	958	1488	2289
2020-21 Enrollment	636	1247	2764
Current Utilization	66%	84%	121%
Concurrency Reservations	300	212	871
Students Generated	59	23	31
Proposed Utilization	104%	100%	160%

Sources: 2020-21 40th Day Enrollment Count and CSA Tracking Sheet as of 7/8/2021

**NOTE**: Doby Elementary, Eisenhower Middle, and Sumner High are projected to be near or over capacity. As part of its review, the school district is required by state law to take capacity in adjacent concurrency service areas (i.e., attendance boundaries) into consideration. At this time, additional capacity exists in adjacent areas at the elementary and middle school level to serve the proposed development. However, Sumner High School and adjacent high school concurrency service areas do not have adequate capacity. A proportionate share agreement is unavailable as a mitigation option until a new high school site is approved by Hillsborough County government. The applicant is advised to contact the school district for additional information.

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

Matthew Pleasant

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

> Raymond O. Shelton School Administrative Center • 901 East Kennedy Blvd. • Tampa, FL 33602-3507 Phone: 813-272-4004 • FAX: 813-272-4002 • School District Main Office: 813-272-4000 P.O. Box 3408 • Tampa, FL 33601-3408 • Website: www.sdhc.k12.fl.us

## AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Manag	ement         DATE: <u>23 July 2021</u>
REVIEWER: Bernard W. Kaiser, Conservation and En	wironmental Lands Management
APPLICANT: Kami Corbett	<b>PETITION NO:</b> <u>RZ-PD 21-0969</u>
LOCATION: Not listed	
<b>FOLIO NO:</b> <u>77771.9054, 77771.9056, 77747.0350,</u> <u>77771.9064, 77747.0400, 77771.9058, 77747.0200,</u> <u>77771.9052, 77771.9062, 77759.0000, 77724.0200,</u> <u>77771.9060</u>	SEC: <u>18</u> TWN: <u>31</u> RNG: <u>20</u>

 $\square$  This agency has no comments.

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

COMMENTS: \_\_\_\_\_.

# Statement of Record

The South County service area (generally south of the Alafia River) has seen significant customer growth over the recent past. As new customers are added to the system there is an increased demand for potable water that is causing delivery issues during certain periods of the year. The greatest demand for water occurs during the spring dry season, generally the months of March through May. During the dry season of 2021 the Water Resources Department was challenged to deliver water to the southern portions of the service area to meet customer expectations for pressure and flow. While Levels of Service per the Comprehensive Plan were met, customers complained of very low pressure during early morning hours. Efforts to increase flow and pressure to the south resulted in unacceptably high pressures in the north portions of the service area. The Florida Plumbing Code limits household pressure to 80 psi to prevent damage to plumbing and possible injury due to system failure. The Department had to balance the operational challenges of customer demand in the south with over pressurization in the north, and as a result, water pressure and flow in the South County service area remained unsatisfactory during the dry period of 2021.

As a result of demand challenges, the Department initiated several projects to improve pressure and flow to the south area. Two projects currently under construction CIP C32001 - South County Potable Water Repump Station Expansion and CIP C32011 - Potable Water In-Line Booster Pump will increase the delivery pressure to customers.

These projects are scheduled to be completed and operational prior to the 2022 dry season, and must demonstrate improved water delivery through the highest demand periods before additional connections to the system can be recommended.



**NOTE:** THIS IS ONLY FOR ESTIMATE PURPOSES, BASED ON THE FEES AT THE TIME THE REVIEW WAS MADE. ACTUAL FEES WILL BE ASSESSED BASED ON PERMIT APPLICATIONS RECEIVED AND BASED ON THE FEE SCHEDULE AT THE TIME OF BUILDING PERMIT APPLICATION.

то:	Zoning Review, Development Services	DATE: 11/02/2021
<b>REVIEWER:</b>	Ron Barnes, Impact & Mobility Fee Coordinator	
APPLICANT:	2nd Wave Development, LLC	PETITION NO: 21-0969
LOCATION:	Simmons Loop, Riverview	
FOLIO NO:	multiple, see below	

#### **Estimated Fees:**

(Fee estimate is based on a 2,000 square foot, 3 bedroom, Single Family Detached Unit) Mobility: \$7,346\*133 = \$977,018 Parks: \$1,815\*133 = \$241,395 School: \$8,227\*133 = \$1,094,191 Fire: \$335\*133 = \$44,555

 (Fee estimate is based on a 1,200 square foot, 2 bedroom, Multi-family Units 3 story)

 Mobility: \$3,891\*469 = \$1,824,879

 Parks: \$1,316\*469 = \$617,204
 Daycare (per 1,000 s.f.)

 School: \$3,891\*469 = \$1,824,879
 Mobility: \$10,525\*10 = \$105,250

 Fire: \$249\*469 = \$116,781
 Fire: \$95\*10 = \$950

#### **Project Summary/Description:**

Urban Mobility, South Park/Fire - 469 units, 336 multi-family (3 story), 133 single family detatched. 10,000 s.f. daycare facility. Credit for prior structures may apply.

Foilios: 77771.9052, 77771.9054, 77771.9056, 77771.9058, 77771.9060, 77771.9062, 77771.9064, 77747.0200, 77747.0350, 77747.0400, 77724.0200, 77759.0000

From:	Monsanto, Israel
То:	Timoteo, Rosalina
Cc:	<u>Grady, Brian</u>
Subject:	FW: Water Resource Comments for Projects South of the Alafia River
Date:	Monday, November 15, 2021 10:58:10 AM
Attachments:	Statement of Record.pdf
	image001.png
	image002.png
	21-0969 WR 10-11-21 Revised.pdf
	image003.png
Importance:	High

Hi Rosa,

These pdfs need to be uploaded to Optix, Agency Comments for 21-0969.

Thanks!

Israel Monsanto Principal Planner

Development Services Department

P: (813) 276-8389 E: <u>monsantoi@HCFLGov.net</u> W: <u>HCFLGov.net</u>

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

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From: McCary, John <McCaryJ@HillsboroughCounty.ORG>
Sent: Friday, November 12, 2021 3:21 PM
To: Grady, Brian <GradyB@HillsboroughCounty.ORG>; Gormly, Adam
<Gormlya@HillsboroughCounty.ORG>; Cassady, George <CassadyG@hillsboroughcounty.org>
Cc: Rochelle, Randy <RochelleR@HillsboroughCounty.ORG>; Moreda, Joe
<MoredaJ@HillsboroughCounty.ORG>; Heinrich, Michelle <HeinrichM@HillsboroughCounty.ORG>;
Monsanto, Israel <MonsantoI@hillsboroughcounty.org>; Schinella, Beth
<SchinellaB@HillsboroughCounty.ORG>; Lundgren, Johanna <LundgrenJ@hillsboroughcounty.org>;
Tschantz, Richard <TschantzR@hillsboroughcounty.org>; Ennis, Hank

<ENNISH@HillsboroughCounty.ORG>; Clark, Cameron <ClarkC@HillsboroughCounty.ORG>; Dorman, Mary <DormanM@hillsboroughcounty.org> **Subject:** RE: Water Resource Comments for Projects South of the Alafia River

Hello Adam and Brian. Brian, if the attached 'Statement of Record' that you forwarded is the version uploaded for both 21-0969 and 21-1090, then no changes are necessary as this version didn't include the phrase "during such dry season" at the end of the last sentence. Also, the comment sheet that you forwarded for 21-1090 is consistent with our records and doesn't require a revision since it doesn't reference a date of June 1, 2022. However, the comment sheet for 21-0969 had an updated version (attached) that should have been uploaded into Optix as a replacement for the older one that you forwarded. Can you make sure this is uploaded into Optix? There is no additional revision necessary since it doesn't reference a date of June 1, 2022.

As we move forward, can you send the list of cases to be heard at future ZHM dates? I suspect there are several that will require revisions to exclude dates.

Thanks,

John P. McCary, Ph.D., P.E. Planning Section Manager Water Resources Department

P: (813) 209-3065 E: <u>mccaryj@HCFLGov.net</u> W: <u>HCFLGov.net</u>

#### Hillsborough County

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From: Grady, Brian <<u>GradyB@HillsboroughCounty.ORG</u>>
Sent: Friday, November 12, 2021 7:54 AM
To: Gormly, Adam <<u>Gormlya@HillsboroughCounty.ORG</u>>; Cassady, George
<<u>CassadyG@hillsboroughcounty.org</u>>; McCary, John <<u>McCaryJ@HillsboroughCounty.ORG</u>>
Cc: Rochelle, Randy <<u>RochelleR@HillsboroughCounty.ORG</u>>; Moreda, Joe
<<u>MoredaJ@HillsboroughCounty.ORG</u>>; Heinrich, Michelle <<u>HeinrichM@HillsboroughCounty.ORG</u>>;
Monsanto, Israel <<u>Monsantol@hillsboroughcounty.org</u>>; Schinella, Beth
<<u>SchinellaB@HillsboroughCounty.ORG</u>>; Lundgren, Johanna <<u>LundgrenJ@hillsboroughcounty.org</u>>;
Tschantz, Richard <<u>TschantzR@hillsboroughcounty.org</u>>; Ennis, Hank
<<u>ENNISH@HillsboroughCounty.ORG</u>>; Clark, Cameron <<u>ClarkC@HillsboroughCounty.ORG</u>>; Dorman,
Mary <<u>DormanM@hillsboroughcounty.org</u>>
Subject: RE: Water Resource Comments for Projects South of the Alafia River

Good Morning,

Attached are the current agency comments in the file for the two subject applications. Thanks,

#### J. Brian Grady

**Executive Planner** Development Services Department

P: (813) 276-8343 E: <u>GradyB@HCFLGov.net</u> W: <u>HCFLGov.net</u>

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

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From: Gormly, Adam <<u>Gormlya@HillsboroughCounty.ORG</u>>
Sent: Thursday, November 11, 2021 12:32 PM
To: Cassady, George <<u>CassadyG@hillsboroughcounty.org</u>>; McCary, John
<<u>McCaryJ@HillsboroughCounty.ORG</u>>; Grady, Brian <<u>GradyB@HillsboroughCounty.ORG</u>>
Cc: Rochelle, Randy <<u>RochelleR@HillsboroughCounty.ORG</u>>; Moreda, Joe
<<u>MoredaJ@HillsboroughCounty.ORG</u>>; Heinrich, Michelle <<u>HeinrichM@HillsboroughCounty.ORG</u>>;
Monsanto, Israel <<u>MonsantoI@hillsboroughcounty.org</u>>; Schinella, Beth
<<u>SchinellaB@HillsboroughCounty.ORG</u>>; Lundgren, Johanna <<u>LundgrenJ@hillsboroughcounty.org</u>>;
Tschantz, Richard <<u>TschantzR@hillsboroughcounty.org</u>>; Ennis, Hank
<<u>ENNISH@HillsboroughCounty.ORG</u>>; Clark, Cameron <<u>ClarkC@HillsboroughCounty.ORG</u>>; Dorman,
Mary <<u>DormanM@hillsboroughcounty.org</u>>
Subject: Re: Water Resource Comments for Projects South of the Alafia River

Thanks George.

Take a look at the Statement of Record as well as I believe that it includes a reference to "during the dry season."

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 From: Cassady, George <</td>
 CassadyG@hillsboroughcounty.org>

 Sent: Thursday, November 11, 2021 11:07:00 AM

 To: McCary, John 
 McCaryJ@HillsboroughCounty.ORG>; Gormly, Adam

 <Gormlya@HillsboroughCounty.ORG>; Grady, Brian 
 GradyB@HillsboroughCounty.ORG>

 Cc: Rochelle, Randy 
 RochelleR@HillsboroughCounty.ORG>; Moreda, Joe

<<u>MoredaJ@HillsboroughCounty.ORG</u>>; Heinrich, Michelle <<u>HeinrichM@HillsboroughCounty.ORG</u>>; Monsanto, Israel <<u>MonsantoI@hillsboroughcounty.org</u>>; Schinella, Beth

<<u>SchinellaB@HillsboroughCounty.ORG</u>>; Lundgren, Johanna <<u>LundgrenJ@hillsboroughcounty.org</u>>; Tschantz, Richard <<u>TschantzR@hillsboroughcounty.org</u>>; Ennis, Hank

<<u>ENNISH@HillsboroughCounty.ORG</u>>; Clark, Cameron <<u>ClarkC@HillsboroughCounty.ORG</u>>; Dorman, Mary <<u>DormanM@hillsboroughcounty.org</u>>

Subject: RE: Water Resource Comments for Projects South of the Alafia River

#### Happy Veterans Day all!

Adam – following John's email and presuming that the copies we have reflect the final versions, I do not expect we'll change Water Resources comments or the Statement of record. The Statement of Record is consistent with my statements to Board regarding water supply challenges in the south and there is no need to change it. The question on the table is whether the Zoning Conditions should include the June 1<sup>st</sup> date along with the completed projects. Whether that is a significant change or not can be determined by you or legal.

George

From: McCary, John <<u>McCaryJ@HillsboroughCounty.ORG</u>>
Sent: Thursday, November 11, 2021 10:53 AM
To: Gormly, Adam <<u>Gormlya@HillsboroughCounty.ORG</u>>; Grady, Brian
<<u>GradyB@HillsboroughCounty.ORG</u>>
Cc: Rochelle, Randy <<u>RochelleR@HillsboroughCounty.ORG</u>>; Moreda, Joe
<<u>MoredaJ@HillsboroughCounty.ORG</u>>; Heinrich, Michelle <<u>HeinrichM@HillsboroughCounty.ORG</u>>;
Monsanto, Israel <<u>MonsantoI@hillsboroughcounty.org</u>>; Schinella, Beth
<<u>SchinellaB@HillsboroughCounty.ORG</u>>; Cassady, George <<u>CassadyG@hillsboroughcounty.org</u>>;
Lundgren, Johanna <<u>LundgrenJ@hillsboroughcounty.org</u>>; Tschantz, Richard
<<u>TschantzR@hillsboroughCounty.org</u>>; Ennis, Hank <<u>ENNISH@HillsboroughCounty.ORG</u>>; Clark,
Cameron <<u>ClarkC@HillsboroughCounty.ORG</u>>; Dorman, Mary <<u>DormanM@hillsboroughcounty.org</u>>
Subject: RE: Water Resource Comments for Projects South of the Alafia River

Adam, we'll let you know as soon as possible. Brian, can you send me the final versions of the rezoning responses and statement of record that were uploaded to Optix? I have reviewed what is in our files, but I want to double-check that it matches what was uploaded to Optix since there were already revisions to at least one of these responses in September/October. I would ask Randy to do it first thing on Friday, but he is out of the office. Thanks.

John P. McCary, Ph.D., P.E. Planning Section Manager Water Resources Department

P: (813) 209-3065 E: <u>mccaryj@HCFLGov.net</u> W: <u>HCFLGov.net</u>

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

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From: Gormly, Adam <<u>Gormlya@HillsboroughCounty.ORG</u>>
Sent: Thursday, November 11, 2021 10:35 AM
To: McCary, John <<u>McCaryJ@HillsboroughCounty.ORG</u>>; Grady, Brian
<<u>GradyB@HillsboroughCounty.ORG</u>>
Cc: Rochelle, Randy <<u>RochelleR@HillsboroughCounty.ORG</u>>; Moreda, Joe
<<u>MoredaJ@HillsboroughCounty.ORG</u>>; Heinrich, Michelle <<u>HeinrichM@HillsboroughCounty.ORG</u>>;
Monsanto, Israel <<u>MonsantoI@hillsboroughcounty.org</u>>; Schinella, Beth
<<u>SchinellaB@HillsboroughCounty.ORG</u>>; Cassady, George <<u>CassadyG@hillsboroughcounty.org</u>>;
Lundgren, Johanna <<u>LundgrenJ@hillsboroughcounty.org</u>>; Tschantz, Richard
<<u>TschantzR@hillsboroughcounty.org</u>>; Ennis, Hank <<u>ENNISH@HillsboroughCounty.ORG</u>>; Clark,
Cameron <<u>ClarkC@HillsboroughCounty.ORG</u>>; Dorman, Mary <<u>DormanM@hillsboroughcounty.org</u>>
Subject: Re: Water Resource Comments for Projects South of the Alafia River

Thank you John.

If there is going to be any significant change in what you are recommending we would appreciate you letting us know as early as practicable to allow time for appropriate legal vetting and implementation structuring, if necessary.

Thanks. Adam

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From: McCary, John <<u>McCaryJ@HillsboroughCounty.ORG</u>>
Sent: Wednesday, November 10, 2021 2:04 PM
To: Grady, Brian
Cc: Rochelle, Randy; Moreda, Joe; Gormly, Adam; Heinrich, Michelle; Monsanto, Israel
Subject: RE: Water Resource Comments for Projects South of the Alafia River

Hello Brian. I have discussed with George Cassady and Beth Schinella and will make sure we have an answer by Friday so we don't squeeze you for time on Monday. Thanks.

John P. McCary, Ph.D., P.E. Planning Section Manager Water Resources Department

P: (813) 209-3065 E: <u>mccaryj@HCFLGov.net</u> W: <u>HCFLGov.net</u>

#### Hillsborough County

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

From: Grady, Brian <<u>GradyB@HillsboroughCounty.ORG</u>>
Sent: Wednesday, November 10, 2021 11:33 AM
To: McCary, John <<u>McCaryJ@HillsboroughCounty.ORG</u>>
Cc: Rochelle, Randy <<u>RochelleR@HillsboroughCounty.ORG</u>>; Moreda, Joe
<<u>MoredaJ@HillsboroughCounty.ORG</u>>; Gormly, Adam <<u>Gormlya@HillsboroughCounty.ORG</u>>;
Heinrich, Michelle <<u>HeinrichM@HillsboroughCounty.ORG</u>>; Monsanto, Israel
<<u>Monsantol@hillsboroughcounty.org</u>>
Subject: Water Resource Comments for Projects South of the Alafia River

Good Morning John,

As you may be aware, at the BOCC Land Use Meeting yesterday for the two cases that had the condition which tied the issuance of building permits to either completion of two CIP projects or June 1, 2022 the BOCC removed the allowance for the June 1 date in lieu of completion of the two CIP projects. Therefore, based on that BOCC direction, please advise if we can anticipate revised comments for active/pending rezoning applications. Of particular urgency is we have two cases scheduled to be heard at the upcoming Monday, November 15 Zoning Hearing Master hearing. Those two cases are RZ 21-0969 and MM 21-1090. Therefore, it would be most helpful if we could get revised comments for those two items prior to the ZHM hearing on Monday, which begins at 6 pm.

Please let me know if you have any questions.

Thanks.

J. Brian Grady Executive Planner Development Services Department

P: (813) 276-8343 E: <u>GradyB@HCFLGov.net</u> W: <u>HCFLGov.net</u>

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

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# Statement of Record

The South County service area (generally south of the Alafia River) has seen significant customer growth over the recent past. As new customers are added to the system there is an increased demand for potable water that is causing delivery issues during certain periods of the year. The greatest demand for water occurs during the spring dry season, generally the months of March through May. During the dry season of 2021 the Water Resources Department was challenged to deliver water to the southern portions of the service area to meet customer expectations for pressure and flow. While Levels of Service per the Comprehensive Plan were met, customers complained of very low pressure during early morning hours. Efforts to increase flow and pressure to the south resulted in unacceptably high pressures in the north portions of the service area. The Florida Plumbing Code limits household pressure to 80 psi to prevent damage to plumbing and possible injury due to system failure. The Department had to balance the operational challenges of customer demand in the south with over pressurization in the north, and as a result, water pressure and flow in the South County service area remained unsatisfactory during the dry period of 2021.

As a result of demand challenges, the Department initiated several projects to improve pressure and flow to the south area. Two projects currently under construction CIP C32001 - South County Potable Water Repump Station Expansion and CIP C32011 - Potable Water In-Line Booster Pump will increase the delivery pressure to customers.

These projects are scheduled to be completed and operational prior to the 2022 dry season, and must demonstrate improved water delivery through the highest demand periods before additional connections to the system can be recommended.

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

**PETITION NO.:PD21-0969REVIEWED BY:John McCaryDATE:**10/11/2021

FOLIO NO.: 77771.9054 Plus Multiple More

#### WATER

- The property lies within the \_\_\_\_\_ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A <u>6</u> inch water main exists (adjacent to the site), (approximately <u>1100</u> feet from the site) <u>and is located east of the subject property within the north Right-of-Way</u> of Simmons Loop. A second point of connection could be required to a 8-inch water main located approximately 2250-feet west of the subject property within the west Rightof-Way of Simmons Loop. These will be the likely point-of-connections, however there could be additional and/or different points-of-connections determined at the time of the application for service. This is not a reservation of capacity.
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include <u>two funded CIP projects that are currently under construction, C32001 South County Potable Water Repump Station Expansion and C32011 Potable Water In-Line Booster Pump Station, and will need to be completed by the <u>County</u> prior to issuance of any building permits that will create additional demand on the system.</u>

#### WASTEWATER

- The property lies within the \_\_\_\_\_ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- A <u>20</u> inch wastewater force main exists (adjacent to the site), (approximately <u>1300</u> feet from the site) <u>and is located east of the subject property within the east</u> <u>Right-of-Way of S. US Highway 301</u>. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include \_\_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: <u>The subject rezoning includes parcels that are within the Urban Service Area</u> and would require connection to the County's potable water and wastewater systems.

# VERBATIM TRANSCRIPT

	Page 1 LSBOROUGH COUNTY, FLORIDA ARD OF COUNTY COMMISSIONERS
IN RE: ZONE HEARING MAS HEARINGS	X ) ) ) TER ) ) )
	IING HEARING MASTER HEARING PT OF TESTIMONY AND PROCEEDINGS
BEFORE:	SUSAN FINCH Land Use Hearing Master
DATE:	Monday, November 15, 2021
TIME:	Commencing at 6:00 p.m. Concluding at 9:16 p.m.
PLACE:	Cisco Webex
	Reported By:
U	Christina M. Walsh, RPR ecutive Reporting Service Ulmerton Business Center Automobile Blvd., Suite 130 Clearwater, FL 33762 (800) 337-7740

Executive Reporting Service

	Page 98
1	HILLSBOROUGH COUNTY, FLORIDA BOARD OF COUNTY COMMISSIONERS
2	ZONING HEARING MASTER HEARINGS
3	November 15, 2021 ZONING HEARING MASTER: SUSAN FINCH
4	ZONING MEARING MASIER. SUSAN FINCH
5	51
6	D1: Application Number: RZ-PD <mark>21-0969</mark> Applicant: 2nd Wave Development, LLC
7	Location: W from S US Highway 301
8	Folio Number: 077724.0200 + Multiple
9	Acreage:58.28 acres, more or lessComprehensive Plan:SMU-6Service Area:Urban
10	Existing Zoning: AS-1 & AR
11	Request: Rezone to Planned Development
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Page 99 1 MR. GRADY: The next item is agenda item 2 D-1, Rezoning-Planned Development 21-0969. The applicant is 2nd Wave Development, LLC. 3 4 The request is to rezone from AS-1 and AR to 5 Planned Development. Israel Monsanto will provide staff recommendation after presentation by the 6 7 applicant. 8 HEARING MASTER FINCH: Good evening. 9 MS. CORBETT: Good evening. Kami Corbett with the law firm of Hill, Ward, Henderson 10 representing the applicant, 2nd Wave. I would like 11 12 to ask Alexis Crespo at this time to come up and 13 make her planning presented, and she'll be followed 14 by Steve Henry. 15 HEARING MASTER FINCH: All right. Thank 16 you. 17 MS. CRESPO: Good evening. Alexis Crespo, 18 Waldrop Engineering representing the applicant. My address is 28100 Bonita Grande Drive, Bonita 19 20 Springs, Florida 34135, and I have been sworn. 21 I do have a PowerPoint presentation to walk 22 through. The request before you this evening --23 can you let me know when I hit seven minutes? 24 HEARING MASTER FINCH: Sure. 25 MS. CRESPO: Thank you. The request before

Executive Reporting Service

	Page 100
1	you this evening is for rezoning of a 56-acre
2	subject property. We're proposing to rezone it
3	from Agricultural, AR, and AS-1 to a unified
4	Planned Development zoning district.
5	This would allow for a mix of uses,
6	including single-family attached/detached,
7	multifamily, and a day care use. This would be
8	instituting your bonus density provisions in the
9	SMU-6 Future Land Use Category.
10	We are seeking a maximum 469 units, 133 of
11	those oh, I'm sorry. Next slide, please. A
12	total of 469 dwelling units; 133 of those would be
13	the single-family detached and attached, and then
14	you would have a remaining 336 multifamily units.
15	Next slide, please.
16	The subject property is shown on the aerial
17	location map. It is, again, 56 acres in size. It
18	is located south of the Simmons Loop sorry,
19	north of Simmons Loop Road, south of the
20	St. Joseph's Hospital, generally in the Big Bend
21	Road area south of that major roadway and in
22	between U.S. 301 and I-75.
23	This is within the Riverview Planning
24	community, and you can see there are some intensive
25	uses along the Big Bend Road with the hospital,

# Executive Reporting Service

Page 101 Sam's Club, and other multifamily uses in the area. 1 2 And then the aerial to the south of the road along 3 Simmons Loop is transitioning to suburban and urban 4 levels of development through some recent PD 5 rezonings. Next slide. 6 So just walking you through those surrounding 7 uses, again, to the north and west, we have the 8 major hospital complex. There's some animations if 9 you continue to click through. Thank you. 10 Also, to the north of the property, if you could click one more time, it will label the Grove 11 12 apartments, a dense residential development. You 13 have Sam's Club, the Big Bend Road frontage. 14 You have Wildgrass apartments, which is 15 developed at nine units per acre. This is a 16 recently approved PD in 2018. Those are four-story 17 apartment buildings. To the south of the road is 18 an approved PD known as South Creek Estates. This 19 is single-family residential uses. You can't see 20 it on that aerial, but it is currently under 21 development. 22 To the west of the property, we have Simmons 23 Ranch Estates, which is a larger lot. Residential 24 single-family community, which I'll address in a 25 little bit more detail in terms of protecting the

compatibility with that development.

2 And then, lastly, I'll note recently amended 3 PD to our south and southwest is Simmons Village 4 North, which is also a residential project approved 5 at approximately three units per acre. Next slide. 6 The subject property is well within the Urban 7 Service Area adjacent to that Big Bend, I-75 8 interchange area. It's SMU-6 Future Land Use, which is the surrounding Future Land Use along 9 10 Simmons Loop Road. It extends south of that 11 roadway. 12 To the north, we have CMU-12 and higher 13 densities and intensities along that arterial 14 roadway. This Future Land Use Category does permit 15 a range of residential mixed-use and nonresidential 16 uses at a standard density of six units per acre, 17 and we are seeking just over eight units per acre 18 through the bonus density provisions. 19 And you can ask for up to nine. So we're seeking below that maximum density. Again, we are 20 21 using the mixed-use provisions of the Comprehensive 22 Plan by implementing multiple residential dwelling 23 types, as well as a 10,000-square-foot day care use

on the west side of the property in order to achieve that bonus density.

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1 This slide is our PD site plan. Due to the 2 conceptual nature of that plan, I'm going to ask to the advance to the next slide, which is our 3 4 illustrative version of that plan. 5 So just walking you through the proposal, 6 you might note again there's a mix of dwelling 7 types, and this is known as a build-to-rent 8 community, which is an emerging trend in the 9 residential development arena where it's offering 10 renters the ability to live in a single-family 11 detached villa-type product or conventional multifamily apartment building. 12

For a long time, the predominant rental project has been the three-story multifamily building. So this is providing a different opportunity for maybe younger families or snowbirds that want a little bit more space and privacy by offering that additional product type.

19In terms of just the layout of the project,20we're going to have two points of access from21Simmons Loop, which is a collector roadway. So22that provides the ability to get in and out from23multiple points of ingress or egress and either24travel east or west along that roadway.25We have located the day care in the western

portion of the site. That's 1-acre parcel along the far western edge. We are proposing anywhere where our development abuts the large lot residential to our west.

5 We are proposing a 20-foot-wide Type B 6 buffer. So that would include opaque fencing or 7 hedgerows as well as shrubs within a 20-foot 8 planting area. And that's in order to ensure a 9 better compatibility with our single-family 10 neighbors.

Along Simmons Loop Road where no buffer is required, we are proposing a 10-foot right-of-way buffer that will include decorative fencing as well as a 48-inch hedgerow, as well as trees, again, to protect aesthetics and visual quality along the roadway.

You can see that the single-family detached and attached buildings are shown in the wider beige color, and those are on the western portion of the site.

Those will be one- and two-story buildings and we sensitively located them to the west of the property in order to, again, be as compatible as possible with the larger lot residential uses along Simmons Ranch Court.

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The yellow buildings are the three-story multifamily buildings, and those would be located along the eastern portion, closest to Wildgrass and closest to our preserve area in order to set those back as far as possible from existing single-family residential.

7 There's also an amenity facility near the 8 eastern entrance to the site to provide private 9 on-site recreational facilities. You can see 10 there's a large wetland area, as well as stormwater 11 management in the northern portion of the PD, and 12 there were no proposed wetland impacts by way of 13 this Planned Development.

We also have buffering along the east side of the project in accordance with the Land Development Code as labeled on our site plan.

17Did you have any questions on this slide?18HEARING MASTER FINCH: Just if you could19address the waiver, I'm assuming that pertains to20the multifamily, the three-story buildings?

21 MS. CRESPO: Yes. That would apply to the 22 easternmost multifamily building. You can see we 23 are proposing and actually may not need that waiver 24 anymore because we did modify the site plan about a 25 week before the hearing.

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Page 106 But we are seeking a design exception to 1 2 allow that building to be as close as 20-foot from that eastern --3 THE CLERK: Seven minutes. 4 5 MS. CRESPO: Okay. 7 feet from the eastern 6 edge just due to proximity to Wildgrass, which is 7 approved multifamily. We are -- we do have 8 buffering, and they do have their stormwater 9 management ponds intervening our proposing buildings and theirs. 10 HEARING MASTER FINCH: So is the waiver no 11 12 longer requested? 13 MS. CRESPO: I'm going to confer with our 14 engineer and address that at rebuttal. It is 15 needed. If you go back to the PD site plan, the 16 previous slide that we depicted better, where you 17 can see the box in the eastern portion of the site. 18 HEARING OFFICER FINCH: Okay. So it's 19 still -- as you're requesting, it's still on the 20 table? MS. CRESPO: It would be a 20-foot setback 21 22 in lieu of the enhanced setback for buildings 23 over --24 HEARING MASTER FINCH: Two to one? Okay. 25 MS. CRESPO: Yes. Correct. Sorry. Due to

Page 107 time, I'm just going to ask to advance to our 1 2 line-of-sight slide, which I believe is three 3 items. These are just depictions of the intended 4 filter and product type and then one more slide. 5 Also, an elevation of the detached and 6 attached villas, and this next one will be our line 7 of sight. This simply -- one more, please. Thank 8 you. Thank you. This depicts the linear distance between the 9 10 nearest multifamily building and the nearest home on Simmons Ranch Court and shows that based upon 11 12 the spatial separation between the structures as 13 well as our enhanced Type B buffer, there will be 14 no direct visual line of sight of those multifamily 15 buildings from the nearest off-site single-family 16 residents in the area. 17 And with that, I'm going to ask to advance 18 three more slides. I need to get on the record our 19 open space condition. I will rely on the Planning 20 Commission's testimony in our narrative, in the 21 package for the Comprehensive Plan consistency. 22 We do have one area that we discussed with staff that we would like Condition 3 to be 23 24 modified. We do have 30 percent open space, but

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we're not providing 30 percent of that in the form

Page 108 of community gathering areas. We will meet the 1 2 Code for community gathering areas, which is 5 percent. 3 However, the open space for the project --4 5 or it will not be 30 percent total. HEARING MASTER FINCH: So what is the 6 7 percentage? 8 MS. CRESPO: The community gathering areas will be 5 percent. 9 HEARING MASTER FINCH: Oh, it's five. Okay. 10 All right. Thank you. If you-all could please 11 12 sign in too. 13 MR. HENRY: Good evening. Steve Henry, 14 Lincks & Associates, 5023 West Laurel, Tampa, 15 33607. I have been sworn. 16 We conducted the traffic analysis for the 17 project, and as a part of the rezoning process, we 18 have submitted a design exception and administrative variance. So both which have been 19 20 deemed approvable. I just want to walk you through 21 both of those really quickly. 22 HEARING MASTER FINCH: Okay. 23 MR. HENRY: You've got that -- go to the 24 ELMO here. Simmons Loop Road is considered to be a substandard road to the TS-4 standard within the 25

Page 109 transportation technical manual. This is a picture 1 2 of Simmons Loop Road today. The -- as indicated, the developer of the Simmons Village is in the 3 4 process of -- will be constructing the extension of 5 Gate Dancer Road, which is here, and as a part of that, they're actually building -- improving about 6 7 300 feet of Simmons Loop Road. 8 So what we're doing is taking that section and then we are attaching to it. So here's the 9 improvements that they're doing. We're then taking 10 those and extending them to the west about 11 12 2,000 feet. 13 And we're going to meet the TS-4 standards 14 except for instead of a 7-foot buffer bike lane, 15 we'll have a 5-foot bike lane, which matches 16 basically what they're doing as far as the 17 improvements that that'll be doing for the Gate 18 Dancer and Simmons Loop Road. HEARING MASTER FINCH: How far does that 19 20 improvement go? 21 MR. HENRY: Which one? 2.2 HEARING MASTER FINCH: The one you're 23 picking up on there and improving --24 MR. HENRY: So theirs go about 300 feet, and 25 then we take about 2,000 feet.

Page 110 1 HEARING MASTER FINCH: Oh, I see. 2 MR. HENRY: And then we will tie in to -- to 3 our east. There are improvements that the 4 apartments did on the north side. So we're tying 5 into those improvements that they did. HEARING MASTER FINCH: 6 T see. MR. HENRY: And this kind of gives -- this 7 8 is Gate Dancer to the south, but basically the same section that we're doing is going to be an urban 9 roadway with 5-foot bike lanes, 11-foot lanes. 10 So this just kind of gives you a picture of 11 what that road would look like. This is the 12 13 engineering drawing, and I just wanted to give you kind more of a visual of what that would look like. 14 15 So that's the improvement that we'll be doing. 16 And then in addition to that, we're also 17 asking for an administrative variance, and that 18 one's for the spacing for the western driveway. So 19 I've highlighted it here in yellow, and we've 20 located that western driveway so that it actually 21 aligns with the village north with their access is 22 So we're aligning with their access. here. 23 And then what happens is when we do that, 24 there is a single-family home driveway on the north 25 side that we're about 55 feet away. So we have to

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1	ask for an administrative variance to the spacing
2	to that driveway, but we're aligning with the major
3	development to the south. So that's why we've got
4	that spacing.
5	So concludes my presentation unless you've
6	got any questions.
7	HEARING MASTER FINCH: I don't. Thank you.
8	If you could please sign in.
9	MR. HENRY: Sure.
10	HEARING MASTER FINCH: Ms. Corbett, you've
11	got a little bit less than a minute.
12	MS. CORBETT: Kami Corbett. I'd like to ask
13	Alexis Crespo to come back up to the mike with me,
14	join me at the mike.
15	Ms. Crespo, could you state your
16	qualifications on the record for me, please.
17	MS. CRESPO: Yes. I'm a certified land use
18	planner with the American Institute of Certified
19	Planners, and I've been practicing land use
20	planning in southwest Florida for 16 years.
21	MS. CORBETT: And is it your professional
22	opinion that this development is both consistent
23	with the Comprehensive Plan and Land Development
24	Code and is compatible with the surrounding area?
25	MS. CRESPO: Yes, it is.

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1	MS. CORBETT: Thank you.
2	That concludes our presentation.
3	HEARING MASTER FINCH: All right. Thank you
4	so much.
5	Development Services, please.
6	MR. MONSANTO: Israel Monsanto, Development
7	Services. Can you hear me?
8	HEARING MASTER FINCH: Yes.
9	MR. MONSANTO: I will share my screen.
10	Again, Israel Monsanto, Development Services.
11	The request is to rezone 56.6 acres acre
12	site located on the north side of Simmons Loop
13	Road, a quarter mile west of U.S. Highway 301 in
14	Riverview from Agricultural Rural and Agricultural
15	Single-Family to a Planned Development.
16	The intent is to allow for the development
17	of a mixed-use project. The project is generally
18	located south of Big Bend Road between I-75 and
19	U.S. Highway 301. The area consists of residential
20	and agricultural land, and St. Joseph's Hospital is
21	located northwest of the site.
22	Areas to the east are developed with
23	multifamily apartment and residential single-family
24	neighborhoods are approved and being developed
25	south and southwest of the site.

1 The site is within Future Land Use 2 Classification of SMU-6, Suburban Mixed-Use, which 3 allows up to six dwelling units per the gross acre. 4 Suburban scale development. Office Commercial 5 meeting locational criteria and mixed-use projects 6 with .35 floor area ratio.

7 Areas surrounding the site are also SMU-6 8 with more dense and intense future land use designations to the north. The site is in the 9 10 Riverview Community Plan area, and the development 11 has requested to utilize the mixed-use incentive 12 program set forth in the Comprehensive Plan to 13 achieve a density up to nine dwelling units per the 14 acre.

The area today mostly consists of properties zoned Agricultural Single-Family and Multifamily. St. Joseph's Hospital is adjacent to the northwest and a 300-unit multifamily Planned Development with retail is located adjacent to the east. Detached single-family units are located to the south.

The project would consist of a multifamily project with a mix of residential units in addition to residential support use consisting of a day care. The project would utilize the mixed-use incentive program as I stated to achieve nine

dwelling units per the acre.

2	The applicant, however, would is
3	requesting a maximum of 469 residential units,
4	which would represent 8.08 dwelling units per the
5	acre. The residential multifamily units will
6	consist of 133 single-family detached or duplex and
7	336 units in multifamily structures.
8	The applicant proposes that at least
9	46 units is 133 single-family or duplex would
10	consist of a (unintelligible) single units. The
11	development standards proposed for residential
12	component will be similar to other approved
13	residential projects in the area, including 15 feet
14	of rear yards for the detached units and 20 feet
15	for the multifamily buildings.
16	Maximum building height for the
17	single-family unit will be 35 feet, similar or more
18	restricted than some of the area's residential
19	uses. Multifamily structure will be a maximum of
20	45 feet in height.
21	The proposed site plan per the proposed
22	site plan, single-family and duplex units will be
23	placed in the perimeter of the project west, east,
24	and south along Simmons Loop Road adjacent to
25	existing single-family parcels, but the multifamily

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Page 115 units will be limited to the eastern portion of the 1 2 site closer to the multifamily project adjacent to the east and areas to the north. 3 The overall placement of the residential 4 units in the subject project would provide for a 5 6 transition from single-family detached uses 7 adjacent to the west and higher density multifamily 8 to the east. As part of this application, the applicant 9 10 has requested a waiver from the Land Development Code Section 6.01.01 footnote 8 which requires an 11 12 additional 2 feet of setback for every foot over 13 20 feet of building height. 14 The waiver would apply only to the northeast 15 portion of the site as shown on the site plan 16 adjacent to the pond for the adjacent project to the east. 17 18 The proposed use is similar in nature to the 19 one located immediately to the northeast. 20 Additionally, a driveway has been proposed between 21 the multifamily units of this project and the PD 2.2 boundaries to the northeast, which will further 23 separate and increase the building setback between 24 both projects. 25 Therefore, staff does not object to this

Page 116 waiver. The day care is limited to one story of 1 2 building height and will be a relatively low intensity FAR, which is .22 to ensure compatibility 3 with the neighborhood. 4 5 Type B landscape buffers, 20 feet wide will screen the nonresidential uses external residential 6 7 areas. Along Simmons Loop Road, the applicant 8 proposes 10 feet of landscape buffer with a (unintelligible) hedgerow as indicated on the site 9 10 plan. The site is in the Urban Service Area south 11 12 of the Alafia River, and as a result, water demand 13 challenges the utility department initiated several 14 projects to improve pressure and flow in the south 15 area. 16 So there's a condition proposed which would 17 limit some of the permits. If those capital 18 improvement programs processed by the county in the 19 south county would have to be approved on putting 20 operation first. 21 Conditions have been proposed to limiting 22 the site to 469 multifamily units with a minimum 23 number of square -- for single-family and duplexes 24 and day care limited to 10,000 square feet. No 25 more than 100 children. Also specific standards as

Page 117 stated are being conditioned of the setback height 1 2 and lot coverage. 3 General area is transitioning from large 4 tracts of land, single-family residential to higher 5 density area with a mix of uses in accordance with the Future Land Use classification of SMU-6. 6 7 The density proposed of 8.08 dwelling units 8 per the acre will still be below the maximum allowed per the Comprehensive Plan. The design of 9 the site would locate detached units in the area 10 adjacent to existing similar development patterns. 11 12 Transportation Staff does not object to this 13 rezoning requests and has proposed conditions. 14 Design exceptions and administrative variances have 15 been requested for road improvements, and this has 16 been conditionally approved by the county engineer. 17 No objections were received by reviewing 18 agencies, and based on the above and all these 19 considerations, the staff recommends approval with 20 conditions. 21 And we have handed a revised staff report. 22 As the applicant has stated, we are updating 23 Condition No. 3. The applicant clarified staff 24 that the 32 -- 30 percent of open space indicated 25 in the narrative is inclusive of existing wetlands,

Page 118 and that the requirement of the Code from Section 1 2 6.02.18 should govern the open and community gathering spaces for the project. 3 And this -- this Code requirement usually is 4 5 for residential detached units, but the applicant 6 wants to be subject to that anyways. And the staff 7 does not object with the updated condition -- has 8 been updated, and you should have received that for your records. And I'm available if you have any 9 10 questions. HEARING MASTER FINCH: 11 No. I see the 12 revised staff report with that revised condition 13 noted about the open space. So nothing further. 14 Planning Commission, please. 15 MS. PAPANDREW: Andrea Papandrew, Planning 16 Commission staff. 17 Subject property is within the Suburban 18 Mixed-Use-6 Future Land Use Category. It's within 19 the Urban Service Area and is located within the 20 Riverview and Southshore Community Plans. 21 Projects that are 20 acres in size or greater 22 must demonstrate a mix of land uses in accordance 23 with Policy 19.1. The proposed development will 24 have multifamily, single-family, attached and 25 detached, and a day care.

Page 119 Due to the project including three or more 1 2 land uses, the applicant is requesting to utilize the mixed-use density bonus of Policy 19.3. 3 The 4 density bonus would allow for the property to use a 5 density of the next highest Land Use category. 6 In this case, that would be Residential-9, 7 which would permit a maximum of 500 units. The 8 applicant is requesting 469 units. Policy 16.15 requires that residential 9 developments of 50 units or greater shall include a 10 11 community gathering place that meets the 12 requirements of the Land Development Code. 13 The proposed development will provide 19 acres of community gathering space, which will 14 15 be accessible from the dwelling units and meets the 16 intent of Policy 16.15. 17 The proposed development requests 18 10,000 square feet of day care on the western 19 1.07-acre parcel. The applicant has submitted a 20 waiver request to commercial locational criteria 21 policies. The waiver is not necessary as a day 2.2 care is a residential support use and is exempt 23 from meeting commercial locational criteria. 24 In addition, per Policy 17.1, residential 25 support uses are allowable Land Use in any of the

residential, commercial, and industrial Land Use plan categories if they're designed to be compatible with the surrounding land uses and zoning.

5 The requested day care will be compatible 6 intensity and use that fits with the surrounding 7 Agricultural, Vacant Commercial, Light Industrial, 8 Single-Family, and Multifamily Residential uses.

9 Policies 16.1 of the Future Land Use Element 10 requires the use of a locational criteria for 11 placement of nonresidential uses. Policy 16.3 12 requires the development and redevelopment be 13 integrated with adjacent land uses through creation 14 of complementary uses.

Policy 16.10 requires that any density being increased be compatible existing, proposed, or Planned Development. Compatibility does not mean the same as. It refers to the sensitivity of development proposals and maintain the character of existing development.

The applicant proposes to locate the less dense single-family and duplex units along the project perimeter, specifically on the western border adjacent to existing single-family residential lots.

Page 121 The requested mixed-use development is 1 2 consistent with other single-family and multifamily residential uses in the surrounding area. To the 3 4 north of the subject property is the St. Joseph's 5 South hospital complex. 6 The proposed development would provide additional housing options near a large employer 7 8 and the proposed known residential support use would complement the area, allow for a day care 9 located close to housing. 10 Objective 19 requires all development in the 11 12 mixed-use categories to be integrated and interconnected to each other. 13 14 Policy 19.2 states that a mixed-use category 15 when two or more uses are required in the same 16 project development shall be implemented through a 17 zoning district that demonstrates street 18 connectivity, description of land uses, and site 19 placement, access locations, and internal connections at a minimum. 20 21 A proposed development will have cross 22 access between a day care and the three residential 23 housing types. The proposed day care use will 24 allow for residents to access the facility without 25 having to drive onto Simmons Loop Road.

Page 122 Subject site is located within the limits of 1 2 the Riverview Community Plan. Proposed development is in the residential district which encourages 3 4 attractive residential development compatible with 5 surrounding character and promotes housing 6 diversity. The proposed development will provide a mix 7 8 of residential housing choices that's compatible with other single-family and multifamily lots 9 10 surrounding the site. The Southshore Areawide Systems Community 11 12 Plan requires development to provide for 13 interconnection of internal neighborhood streets 14 and roadway grid through open space and access. 15 The proposed will provide interconnection 16 between residential day care developments and provide open space the required community gathering 17 18 space. 19 Based upon the five considerations, Planning 20 Commission staff finds the proposed Planned 21 Development consistent with the Future of 2.2 Hillsborough Comprehensive Plan for unincorporated 23 Hillsborough County subject to conditions proposed 24 by Development Services Department. Thank you. 25 HEARING MASTER FINCH: Thank you. Ι

Page 123 1 appreciate it. 2 Is there anyone in the room or online that 3 would like to speak in support? Anyone in favor? 4 Seeing no one, anyone in opposition to this 5 request? All right. How many do we have? Two 6 people in the room. Anyone online? 7 MR. REGISTER: I believe this is Thomas and 8 Beverly. And that'll be it. HEARING MASTER FINCH: So two people online? 9 10 That's it. Okay. All right. If you'd like to come forward and give us 11 12 your name and address. Good evening. 13 MR. AUDA: All right. Name is Tom Auda, and 14 this is my wife Beverly Auda. We live at 6727 15 Simmons Loop in Riverview. 16 So as I start, I'm not an expert on traffic. 17 So that's a very, very boring report that we read, 18 so be it. We tried to make the best. Okay. The 19 letter reads: My wife and I moved into the late E.G. Simmons -- George Simmons' house on 20 October 23rd of 2019. 21 22 This house sits on the corner of Simmons 23 Loop and Simmons Ranch Court, and the address is 24 6727 Simmons Loop. The majority of you will 25 probably recall the two of us standing before you

Page 124 objecting to MM 20-0310 and MM 20-0311 that we 1 2 learned about shortly after closing our new home. 3 Our objection was due in part that this 4 Major Modification was a rather substantial Major 5 Modification to the Planned Development that we 6 based our purchasing decision on. 7 The original plan, which we were in favor 8 of, would have complemented the property and would have been more in line with the home quality, 9 10 square footage, and lot size to homes found on Simmons Ranch Court. 11 12 Other objections were safety traffic, 13 congestion, and noise. When you approved these 14 Major Modifications, the house count nearly doubled 15 from the proposed rising plan, rising from 419 to 16 765. 17 Let's not forget the multipurpose space that 18 may add a school with 1,800 students, plus staff and extracurricular activities. I'm sure that 19 20 you're aware since you have approved it that there 21 is Lennar development named South Creek with 22 planned development of several hundred homes on the 23 southwest corner of U.S. 301 and Simmons Loop. 24 Shea with Lennar could not give me the exact 25 number of lots in the total development. However,

she did state that they have models, including three to six bedrooms. This represents a lot of people and a lot of cars. Substantially more cars congesting the roadways than doors in the development, which will be true for all of these developments.

These approved developments have yet to
impact the already overpopulated and congested
area. The Lennar development is well under way,
but traffic congestion is yet to be impacted due to
the current low occupancy rate.

12 The two projects listed above in the school 13 have not yet started construction. So, obviously, 14 there is no additional impact yet. This new 15 proposed development, which is the subject for 16 tonight's hearing, will increase this total another 17 460 additional rental doors and more than 460 18 additional people and cars.

19It is my opinion also that owners tend to20take better care of their property than renters21since they have a vested financial interest and22renters are transient, which does not enhance23neighborhood stability.

24They are additionally proposing 100-student25day care facility that will attract even more

Page 126 traffic during peak a.m. and p.m. travel times. 1 2 This proposed development will only have ingress and egress via Simmons Loop. 3 May I remind you that Simmons Loop with the 4 5 exception of the intersection of Big Bend and 6 Simmons Loop is a two-lane road except for maybe 7 what they're going to be modifying. 8 We have not seen any plans to widen it and 9 want to keep it a two-lane road. We would like to 10 see traffic plans to decrease and divert traffic, not increase it. 11 12 We also want to go on record to say that we 13 do not want you, the County, to use or take our 14 land in the future to widen this road for any 15 reason, especially due to traffic mismanagement 16 that you should have seen coming. 17 The traffic impact study that I saw does not 18 take into account the broader area development and 19 does not include the current and future planned 20 developments to north and south or east of U.S. 301. 21 22 The traffic at Big Bend and Simmons Loop is 23 congested and backed up virtually all day every 24 day, including weekends, and almost anytime of the 25 day. Sitting through three-plus lights on Simmons

Loop in the morning at this intersection is not uncommon. Then if you want on to I-75, another three-plus lights.

The proposed improvements to Big Bend/I-75 interchange and the overpass to Apollo Beach area will only help to alleviate the current congestion problem that will certainly not solve it.

8 These are not my words, but someone from the planning office that wishes to remain anonymous. 9 10 Assuming that this statement is true, and logic and 11 common sense certainly suggests that it is, then 12 allowing all of this growth to continue without an 13 infrastructure, slash, traffic plan in place to 14 truly handle current and future growth prior to new 15 projects approval and construction is in my opinion 16 irresponsible and is a disservice to not only me 17 but to everyone that is living, working, or needing 18 to travel through this area.

19 If any of you live or travel through this 20 area on a regular basis, then you know firsthand 21 how frustrating this congestion is. If you don't 22 have to deal with it on a daily basis, then it's 23 just a vague statistic to you.

24 Don't get me wrong. I am not antigrowth or 25 development, but it has to be measured and

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Page 1281controlled. This area, as you're aware, is growing2very, very quickly. At this rate of growth seems3to be a little out of control with regards to4traffic and infrastructure.5I have a copy of the traffic study and how6many cars go through within a given snapshot in7time and then a mathematic calculated formula tells8us tells us the flow and impact.9This provides you with this is providing10that you have the correct formula, snapshot in11time, and other assumptions. Unfortunately, the12science of a traffic study may be like a weather13forecasting.14You insert a group of factors intrust15mathematical algorithm to give you the right16answer. Sometimes it works and sometimes it does17not. It sure will stink for this entire area if18the algorithm, facts, and/or assumptions are wrong.19The study certainly suggests that the20traffic will increase significantly. The one that21I that does not include Big Bend Road and22simmons Loop. The old method of counting cars they23tell me is not used anymore.24But in this case, it may be more effective25since there is always so much traffic in this area,		
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	23	tell me is not used anymore.
25 since there is always so much traffic in this area,	24	But in this case, it may be more effective
	25	since there is always so much traffic in this area,

so many hours of the day. As I have said before, I am not an antigrowth and properties in this area sometimes really need to be redeveloped. But I am anti-chaos.

I believe that you became commissioners because you are concerned about your community. And I also believe that you are people and not robots to think that beyond the statistics and to see how this impacts the people in the area.

10 And I know you don't automatically approve 11 whatever comes across your desk. So what I am 12 asking is to slow down a little. Pump the brakes 13 on all these development approvals and place some 14 common sense conditions on them based on traffic, 15 infrastructure, noise and safety considerations.

16 So I'm asking you, do not approve or 17 conditionally approve this project for some time in 18 the future. Let's see how the trafficking 19 congestion works out in years to come.

Let's see if the traffic study is proven right or is just another incorrect and wrong weather forecast before gaining more people and cars into the area. The traffic expert is certain that this will work. But we have all driven through areas that were totally misforecast by

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Page 130 1 traffic professionals. And that is our main 2 objection. 3 HEARING MASTER FINCH: Thank you so much. 4 Please sign in. 5 Ms. Auda, did you want to testify as well? There's about six and a half minutes left. 6 Okay. 7 If you could please just bring the microphone down 8 to you a little bit, thank you. MRS. AUDA: My name is Beverly Auda. I live 9 10 at 6727 Simmons Loop in Riverview, Florida. 11 We are here in person tonight to express our 12 immense concerns with the Planned Development 13 project. Considering we already have horrible 14 congestion, dangerous traffic issues on Simmons 15 Loop, which does affect St. Joseph's South 16 Hospital, everyone in their daily commutes and all 17 the new residents that you're proposing to have put 18 in this modification or planned development. 19 We also have tons of people in the 20 apartments. Wildgrass apartments were built in 21 2019. We have 320 units. Lola on the loop was 22 built in 2018. They have 264 units. That makes 23 584 apartments just on Simmons Loop using the cars. 24 The new development that my husband 25 mentioned called South Creek Estates, there's going

to be 93 single-family homes. That's just in phase one, and there are two more phases to go. Ones that even offer six-bedroom homes. That means more cars.

I'm thinking that there's going to be a lot of grandparents that need to be cared for and that sort of thing and just living together.

8 The Gate Dancer situation is not actually 9 going to help us a whole lot. I think it's going 10 to bring those people that are connected with Gate 11 Dancer through our neighborhood to go onto 75. 12 They're going to be going right through Simmons 13 Loop. I don't think that's going to be plus for 14 us.

We're asking also for another traffic study. The real problem is the intersection of Big Bend and Simmons Loop, which was not really included. No statistics of how many accidents there have been.

I do have a call in to the fire department and have not heard back from them. I think it was the one on Big Bend, and I think it's firehouse No. 3. And they will be getting in touch with me about how many accidents have been reported in that action and also getting onto 75, north and south.

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1 It's a daily occurrence.

2 We have trouble getting ambulances in and out with all the traffic because it's backed up so 3 4 far. And people are getting very impatient. I've 5 got people in the far right lane that should be a 6 turn right lane going all the way through the 7 intersection. 8 Instead of turning right, they go through the intersection and keep backing up and then try 9 to cut over to that far left lane to get onto 75. 10 11 It is really terrible. 12 We ask that the infrastructure be completed 13 before any of this development gets going. I mean, we're talking about the off-ramp onto 75. Let's 14 15 see. 16 HEARING MASTER FINCH: About two and a half 17 minutes left. 18 MRS. AUDA: We are so close to the hospital. 19 We would like to see larger quality homes. We were told that it was going to be some homes across the 20 21 street that had been planned for like three-quarter 22 acres. 23 Maybe people that are doctors or staff at 24 the hospital that might be, you know, wanting 25 quality single-family homes that are custom homes

Page 133 more similar to what we bought, which is a lot more expensive than the ones that are being planned. And not renters, not transients. Crime generally goes and follows such things like rent.

You know, the situation with all the added housing, I think it was going to be 1,128 is what I was trying to count, trying to just do the math, versus what we were told of like three-quarter-acre lots and a park and golf course down the street.

10 It's a lot different than what George 11 Simmons ever anticipated, and he was one of the 12 main guys out here. Simmons Ranch, Simmons Loop. 13 He would just be very disappointed in how things 14 are being developed, and he's got a lot of family.

15 One of the people that's going to be most 16 involved are the daughter and the son, George 17 Simmons. They back up to this property of this 18 land development.

I would like to see a new traffic study done, and I would like for it to include the light at Simmons Ranch and Big Bend -- or and Simmons Loop and Big Bend, and I would like for you to pass on doing this at this time, this planned development. I would like for you to say no to it. Thank you.

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Page 134 1 HEARING MASTER FINCH: Thank you. If you 2 could please sign in. All right. Anyone else that would like to 3 speak in opposition? I don't think so. All right. 4 5 Then we'll close that portion and go back to Development Services. I think probably it's 6 7 appropriate to hear from Mr. Ratliff. 8 Mr. Grady, did you have anything you wanted to add? 9 MR. GRADY: Nothing further. 10 HEARING MASTER FINCH: All right. 11 12 Mr. Ratliff, are you online? 13 MR. PEREZ: Good evening, Madam Hearing 14 Master. This is Richard Perez with Development 15 Services Transportation Review section. 16 HEARING MASTER FINCH: I apologize. All 17 right. You've reviewed the project and the 18 application? 19 MR. PEREZ: Yes. 20 HEARING MASTER FINCH: All right. Did you 21 want to address any of the comments that were made 22 by the citizens in opposition regarding the 23 transportation improvements, the timing of them, 24 and the acceptability of the project on the roads 25 as they exist?

MR. PEREZ: Yes. So the applicant has submitted a traffic study with the proposed rezoning. Staff has reviewed it. The project overall will produce 3,657 daily trip ends and a.m. peak hour trips of 321 and p.m. peak hour trips of 387.

Staff reviewed the facility serving the site
as required by the Land Development Code. Simmons
Loop Road is a substandard collector road.

10 Therefore, the applicant is required to make 11 improvements to Simmons Loop Road. As per the 12 traffic study in the site access analysis, there 13 are turn lane requirements warranted.

A eastbound left turn lane and a westbound right turn lane for the western access point, the eastern access point also is required to have a eastbound left turn lane.

18 The substandard road condition as addressed 19 and spoken to by the traffic engineer was found 20 approvable for a design exception allowing for the 21 improvements that were described to you earlier.

The -- the application as submitted is fully addressing the -- the impacts to the substandard roadway, the site access requirements per the Land Development Code, and in our review found the

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Page 136 traffic review to be approvable. 1 2 HEARING MASTER FINCH: All right. Thank you so much for that additional testimony. I 3 appreciate it. 4 5 We'll go back to the applicant, who has five minutes for rebuttal. If you could, just speak to 6 7 the timing of improvements relative to the --8 MS. CORBETT: Kami Corbett for the record. 9 I will not be doing that, but Mr. Steve Henry will be doing that for you. 10 HEARING MASTER FINCH: All right. 11 Thank 12 you. 13 MR. HENRY: Steve Henry. Lincks & 14 Associates. 15 So -- and I'm happy and I will put these 16 into the record which are the summary of the 17 current status of the improvements. So Big Bend is 18 broken up into -- as you know, it's currently under 19 construction. 20 We've got the interchange and then the 21 segment from Covington Gardens to Simmons Loop. So 2.2 that section will be six lanes along with a new 23 interchange. That is under construction, proposed 24 to be completed by 2025. 25 Then you've got two sections. The section

Page 137 from 41 to Covington Gardens and the section from 1 2 Simmons Loop to 301. Those are two separate 3 sections that will start next year with completion 4 by 2025. The idea is that by 2025 all of Big Bend 5 Road will be done. 6 In addition to that was currently under 7 construction is the overpass over the interstate 8 that connects Apollo Beach Boulevard and Paseo Al Mar that is currently under construction and should 9 10 be completed by next year. And then in addition to that, we've got the 11 Gate Dancer extension. That is a developer 12 13 project. So we don't necessarily have -- like any 14 other ones where they're public projects, we don't 15 have a specific time frame for that. 16 But it is a part of the -- part of the 17 conditions of approval for that, that roadway has 18 to be built in conjunction with the development of 19 those projects. 20 So that will be done in conjunction with 21 that. To the incident question on the traffic, as 22 you know, the Board of County Commissioners several 23 years ago eliminated traffic concurrency. 24 And, basically, what they're asking us for 25 is to do a traffic concurrency analysis. But the

Page 138 Board eliminated that in lieu of doing -- paying 1 2 mobility fees. So that's what we're paying. The 3 Code now requires that we look at the access, which 4 we have done in the analysis as Mr. Perez has 5 indicated, in addition to that, look at whether the 6 roads are substandard or not, which we have looked 7 at and we are mitigating that by improving those 8 roadways. So that concludes, unless you've got any 9 10 additional questions for me. HEARING MASTER FINCH: Not for you. 11 Ι 12 just -- relative to that information, the timing, 13 when you -- and, perhaps, this is more for Ms. Corbett -- when do you expect the project to 14 15 actually start development? 16 MS. CORBETT: Kami Corbett for the record. 17 Within about 18 months. And I would also 18 like to note that there is a zoning condition that 19 prevents -- and to deal with some of the concurrency related issues, there is a water 20 21 pressure zoning condition that does not allow 22 development permits to be issued until such time 23 that those water pressure projects are completed. 24 So the County is taking proactive action to 25 address the infrastructure needs. As you're aware,

Page 139 this is located right in the heart of the Urban Service boundary, which is where growth is

3 directed.

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We are on year 2020 -- 2021 on a 2025 Land Use plan, and so it's only natural that at this point in time that these areas are infilling and developing.

8 And they are transitioning from what they 9 were in the past to what they were envisioned to be 10 in the future with the Land Use Map that is in 11 place, which is SMU-6, that allows for the density 12 bonus for the mixed use.

And the point of the density bonus for the mixed use, it encourages people -- the residential and the residential support uses like day care to be located in close proximity to one another. So that will be available to serve the residents.

There may be other people that also access, but as you heard, there's a lot of residential from the area, and we think that it's an appropriate place for a day care to be located. And once again, this is a quasi-judicial land use process, requires substantial competent

evidence that we've complied to the Land

Development Code and the Comprehensive Plan, and I

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Page 140 think we've done that this evening. Happy to 1 2 answer any other of questions. HEARING MASTER FINCH: Just one more 3 4 clarification, so the answer to when you think the 5 project will get going, I think you replied 18 months? 6 MS. CORBETT: To complete it, I would think. 7 8 HEARING MASTER FINCH: Completed. So those -- you expect -- I think you have someone 9 behind you. I think the question is more pertinent 10 to when will the cars for these homes actually hit 11 12 the road relative to the timing of the improvements 13 that Mr. Henry testified to? MS. SIEBEN: Alissa Sieben, 5231 South Jules 14 15 Verne Court, Tampa, Florida. 16 The project wouldn't begin for at least 17 18 months just to clarify. 18 HEARING MASTER FINCH: That's what I wanted 19 to clarify. So just guessing, if you begin in 20 18 months, when are those homes with those 21 associated cars on the road roughly? 2.2 MS. SIEBEN: 24 months from then. 23 HEARING MASTER FINCH: Okay. So 18 plus 24. 24 Got it. Okay. 25 That was the end of my questions,

Page 141 Ms. Corbett, unless you have anything else? 1 2 MS. SIEBEN: I just want to say in response, if I may, that the intended target audience for 3 4 these -- for this development is going to be young families that can't necessarily afford to put down 5 6 a down payment on a single-family home but still want the independence that those types of units 7 offer. 8 9 HEARING MASTER FINCH: I see. Thank you so 10 much. 11 All right. Then with that, we'll close Rezoning 21-0969. 12 13 THE CLERK: Please sign in. 14 HEARING MASTER FINCH: No. We just closed 15 the hearing. I apologize. 16 All right. And I think given the time -- we 17 have one more case -- let's take a five-minute 18 break to give the court reporter a second, and 19 we'll come back at 8:40 and resume the hearing. Thank you. 20 21 (Recess taken at 8:33 p.m.) 22 (Recess concluded at 8:40 p.m.) 23 HEARING MASTER FINCH: We're going to resume 24 the Zoning Hearing Master Hearing. And, Mr. Grady, 25 if you could call the last case, please.

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Page 10 November 15, 2021, Zoning Hearing Master Hearing. 1 2 Item A-10, Rezoning-PD 21-0863. This application is being continued by the applicant to 3 the November 15, 2021, Zoning Hearing Master 4 5 Hearing. 6 Item A-11, Rezoning-PD 21-0864. This 7 application is being continued by the applicant to the November 15, 2021, Zoning Hearing Master 8 9 Hearing. Item A-12, Major Mod Application 21-0884. 10 This application is being continued by the 11 12 applicant to the November 15, 2021, Zoning Hearing 13 Master Hearing. 14 Item A-13, Rezoning-PD 21-0959. This 15 application is being continued by the applicant to 16 the November 15, 2021, Zoning Hearing Master 17 Hearing. 18 Item A-14, Rezoning-PD 21-0969. This 19 application is continued by the applicant to the 20 November 15, 2021, Zoning Hearing Master Hearing. 21 Item A-15, Rezoning-PD 21-1042. This 22 application is being continued by the applicant to the December 13, 2021, Zoning Hearing Master 23 24 Hearing. 25 For item A-16, as I noted, that application

BOARD OF COUNTY COMMISSIONERS		Page HILLSBOROUGH COUNTY, FLORIDA
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TRANSCRIPT OF TESTIMONY AND PROCEEDINGS BEFORE: SUSAN FINCH Land Use Hearing Master DATE: Monday, September 13, 2021 TIME: Commencing at 6:00 p.m. Concluding at 10:36 p.m. PLACE: Cisco Webex Reported By: Christina M. Walsh, RPR Executive Reporting Service Ulmerton Business Center 13555 Automobile Blvd., Suite 130 Clearwater, FL 33762		) ) X
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Christina M. Walsh, RPR Executive Reporting Service Ulmerton Business Center 13555 Automobile Blvd., Suite 130 Clearwater, FL 33762	PLACE:	Cisco Webex
Executive Reporting Service Ulmerton Business Center 13555 Automobile Blvd., Suite 130 Clearwater, FL 33762		Reported By:
	13	Executive Reporting Service Ulmerton Business Center 3555 Automobile Blvd., Suite 130 Clearwater, FL 33762

Page 11 applicant to the October 18, 2021, Zoning Hearing 1 2 Master Hearing. Item A-17, Major Mod Application 21-0877. 3 This application is out of order to be heard and is 4 being continued to the October 18, 2021, Zoning 5 6 Hearing Master Hearing. 7 Item A-18, Rezoning-PD 21-0959. This 8 application has been continued by the applicant to the October 18, 2021, Zoning Hearing Master 9 10 Hearing. Item A-19, Rezoning-PD 21-0961. This 11 12 application is out of order to be heard and is 13 being continued to the October 18, 2021, Zoning 14 Hearing Master Hearing. 15 Item A-20, Rezoning-PD 21-0962. This 16 application is out of order to be heard and is 17 being continued to the October 18, 2021, Zoning 18 Hearing Master Hearing. 19 Item A-21, Major Mod 21-0963. This 20 application is out of order to be heard and is 21 being continued to the November 15, 2021, Zoning 2.2 Hearing Master Hearing. 23 Item A-22, Rezoning-PD 21-0969. This 24 application is being continued by the applicant to 25 the October 18, 2021, Zoning Hearing Master

Hearing. Item A-23, Rezoning-Standard 21-0985. This application is out of order to be heard and is being continued to the October 18, 2021, Zoning Hearing Master Hearing. And item A-24, Rezoning-Standard 21-1085. This application is out of order to be heard and is being continued to the October 18, 2021, Zoning Hearing Master Hearing. And that concludes all withdrawals and continuances. HEARING MASTER FINCH: All right. Thank you so much, Mr. Grady. I appreciate it. Let me start by going over tonight's procedures. Tonight's agenda consists of agenda items that require a public hearing that is to be held before a Zoning Hearing Master prior to the final decision by the Hillsborough County Board of County Commissioners. I'll conduct the hearing tonight as the Hearing Master and will make a recommendation on each application within 15 business days following

tonight's hearing. The recommendations will then be sent to the Board of County Commissioners, who will make the final decision at their public

#### Executive Reporting Service

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# EXHIBITS SUBMITTED DURING THE ZHM HEARING

SIGN-IN SHEET: RFR, (CHM.) PHM, LUHO PAGE / OF 5 DATE/TIME: 11/15/21 6pm HEARING MASTER: Susan Finch PLEASE PRINT CLEARLY. THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRUM **APPLICATION #** IL M MAILING ADDRESS SUB3 MM 21-0417 55607 CITY AMPA STATE T ZIP PHONE NAME Kami Corbett **APPLICATION #** MAILING ADDRESS 10/ E Keny My B MA21-0417 CITY 1 AMMA STATE TL ZIP 3602 PHONE 813-209 842 PLEASE PRINT **APPLICATION #** NAME RZPD21-0742 MAILING ADDRESS PHONE CITY -STATE PLEASE PRINT **APPLICATION #** NAME -MAILING ADDRESS (2PD 21-0742 Z ZIP 3364 PHONE 518-625-16 CITY (am STATE / NAME Ros Moctezuma **APPLICATION #** 121021-0742 MAILING ADDRESS 313 E. Kirby St CITY TAMPA STATE FL ZIP 33604 PHONE 513-385-2670  $\sqrt{5}$ PLEASE PRINT **APPLICATION #** Hotumn Halt NAME R2PD21-0742 MAILING ADDRESS 202 Wind wood Oaks VS CITY TAMPA STATE FL ZIP 33613 PHONE 954 34-5925

SIGN-IN SHEET: RFR. ZHM. PHM. LUHO PAGE 2 OF 5 HEARING MASTER: Susan Fine DATE/TIME: 11 15 21, Com PLEASE **PRINT CLEARLY**. THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT **APPLICATION #** Smith 12 PD 21-0742 50% F\_ Coracas St MAILING ADDRESS STATE FL ZIP 3360 PHONE 8/3-335-5469 CITY TOMPA VS PLEASE PRINT **APPLICATION #** inson Idea lub NAME RZPD 21-0742 MAILING ADDRESS 5001 N. Nebraska Ave. st CITY TUMPO STATE FL ZIP 33603 PHONE PLEASE PRINT **APPLICATION #** W. Hall -Leane a ancia NAME 2910 Harbor View Ave R2PD21-0742 MAILING ADDRESS any state FLZIP 336 PHONE 298-5840 CITY ် PLEASE PRINT **APPLICATION #** Vermicc NAME 62 PD210742 MAILING ADDRESS 16405 Shaqbar CITY TUMPA - STATE FL ZIP 33618 PHONE PLEASE PRINT NAME GREGORY ROTH **APPLICATION #** RZ PDZ1-0742 MAILING ADDRESS 3820 Northda RVC ŪΚ STATE <u>FL\_\_\_\_\_\_\_</u> ZIP <u>33624</u> PHONE <u>613-917-487</u>0 CITYKU PLEASE PRINT **APPLICATION #** USS Dickerson NAME RZ 21-1348 MAILING ADDRESS 1 0940 Mc Mullen Kd REVIEW STATE FL ZIP 3369 PHONE 813-524-2811

PAGE <u>3</u> OF <u>5</u> SIGN-IN SHEET: RFR, (ZHM, PHM. LUHO HEARING MASTER: Susan Funch DATE/TIME: 11 5 24, 6pm PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT Alexis crapo **APPLICATION #** NAME 2800 BMILA GRIEL Dr. 12PD 21-0969 MAILING ADDRESS 1 35 STATE PL ZIP3413 SHONE 23 1)850 8525 PLEASE PRINT **APPLICATION #** NAME RZPD 21-0969 MAILING ADDRESS 5023 MAR PHONE PLEASE PRINT **APPLICATION #** Sami Corbet NAME R2PD 21-0969 MAILING ADDRESS 101 E Kency - Bhil Subno STATE \_\_\_\_ ZIP 3360 PHONER 7-227 542 CITY 7 VI MA NAME TOM AUDA **APPLICATION #** 2008 MAILING ADDRESS 6727 SIMMONS R2PD21-0969 CITY AVEL STATE FL ZIE 37 PHONE 3/1-688-555 NAME Der AM **APPLICATION #** PZPD 21-0969 MAILING ADDRESS 6727 Sim mons LOOP CITY Riverview STATE F) ZIP 33578 PHONE 317)919-2996 NAME AILSTO Sieben **APPLICATION #** 12PD 21-0969 MAILING ADDRESS SPAR of 5300 W. CUMPLU, At. Svite 20 CITY Tampa STATE 62 ZIP 33/607 PHONE \$13 802 1962

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO PAGE  $\frac{4}{5}$  OF  $\frac{5}{5}$ DATE/TIME:  $\frac{11/5}{31}$ ,  $\frac{6}{6}$  HEARING MASTER:  $\frac{5}{5}$  HEARING MASTER:  $\frac{5}{5}$ 

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING NAME Stophy Sposato **APPLICATION #** MM21-1234 MAILING ADDRESS 503 F Jacksm Sr. Sr. 200 CITY James STATE FL ZIP 3362 PHONE 5/3 375-06/ NAME Kami Cir bett **APPLICATION #** Am 21-12-34 MAILING ADDRESS 101 E Kenery Blod 370 CITY TAMPA STATE FL ZIPB602 PHONE 227-8921 PLEASE PRINE **APPLICATION #** NAME THE MAILING ADDRESS SD 23 WN/FI ST MM 21-1234 - ZIP 3360 PHONE CITY AMPA STATE NAME GLON LEVER **APPLICATION #** MAILING ADDRESS 4910 BRodford IN MMZ1-1234 CITY Tanpa \_\_\_\_ STATE FL ZIP3624 PHONE 857 251 7307 PLEASE PRINT **APPLICATION #** LULIDE SY 1 Qut WM 21-1234 MAILING ADDRESS 12002 [ wood STATE FL ZIP 3362 PHONE 813546.466 CITY \_ PLEASE PRINT Trent Stephenson **APPLICATION #** NAME MM 21-12341 MAILING ADDRESS 505 F. Juckson St ste 200 CITY TOMPON STATE FL ZIP 33602 PHONE NS

IGN-IN SHEET: RFR,( DATE/TIME: <u>m 15</u> /2	topm HEARING MASTER: Susan Finch	GE <u>5</u> OF <u>5</u>
	EARLY, THIS INFORMATION WILL BE USED FOR MA	
<b>APPLICATION #</b>	PLEASE PRINT TOM JONS	
MM21-1234	MAILING ADDRESS 130 45 Delwood Rd	
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## HEARING TYPE: ZHM, PHM, VRH, LUHO

DATE: 11/15/2021

HEARING MASTER: Susan Finch

PAGE: <u>1</u>OF<u>1</u>

APPLICATION #	SUBMITTED BY	EXHIBITS SUBMITTED	HRG. MASTER YES OR NO
MM 21-0417	Steven Henry	1. Applicant Presentation Packet	No
MM 21-0417	Kami Corbett	2. Applicant Presentation Packet	No
MM 21-0417	Brian Grady	1. Revised Staff Report	Yes - Copy
RZ 21-0742	Michael Horner	2. Applicant Presentation Packet	No
RZ 21-0742	Gregory Roth	3. Applicant Rep Map	No
RZ 21-0742	Michael Horner	4. Applicant Presentation Packet	No
RZ 21-0969	Steven Henry	1. Applicant Presentation Packet	No
RZ 21-0969	Thomas Auda	2. Opponent Presentation Packet	No
RZ 21-0969	Steven Henry	3. Applicant Presentation Packet	No
RZ 21-0969	Beverly Auda	4. Opponent Presentation Packet	No
RZ 21-0969	Brian Grady	5. Revised Staff Report	Yes - Copy
MM 21-1234	Steven Henry	1. Applicant Presentation Packet	No
MM 21-1234	Kami Corbett	2. Applicant Presentation Packet	No

#### NOVEMBER 15, 2021 - ZONING HEARING MASTER

The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, November 15, 2021, at 6:00 p.m., held virtually.

Susan Finch, ZHM, called the meeting to order at 6:00 p.m. and led in the pledge of allegiance to the flag.

A. WITHDRAWALS AND CONTINUANCES

D.2. MM 21-1090

Brian Grady, Development Services, requested continuance for MM 21-1090.

Susan Finch, ZHM, calls proponents/opponents/Development Services/Applicant rep, continues MM 21-1090 to the December 13, 2021 ZHM hearing at 6:00 p.m.

A.6. RZ 21-0650

Brian Grady, Development Services, application withdrawn.

Brian Grady, Development Services, reviews changes/withdrawals/continuances.

Susan Finch, ZHM, overview of ZHM process.

Mary Dorman, Senior Assistant County Attorney, overview of oral argument/ZHM process.

Susan Finch, ZHM, oath.

B. REMANDS

B.1. MM 21-0417

Brian Grady, Development Services, calls MM 21-0417.

Kami Corbett, applicant rep, presents testimony and submits exhibits.

Steve Henry, applicant rep, present testimony and submits exhibits.

Susan Finch, ZHM, questions to applicant rep.

▶ Kami Corbett, applicant rep, answers ZHM questions and continues testimony.

Susan Finch, ZHM, questions to applicant rep. Kami Corbett, applicant rep, answers ZHM questions. Susan Finch, ZHM, statement to applicant rep. Israel Monsanto, Development Services, staff report. Susan Finch, ZHM, questions to Development Services. Israel Monsanto, Development Services, answers questions and continues report. Andrea Papandrew, Planning Commission, staff report. Susan for proponents/opponents/Development Finch, calls ZHM, Services/applicant rep. Kami Corbett, applicant rep, presents rebuttal. Steve Henry, applicant rep, presents rebuttal. Kami Corbett, applicant rep, continues rebuttal. Susan Finch, ZHM, closes MM 21-0417. B.2. RZ 21-0742 Brian Grady, Development Services, calls RZ 21-0742. Michael Horner, applicant rep, presents testimony and submits exhibits. Susan Finch, ZHM, questions to applicant rep. Michael Horner, applicant rep, answers ZHM questions and continues testimony. Michael Raysor, applicant rep, presents testimony. Israel Monsanto, Development Services, staff report Susan Finch, ZHM, calls Development Services Transportation.

▶ James Ratliff, Development Services Transportation, statement for the record.

Andrea Papandrew, Planning Commission, staff report.

Susan Finch, ZHM calls for proponents

Rosa Moctezuma, proponent, presents testimony.

Autumn Holt, proponent, presents testimony.

Octavia Smith, proponent, presents testimony.

Julene Robinson, proponent, presents testimony.

Michael Horner, applicant rep, reads proponent letter into record and submits exhibits.

Susan Finch, ZHM, calls for opponents.

Patricia Hall, opponent, presents testimony.

Veronica McDonald, opponent, presents testimony.

Michael Horner, applicant rep, presents rebuttal.

Gregory Roth, applicant rep, presents rebuttal and submits exhibits.

Susan Finch, ZHM, closes RZ 21-0742.

C. REZONING STANDARD (RZ-STD)

C.1. RZ 21-1348

Brian Grady, Development Services, calls RZ 21-1348.

Ross Dickerson, applicant rep, presents testimony.

Chris Grandlienard, Development Services, staff report.

Andrea Papandrew, Planning Commission, staff report.

Susan Finch, ZHM, calls proponents/opponents/Development Services/applicant rep/closes RZ 21-1348.

D. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM): D.1. RZ 21-0969

Brian Grady, Development Services, calls RZ 21-0969.

▶ Kami Corbett, applicant rep, presents testimony.

Alexis Crespo, applicant rep, presents testimony.

Steve Henry, applicant rep, presents testimony and submits exhibits.

Susan Finch, ZHM, questions to applicant rep.

Steve Henry, applicant rep, answers ZHM questions.

Kami Corbett, applicant rep, presents rebuttal.

Alexis Crespo, applicant rep, presents rebuttal.

Israel Monsanto, Development Services, staff report.

Andrea Papandrew, Planning Commission, staff report.

Susan Finch, ZHM, calls proponents/opponents.

Thomas Auda, opponent, presents testimony and submits exhibits.

Beverly Auda, opponent, presents testimony and submits exhibits.

Susan Finch, ZHM, calls Development Services Transportation.

Richard Perez, Development Services Transportation, statement for record.
 Susan Finch, ZHM, questions to Development Services Transportation.

▶ Richard Perez, Development Services Transportation, answers ZHM questions.

Susan Finch, ZHM, calls applicant rep.

Steve Henry, applicant rep, presents rebuttal and submits exhibits.

Susan Finch, ZHM, questions to applicant rep.

▶ Kami Corbett, applicant rep, answers ZHM questions.

Susan Finch, ZHM, questions to applicant rep.

▶ Kami Corbett, applicant rep, answers ZHM questions.

Alissa Sieben, applicant rep, answers ZHM questions.

Susan Finch, ZHM, closes RZ 21-0969.

Susan Finch, ZHM, breaks.

Susan Finch, ZHM, resumes meeting.

D.3. MM 21-1234

Brian Grady, Development Services, calls MM 21-1234.

▶ Kami Corbett, applicant rep, presents testimony and submits exhibits.

Steven Sposato, applicant rep, presents testimony.

Steve Henry, applicant rep, presents testimony and submits exhibits.

Timothy Lampkin, Development Services, staff report.

Susan Finch, ZHM, questions to Development Services.

Timothy Lampkin, Development Services, answers ZHM questions.

Susan Finch, ZHM, questions to Development Services.

Timothy Lampkin, Development Services, answers ZHM questions and continues testimony.

Susan Finch, ZHM, requests amendment to staff report.

Timothy Lampkin, Development Services, responds to ZHM.

Andrea Papandrew, Planning Commission, staff report.

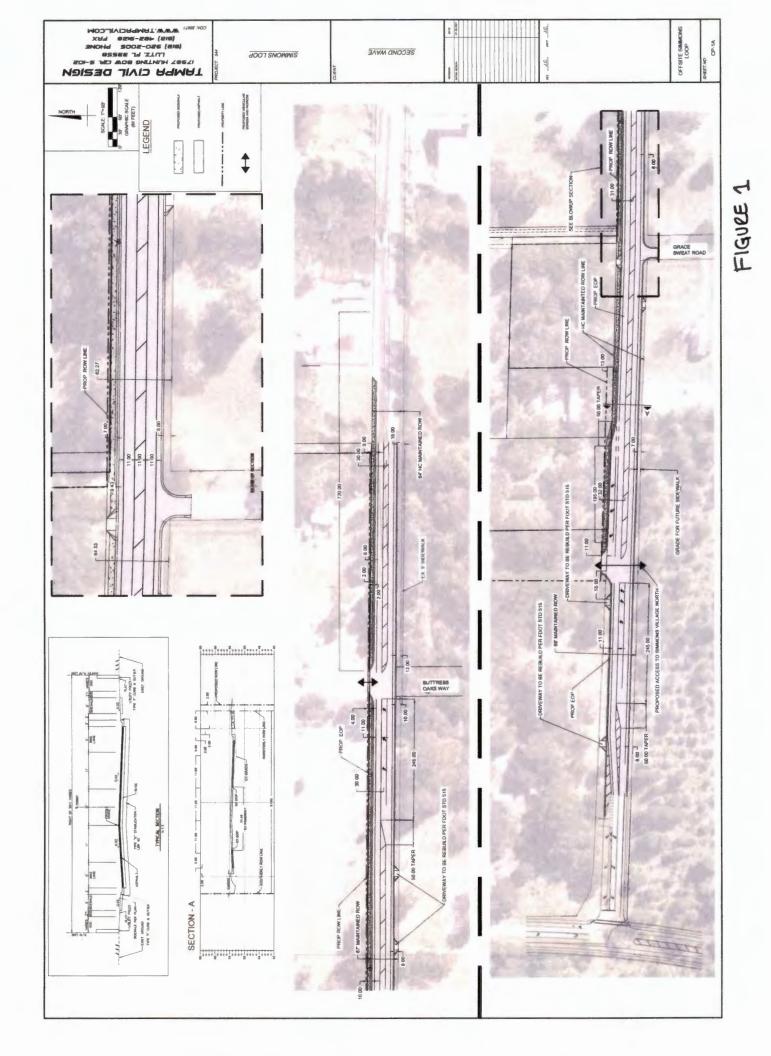
▶ Alex Steady, Public Works Transportation, statement for the record.

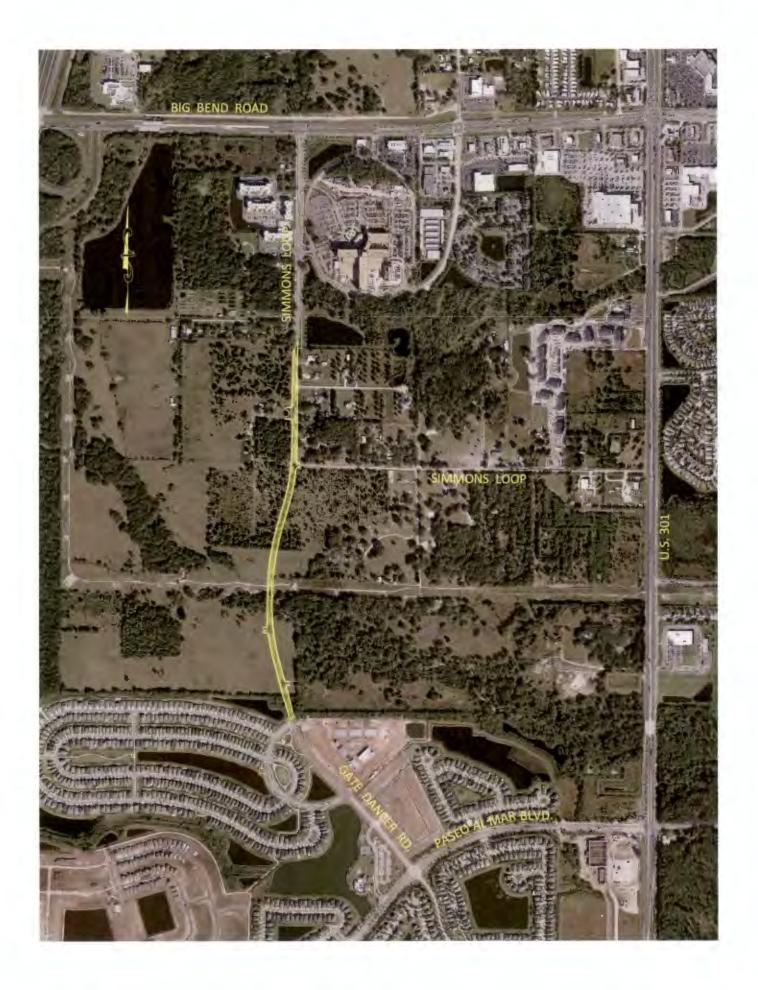
Susan Finch, ZHM, calls proponents.

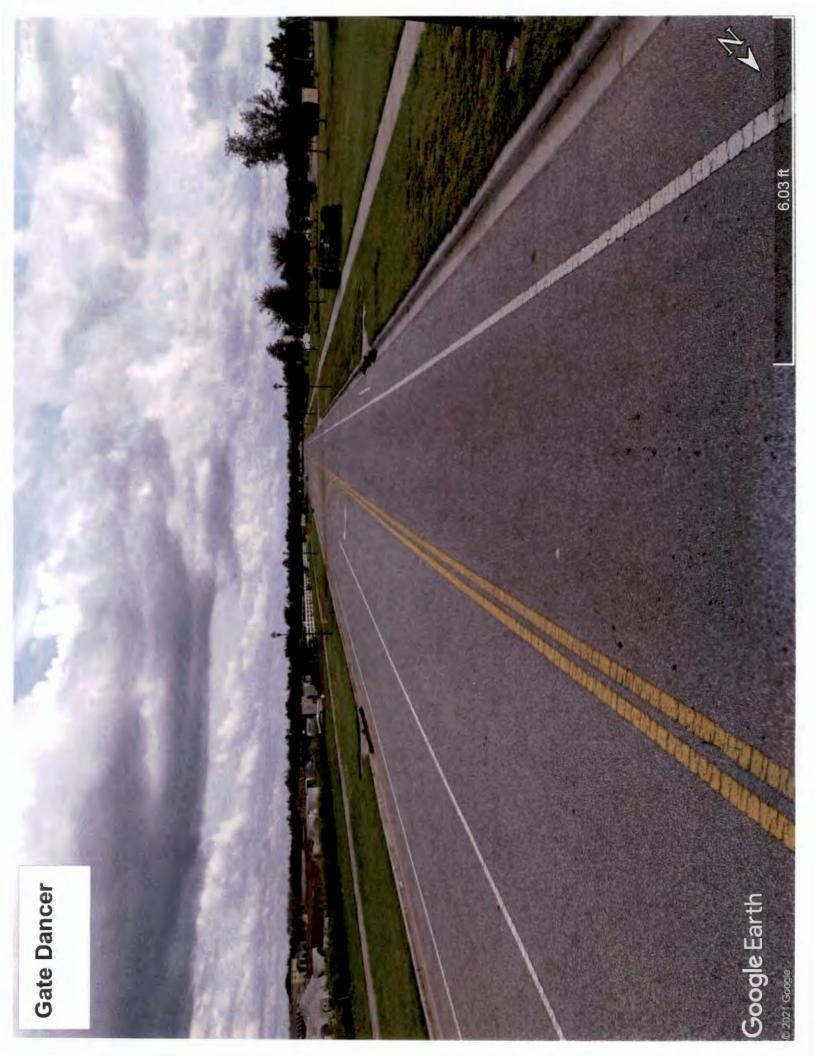
Gilon Levert, proponent, presents testimony.

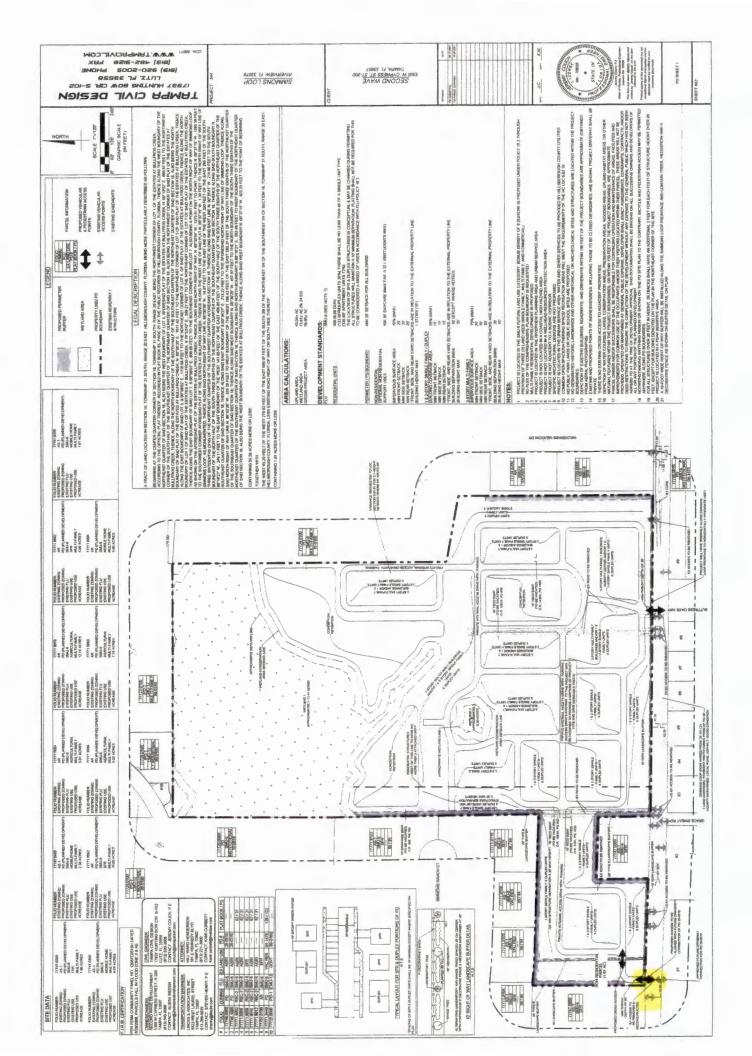
Susan Finch, ZHM, calls for proponents/opponents.
Mark Livingston, opponent, presents testimony.
🏲 Kami Corbett, applicant rep, presents rebuttal.
$\blacktriangleright$ Susan Finch, ZHM, questions to applicant rep.
🏲 Kami Corbett, applicant rep, answers ZHM questions.
igstacless Trent Stephenson, applicant rep, statement for record.
▶ Susan Finch, ZHM, closes MM 21-1234.
ADJOURNMENT
Susan Finch, ZHM, adjourns meeting at 9:09 p.m.
$^{igstyle}$ Susan Finch, ZHM, reopens the meeting for MM 21-1234.
🏲 Tom Jones, opponent, presents testimony.
🏲 Kami Corbett, applicant rep, continues rebuttal.
🏲 Susan Finch, ZHM, closes MM 21-1234.
Susan Finch, ZHM, adjourns the meeting at 9:19 p.m.

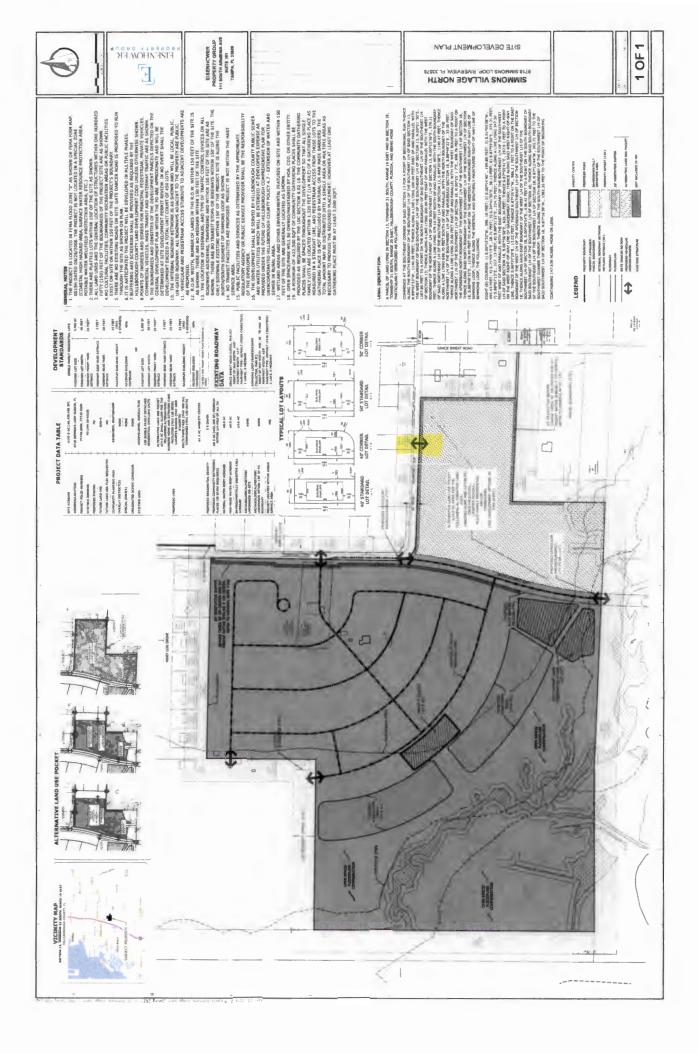












November 15, 2021

Application No. <u><u>RZPD</u></u> Name: Thomas Anda Entered at Public Hearing: 7 HN Exhibit # \_ **D**ate: \_\_\_\_

Master Hearing Zoning of Hillsborough County Re: RZ 21-0969

**Dear Commissioners:** 

My wife and I moved into the late E. George Simmons house on October 23<sup>rd</sup> of 2019. This home sits on the corner of Simmons Loop and Simmons Ranch Court. Our address is 6727 Simmons Loop.

The majority of you will most probably recall the two of us standing before you objecting to MM 20-0310 and MM 20-0311 that we learned about shortly after closing on our new home. Our objection was due in part that this Major Modification, was a rather substantial major modification to the planned development that we based our purchasing decision on. The original plan, which we were in favor of, would have complimented our property and would have been more in line with the home quality, square footage and lot size to homes found on Simmons Ranch Court. Other objections were safety, traffic congestion and noise concerns. When you approved these Major Modifications the housing count nearly doubled from the proposed plan; rising from 419 to 765. But let's not forget the multi purpose space that may add a school with 1,800 students plus staff and extra curricular activities.

I am sure that you are aware, since you approved it, that there is a Lennar development named South Creek with a phased development of several hundred homes on the South West corner of US 301 and Simmons Loop. Shay, with Lennar could not give me the exact number of lots in the total development however, she did state that they have models including three to six bedrooms. This represents a lot of people and a lot of cars. Substantially more cars congesting the roadways than doors in the development. Which will be true for all of these developments. These approved developments have yet to impact the already overpopulated and congested area. The Lennar development is well underway but traffic congestion has yet to be impacted due to the currently low occupancy rates. The two projects listed above and the school have not yet started construction so obviously there is no additional impact yet. This new proposed development, which is the subject for tonight's hearing, will increase this total another 460 additional rental doors and more than 460 additional people and cars. It is my opinion that owners tend to take better care for their property than renters since they have a vested, financial interest and renters are transient which does not enhance neighborhood stability. They are additionally proposing a 100 student Daycare facility that will attract even more traffic during peak a.m. and p.m. travel times. This proposed development will only have ingress and egress via Simmons Loop. May I remind you that Simmons Loop with the exception of the intersection of Big Bend and Simmons Loop is a two lane road. We have not seen any plans to widen it and I want to keep it a two lane road. We would like to see traffic plans to decrease and divert traffic not increase it. We also want to go on record to say that we don't want you, the County, to use or take our land in the future to widen this road for any reason especially due to traffic mismanagement that you should have seen coming. The traffic impact study that I saw does not take into account the broader area of development and does not include the current and future planned developments to the North and South or East of US 301.

The traffic at Big Bend and Simmons Loop is congested and backed up virtually all day, every day, including weekends at almost any time of the day. Sitting through 3+ lights on Simmons Loop in the

morning at this intersection is not uncommon. Then if you want onto 175 another 3+ lights. The proposed improvements to Big Bend, 175 interchange and the Overpass to the Apollo Beach area will only help to alleviate the current congestion problem but it will certainly not solve it. These are not my words but someone from the planning office that wishes to remain anonymous. Assuming that this statement is true, and logic and common sense certainly suggest that it is, then allowing all of this growth to continue without an infrastructure / traffic plan in place to truly handle current and future growth prior to new project approval and construction is in my opinion irresponsible and is a disservice to not only me but to everyone that is living, working or needing to travel through the area. If any of you were to live or travel through this area on a regular basis then you know first hand how frustrating this congestion is. If you don't have to deal with it on a daily basis then it's just a vague statistic to you.

Don't get me wrong, I am not anti-growth or development. But it has to be measured and controlled. This area, as you are aware, is growing very very quickly. This rate of growth seems to be a little out of control with regards to traffic infrastructure. I have a copy of the traffic study and how many cars go through within a given snapshot in time and then a mathematically calculated formula tells us the flow and impact. This is providing that you have the correct formula, snapshots in time and other assumptions. Unfortunately, the science of a traffic study may be like a weather forecast. You insert a group of factors and trust a mathematical algorithm to give you the right answer. Sometimes it works and sometimes it does not. It sure will stink for this entire area if this algorithms, facts, and or assumptions are wrong. The study certainly suggests that traffic will increase significantly but the one that I have does not include Big Bend road and Simmons Loop. The old method of counting car they tell me is not used anymore but in this case it may be more effective since there is always so much traffic in APP/P/PETIES IN THIS ANEA NEED NE DEVELOPMEN this area so many hours of the day and night.

As I have said before; I am not anti-growth but I am anti chaos., I believe that you became commissioners because you are concerned about your community. I also believe that you are also people not robots that can think beyond the statistics to see how this impacts the people in these areas and I know that you don't automatically approve whatever comes across your desk. So what I am asking is to slow down a little, pump the brakes on all of these development approvals and place some common sense conditions on them based on traffic infrastructure, noise and safety considerations. So I'm asking that you not approve or conditionally approve this projet for sometime in the future. Let's see how the traffic and congestion works out in the years to come. Let's see if this traffic study is proven right or is it just another incorrect and wrong weather forecast before jamming more people and cars into the area.

Thank you,

Tom and Bev Auda

- TRAFFER IENTRAT IS CERTAIN THES WILL WORK BUTS WIE HAVE ALL PREVEN THROUGH AREAS THAT WERE TOTALLY MIS FORCAST BY TRAFFER PROFESSIONALS



Hillsborough County Florida Big Bend Road Corridor Improvement and I-75 Interchange Improvements from Covington Garden Drive to Simmons Loop Capital Improvement Program Project Fact Sheet Project Number: 69657000

#### **Quick Facts**

- · Community Area: Gibsonton
- Project Type: Roadway Corridor Improvements
- Current Project Phase: Construction
- Commissioner District: District 4

#### Estimated Project Schedule

- Project Development (Planning) Completion Early 2020
- Design/Land Acquisition Completion N/A
- Procurement Completion N/A
- Construction Duration Mid 2021 to Mid 2024
- Closeout Early 2025

Planning Design Procurement Construction

# Project Cost Estimate

- Total: \$97,218,000
- Planning: \$0
- Design and Land: \$270,499
- Construction: \$96,947,501

This is a joint design-build project between Hillsborough County and FDOT. FDOT will be contributing \$20 million to the County. This estimate includes \$12 million for water and wastewater facilities. Funding sources include: Bonds, FDOT Grant, Financin

Current Phase

Study

## **Project Description**

• Big Bend Rd from Covington Gardens Dr to Simmons Loop will be widened from a 4-lane to a 6-lane divided road with enhanced bike, pedestrian and bus facilities, with reconfiguration and improvements to the ramps. Improvements to be designed and constructed by Florida Department of Transportation (FDOT).

• Other improvements include reconstruction of the bridges on Old Big Bend Rd and Big Bend Rd, signal improvements at Covington Gardens Dr and Simmons Loop, and increasing stormwater drainage.

## **Project Objectives**

- Increase the overall mobility along Big Bend Rd and I-75, while maximizing safety along the corridor.
- Better accommodate growth and traffic volume.

Application No. CZPD 21-0969 Name: Steve Henry Entered at Public Hearing: Exhibit # 3 Date: 11 15 2

# Questions?

Santos, Manuel Project Manager (813) 635-5400

NOTE. Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability artistig from use of this map. THIS MAP to PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, notading, but not limited to the migride warranties of mechanismity and theres or a particular propose

SOURCES: This map has been prepared for the inventory of real property found within Hillsborough County and a compiled from recorded deeds, plate, and other public records; it is based on BEST AVAILABLE date.

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Data Date: Sept 2021 Note: The cost and schedule data shown here are the County's current best estimates and are subject to frequent change. Changes (if any) are updated once a month.





Hillsborough County Florida Big Bend Road Corridor Improvement - US 41 to Covington Garden Dr. and Simmons Loop to US 301 Capital Improvement Program Project Fact Sheet Project Number: 69647000

Planning

## **Quick Facts**

- · Community Area: Multiple
- Project Type: Roadway Corridor
  Improvements
- Current Project Phase: Planning
- Commissioner District: Multiple

#### Estimated Project Schedule

- Project Development (Planning) Completion Mid 2021
- Design/Land Acquisition Completion Early 2023
- Procurement Completion Mid 2023
- · Construction Duration Mid 2023 to Early 2025
- · Closeout Late 2025

Funding sources include: Undetermined

## **Project Cost Estimate**

• Total: \$35,775,966

Design

- Planning: \$2,516,514
- Design and Land: \$6,000,000

Procurement Construction

• Construction: \$27,259,452

#### **Project Description**

• Corridor improvement for Big Bend Rd from US 41 to Covington Gardens Dr and from Simmons Loop to US 301 from a 4-lane divided road to a 6-lane divided road with enhanced bike, pedestrian and bus facilities.

Current Phase

Study

• Enhance pedestrian safety features, including wide sidewalks and enhanced crosswalks and signals. Stormwater drainage will also be improved.

## **Project Objectives**

Questions? Santos, Manuel Project Manager (813) 635-5400

- Better accommodate growth and traffic volume.
- Increase the overall mobility along Big Bend Road, while maximizing safety along the corridor.



NOTE: Every reservable effort has been made to sesure the accuracy of this map. Hillsborough County does not assume any lability antising from use of this map. THS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KND, either apprecised or implied, including, but not limited to. The involution of marchantelity and literem for a particular porcession.

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Data Date: Sept 2021 Note: The cost and schedule data shown here are the County's current best estimates and are subject to frequent change Changes (if any) are updated once a month.



**Current Phase** 

Study

Planning

## **Quick Facts**

- Community Area: Apollo Beach
- Project Type: Roadway Corridor
  Improvements
- Current Project Phase: Construction
- Commissioner District: District 1

#### Estimated Project Schedule

- Project Development (Planning) Completion N/A
- Design/Land Acquisition Completion Mid 2020
- Procurement Completion Late 2020
- Construction Duration Early 2021 to Late 2022
- Closeout Early 2023

Funding Sources include: Impact Fees, Mobility Fees, and Financing

## **Project Description**

- Completion of a new 4-lane divided county road including an overpass over Interstate 75 to provide connectivity between US 41 and US 301.
- Enhance pedestrian safety features, including upgrades to comply with current ADA regulations.

## **Project Objectives**

Questions? Vogel, David Project Manager (813) 635-5400

- Reduce traffic congestion and improve safety for drivers, pedestrians and bicyclists.
- Improve the safety and access of drivers, pedestrians, and bicyclists.



NOTE: Every reservable effort has been made to assure the accuracy of this map. Hiteborough County does not assume any liability artising how use of this map. THIS MAP to PROVIDED WITHOUT WARRANTY OF ANY KIND, effer appressed or implied, including, but not limited to the includi warrantee of machanism was descent on a particular oursone.

SOURCES: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from records

deeds, pass, and other public records; it is beend on BEST AVALABLE date

Data Date: Sept 2021 Note: The cost and schedule data shown here are the County's current best estimates and are subject to frequent change. Changes (if any) are updated once a month. Project Cost Estimate

Procurement Construction

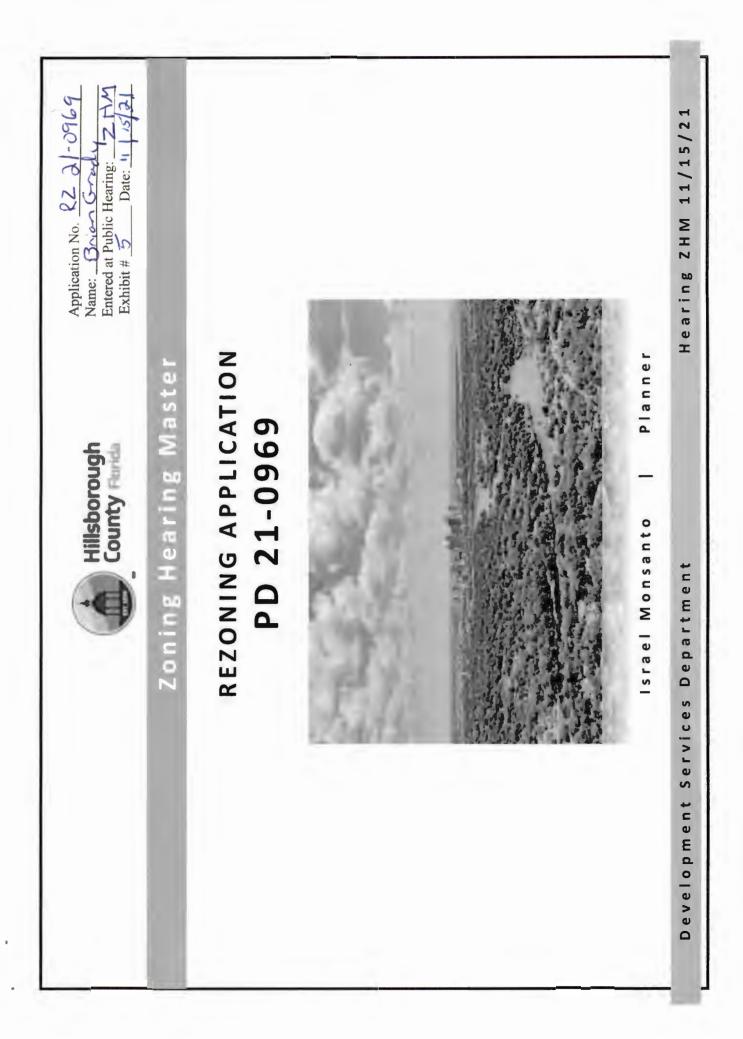
- Total: \$26,250,000
- Planning: \$0

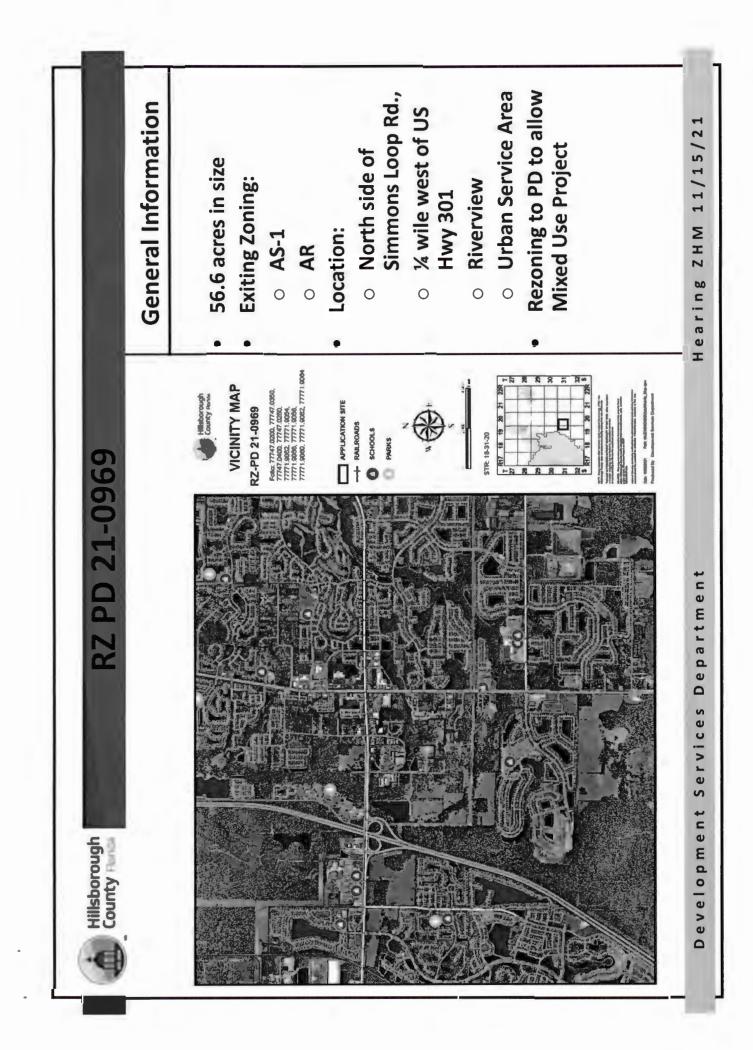
Design

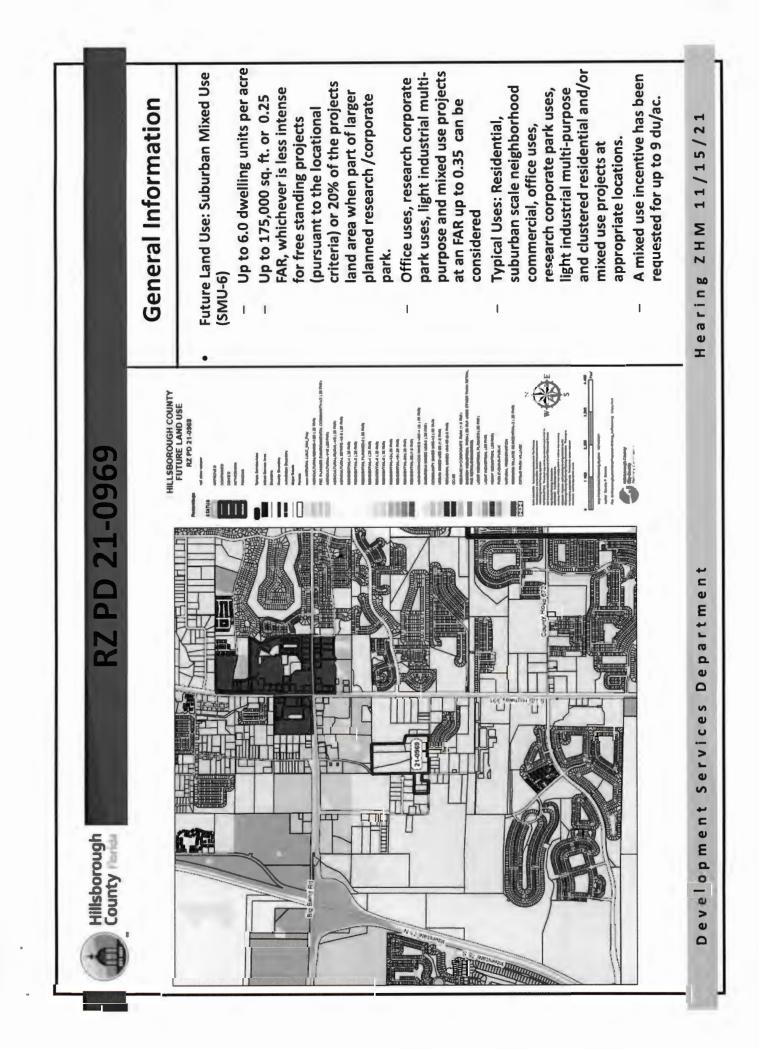
- Design and Land: \$228,225
- Construction: \$26,021,775

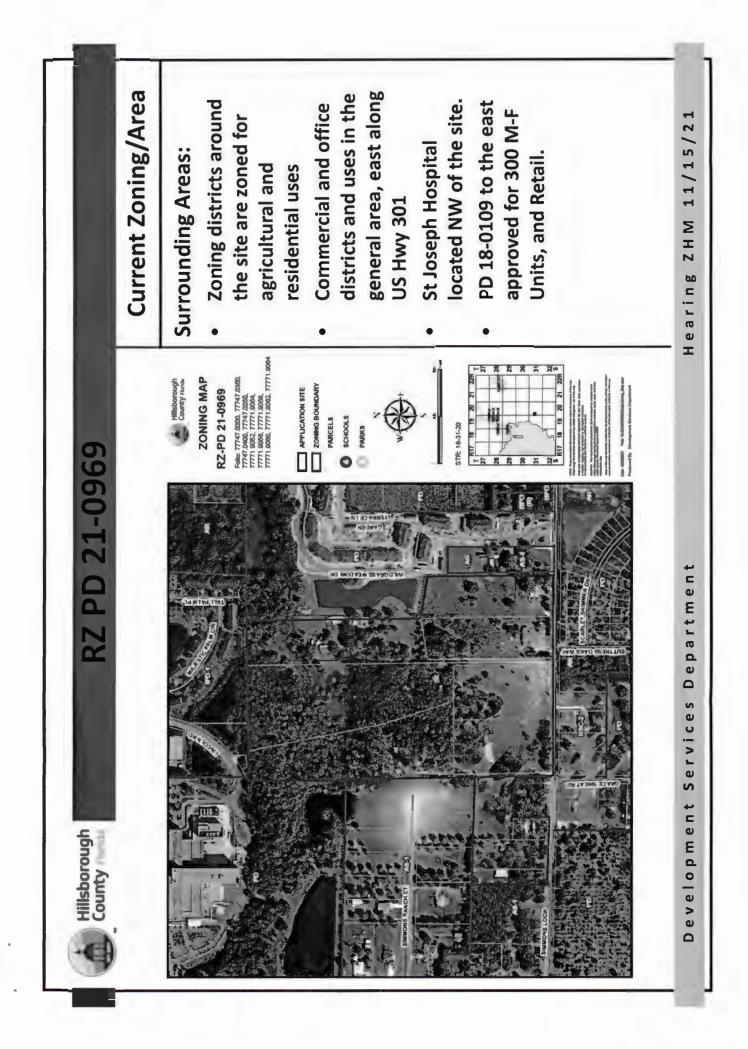
Name Beverly Auda (317) 919-2996 Address 6727 Simmons Loop Riverview, Fl. 33578 Here in person We are contracting you to express our region concerns with this project revelopment project. Considering we already have horrible & dangerous traffic issues on Simmons Loop which does effect St. Joseph's South Hospital. First we had the addition of the 1911 A. L. L. D. M. ST. W. A. The addition of the Wildgrass Apts. built in 2019 with 320 Units. With 1, 2+3 bedrooms available we figure 2 cars at least per apartment on average. Lola on the Loop Apartments 9960 Jonas Salk Dr. + Simmons Loop built in 2018 and have 264 units /4 Stories + Offer 1,2,+3 betrooms. St We also believe 2 cars on average in these apts too. This means we already have 584 Apartments on Simmons Loop all using cars. At y New Lenner Development currently going up called South Creek Estates -0311 53 Sold and a total of 93 lots in This phase but have pictures of 2 Streets started for future homes, They offer 1,23,4,+5 bedroom homes. We figure 3 Cars approx. in this Development. Also 6-8-2021 1800 5 765 from the earlier MM 200310 + MM 20-0311 X2 Cars 1800 Students 1 Car<sup>2</sup> 460 X 2 Cars 106 X 1 Car + Teachers 20<sup>2</sup> 107 108 X 1 Car + Teachers 20<sup>2</sup> 108 X 1 Car + Teachers 20<sup>2</sup> 109 X 1 Car + Teachers 20<sup>2</sup> 109 X 1 Car + Teachers 20<sup>2</sup> 100 X 1 Car + Teachers 2.140 Cars added from these changes alone to the Galantee Day: 5 2 A. @ > Gate Dancer could actually bring more cars to Sim Low Some done on 10-11 +6-17 1. - Asking For another traffic study looking at the real problem 75 of which is Intersection @ Big Bend + Simmons Loop to Interstate 5. many accidents + trouble getting ambulance. We ask for less burndersity of homes + No dansare due to traffic isshes + noise in residential area. he ask that all infastructe be completed including new on off ramp in 2done to so many accidents that our traffic causes daily. Fire station 3 on BigBend

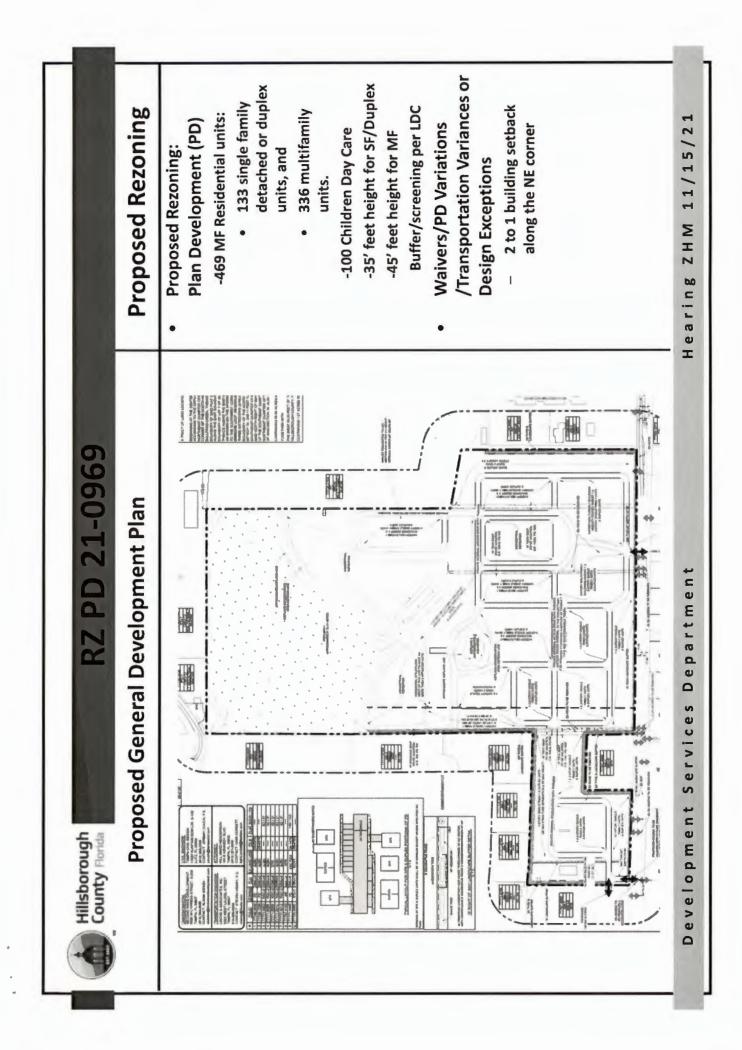
Application No. <u>LZPD2</u>-0969 Name: Berry Ardon Entered at Public Hearing: 2HM Exhibit # 4 Date: 11/15 21 will be getting back to me the amount of acc. this year with Times + Dates. With being so close to Hosp. we would like to see the quality larger Cluston homes for Doctors + Staff @ Hosp. - Not renters + transients. crime generally & low w/such. 1 Acre 20 wide buffer. 10 Soot Waver Needed ? 20 St. set back Condition 3 Modified = Why 5% corm. gootherive areas 300 St 2000 St. TS 4 Bike lane - 587. 11 St. Ince 469 MF 45' - up to 500 Units 133 Single 336 Multi 35 1028 19,3 Bonus Res. 9 100 + 20 Teachers 1128 VS. what we were told 1/4 accer lots + Park or Golf Cookree Neighbor NOT MOVING - in middle of Plan Development Daycore can be built on 301 in new Commercial area - Noise + tradisc School ? atready











1							1.0		_			
		Recommendation	Approval with Conditions, to include:	<ul> <li>At least 28% SF or Duplex, 46 or more shall be detached.</li> </ul>	The Day care is limited to 100 students, 10,000 square feet.	Specific development standards for the MF and Day Care uses also per the PD Plan.	A 10-foot buffer along Simmons Loop Rd.	Open Space and Community Gathering per the LDC.	SF and Duplexes in the western portion.	Design Exceptions and ADM Variances are approvable.		Hearing ZHM 11/15/21
	Gounty Millsborough RZ PD 21-0969	Subioré Site					Simmons Loop Rd. looking west.		Subject Site		Partial aerial of the subject site. Residential SF and MF projects located in the vicinity.	Development Services Department

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

PETITION NO.: PD21-0969 REVIEWED BY: John McCary

DATE: 10/11/2021

FOLIO NO.: 77771.9054 Plus Multiple More

### WATER

- The property lies within the \_\_\_\_\_ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A <u>6</u> inch water main exists (adjacent to the site), (approximately <u>1100</u> feet from the site) <u>and is located east of the subject property within the north Right-of-Way</u> of Simmons Loop. A second point of connection could be required to a 8-inch water main located approximately 2250-feet west of the subject property within the west Rightof-Way of Simmons Loop. These will be the likely point-of-connections, however there could be additional and/or different points-of-connections determined at the time of the application for service. This is not a reservation of capacity.
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include <u>two funded CIP projects that are currently under construction, C32001 South County Potable Water Repump Station Expansion and C32011 Potable Water In-Line Booster Pump Station</u>, and will need to be completed by the <u>County</u> prior to issuance of any building permits that will create additional demand on the system.

#### WASTEWATER

- The property lies within the \_\_\_\_\_ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- A <u>20</u> inch wastewater force main exists (adjacent to the site), (approximately <u>1300</u> feet from the site) <u>and is located east of the subject property within the east</u> <u>Right-of-Way of S. US Highway 301</u>. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include \_\_\_\_\_\_ and will need to be completed by the \_\_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: <u>The subject rezoning includes parcels that are within the Urban Service Area</u> and would require connection to the County's potable water and wastewater systems.

# **Rezoning Application:**

PD 21-0969 **Zoning Hearing Master Date:** November 15, 2021

January 13, 2022

**BOCC Land Use Meeting Date:** 

Hillsborough County Florida

**Development Services Department** 

#### **1.0 APPLICATION SUMMARY**

Applicant:	2 <sup>nd</sup> Wave Development, LLC
FLU Category:	SMU-6
Service Area:	Urban
Site Acreage: Community Plan Area:	56.6 Riverview
Overlay:	None



#### Introduction Summary:

The applicant seeks to rezone multiple parcels zoned Agricultural Rural (AR) and Agricultural, Single-Family (AS-1) to a Planned Development (PD) to allow for the development of a mixed-use project. The project is located on the north side of Simmons Loop Rd, ¼ mile west of US Hwy 301 in Riverview. The project will consist of a mix of residential units (detached, duplexes and Multi-family) with a maximum count of 469 (8.08 Du/ac). A non-residential component is also proposed consisting of a Day Care for a maximum number of 100 children, 10,000 sq. ft. in size. The developer intends to utilize the Mixed Use Incentive program set forth in the Comprehensive Plan to achieve a density up to 9 du/acre on the site. The site will have two access points on Simmons Loop Rd. and provide for cross access to the west.

Zoning:	Exis	Existing		
District(s)	AR	AS-1	Planned Development	
Typical General Use(s)	Single-Family Residential (Conventional/Mobile Home)	Single-Family Residential (Conventional/Mobile Home)	Single-Family, MF Residential and Day Care	
Acreage	50	6.22	56	
Density/Intensity	1 unit per 5 acre (upland)	1 unit per acre (upland)	8.08 units per acre/10,000 sq ft	
Mathematical Maximum*	10 units	6 units	469 units	

\*number represents a pre-development approximation

Development Standards:	Exi	sting	Proposed			
District(s)	AR	AS-1		PD		
Lot Size / Lot Width	5 Ac / 150'	1 Ac / 150'		N/A		
Setbacks/Buffering and Screening	50' Front 50' Rear 15' Sides	50' Front 50' Rear 15' Sides	<u>Residential</u> 20' Front 15' Rear 10' Sides	Non-Residential 20' Front 20' Rear 20' Sides		
Height	50'	50'	45'	35'		
Additional Information:						
PD Variation(s)	None re	None requested as part of this application				
Waiver(s) to the Land Development (	ode	on 6.01.01.01 Footr the required buildir	note 8. ng setback for building l	neight over 20 feet.		

Planning Commission Recommendation:	Development Services Recommendation:
Consistent	Approvable, subject to proposed conditions

### APPLICATION NUMBER:

ZHM HEARING DATE: BOCC LUM MEETING DATE:

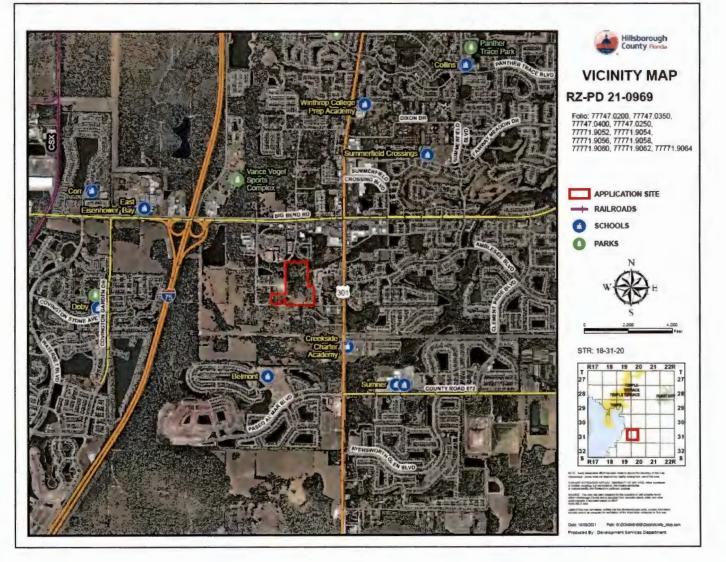
November 15, 2021 January 13, 2022

PD 21-0969

Case Reviewer: Israel Monsanto

### 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



#### Context of Surrounding Area:

The project is generally located south of Big Bend Road, between I-75 and US Hwy 301. Area consists of residential and agricultural land. St. Joseph Hospital is located NW of the site. Areas to the east are developed with multi-family apartments and residential single-family neighborhoods are approved and being developed south and southwest of the site.

ZHM HEARING DATE: BOCC LUM MEETING DATE:

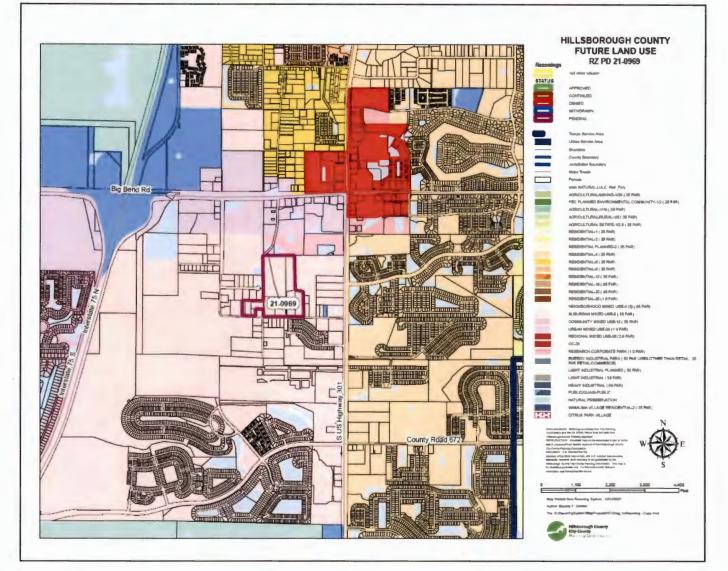
November 15, 2021 January 13, 2022

PD 21-0969

Case Reviewer: Israel Monsanto

### 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.2 Future Land Use Map



Subject Site Future Land Use Category:	Suburban Mixed Use - 6
Maximum Density/F.A.R.:	Up to 6.0 dwelling units per gross acre. Suburban scale neighborhood commercial, projects limited to 175,000 sq. ft. or 0.25 FAR, whichever is less intense for free standing projects (pursuant to the locational criteria) or 20% of the projects land area when part of larger planned research/corporate park.
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects at appropriate locations. Neighborhood Commercial uses shall meet locational criteria or be part of larger mixed use planned development. Office uses are not subject to locational criteria.

APP	LICATION	NUMBER:

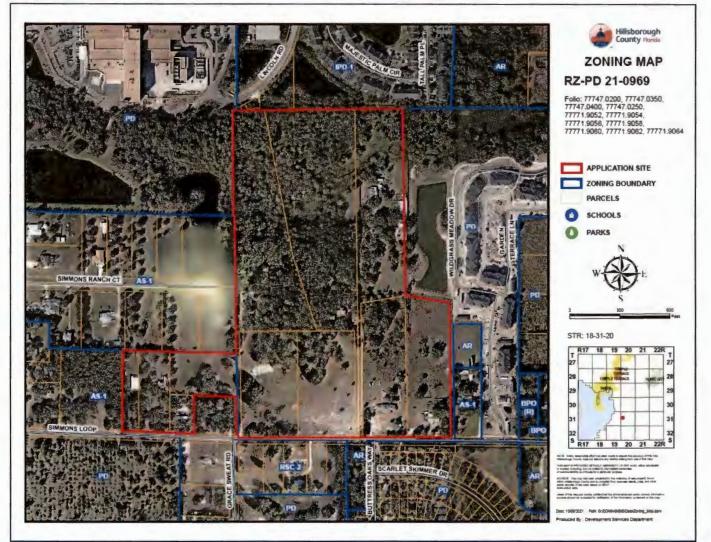
ZHM HEARING DATE: BOCC LUM MEETING DATE: November 15, 2021 January 13, 2022

PD 21-0969

Case Reviewer: Israel Monsanto

### 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.3 Immediate Area Map



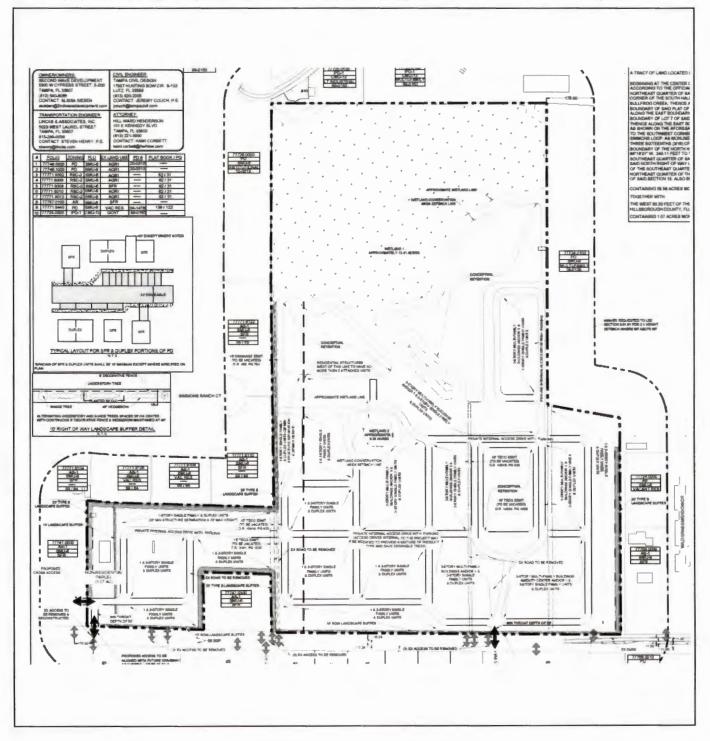
#### Adjacent Zonings and Uses

			0	
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	l PD-1 89-0160	15 Du/ac – 0.27 FAR	Retail, Office, Multi family	Retail, Office, Multi family
South	PD 04-1476, PD 06-1687, AR, RSC-2, AS-1	2.89 Du/ac – 0.23 FAR 1.37 Du/ac 1 Du/5 ac; 1 Du/0.5 ac; 1 Du/ac	Single Family Detached, Agricultural	Vacant, Single Family, Farm
East	PD 18-0109	9 Du/Ac - 0.25	Multi-family, Retail, Commercial	300 M-F Units, Retail
West	AS-1, PD 10-0619	1 Du/ac 0.50 FAR	Residential, Hospital, Medical Office	Residential SF, St Joseph Hospital, Medical Offices

APPLICATION NUMBER:	PD 21-0969	
ZHM HEARING DATE:	November 15, 2021	
BOCC LUM MEETING DATE:	January 13, 2022	Case Reviewer: Israel Monsanto

### 2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways	djoining Roadways (check if applicable)				
Road Name	Classification	Current Conditions	Select Future Improvements		
Simmons Loop Rd.	County Collector - Urban	2 Lanes ⊠ Substandard Road □ Sufficient ROW Width	<ul> <li>Corridor Preservation Plan</li> <li>Site Access Improvements</li> <li>Substandard Road Improvements</li> <li>Other</li> </ul>		

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	84	6	9
Proposed	3,493	297	359
Difference (+/-)	+3,409	+297	+359

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

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	None	None	Meets LDC
East		None	None	Meets LDC
West		Choose an item.	Vehicular & Pedestrian	Meets LDC

Road Name/Nature of Request	Туре	Finding
Simmons Loop Rd./Substandard Roadway	Design Exception Requested	Approvable
Simmons Loop Rd./Driveway Spacing	Administrative Variance Requested	Approvable

4.0 Additional Site Information & Agency Comme	ents Summary		
Transportation	Objections	Conditions Requested	Additional Information/Comments
<ul> <li>Design Exception/Adm. Variance Requested</li> <li>Off-Site Improvements Provided</li> </ul>	□ Yes □N/A ⊠ No	⊠ Yes □ No	See report.

### Level or Service:

Simmons Loop Rd is not a regulated roadway within 2020 Hillsborough County Level of Service (LOS) Report

### 4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

	Comments		Conditions	Additional
Environmental:	Received	Objections	Requested	Information/Comments
Environmental Protection Commission	🛛 Yes	🗆 Yes	⊠ Yes	
Environmental Protection Commission	□ No	🖾 No	□ No	
Natural Resources	🖾 Yes	🗆 Yes	🗆 Yes	
	□ No	⊠ No	🖾 No	
Conservation & Environ. Lands Mgmt.	🗆 Yes	🗆 Yes	🗆 Yes	
	No No	□ No	□ No	
Check if Applicable:	Potable V	Vater Wellfield Pro	otection Area	
Wetlands/Other Surface Waters	Significan	t Wildlife Habitat		
Use of Environmentally Sensitive Land	🗆 Coastal H	igh Hazard Area		
Credit	🗆 Urban/Sul	burban/Rural Scer	nic Corridor	
Wellhead Protection Area	□ Adjacent	to ELAPP property	/	
□ Surface Water Resource Protection Area	□ Other	,		
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation	Received		Requested	mormation/comments
Design Exc./Adm. Variance Requested	🖾 Yes	🗆 Yes	🖾 Yes	See Sec. 9
	□ No	🖾 No	🗆 No	See Sec. 9
Off-site Improvements Provided Service Area/Water & Wastewater				
	🖾 Yes	□ Yes	🖾 Yes	
□ City of Tampa	□ No		□ No	
Rural City of Temple Terrace				
Hillsborough County School Board				
	Yes	□ Yes	□ Yes □ No	
Adequate □ K-5 ⊠6-8 □9-12 □N/A				
Adequate □ K-5 □ 6-8 □ 9-12 □ N/A Inadequate ⊠ K-5 □ 6-8 □ 9-12 □ N/A	□ No	🗆 No		
Inadequate 🛛 K-5 □6-8 🖾 9-12 □N/A	□ No	□ No		
	🗆 No	□ No	LINO	
Inadequate ⊠ K-5 □6-8 ⊠9-12 □N/A Impact/Mobility Fees Estimated Fees (Fee estimate is based on a 2,000 square foot,				
Inadequate ⊠ K-5 □6-8 ⊠9-12 □N/A Impact/Mobility Fees Estimated Fees (Fee estimate is based on a 2,000 square foot, Mobility: \$7,346*133 = \$977,018				
Inadequate ⊠ K-5 □6-8 ⊠9-12 □N/A Impact/Mobility Fees Estimated Fees (Fee estimate is based on a 2,000 square foot, Mobility: \$7,346*133 = \$977,018 Parks: \$1,815*133 = \$241,395				
Inadequate ⊠ K-5 □6-8 ⊠9-12 □N/A Impact/Mobility Fees Estimated Fees (Fee estimate is based on a 2,000 square foot, Mobility: \$7,346*133 = \$977,018				
Inadequate ⊠ K-5 □6-8 ⊠9-12 □N/A Impact/Mobility Fees Estimated Fees (Fee estimate is based on a 2,000 square foot, Mobility: \$7,346*133 = \$977,018 Parks: \$1,815*133 = \$241,395 School: \$8,227*133 = \$1,094,191 Fire: \$335*133 = \$44,555 (Fee estimate is based on a 1,200 square foot,	3 bedroom, Sin	gle Family Detache	ed Unit)	
Inadequate ⊠ K-5 □6-8 ⊠9-12 □N/A Impact/Mobility Fees Estimated Fees (Fee estimate is based on a 2,000 square foot, Mobility: \$7,346*133 = \$977,018 Parks: \$1,815*133 = \$241,395 School: \$8,227*133 = \$1,094,191 Fire: \$335*133 = \$44,555 (Fee estimate is based on a 1,200 square foot, Mobility: \$3,891*469 = \$1,824,879	3 bedroom, Sin 2 bedroom, Mu	gle Family Detache Ilti-family Units 3 s	ed Unit)	
Inadequate $\boxtimes$ K-5 $\square$ 6-8 $\boxtimes$ 9-12 $\square$ N/A Impact/Mobility Fees Estimated Fees (Fee estimate is based on a 2,000 square foot, Mobility: \$7,346*133 = \$977,018 Parks: \$1,815*133 = \$241,395 School: \$8,227*133 = \$1,094,191 Fire: \$335*133 = \$44,555 (Fee estimate is based on a 1,200 square foot, Mobility: \$3,891*469 = \$1,824,879 Parks: \$1,316*469 = \$617,204	3 bedroom, Sin 2 bedroom, Mu Daycare (per 1,	gle Family Detache Ilti-family Units 3 s	ed Unit)	

#### APPLICATION NUMBER:

ZHM HEARING DATE:November 15, 2021BOCC LUM MEETING DATE:January 13, 2022

PD 21-0969

Case Reviewer: Israel Monsanto

### **Project Summary/Description**

Urban Mobility, South Park/Fire - 469 units, 336 multi-family (3 story), 133 single family detached. 10,000 s.f. daycare facility. Credit for prior structures may apply.

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission ☑ Meets Locational Criteria □N/A	🛛 Yes	Inconsistent	⊠ Yes	Density Bonus requested for Mixed
□ Locational Criteria Waiver Requested ☑ Minimum Density Met □ N/A	🗆 No	⊠ Consistent	🗆 No	Use Projects (3 horizontal uses)

Case Reviewer: Israel Monsanto

#### 5.0 IMPLEMENTATION RECOMMENDATIONS

#### 5.1 Compatibility

The surroundings generally consist of single-family residential lots with a mix of lot sizes from over one acre to 5,000 sq. ft. lots and Multifamily uses. A recently approved mixed use project located to the east consists of multifamily units and retail. Areas to the west and south have been approved with Planned Developments with residential single family detached units. The area has a FLU of Suburban Mixed Use 6, that covers land between I 75 and US Hwy 301, south of Big Bend Rd. and north of Ayersworth Blvd.

The project would consist of a mix of residential units and residential support uses (Day Care) to utilize the Mixed-Use Incentive program set forth in the Comprehensive Plan to achieve a maximum density of 9 du/acre on the site. The project is 56.5 acres in size and is located in the Riverview Community Plan. The rezoning would allow the development of a maximum of 469 residential units at 8.08 Du/ac.

Per the narrative, the project will be a "build to rent product- BTR, a component providing a unique opportunity for housing diversity and an emerging, highly demanded rental product to the southern Hillsborough County market area. BTR generally means a residential community that will be owned by a single entity (under unified ownership and control) that will offer all of the units as a "for-rent" product located on tracts maintained by the owner entity".

The residential units will consist of 133 single family detached or duplex units, and 336 multifamily units. The applicant proposes that at least 46 units of the 133 SF/Duplex would consist of detached/single units.

The development standards proposed for the residential component will be similar to other approved residential projects in the area, including 15 feet of rear yards for the detached units, and 20 feet for the multifamily buildings. Maximum building height for the single-family units will be 35', similar or more restrictive than some of the area's residential uses. The multifamily structures will be a maximum of 45'. Per the proposed Site Plan, single family and /duplex units will be placed in the perimeter of the project, west, east and south, along Simmons Loop Rd. adjacent to existing single-family parcels. The multifamily units will be limited to the eastern portion of the site, closer to the multifamily project adjacent to the east. The overall placement of the residential units in the subject project would provide for a transition from single family detached uses adjacent to the west of the site, and higher density, multi-family uses to the east.

As part of this application, the applicant has requested a waiver from Land Development Code (LDC) Section 6.01.01 footnote 8, which requires an additional 2 feet of building setback for every foot over 20 feet of building height. The waiver would only apply along the NE portion of the site, as shown in the Site Plan, where adjacent to the existing multifamily project to the northeast (Wildgrass Multifamily Apartments). The proposed use is similar in nature to the one located immediately to the northeast. Additionally, a driveway is being proposed between the MF units in this project and the PD boundaries to the NE which provides adequate setbacks from the project's boundaries. A pond located on the Wildgrass MF project to the east further increases the building setbacks from both projects. Therefore, staff does not object to this waiver.

Applicant also proposes at least 30% of the project to consist of Open and Gathering Spaces available to future residents. These spaces will include amenities such as landscaping, hardscape, benches, etc. for recreation and will be distributed as pocket parks and open areas throughout the site.

The non-residential use (daycare) is limited to one story of building height and will be of a relatively low intensity FAR (max. 0.22) to ensure compatibility with the neighborhood. Type B landscaped buffers, 20 feet wide, will screen the non-residential uses from external residential areas to the west of the daycare, while 10' internal buffering is proposed. These buffers are shown on the PD Site Plan to further ensure impacts to residential uses in the immediate area are mitigated.

Case Reviewer: Israel Monsanto

Non-residential uses will be parked in accordance with the LDC and no design variations are requested to support the non-residential component. The day care use is a residential support use that is typically found in residential zoning districts, subject to specific standards. The applicant is not requesting waivers from the standards found in the LDC for the development of this use.

20-foot buffers with Type B screening (solid fence and plantings) will be provided along the west and adjacent to residential single family uses. Along Simmons Loop Rd., the applicant proposes 10 feet of landscaped buffer with a shade, understory and hedgerow, as indicate in the Site Plan. Natural Resources staff reviewed the proposed buffer and landscaping and found it to be appropriate.

The applicant also proposes open space areas covering at least 32% of the site, inclusive of wetlands, which is more restrictive than requirements from the LDC for single family subdivisions. <u>The residential portion will be subject to LDC</u> <u>Sec 6.02.18 Open Space provision</u>.

The site is in the Urban Service Area, south of the Alafia River. As a result of water demand challenges, the Utilities Department initiated several projects to improve pressure and flow to the south area. Two projects currently under construction CIP C32001 - South County Potable Water Repump Station Expansion and CIP C32011 - Potable Water In-Line Booster Pump will increase the delivery pressure to customers. These projects are scheduled to be completed and operational prior to the 2022 dry season, and must demonstrate improved water delivery through the highest demand periods before additional connections to the system can be recommended. Conditions will be placed restricting building permit issuance that would create demand for water service until the completion by the County of funded Capital Improvement Program projects C32001 - South County Potable Water Repump Station Expansion and C32011 - Potable Water In-Line Booster Pump Station, and the projects are put into operation.

There are wetlands present on the site. The Environmental Protection Commission, EPC, reviewed the proposed Site Plan and does not object. No impacts to wetlands or setbacks are shown on the proposed Plan. No PD Design variations have been requested.

The general area is transitioning from large tracts of land, single family residential, to a higher density area with a mix of uses, in accordance with the Future Land Use classification or SMU-6. The density proposed of 8.08 DU/ac will still be below the maximum allowed per the Comprehensive Plan, under the density bonus requested. The design of the site would locate the detached units in areas adjacent to existing similar development patterns. Transportation staff does not object to this rezoning request and has proposed conditions. Design Exceptions and Administrative Variances have been requested for road improvements. These have been conditionally approved by the County Engineer. Cross access will be provided for future road extensions and road improvements on Simmons Loop Rd. will be required.

5.2 Recommendation Approvable, subject to conditions

### **6.0 PROPOSED CONDITIONS**

Prior to PD Site Plan Certification, the applicant shall revise the PD General Site Plan:

- 1. Amend the site data table and remove the word 'Optional" from the Non-residential Support Uses.
- 2. Amend the maximum lot coverage to 40% for the residential component land area.
- 3. Revise the note stating "SIMMONS LOOP (ROW VARIES FROM 70' TO 72') 1 LANE UNDIVIDED", to say "SIMMONS LOOP (ROW VARIES FROM +/- 62' TO 72') 2 LANE UNDIVIDED" and depict/label the points of minimum and maximum right-of-way variance.
- 4. Revise the label stating "PROPOSED CROSS ACCESS" to folio#77747.0000 to say "VEHICULAR AND PEDESTRIAN CROSS ACCESS".
- 5. Amend Note 15 (Cross access will be provided to the west).

**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted October 22, 2021.

- 1. The project shall be limited to a Mixed-Use project with up to 469 multifamily units and a Day Care center, with up to 100 children. Interim agricultural or residential uses shall be permitted.
  - 1.1 Of the 469 residential units, no less than 46 units shall be of a single unit type (Detached).
  - 1.2 At least 28% of all the units shall be single family units (detached) structures or duplexes.
  - 1.3 The maximum building space for the Day Care center shall be 10,000 sq. ft. and the use shall be subject to the Land Development Code (LDC) Sec. 6.11.24.
- 2. Development standards shall be as indicated in the General Site Development Plan and as follows:
  - 2.1 Single Family/Duplex units:

	Maximum building height Minimum front yard setback Minimum side yard setback Minimum rear yard setback	35 feet/2 stories 20 feet to internal driveways for garages 15 feet to PD lines, 10 feet between buildings 15 feet to PD lines
2.2	Multi-family units:	
	Maximum building height Minimum side yard setback Minimum rear yard setback	45 feet 10 feet to PD lines, 20 feet between buildings 20 feet to PD lines
2.3	Overall residential project:	
	Maximum building coverage Maximum impervious area	40% 75%

For detached structures consisting of garages, setbacks to PD lines shall be a minimum of 15 feet.

2.4 Day Care Facility

APPLICATION NUMBER:	PD 21-0969	
ZHM HEARING DATE:	November 15, 2021	
BOCC LUM MEETING DATE:	January 13, 2022	Case Reviewer: Israel Monsanto

Maximum building height	35 feet; 1 story
Minimum front yard setback	20 feet
Minimum side yard setback	20 feet to PD lines
Minimum rear yard setback	20 feet to PD lines

- 3. Open space and Community Gathering Areas shall cover a minimum of 30% of <u>be provided for</u> the residential project and subject to LDC Sec 6.02.18. These areas shall consist of pocket parks, amenity center, and other open gathering spaces within the project and shall include amenities with passive recreational elements including but not limited to landscape, hardscape and benches.
- 4. Buffer and screening between adjacent parcels shall be as depicted in the General Site Plan. Existing vegetation in lieu of the required plantings shall be permitted, subject to Natural Resources approval. A 10-foot buffer shall be maintained along Simmons Loop Rd. Screening of this buffer area shall be as shown in the Landscape Buffer Detail on the General Site Plan. This buffer space shall be in addition to any area reserved for future road expansions or improvements.
- 5. The additional 2 feet of building setback required for every foot of building height over 20 feet in accordance with LDC 6.01.01 footnote 8 shall not apply to the NE corner of the project. A minimum of 20 feet of building setback shall be maintained in that area of the site as shown in the General Site Plan.
- 6. No multifamily structures with more than 2 units shall be placed west of the line indicated on the General Site Plan. Multifamily structures with more than 2 units shall be restricted to eastern portion of the site. Internal circulation and location of the units shall be as generally shown on the PD Plan.
- 7. If PD 21-0969 is approved, the County Engineer will approve a Design Exception (dated October 14, 2021) which was found approvable by the County Engineer (on November 3, 2021). Approval of this Design Exception will require +/- 2,000 linear feet of improvements consistent with the Hillsborough County Transportation Technical Manual TS-4 typical section with exception provided for to allow 5-foot bike lanes and 6-foot sidewalks where constructed against the back of curb due to right-of-way constraints.
- 8. If PD 21-0969 is approved, the County Engineer will approve a Sec. 6.04.02 Administrative Variance (dated October 14, 2021) which was found approvable by the County Engineer (on November 3, 2021). Approval of this Administrative Variance will permit the reduction of the access spacing minimum distance requirement between the project's western driveway on Simmons Loop Rd. and the next closest driveway approximately +/-55 feet to the west.
- 9. Primary access to the project shall be provided on Simmons Loop Road from two (2) full access points, as shown on the PD Site Plan. The western access connection shall align with the planned access connection for PD 20-0310 (Simmons Village North) to the south. All existing access connections and driveway aprons that will not be utilized for access shall be removed and restored to typical standard at the time of site construction.
- 10. Prior to or concurrent with the initial phase of development, the developer shall construct an eastbound left turn lane and westbound right turn lane into the project's western access connection and an eastbound left turn lane into the eastern access connection from Simmons Loop Road.
- 11. As generally shown on the PD site plan, the developer shall construct a vehicular and pedestrian cross access stubout to the adjacent property to the west (folio 77747.0000).

- 12. Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.
- 13. The project's internal access driveways shall include ADA sidewalks connecting all residential units, the non-residential parcel, amenity areas and all project access connections.
- 14. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
- 15. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- 16. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- 17. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
- 18. Water distribution system improvements will need to be completed prior to connection to the County's water system. No building permits that would create demand for water service shall be issued until the completion by the County of funded Capital Improvement Program projects C32001 South County Potable Water Repump Station Expansion and C32011 Potable Water In-Line Booster Pump Station, and the projects are put into operation.
- 19. 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.
- 20. 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.

APPLICATION NUMBER:

ZHM HEARING DATE: Novemb BOCC LUM MEETING DATE: January

November 15, 2021 January 13, 2022

PD 21-0969

Case Reviewer: Israel Monsanto

Zoning Administrator Sign Off:	J/Brian Grady Thu Nov 4 2021 13:52:01
SITE, SUBDIVISION AND BUILDING CONSTRUCT	TION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN

## & BUILDING REVIEW AND APPROVAL.

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

APPLICATION NUMBER:	PD 2
ZHM HEARING DATE:	Nove
BOCCILIM MEETING DATE	Janua

PD 21-0969 November 15, 2021 January 13, 2022

Case Reviewer: Israel Monsanto

### 7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS



Simmons Loop Rd. looking west.



Partial aerial of the subject site. Residential SF and MF projects located in the vicinity.

APPLICATION	NUMBER:
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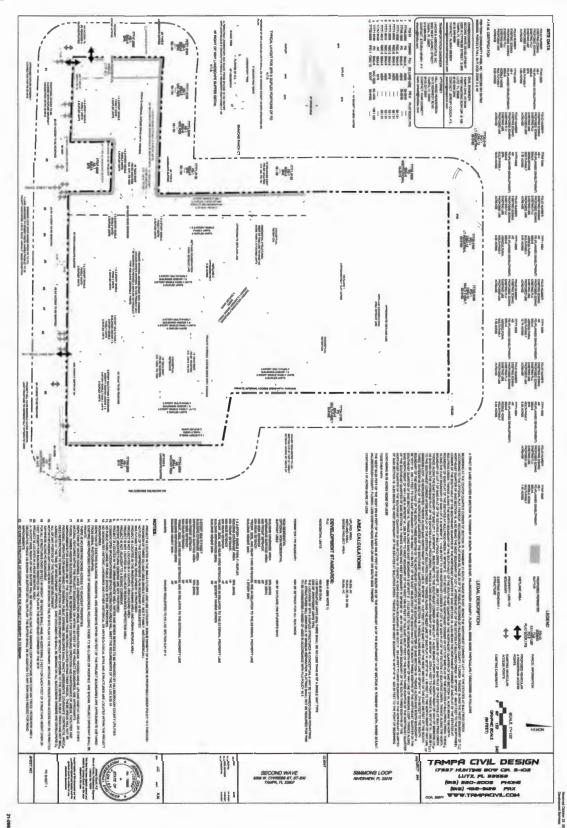
ZHM HEARING DATE: BOCC LUM MEETING DATE:

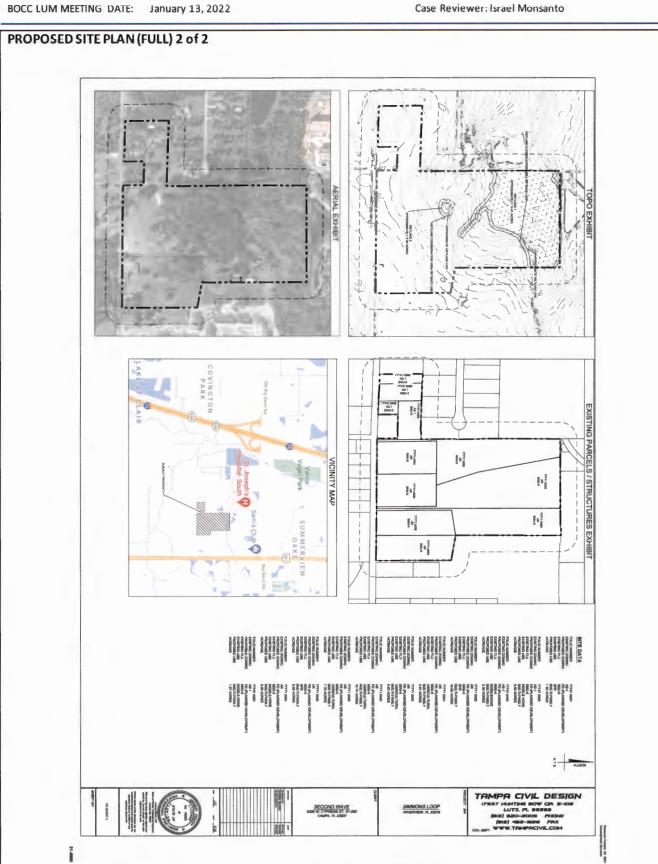
November 15, 2021 January 13, 2022

PD 21-0969

Case Reviewer: Israel Monsanto

### 8.0 PROPOSED SITE PLAN (FULL) 1 of 2





ZHM HEARING DATE:

November 15, 2021

Case Reviewer: Israel Monsanto

APPLICATION NUMBER:	PD 21-0969	
ZHM HEARING DATE:	November 15, 2021	
BOCC LUM MEETING DATE:	January 13, 2022	Case Reviewer: Israel Monsanto

9.0 FULL TRANSPORTATION REPORT (see following pages)

### AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department	<b>DATE:</b> 11/03/2021
REVIEWER: Richard Perez, AICP	AGENCY/DEPT: Transportation
PLANNING AREA: LUTZ / NW	PETITION NO: PD 21-0969

This agency	has no comments
-------------	-----------------

This agency has no objection.

X This agency has no objection, subject to the listed or attached conditions.

This agency objects for the reasons set forth below.

### CONDITIONS OF ZONING APPROVAL

- If PD 21-0969 is approved, the County Engineer will approve a Design Exception (dated October 14, 2021) which was found approvable by the County Engineer (on November 3, 2021). Approval of this Design Exception will require +/- 2,000 linear feet of improvements consistent with the Hillsborough County Transportation Technical Manual TS-4 typical section with exception provided for to allow 5-foot bike lanes and 6-foot sidewalks where constructed against the back of curb due to right-of-way constraints.
- If PD 21-0969 is approved, the County Engineer will approve a Sec. 6.04.02 Administrative Variance (dated October 14, 2021) which was found approvable by the County Engineer (on November 3, 2021). Approval of this Administrative Variance will permit the reduction of the access spacing minimum distance requirement between the project's western driveway on Simmons Loop Rd. and the next closest driveway approximately +/-55 feet to the west.
- Primary access to the project shall be provided on Simmons Loop Road from two (2) full access points, as shown on the PD Site Plan. The western access connection shall align with the planned access connection for PD 20-0310 (Simmons Village North) to the south. All existing access connections and driveway aprons that will not be utilized for access shall be removed and restored to typical standard at the time of site construction.
- Prior to or concurrent with the initial phase of development, the developer shall construct an eastbound left turn lane and westbound right turn lane into the project's western access connection and an eastbound left turn lane into the eastern access connection from Simmons Loop Road.
- As generally shown on the PD site plan, the developer shall construct a vehicular and pedestrian cross access stubout to the adjacent property to the west (folio 77747.0000).
- Not withstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere within the project and along the project boundary consistent with the LDC.

• The project's internal access driveways shall include ADA sidewalks connecting all residential units, the non-residential parcel, amenity areas and all project access connections.

### OTHER CONDITIONS:

 Prior to Site Plan Certification, revise the note stating "SIMMONS LOOP (ROW VARIES FROM 70' TO 72') 1 LANE UNDIVIDED", to say "SIMMONS LOOP (ROW VARIES FROM +/- 62' TO 72') 2 LANE UNDIVIDED" and depict/label the points of minimum and maximum right-ofway variance.

[This information is required to be accurately depicted per the Develop Review Procedures Manual.]

 Prior to Site Plan Certification, revise the label stating "PROPOSED CROSS ACCESS" to folio#77747.0000 to say "VEHICULAR AND PEDESTRIAN CROSS ACCESS".

[Cross access is required and shall be constructed to stubout to the adjacent property.]

### PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone the +/- 56.79-acre subject property from Agricultural Rural (AR) and Agricultural-Single Family 1 (AS-1) to Planned Development (PD) zoning to allow a 469-unit rental/residential community consisting of a mix of detached and attached dwelling units; and multi-story apartment buildings, with a day care. The Future Land Use designation of the site is SMU-6.

### **Trip Generation Analysis**

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

### **Approved Zoning:**

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips	
	Two-Way Volume	AM	PM
AS-1: Single Family Detached - 6 Units (ITE 210)	27	2	3
AR: Single Family Detached – 10 Units (ITE 210)	57	4	6
Total:	84	6	9

### **Proposed Zoning:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: Single Family Detached -133 Units (ITE 210)	1,256	98	132
PD: Multi-Family - 336 Units (ITE 221)	1,828	121	148
PD: Day Care – 100 Students (ITE 565)	409	78	79
Total:	3,493	297	359

### **Trip Generation Difference:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+3,409	+291	+350

The proposed rezoning will result in an increase in potential trip generation by 3,409 daily trips, 291 AM peak hour and 350 PM peak hour trips.

### TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site fronts the south side of Simmons Loop Rd.

Simmons Loop Rd. is a substandard 2-lane, collector road, characterized by +/-22 feet of pavement in average condition. The existing right-of-way on Simmons Loop Road in the vicinity of the project is +/-63 feet. There are no paved shoulders along the roadway. There are bike lanes and sidewalks immediately to the east of the subject property and +/-2,000 feet west of the project site along Simmons Loop Road.

Pursuant to the Hillsborough County Transportation Technical Manual, an urban collector roadway shall meet the typical section TS-4 standard. TS-4 standard includes 11-foot-wide lanes, 7-foot buffered bike lanes, F-type curbs and 5-foot wide sidewalks on both sides within a minimum of 64 feet of right-of-way.

The applicant is requesting a design exception to improve approximately 2,000 linear feet of Simmons Loop Rd., as further discussed in the design exception below, and will connect to the proposed improvements (to be constructed by the developer of PD 20-0310 - Simmons Village North) west of the project and existing improvements east of the project.

### Planned Infrastructure Improvements by Others:

The developer of approved PD 20-0310 (Simmons Village North) is required to extend Gate Dancer Rd. north and connect Simmons Loop Rd., creating a "T" intersection where the existing road turns east toward U.S. Highway 301. The new road will be constructed as a collector road. At the new intersection, north/south movements will be prioritized (i.e. traffic will be allowed to flow freely), and the eastern leg of the intersection will be stop controlled. Additionally, the developer of Simmons Village North is required to improve approximately 300 ft of Simmons Loop Road east of the new intersection.

### Improvements Completed by Others:

Recently completed infrastructure improvement associated with construction of Planned Developments (PD 04-1476 and 18-0109) to the east of the subject property include a bike lane and curbing on the north side and sidewalks on the both sides, along the projects' respective frontages, of Simmons Loop Rd.

### SITE ACCESS

The proposed PD site plan provides for two (2) full access connections to Simmons Loop Rd.

The western access connection aligns with the approved access point for PD 20-0310 (Simmons Village North) on the south side of Simmons Loop Rd and will serve as direct access to the day care component of the subject PD in addition to residential area. Based on LDC Sec. 6.04.07, the access spacing for Simmons Loop is 245 feet and the spacing from the western access is +/-55 feet east from a residential driveway on

the north side. As such, the applicant has requested a Sec. 6.04.02. B administrative variance which is addressed in greater detail in a separation section below.

The eastern access connection provides direct access into the residential area. All components of the PD are internally connected. ADA sidewalks are required to connect all residential units, the non-residential parcel, amenity areas and all project access connections.

Based on the applicant's site access analysis, a 245-foot eastbound left turn lane is warranted and a 195foot westbound right turn lane is warranted to serve the project's western access connection on Simmons Loop Rd. Only a 245-foot eastbound left turn lane is warranted for the project's eastern access on Simmons Loop Rd.

The PD Site Plan provides cross access to the adjacent property to the west (folio# 77747.0000) as required per LDC, Sec. 6.04.03. Q.

### REQUESTED DESIGN EXCEPTION - SIMMONS LOGP ROAD

As Simmons Loop Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated October 14, 2021) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on November 3, 2021). To mitigate the deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-4 Typical Section (for 2-Lane, undivided, urban collector roadways) the developer has proposed to improve 2,000 linear feet of Simmons Loop Rd to standard with the following exceptions:

- 1) Bike Lanes TS-4 requires 7-foot buffered bike lanes. Due to right of way constraints, the developer proposes to provide 5-foot bike lanes.
- 2) Sidewalk -- TS-4 requires sidewalk on both sides of the roadway. The sidewalk to be provided as follows:
  - a. Sidewalk on the northside of Simmons Loop along the property frontage is to be provided. The sidewalk will vary between 5 feet and 6 feet. The 6-foot sidewalk is provided where the sidewalk is adjacent to the curb due to right of way constraints.
  - b. The sidewalk on the northside is to be extended east to tie into the existing sidewalk.

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

### REQUESTED ADMINISTRATIVE VARIANCE: DRIVEWAY SPACING

The applicant submitted a Section 6.04.02.B. Administrative Variance Request (dated October 14, 2021) from the Section 6.04.07 LDC requirement, governing minimum spacing for access connections (driveways). The project's western access connection is planned to align with the approved access connection to the south for PD 20-0310 (Simmons Village North), however there is an existing single residential driveway on the north side of Simmons Loop Rd. +/-55 feet to west of the proposed access connection. The LDC a minimum of 245 feet spacing between driveways on Simmons Loop Rd. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on November 3, 2021.

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

### LEVEL OF SERVICE (LOS)

Simmons Loop Rd is not a regulated roadway within 2020 Hillsborough County Level of Service (LOS) Report

### Perez, Richard

From:	Williams, Michael
Sent:	Wednesday, November 3, 2021 12:15 PM
То:	Steven Henry
Cc:	Tirado, Sheida; Kami Corbett; Monsanto, Israel; Perez, Richard
Subject:	FW: 21-0969 - Design Exception and Administrative Variance
Attachments:	21-0969 DEReq 10-14-21.pdf; 21-0969 AVReq 10-14-21.pdf

Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 21-0969 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Ingrid Padron (<u>padroni@hillsboroughcounty.org</u> or 813-307-1709) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

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

Mike

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Tuesday, November 2, 2021 5:54 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: 21-0969 - Design Exception and Administrative Variance

Hello Jefe,

The attached Design Exception and Administrative Variance are approvable to me. Please send your email to the following people:

shenry@lincks.com kami.corbett@hwhlaw.com Monsantol@hillsboroughcounty.org PerezRL@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE

### **Transportation Review Manager**

**Development Services Department** 

P: (813) 276-8364 E: <u>tirados@HCFLGov.net</u> W: <u>HCFLGov.net</u>

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

Facebook | Twitter | YouTube | LinkedIn | HCFL Stay Safe

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

From: Zoning Intake-DSD <<u>ZoningIntake-DSD@hillsboroughcounty.org</u>> Sent: Tuesday, October 5, 2021 8:03 AM To: Timoteo, Rosalina <<u>TimoteoR@HillsboroughCounty.ORG</u>> Cc: Tirado, Sheida <<u>TiradoS@hillsboroughcounty.org</u>>; Padron, Ingrid <<u>PadronI@hillsboroughcounty.org</u>>; Rome, Ashley <<u>RomeA@hillsboroughcounty.org</u>>; Monsanto, Israel <<u>MonsantoI@hillsboroughcounty.org</u>> Subject: FW: Additional Information - Design Exception and Administrative Variances - 21-0969 [IWOV-FirmLive.FID1682438]

### Ana Lizardo

Planning & Zoning Tech Development Services Department (DSD)

P: (813) 276-8403 M: (813) 272-5600 E: <u>LizardoA@hillsboroughcounty.org</u> W: HCFLGov.net

### Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Kami Corbett <kami.corbett@hwhlaw.com>

Sent: Monday, October 4, 2021 4:20 PM

To: Zoning Intake-DSD < ZoningIntake-DSD@hillsboroughcounty.org>

**Cc:** Monsanto, Israel <<u>Monsantol@hillsboroughcounty.org</u>>; Williams, Michael <<u>WilliamsM@HillsboroughCounty.ORG</u>>; Perez, Richard <<u>PerezRL@hillsboroughcounty.org</u>>; Steven Henry <<u>shenry@lincks.com</u>>

Subject: Additional Information - Design Exception and Administrative Variances - 21-0969 [IWOV-FirmLive.FID1682438]

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

Attached please find the Additional Information include the Design Exception Request and Related Administrative Variance Request for Application 21-0969

CONFIDENTIALITY NOTE: The contents of this email and its attachments are confidential and may be privileged. If you are not the intended recipient, please immediately notify the sender (by return e-mail or telephone), destroy the original and all copies of this message along with any attachments, and do not disclose, copy, distribute, or use the contents.

Please consider the environment before printing this e-mail.



LINCKS & ASSOCIATES, INC.

October 14, 2021

Mr. Mike Williams Hillsborough County Government 601 East Kennedy Blvd., 22nd Floor Tampa, FL 33602

Re: Simmons Loop RZ 21-0969 Lincks Project No. 21026

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.07 of the Hillsborough County Land Development Code for the access to Simmons Loop. The developer proposes to rezone the property to Planned Development to allow the following land uses:

- Multi-Family 336 Dwelling Units
- Single-Family 133 Dwelling Units
- Day Care 10,000 Square Feet – 100 Students

Table 1 provides the trip generation for the proposed project.

The access to serve the project is proposed to be via two (2) accesses to Simmons Loop. A copy of the PD plan is included in the appendix of this letter.

The subject property is within the Urban Service Area and according to the Hillsborough County Roadways Functional Classification Map, Simmons Loop is a collector road.

The western most access for the project is proposed to align with the Simmons Village North access to Simmons Loop.

The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing on Simmons Loop. Based on Section 6.04.07, the access spacing for Simmons Loop is 245 feet and the spacing from the western access to the access to the west is 55 feet. This is graphically shown in Figure 1.

The justification for the variance is as follows:

5023 West Laurel Street Tampa, FL 33607 813 289 0039 Telephone 8133 287 0674 Telefax www.Lincks.com Website Mr. Mike Williams October 14, 2021 Page 2

### (a) there is an unreasonable burden on the applicant,

- 1. The proposed western access is to align with the future access to Simmons Village North on the south side of Simmons Loop.
- 2. The access to the west is a driveway to a Single Family Home.

Therefore, it is not reasonable or feasible for the project to modify the location of the access to meet the current LDC spacing criteria.

### (b) the variance would not be detrimental to the public health, safety and welfare,

The proposed access is to align with the future access for the Simmons Village North access which is recommended from an operational standpoint.

(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

The only frontage for the project is Simmons Loop. Due to property constraints, the only reasonable location for the access is to align with the future Simmons Village North access.

- 1. The proposed western access is to align with the future access to Simmons Village North on the south side of Simmons Loop.
- 2. The access to the west is a driveway to a Single Family Home.

Therefore, it is not reasonable or feasible for the project to modify the location of the access to meet the current LDC spacing criteria.

#### (b) the variance would not be detrimental to the public health, safety and welfare,

The proposed access is to align with the future access for the Simmons Village North access which is recommended from an operational standpoint.

(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

The only frontage for the project is Simmons Loop. Due to property constraints, the only reasonable location for the access is to align with the future Simmons Village North access.

	u have any questions or require any additional
information.	
Best Regards,	(A)
Steven J Henry	XXXX
President	XOX
Lincks & Associates, Inc.	
P.E. #51555	

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

\_\_\_\_\_Disapproved

\_\_\_\_Approved

\_\_\_\_Approved with Conditions

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

Date \_\_\_\_\_

Sincerely,

Michael J. Williams Hillsborough County Engineer

	our		Total	142	134	Ŧ	387	
	PM Peak Hour	Trip Ends	Out	55	50	59	164	
	PM	F	티	87	84	52	223	
<u> </u>	Hour	ls	Total	112	66	110	321	
INDS (1	AM Peak Hour	Trip Enc	Out	83	74	52	209	
t trip e	AN	-	티	29	25	58	112	
ESTIMATED PROJECT TRIP ENDS (1)		Daily	Trip Ends	1,829	1,352	476	3,657	ŧ
ESTIMA		ЩЦ		221	210	565	Total	
			Size	336 DU's	133 DU's	10,000 SF		
			<u>Larid Use</u>	Multi - Family	Single Fanily	Day Care		

TABLE 1

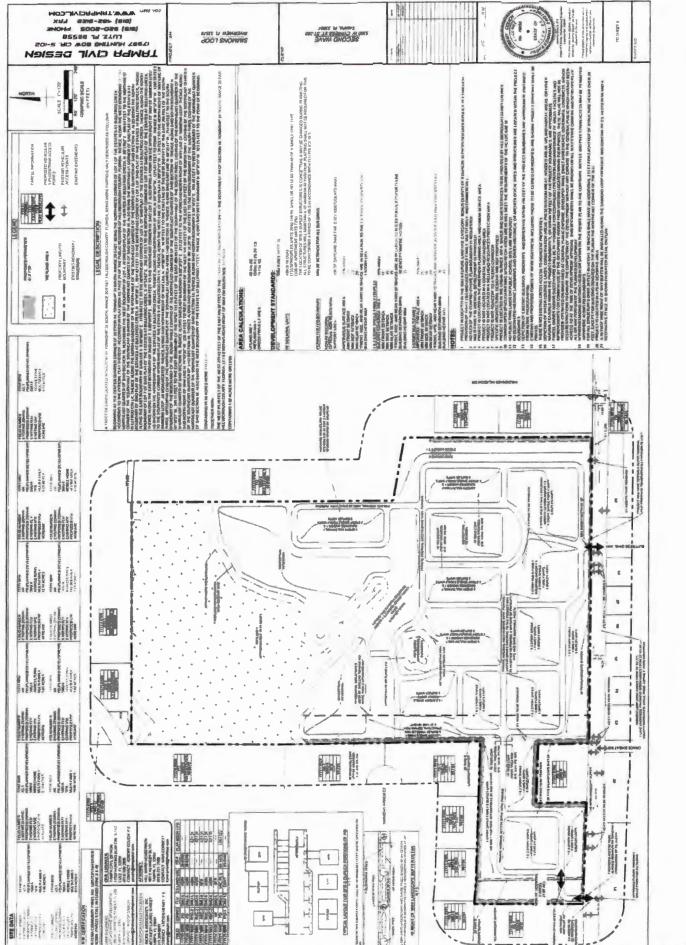
(1) Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition, 2017.

APPENDIX



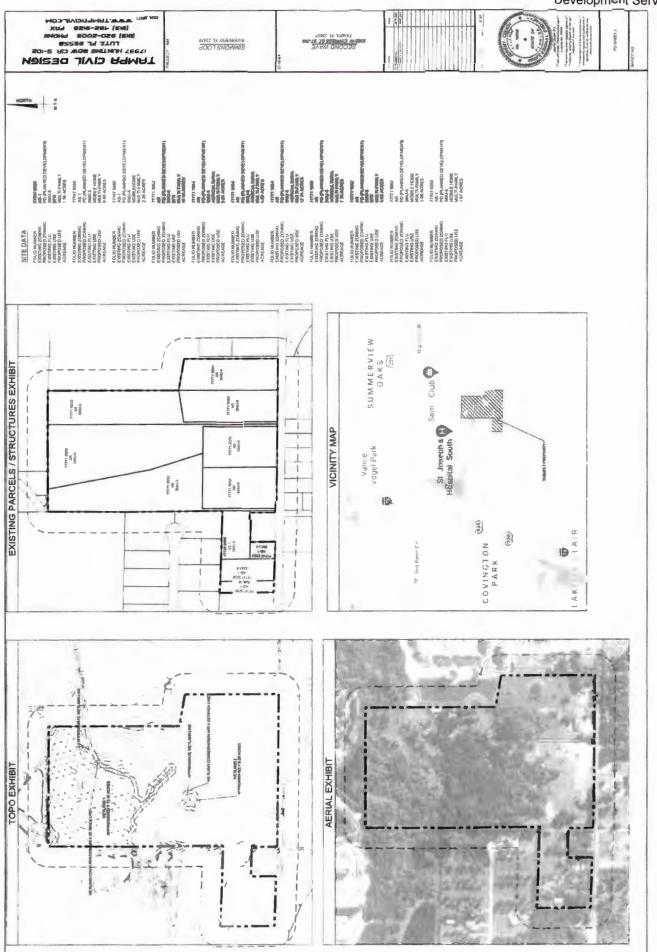
PD PLAN





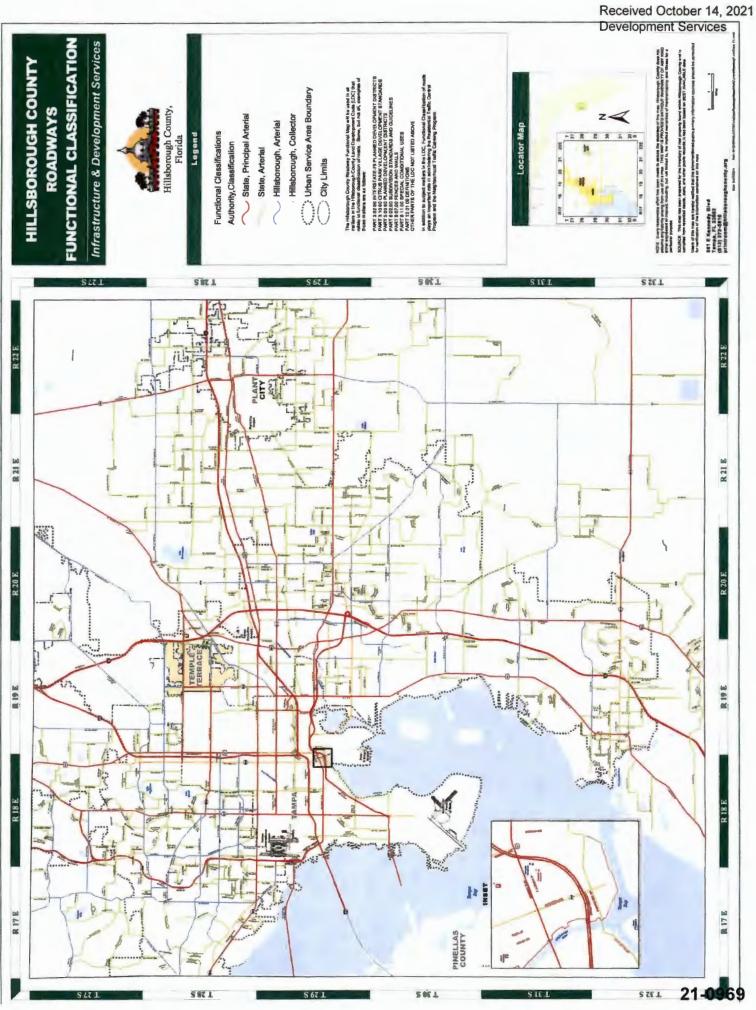
#### Received October 14, 2021 Development Services

Received October 14, 2021 Development Services



## HILLSBOROUGH COUNTY ROADWAY FUNCTIONAL CLASSIFICATION MAP





## HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE SECTION 6.04.04



#### Sec. 6.04.04. - Design Standards

A. Driveway Width/Length

Driveways provide the physical transition between a site and the abutting roadway. Driveways should be located and designed to minimize impacts on traffic while providing safe entry and exit from the development served. The location and design of the connection must take into account characteristics of the roadway, the site, and the potential users.

The actual width and length of driveways shall be subject to internal and external traffic flow considerations. The driveway width considerations include, but are not limited to the number of lanes, the driveway geometrics, internal obstructions, traffic safety, etc. The length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the Immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. The driveway length therefore, will be subject to the anticipated required stacking length of entering and exiting vehicle during the peak period.

 For driveways that will be signalized, driveway length should be determined by a traffic study of expected traffic and queues. An important measurement in determining the driveway length is the outbound queue.

Land Use	Driveway Length (In Feet)
Any major entrance with 4 or more total lanes in the in the driveway. Typically mails, and "Super" retail centers	300 or greater, based on
	traffic study
Regional Shopping Centers (over 150,000 sq. ft.)	250
Community Shopping Center (100-150,000 sq. ft.) (Supermarket, drug store, etc.)	150
Small Strip Shopping Center	50
Smaller Commercial Development (convenience store with gas pumps)	30

2. For unsignalized driveways, the following minimum lengths will be used:

#### 3. For residential developments, the maximum length shall be:

Land Use	Driveway Length (In Feet)
Residential Developments	250

#### B. Driveway Grades

- 1. Driveway grades shall conform to the requirements of FDOT Roadway and Traffic Design Standard Indices, latest edition.
- 2. For driveways with high volumes and where curve radii turnouts would be a prime benefit to traffic movements, the following factors should be considered:
  - a. It is desirable to have driveway slope upward from gutter line without any vertical curve. The upward slope with curbs will allow better control of drainage.
  - b. It is desirable to have a relatively flat area adjacent to the roadway, where vehicles may turn off without an immediate climbing or descending need. Then exiting vehicles may wait to enter traffic flow at approximately roadway level.
  - c. Within the limits of curve radii, no drop curb shall be allowed except as required for curb cut ramps.
- C. Traffic Control Devices
  - 1. The installation of signs and pavement markings at private roadways and residential or commercial driveways, and the installation of traffic signals at high-volume commercial Type III driveways may be required in order to provide for safe and efficient movement of traffic. All traffic control devices shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the current County standards and specifications and shall be approved by the County Public Works Department, Traffic Section.
  - 2. The approval to install traffic signals shall be based on a traffic engineering study which addresses the warrants, the design, and the operation of the signals. The study and design shall be approved by the County Public Works Department, Traffic Section and FDOT, if on the State Highway System. The responsibility for the engineering study shall rest with the permittee. If a traffic signal is installed, all signal elements and appropriate portions of the access approach to assure efficient signal operation, shall be on public right-of-way or on easements granted to the public.
  - З.

Any required traffic control devices, including signs, signals or pavement markings shall be installed by the permittee. The permittee shall be responsible for all purchase and installation costs involved.

#### D. Auxiliary Lanes

Auxiliary Lanes refer to left-turn, right-turn, acceleration, deceleration, and storage lanes. Developments which generate AM or PM Peak Hour Traffic which exceeds the following thresholds shall provide the following site related acceleration, deceleration, and storage lanes:

- 1. If more than 20 left turning vehicles per hour on a two-lane arterial or collector roadway, then left turn lanes are warranted,
- 2. If more than 50 right turning vehicles per hour on a two-lane arterial or collector roadway, then right turn lanes are warranted,
- 3. If more than 40 right turning vehicles per hour, on a four-lane rural roadway, then a right turn lane is warranted,
- 4. If more than 80 right turning vehicles per hour, on a four-lane urban roadway, then a right turn lane is warranted,
- 5. If more than 60 right turning vehicles per hour, on a six-lane rural roadway, then a right turn lane is warranted,
- 6. If more than 100 right turning vehicles per hour, on a six-lane urban roadway, then a right turn lane is warranted,
- 7. On multi-lane roadways, left turn lanes shall be constructed when there are more than 20 left turning vehicles.

(Ord. No. 00-38, § 2, 11-2-00; Ord. No. 05-22, § 2, 11-17-05; Ord. No. 07-18, § 2, 7-19-07, eff. 10-1-07)



LINCKS & ASSOCIATES, INC.

October 14, 2021

Mr. Mike Williams Hillsborough County Government 601 East Kennedy Blvd., 22nd Floor Tampa, FL 33602

Re: Simmons Loop RZ 21-0969 Lincks Project No. 21026

The purpose of this letter is to request a Design Exception per the Hillsborough County Transportation Technical Manual to meet Land Development Code Section 6.04.03L – Existing Facilities for Simmons Loop from the Gate Dancer Road Extension to the project access. According to the Hillsborough County Functional Classification Map, Simmons Loop is classified as a collector roadway. The subject site is within the Hillsborough County Urban Service Area. The developer proposes to rezone the subject property to Planned Development to allow the following land uses:

- Multi -Family 336 Dwelling Units
- Single Family 133 Dwelling Units
- Day Care 10,000 Square Feet
  - 100 Students

The developer of Simmons Village proposes to extend Gate Dancer Road from its current terminus within Belmont to Simmons Loop. As a part of the plans to extend Gate Dancer Road approximately 300 feet of Simmons Loop east of Gate Dancer Road extension is proposed to be improved. A copy of the plans are included in the appendix of this letter.

Table 1 provides the trip generation for the project and Table 2 provides the roadway capacity analysis for Simmons Loop adjacent to the site. As shown in Table 2, Simmons Loop currently operates at an acceptable level of service and will continue to operate at an acceptable level of service with the addition of the project traffic.

The access to serve the project is proposed to be two (2) full accesses to Simmons Loop.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for Simmons Loop from the project access to Gate Dancer Road. The subject segment of Simmons Loop is currently a two (2) lane roadway with 11-foot lanes. The following exceptions are requested to accommodate the proposed project.

5023 West Laurel Street Tampa, FL 33607 813 289 0039 Telephone 8133 287 0674 Telefax www.Lincks.com Website

- 1) Bike Lanes TS-4 has 7 foot buffered bike lanes. Due to right of way constraints, the developer proposes to provide 5 foot bike lanes.
- Sidewalk TS-4 has sidewalk on both sides of the roadway. The sidewalk to be provided is as follows:
  - a. Sidewalk on the northside of Simmons Loop along the property frontage is to be provided. The sidewalk varies between 5 feet and 6 feet. The 6 foot sidewalk is provided where the sidewalk is adjacent to the curb due to right of way constraints.
  - b. The sidewalk on the northside is to be extended east to tie into the existing sidewalk.

Figure 1 provides the limits of the proposed improvements.

The justification for the Design Exception is as follows:

- 1. The primary access for the development is to Simmons Loop.
- 2. The developer proposes to improve approximately 2,000 linear feet of Simmons Loop and will connect to the proposed improvements west of the project and existing improvements east of the project.

Based on the above, it is our opinion, the proposed improvements to Simmons Loop mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Mr. Mike Williams	
October 14, 2021 Page 3	$\square$
Best Regards,	AD
Steven J Henry President	
Lincks & Associates, Inc. P.E. #51555	tottary
t	(

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

\_\_\_\_Disapproved

\_\_\_\_\_Approved

\_Approved with Conditions

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

Sincerely,

Michael J. Williams

Hillsborough County Engineer

	Hour	S	Total	142	134	111	387	
	Peak I	<b>rip End</b>	In Out Tota	55 1	50	<u>59</u>	164	
	ΡN		드	87	84	52	223	
Ê	Hour	ds	Tota	29 83 112	66	110	321	
ENDS (1	A Peak	Trip En	Out Tot	83	74	52	209	
TRIP E	AN		티	29	25	58	112	
ESTIMATED PROJECT TRIP ENDS (1)		Daily	Trip Ends	1,829	1,352	476	3,657	
ESTIM/		ШE	<u>LUC</u>	221	210	565	Total	
			Size	336 DU's	133 DU's	10,000 SF		
			Land Use	Multi - Farnily	Single Family	Day Care		

TABLE 1

(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.

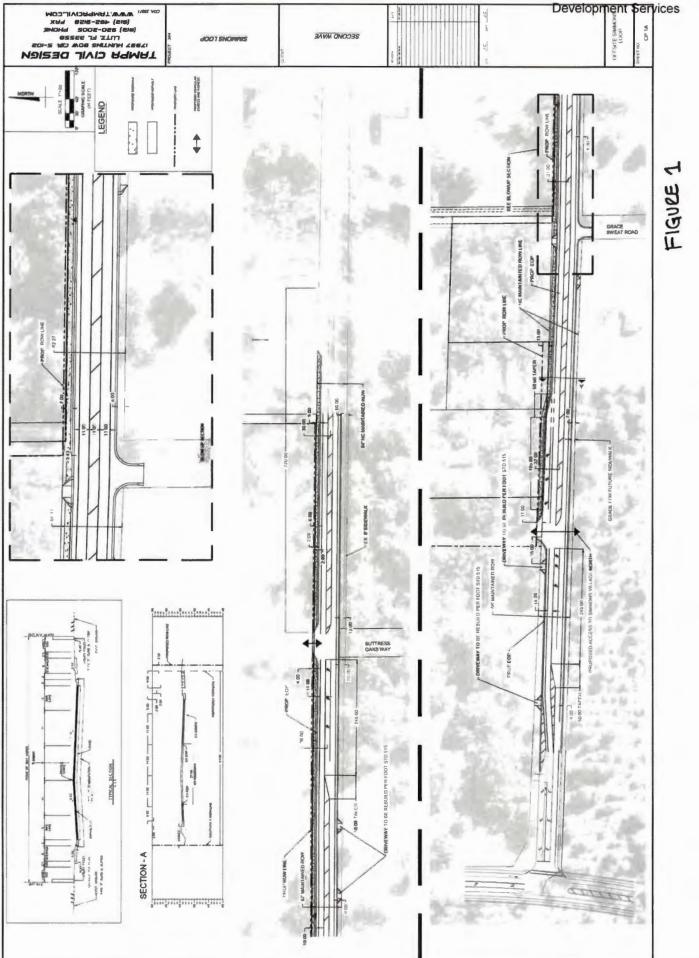
Available <u>Capacity</u>	581 467
Total	616 730
Project Traffic	192 232
Peak Season <u>Traffic (2)</u>	424 498
Period	AM PM
LOS D Capacity (1)	1,197
Geometry	SLU
2	US 301
From	Gate Dancer Rd
Roadway	Simmons Loop

LINK ANALYSIS

TABLE 2

Source - 2020 FDOT Quality/Level of Service Handbook.
 Source - Access Management Analysis dated October, 2021.

21-0969



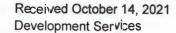
Received October 14, 2021

APPENDIX

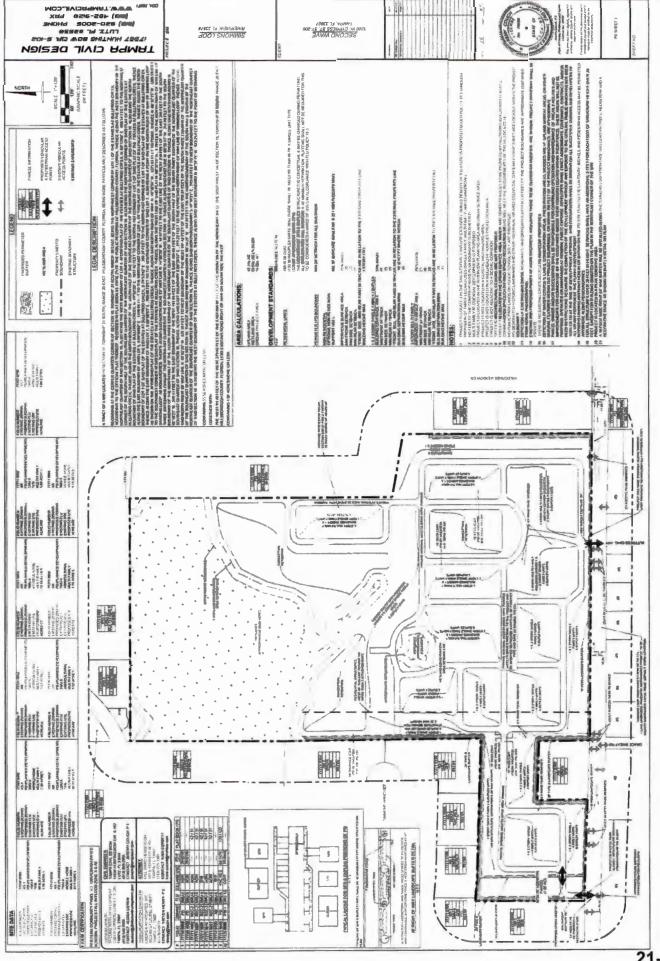


PD PLAN

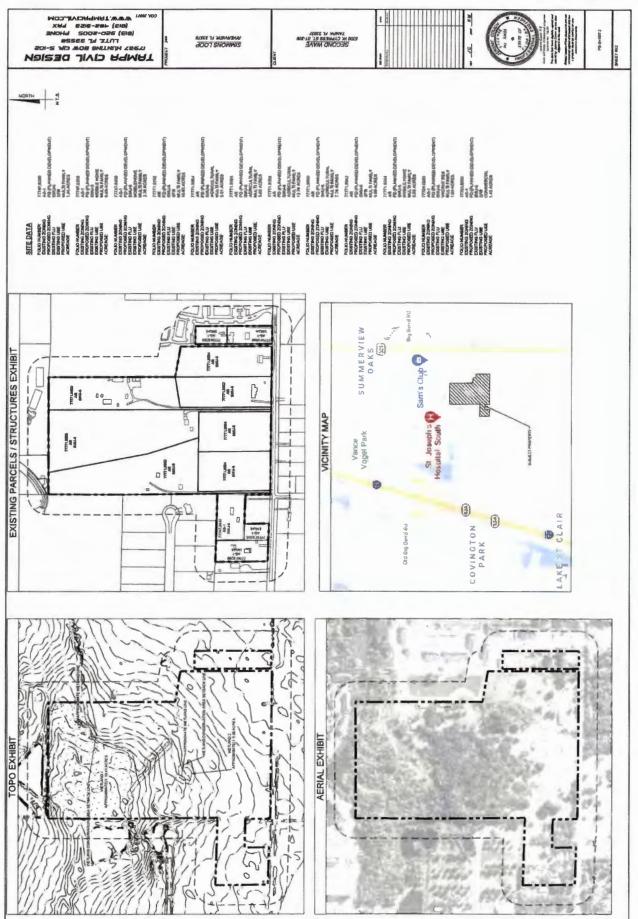






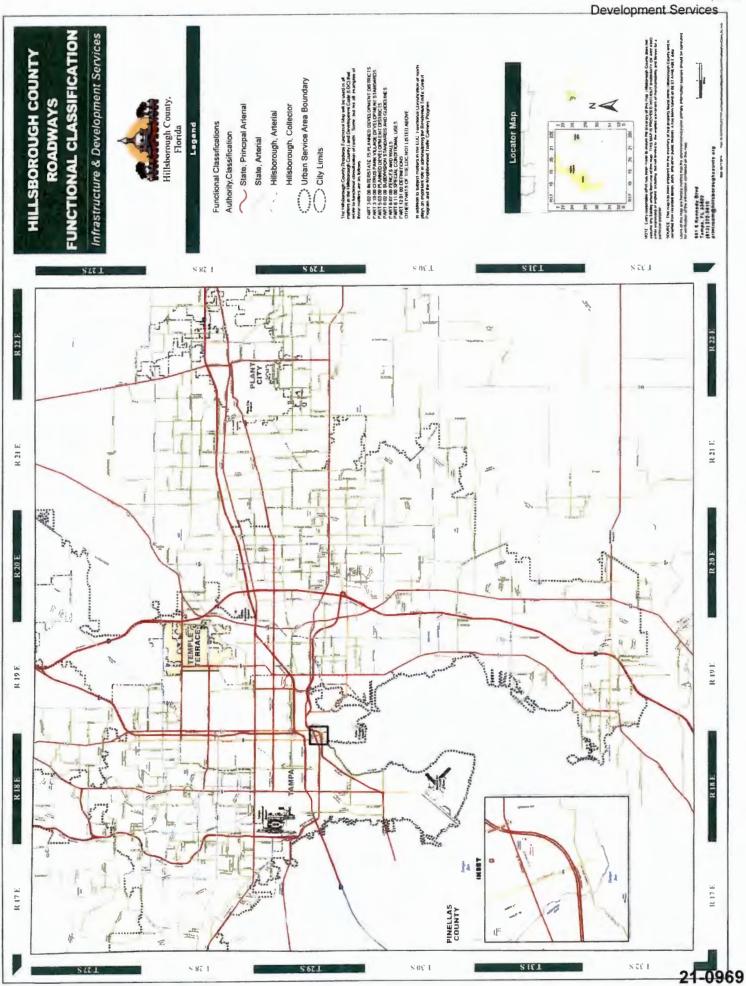


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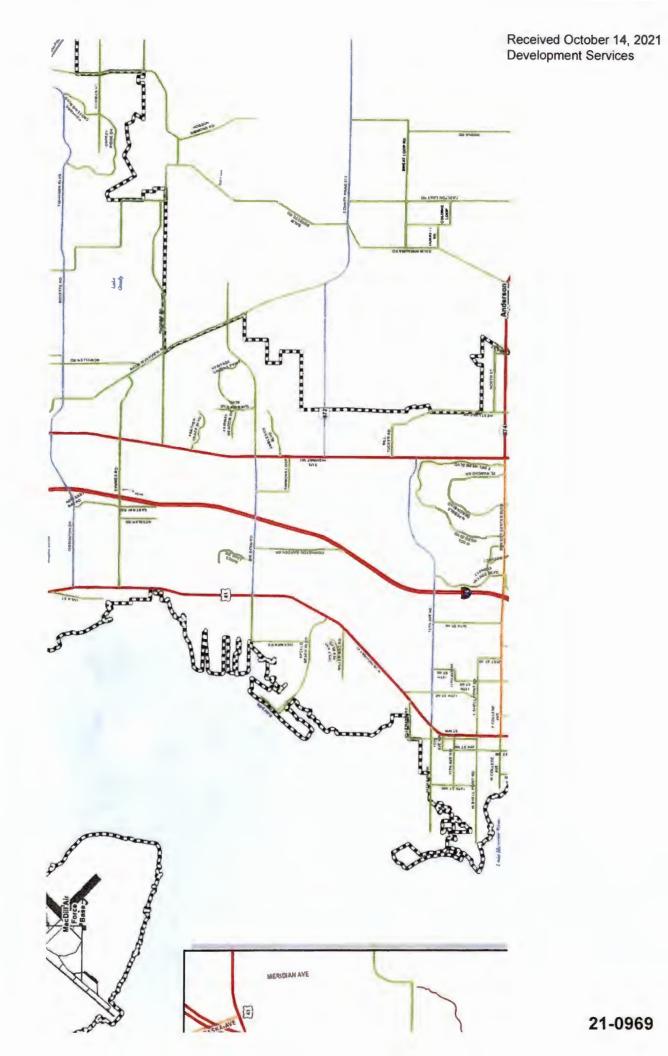


#### HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION



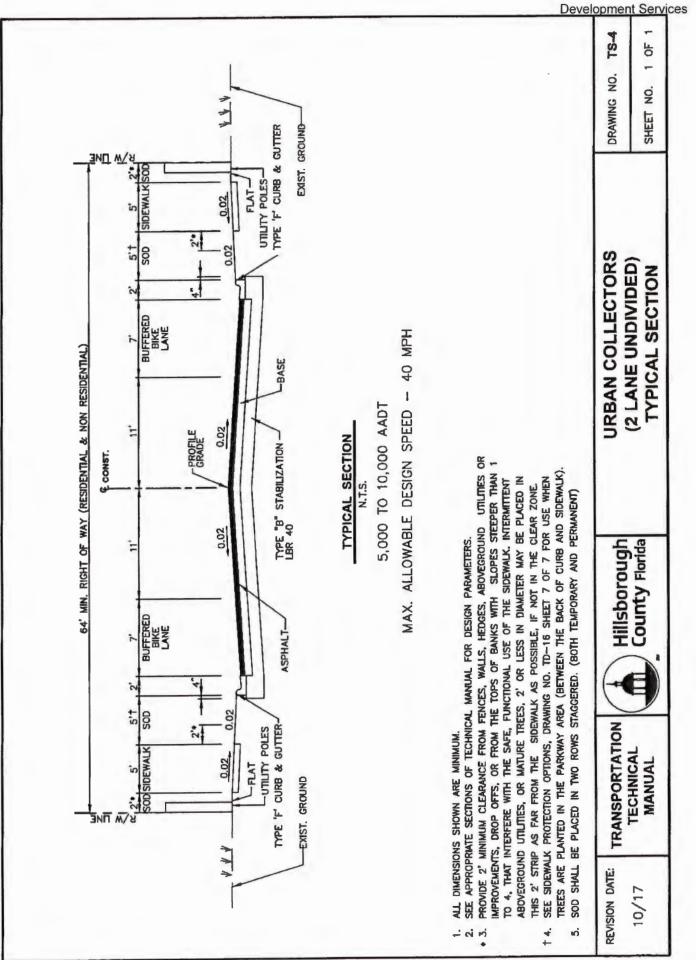


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TS-4



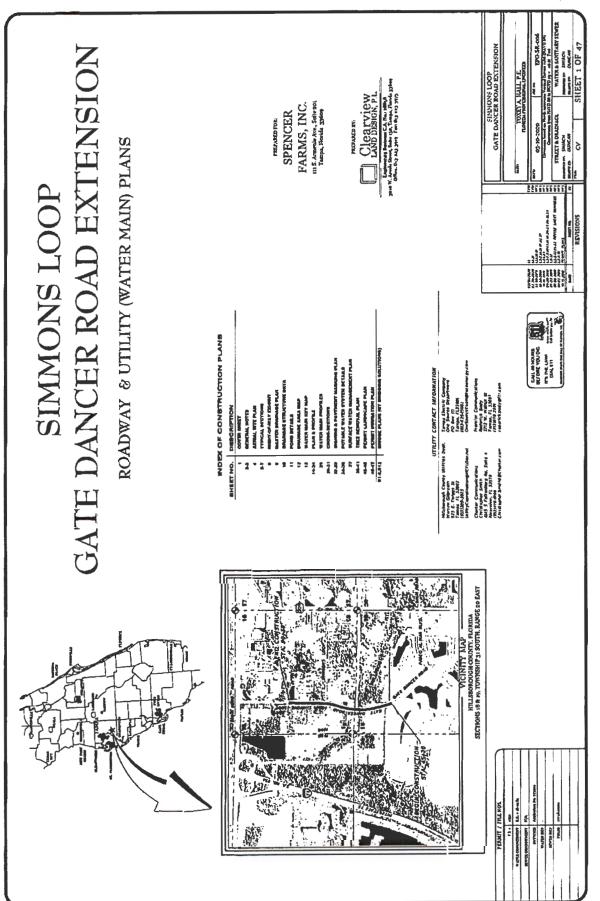


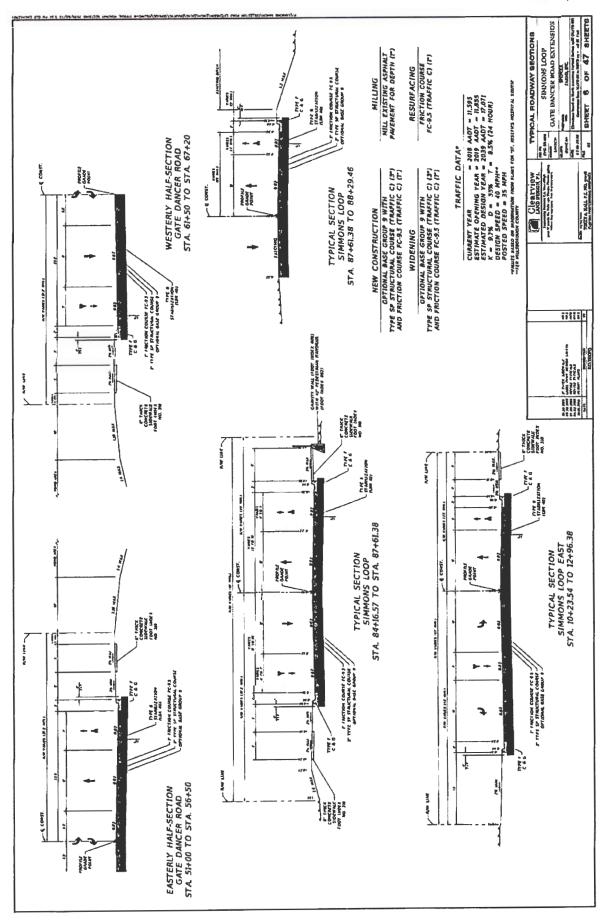
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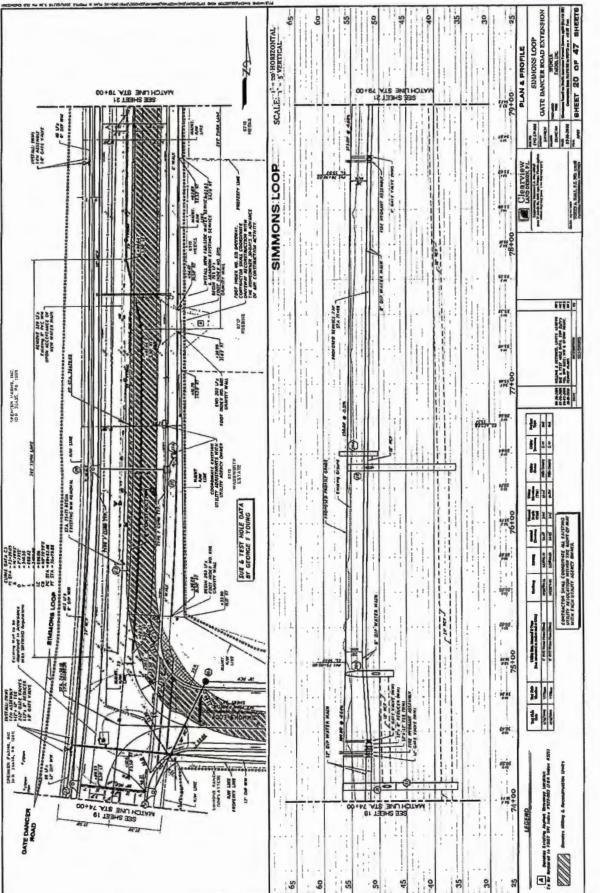
## GATE DANCER ROAD PLANS







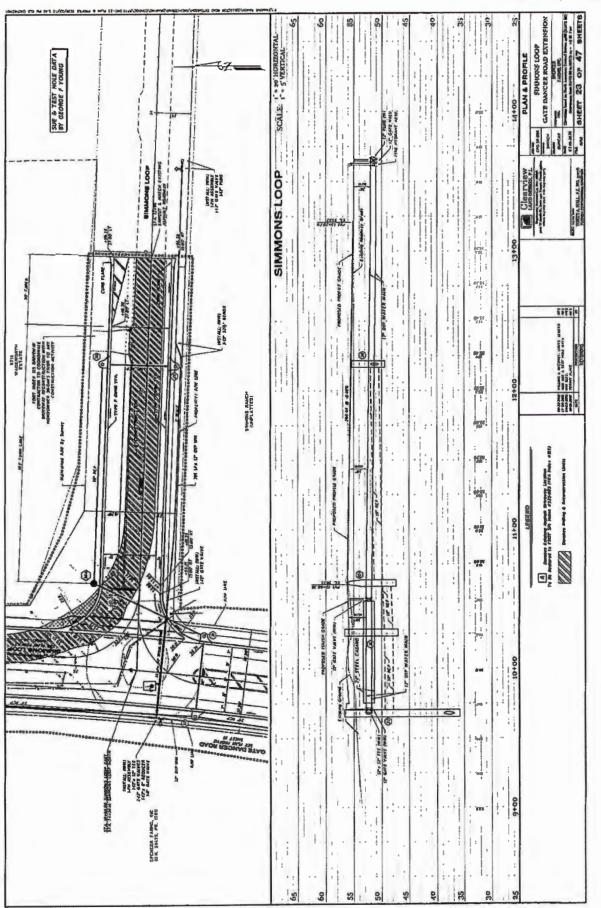
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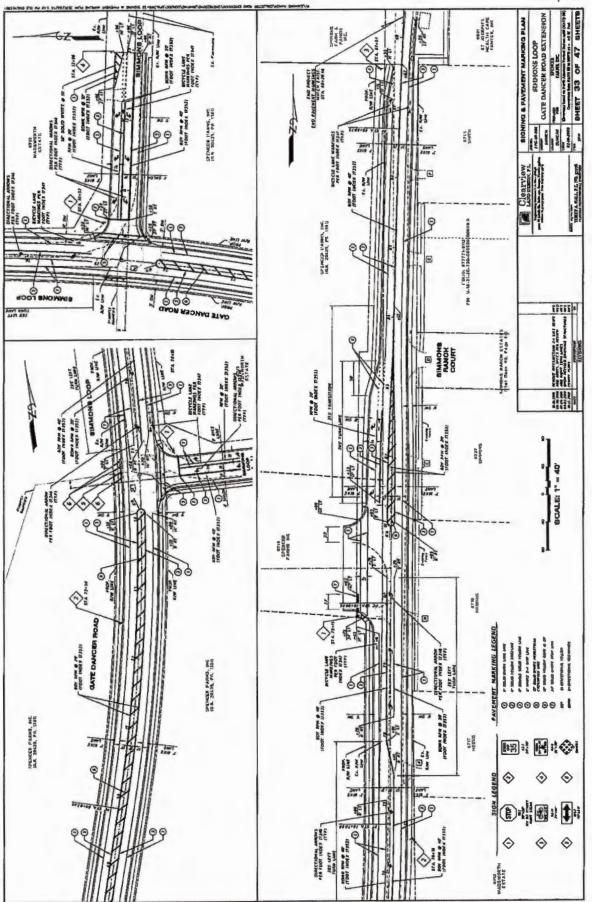
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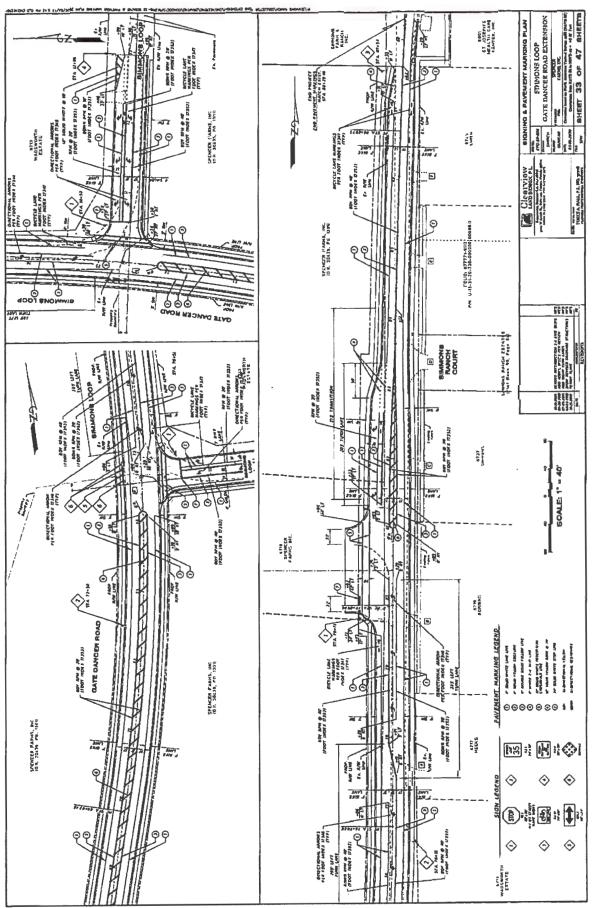
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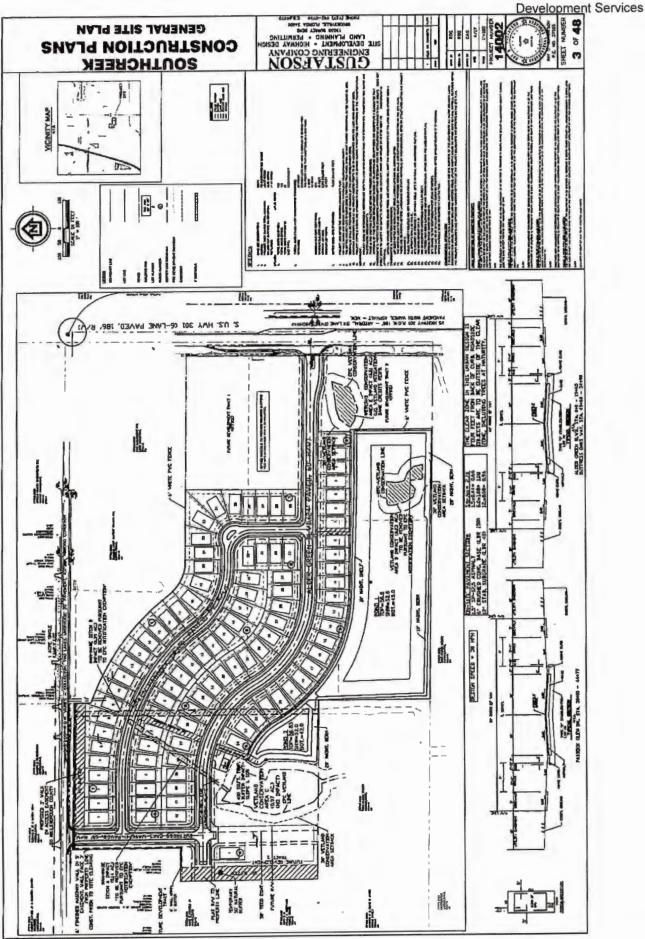
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SOUTH CREEK PLAN



Received October 14, 2021



## 2012 FDOT QUALITY / LEVEL OF SERVICE HANDBOOK



# TABLE 4

## Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**<sup>1</sup>

	IADLL	eal.			U	rpamze	u Areas				
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l	Class I (	40 mph or h	igher posted	speed lim	it)	4	4,120	5,5		6,700	7,190
Lanes	Median	B	C	D	E	6	6,130	8,3		10,060	11,100
2	Undivided	1 1	1,510			8	8,230	11,10		13,390	15,010
4	Divided	th	3,420			10	10,330	14,04		16,840	18,930
6	Divided	*	5,250			12	14,450	18,88		22,030	22,860
8	Divided	4	7,090	7,210	) <sub>\$\$</sub>		- 19100				
			over posted					reeway A	<b>ijust</b> me	-	
Lanes	Median	В	С	D	E	- D-	Auxiliary Lan			Ramp	
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4	Divided	4	1,310	2,920			+ 1,000			+ J%	
6	Divided	*	2,090	4,500							
8	Divided	*	2,880	6,060	6,130	UT T					
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	(Alte	r correspond	ing state volu		4163						
	Non-State	by the indicat Signalized	ted percent.) Roadways	- 10%		5					
		-									
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Lanes	Median	Left Lanes			Factors	Lanes	Median	B	С	D	E
2	Divided	Yes	No		+5%	2	Undivided	770	1,530	2,170	2,990
2	Undivided	No	No		-20%	4	Divided	3,300	4,660	5,900	6,530
Multi	Undivided	Yes	No		-5%	6	Divided	4,950	6 <b>,99</b> 0	8,840	9,790
Multi	Undivided	No	No		-25%						
-	-	-	Yes		+ 5%		Uninterrupte			djustment	
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			y Adjusta ling two-dire			2	Divided	Yes		+59	+
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						Multi	Undivided	No		-259	0
	DI	CYCLE	MODE			'Value at	wwa.are presented a	n neak hour two	way yohin	es for levels of se	Trice and
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aved Sho	oulder/Bicyc	le					r interscotion destign, louning applications				
Lane	Coverage	В	С	D	E		nd Quality of Servic				
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50	)-84%	190	600	1,770	>1,770	of motorize	ed.vehicles, not muni	ber of bicyclists	or pedatria	us using the facil	ity.
85	-100%	830	1,770	>1,770	60	3 Buses per	bourshown are only a	or the peak hour i	n the single o	diraction of the hig	her traffic
	PEDI	ESTRIA	N MODE	2		flow.	÷	• ·		-	
(Nultip	ly motorized ve	hicle volume	shown belo	w by numbe	orof	" Camot b	e schieved using tab	h input relue de	faults.		
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	-84%	*	150	780	1,420		-				
	100%	340	960		>1,770						
	10070			1.13							
85-	JS MODE	(Schedule	d Fixed ]	Koute)*	6						3
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85- BU Sidewalk	US MODE (Buses in p Coverage	B B	eak direction C	) D	E >2		ntinent of Trusports ming Office	tiọn			
85- BU Sidewalk 0-8	JS MODE (Buses in p	eak hour in g	eak direction C ≥4	)	E ≥2 ≥1	Florida Depa Systems Plan		•	ruk shi m		

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

## Transportation Comment Sheet

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

Adjoining Roadways	(check if applicable)		
Road Name	Classification	Current Conditions	Select Future Improvements
Simmons Loop Rd.	County Collector - Urban	2 Lanes ⊠ Substandard Road □Sufficient ROW Width	<ul> <li>Corridor Preservation Plan</li> <li>Site Access Improvements</li> <li>Substandard Road Improvements</li> <li>Other</li> </ul>

<b>Project Trip Generat</b>	ion 🗆 Not applicable for this request		
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	84	6	9
Proposed	3,493	297	359
Difference (+/-)	+3,409	+297	+359

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

<b>Project Boundary</b>	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	None	None	Meets LDC
East		None	None	Meets LDC
West		Choose an item.	Vehicular & Pedestrian	Meets LDC

Road Name/Nature of Request	Туре	Finding
Simmons Loop Rd./Substandard Roadway	Design Exception Requested	Approvable
Simmons Loop Rd./Driveway Spacing	Administrative Variance Requested	Approvable

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<ul> <li>Design Exception/Adm. Variance Requested</li> <li>Off-Site Improvements Provided</li> </ul>	□ Yes □N/A ⊠ No	⊠ Yes □ No	See report.

# PARTY OF RECORD

