

PD Modification Application:

PRS 22-1144

BOCC Land Use Meeting Date:

08/25/2022



Hillsborough
County Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: S. Elise Batsel, Esq.;
Stearns Weaver Miller

FLU Category: UMU-20

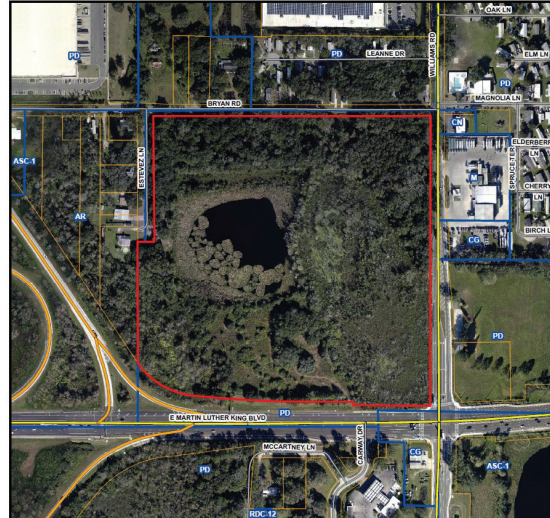
Service Area: Urban

Site Acreage: Approximately 35.4 acres

Community
Plan Area: Seffner Mango

Overlay: None

Request: Minor Modification to PD



Existing Approvals:

(PD) 20-0382 was approved on May 11, 2021, to allow three optional development scenarios which include a mix of single family and multi-family residential and commercial development options.

Option 1: allows 110 units of detached single-family residential development on the northern and southern portions of the site separated by wetlands and the manmade lake. The proposed commercial uses totaling 165,000 sf are located in the northeastern portion of the site on 4.65 acres.

Option 2: allows the same placement of 148 units of multi-family residential and commercial uses with the same access points utilized by Option 1.

Option 3: allows the single use of multi-family residential uses on the entire site and with the elimination of commercial uses.

Proposed Modification(s):

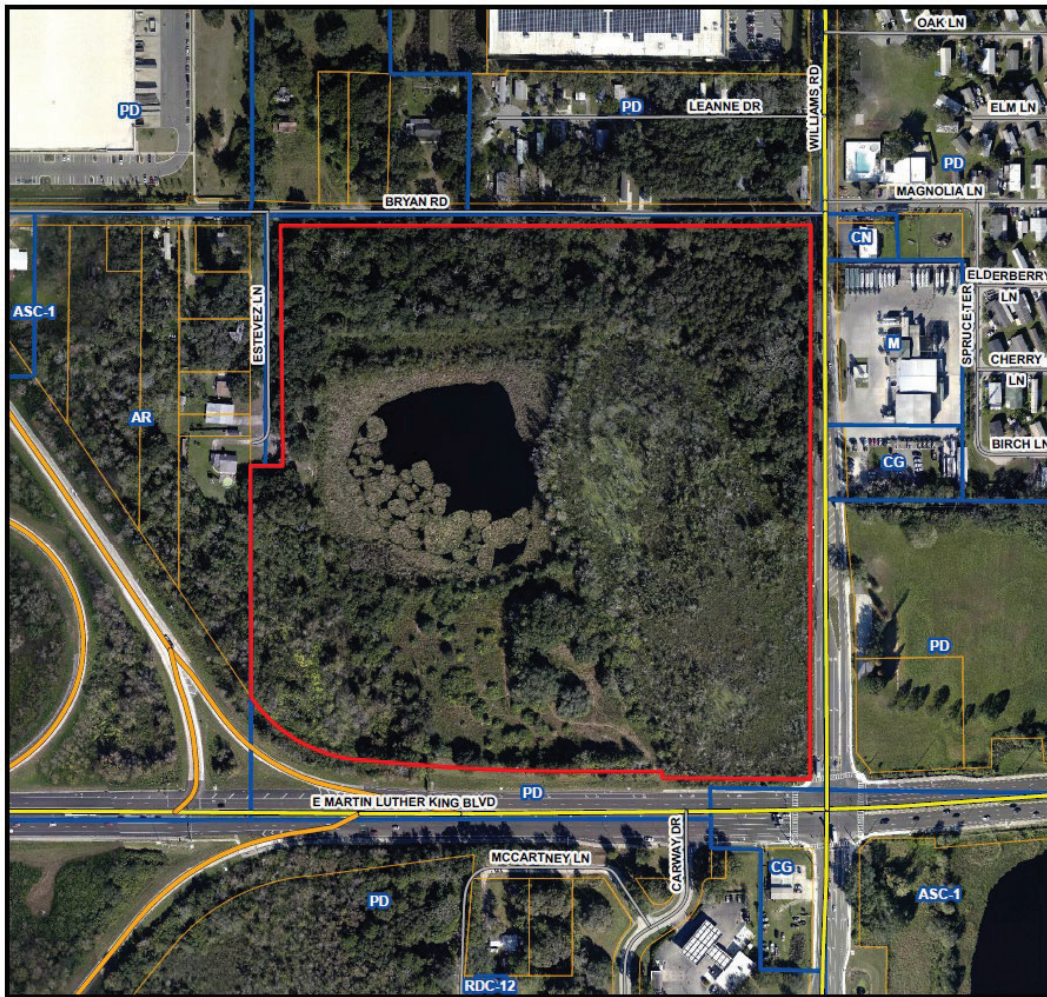
The request is for a minor modification to a planned development PD 20-0382. The applicant requests to remove condition 11 regarding construction of a sidewalk satisfying Policy 19.1, Development Option 3 without condition 11. In lieu of condition 11, the applicant proposes adding a private park (open to the public) and provide a pedestrian access to the private park (open to the public) for Development Option 3.

Additional Information:

PD Variations	None requested.
Waiver(s) to the Land Development Code	None requested.
Planning Commission Recommendation	Consistent with the proposed conditions.
Development Services Department Recommendation	Approvable, with the staff recommended conditions.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Immediate Area Map

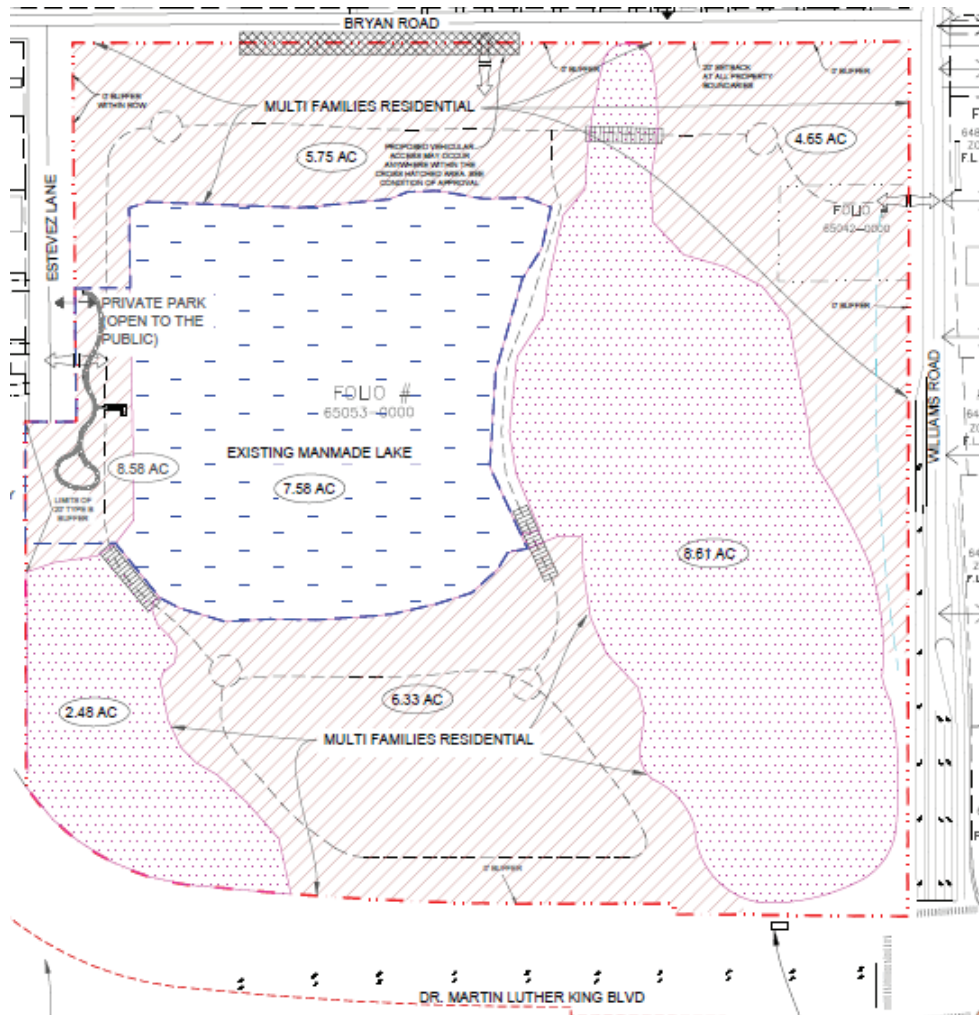


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	Agricultural Rural (AR) & PD 12-0196 (MM 16-0548)	AR: 217,800 sf min. lot size; PD 12-0196: 20 du/ac.; 20,000 CG, 650,000 BPO Uses	SF, MH, CG uses, BPO uses, hotels, light industrial	SF, MH, CG, BPO, including hotels, motels, light industrial uses.
South	Commercial General	CG: 27 FAR	Dr. Martin Luther King, JR. Blvd. ROW, CG	Gas station, Vacant, ROW
East	PD 18-1051 & CG, M and CN	CG: 27 FAR PD: 78,500 sf CG Uses	CG uses with restrictions (no bars, auto repair, etc.), Warehouse	Vacant CG uses, Warehouse Uses, Neighborhood Commercial
West	AR (Agricultural Rural)	AR: 217,800 sf min. lot size	SF	Residential SF

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (OPTION 3 partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



Option 3: Site Plan, Received 8-4-22

OPTION NO.	OPTION 3
PROPOSED USE:	MULTI FAMILY RESIDENTIAL AND PRIVATE PARK (OPEN TO THE PUBLIC)
NO. OF RESIDENTIAL UNITS USE	348
COMMERCIAL USE (**)	0
PRIVATE PARK USE	8.58 ACRES
MIN. LOT SIZE:	N/A
MIN. LOT WIDTH:	N/A
MINIMUM BUILDING SETBACK (FRONT)	20 FEET
MINIMUM BUILDING SETBACK (SIDE)	5 FEET
MINIMUM BUILDING SETBACK (REAR)	10 FEET
MAX BUILDING HEIGHT- RESIDENTIAL	60 FEET
MAX BUILDING HEIGHT- COMMERCIAL (**) (***)	60 FEET
MAX BUILDING COVERAGE	70%

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
Williams Rd.	County Collector – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - ROW Dedication
Bryan Rd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – ROW Dedication
Estevez Ln.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	7,364	236	550
Proposed	7,364	236	550
Difference (+/-)	No Change	No Change	No Change

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

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

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Pursuant to 20-0382, Mango Elementary is at Capacity. Additional capacity exists in adjacent concurrency service area. <u>No additional units are requested.</u>
Impact/Mobility Fees (pursuant to 20-0382) Estimated Fees (Fee estimate is based on a 1,200 square foot, 2 bedroom, Multi-Family Units 1-2 story) Mobility: \$4,278.00 per unit Parks: \$1,316.00 per unit School: \$3,891.00 per unit Fire: \$249.00 per unit Total Multi-Family (per unit) = \$9,734.00				

Comprehensive Plan:	Comments	Findings	Conditions	Additional
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Density Bonus Requested <input type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The request is for a minor modification to a planned development (PD 20-0382). PD 20-0382 was approved to allow a mix of multi-family residential and commercial development. The proposed PD has an area of approximately 35.4 acres, of which approximately 16.7 acres are uplands, and the remaining 18.7 acres are either wetlands or a man-made lake. The site is located on the northwest corner of Williams Road and Dr. Martin Luther King, Jr. Boulevard and east of Interstate-75, within the Seffner Mango Planning Area and is in the Urban Service Area. The site has a Future Land Use classification of Urban Mixed Use -20 (UMU-20) and is currently vacant.

PD 20-0382 was approved three optional development scenarios which include a mix of single family and multi-family residential and commercial development options. The applicant does not propose any changes to Development Options 1 or 2, or related conditions, summarized below. **Option 1** depicts detached single family residential development on the northern and southern portions of the site separated by wetlands and the manmade lake. The proposed commercial uses will take access on Williams Road and Bryan Road while the Residential uses will utilize Bryan Road to the north for access. **Option 2** proposes the same placement of residential and commercial uses with the same access points utilized by Option 1.

Option 3 proposes the single use of multi-family residential uses on the entire site and with the elimination of commercial uses.

The Applicant is proposing to make the following changes related to Development Option 3:

- 1) Add a "Private Park (Open to the Public)" use to Development Option 3;
- 2) Add a pedestrian access for the Private Park (Open to the Public);
- 3) Delete condition 11, relating to second use for Option 3; and

The primary request is to add a **second use to Development Option 3 to satisfy Policy 19.1** and eliminate Condition 11. Because a sidewalk connecting the subject property with PD 12-0196, to the north of the subject site, was not currently constructed, the applicant proffered condition no. 11 (PD 20-0382) wherein a sidewalk would be required to be

constructed to connect the off-site uses with the subject property in phase one of the development of Option 3. With this condition in place Option 3 was found to be consistent with FLUE Policy 19.1.

Pursuant to the applicant requesting to remove condition 11, and replace it with a private dog park with public access, the applicant proposes new conditions, including wayfinding signage (minimum wayfinding signage shall include a sign at the intersection of Williams Road and Bryan Road and a sign at the intersection of Bryan Road and Estevez Lane). The applicant also proposed to condition the uses within the private park (open to the public) to include: walking path (minimum width of 5-feet wide consisting of natural, aggregate, or paved material, and a minimum length of 500 feet), bicycle rack, benches, shade trees, bird observation deck, dog park, pond, and open space.

As the publicly accessible park which will be privately owned and maintained by the property owner, public access to the property must be ensured. As such, for Option 3, the applicant proposes an additional condition that states, "prior to or concurrent with the initial increment of development, the developer shall record in the Official Records of Hillsborough County a public access easement over the sidewalks and driveways which connect the proposed publicly accessible park with pedestrian entrances to the park."

In lieu of condition 11, staff is proposing new conditions which address access and other requirements relative to the proposed park use. Staff notes that, because a private park with public access easement is not included within the Section 6.05 parking table, parking standards for the use will need to be determined by staff at the time of plat/site/construction plan review in accordance with the Determination of Unlisted Uses process described in Sections 6.05.02.G.1. and 2. Of the LDC. The PD site plan does not depict a parking area on the site plan; therefore, the applicant will be required to go through a process to determine the amount of parking required to serve the park use.

If PRS 22-1144 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated August 8, 2022) which was found approvable by the County Engineer (on August 8, 2022) for the Estevez Ln. substandard road improvements.

An 8-inch water main exists adjacent the site and is located within the north right-of-way of Gold Coast Avenue. A 4-inch wastewater force main exists adjacent to the site and is located within the north right-of-way of Fillmore Avenue. An 8-inch waste water gravity main exists adjacent to the site and is located within the right-of-way of Gold Coast Avenue.

The applicant has not requested variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; 6.06.00, Landscaping, Irrigation and Buffering Requirements; or 6.07.00, Fences and Walls of the Land Development Code.

5.2 Recommendation

Given the overall compatibility of the proposed use with the adjacent uses and the applicant's proposed on-site private park open to the public, staff finds the overall request approvable.

6.0 PROPOSED CONDITIONS

Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:

- Revise Note 7 to state, “The proposed multi-family units may be constructed in multiple phases; however, the park use shall be constructed concurrent with the initial phase (see conditions of approval). Additionally, all vehicular and pedestrian access connections as well as external sidewalks shall be constructed within the first phase.”
- Revise Note 9 to add “however, a publicly accessible private park is included. See conditions of approval.”
- Remove Note 11 and renumber all remaining notes.
- Revise Note 21 to add “Subject to Restrictions Outlined within the Conditions of Approval” at the end of the first sentence.
- Revise Note 27 to fully describe existing sidewalk conditions along all roadways fronting the project, or otherwise remove the note.
- Revise Note 28 to fully describe existing bicycle facilities along all roadways fronting the project, or otherwise remove the note.
- Revise Note 30 to delete everything after and including “As such.” Replace language with a note reading “See conditions of approval for language governing required easements and other design considerations.”
- Delete Note 31.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 4, 2022. Previous conditions not carried forward are shown as strikethrough, and new conditions are shown as underlined.

1. The project shall be allowed development under one of three development options including single family and multi-family residential development and commercial development. Commercial development shall be limited to the following uses: retail, hospitality, office, or self-storage
2. Development Option 1 shall be developed with a mix of single family residential units and commercial uses with the following residential development standards:

Single Family Residential Units	110 Maximum
Minimum Lot Size:	3,600 square feet
Minimum lot width:	40 feet
Minimum front yard setback:	20 feet
Minimum front yard setback for a front yard functioning as a side yard:	5 feet
Minimum separation between homes:	10 feet
Minimum rear yard setback:	20 feet
Minimum side yard setback:	5 feet
Maximum building height:	36 feet
Maximum building coverage:	70%
Maximum Impervious Surface Area:	80%

Option 1 - Commercial development standards include:

Maximum Commercial Development SF	165,000 square feet
Minimum Commercial Development SF	16,500 square feet
Front Yard Setbacks	30 feet
Maximum Building Height	60 feet

3. Development Option 2 shall be developed with a mix of multi-family residential units and commercial uses with the following residential development standards:

Multi-Family Residential Units:	148 Maximum
Minimum Lot Size:	900 square feet
Minimum building width:	15 feet
Minimum front yard setback:	20 feet
Minimum separation between structures:	10 feet
Minimum rear yard setback:	10 feet
Minimum side yard setback:	5 feet
Maximum building height:	36 feet
Maximum building coverage:	70%
Maximum Impervious Surface Area:	80%

Option 2 - Commercial development standards (See standards for Option 1)

4. Development Option 3 shall be developed with (i) a private park (open to the public), consisting of 8.58 acres and (ii) multi-family residential units with the following residential development standards:

Multi-Family Residential Units:	348 Maximum
Minimum front yard setback:	20 feet
Maximum building height:	60 feet
Maximum building coverage:	70%
Impervious Surface Area:	80%

5. Buffer and screening shall be provided as depicted on the PD General Site Plan for Options 1-3. Buffer on Options 2 and 3 in SE Corner of project adjacent to SF MH zoned AR should be 20 foot Type B. All other buffers shall be 0 feet or no buffer.

6. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, and with respect to the approximately 8.58-acre private park use within Option 3:

- 6.1 The uses within private park (open to the public) shall include: a walking path (minimum 5-foot wide pedestrian pathway, with a minimum length of 500 linear feet, and consisting of a material meeting applicable Land Development Code, Transportation Technical Manual, and ADA standards), a bicycle rack, benches, shade trees, bird observation deck, dog park, wayfinding signate (minimum wayfinding signage shall include a sign at the intersection of Williams Rd. and Bryan Rd. and a sign at the intersection of Bryan Rd. and Estevez Ln.), a pond, and open space.


- 6.2 Hours of operation for the park shall be from 8 a.m. until dusk. The park shall be open 7 days per week but may be closed on those same holidays that a similar County owned facility would also be closed.
- 6.3 The park shall be constructed prior to or concurrent with the initial increment of development.
- 6.4 Prior to or concurrent with the initial increment of development, the developer record in the Official Records of Hillsborough County a public access easement over the +/- 8.58 ac. park, which shall include the internal sidewalks, parking areas and drive aisles necessary to access the park from Estevez Lane. Nothing in this condition shall be construed as prohibiting the park owner from imposing reasonable rules or other restrictions, provided such restrictions are consistent with those that would be imposed on the public at a similar County owned facility.
- 6.5 Access to the park from Estevez Ln. shall align with a connection on the opposite side of Estevez Ln. or otherwise meet Sec. 6.04.07 spacing standards. The vehicular and pedestrian access to Estevez Ln. may be gated; however, such gates must be fully open during the hours of operation. Internal connectivity between the park and multi-family uses may be gated; however, if gated the access shall be available for the daily use of project residents.
- 6.6 Prior to or concurrent with site plan review for the initial increment of development, the developer shall submit a request to determine the minimum number of required vehicular parking spaces, pursuant to the Determination for Unlisted Uses process specified within Sec. 6.05.02.G.1. and 2. The developer shall be permitted to reconfigure the park site if necessary to construct the minimum required parking; however, the internal amenities and linear footage of walking paths shall not be reduced beyond those required herein these conditions and on the PD site plan.
67. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
78. Prior to or concurrent with the initial increment of development, the developer shall construct a northbound to westbound left turn lane on Williams Rd. into the project access.
89. Prior to or concurrent with an increment of development taking access onto Bryan Rd., the developer shall:
- a. For Options 1 and 2, the developer shall improve Bryan Rd., between the western Bryan Rd. access and eastern Bryan Rd. access, to the Typical Section – 3 (TS-3) residential subtype standards, as found within the Hillsborough County Transportation Technical Manual (TTM). The developer shall also improve Bryan Rd., between the eastern Bryan Rd. access and Williams Rd., to the TS-3 nonresidential subtype standards, as found within the TTM; or,
 - b. For Option 3, the developer shall improve Bryan Rd., between the project access and Williams Rd., to the TS-3 residential subtype standards, as found within the TTM. Substandard road improvements on Bryan Rd. may necessitate the developer to dedicate and convey additional right-of-way to Hillsborough County, depending upon the file development option chosen.
910. To the greatest extent feasible, the developer shall improve Williams Rd., between Bryan Rd. and MLK Blvd., to the Typical Section – 4 (TS-4) standards for urban collector roadways, as found within the

TTM. This condition recognizes that access modifications to an existing business on the east side of Williams Rd. in the vicinity of the Bryan Rd. intersection may not be possible until that site redevelops, and also recognizes the need to transition standard roadway features and alignments to meet the existing roadway configuration, given the existing right-of-way constraints of Williams Rd. north of Bryan Rd.

- ~~10.11.~~ Notwithstanding anything herein these conditions or on the PD site plan to the contrary, prior to or concurrent with the initial increment of development, the developer shall dedicate and convey to Hillsborough County sufficient right-of-way along the project's frontage necessary to accommodate future improvements (by others) to the full TS-4 typical section standard, as well sufficient additional right-of-way necessary to accommodate a future northbound to westbound left turn lane (by others) on Williams Rd. onto Bryan Rd.
- ~~10.12.~~ If development proceeds under Options 1 or 2, the developer shall construct a minimum of 10% of, the total square footage of commercial uses (i.e. 16,500 s.f.) prior to issuance of the first Certificate of Occupancy for any residential development within the project. Alternatively, at the developer's option, the developer may elect to defer commercial development to a later project phase; however, in the event the developer makes such election then, in addition to any sidewalks required by Sections 6.02.08 and 6.03.02 of the Hillsborough County Land Development Code (LDC), the developer shall, at its sole expense, construct a minimum 5-foot wide ADA compliant sidewalk (to include crosswalks where necessary) along the west side of Williams Rd. for a distance of +/- 350 feet. If elected, such sidewalk shall be constructed concurrent with the initial increment of development. The intent of this condition is to connect the required internal sidewalk network, and external sidewalks to be constructed along the project's roadway frontages, with the existing sidewalk along Williams Rd. which currently terminates along the frontage of folio 65208.0432. This condition may require the developer to acquire, dedicate and convey additional right-of-way or easement rights, as needed, to Hillsborough County for public access and maintenance purposes. Notwithstanding the above, in the event the County or another party constructs sidewalks/crosswalks within the +/- 350 foot segment prior to development of this project, then the developer shall be relieved of any obligation to construct sidewalks/crosswalks within the +/- 350 area, but may still take advantage of its presence for purposes of deferring required commercial development (reference Policy 19.1 of the Future Land Use Element of the Hillsborough County Comprehensive Plan).
- ~~11.~~ In addition to any sidewalks required by Sections 6.02.08 and 6.03.02 of the Hillsborough County Land Development Code (LDC), if the development proceeds under Option 3 then the developer shall, at its sole expense, construct a minimum 5-foot wide ADA compliant sidewalk (to include crosswalks where necessary) along the west side of Williams Rd. for a distance of +/- 350 feet. Such sidewalk shall be constructed concurrent with the initial increment of development. The intent of this condition is to connect the required internal sidewalk network, and external sidewalks to be constructed along the project's roadway frontages, with the existing sidewalk along Williams Rd. which currently terminates along the frontage of folio 65208.0432. This condition may require the developer to acquire, dedicate and convey additional right of way or easement rights, as needed, to Hillsborough County for public access and maintenance purposes. Notwithstanding the above, in the event the County or another party constructs sidewalks/crosswalks within this segment prior to development of this project, the developer shall be relieved of any obligation with respect to construction of sidewalks not within or along project boundaries, but may still take advantage of its presence for purposes of satisfying Policy 19.1 of the Future Land Use Element of the Hillsborough County Comprehensive Plan.

- ~~12~~13. This condition, together within conditions 5, 6 and 7, above, shall be considered Critical Design Features. As such, modification of these conditions shall be subject to the rules and regulations outlined within Section 5.03.07.A. of the LDC.
- ~~13~~14. This condition, together within conditions 5, 6 and 7, above, shall be considered Critical Design Features. As such, modification of these conditions shall be subject to the rules and regulations outlined within Section 5.03.07.A. of the LDC.
- ~~14~~15. Consistent with Section 6.03.09 of the LDC, the developer shall install bicycle racks at the existing transit stop at the northeast corner of MLK Blvd. and Williams Rd. The developer shall coordinate the design and location of such improvement with Hillsborough Area Regional Transit (HART).
- ~~15~~16. With regards to the westernmost project access on Bryan Rd. (for Options 1 and 2), and only project access on Bryan Rd. (for Option 3), the developer shall be permitted to locate that project access anywhere within the bounding box area shown on the PD site plan.
- ~~16~~17. 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.
- ~~17~~18. 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.
- ~~18~~19. 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).
- ~~19~~20. 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.
21. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:


J. Brian Grady
Tue Aug 9 2022 08:38:02

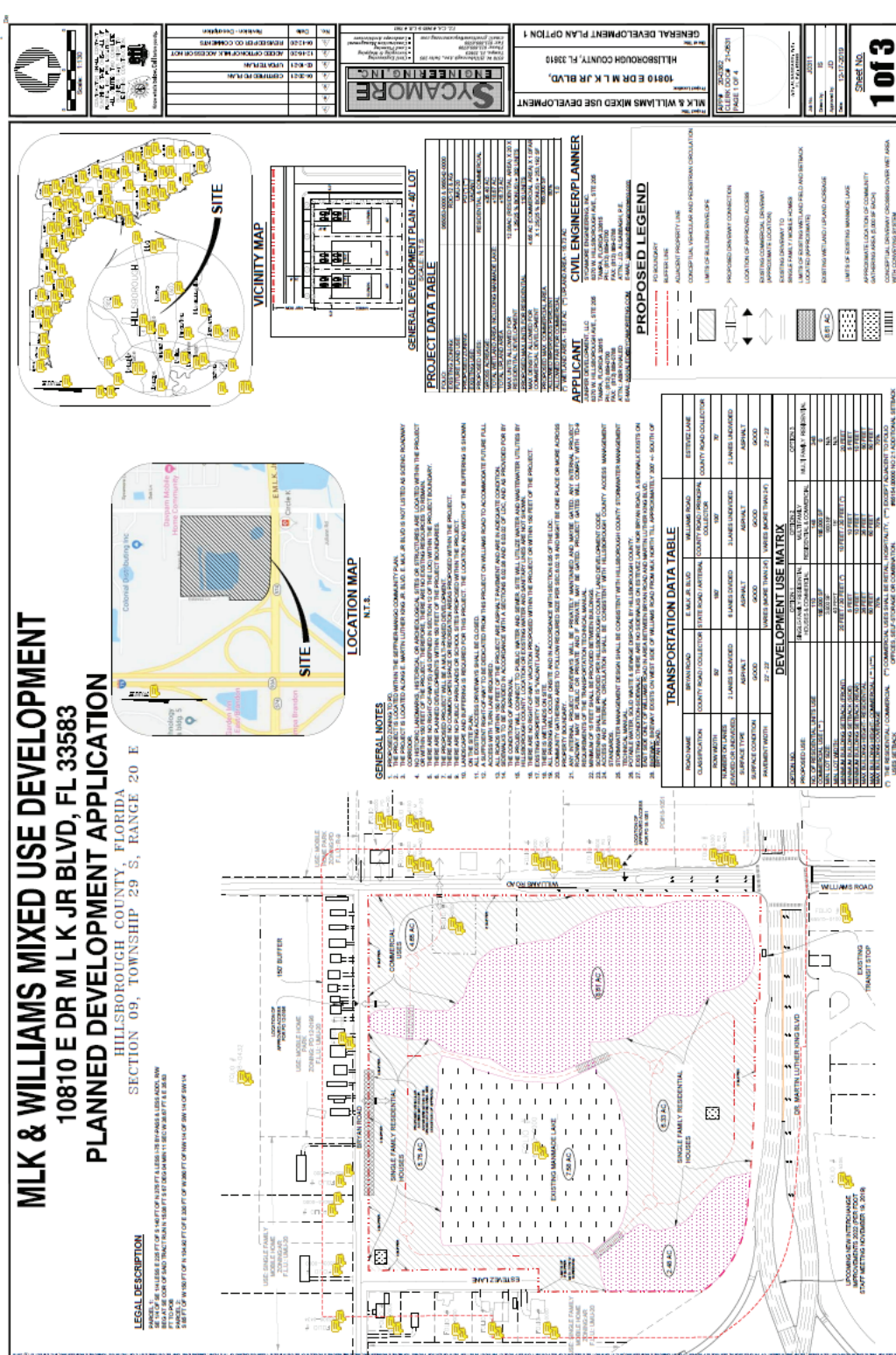
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

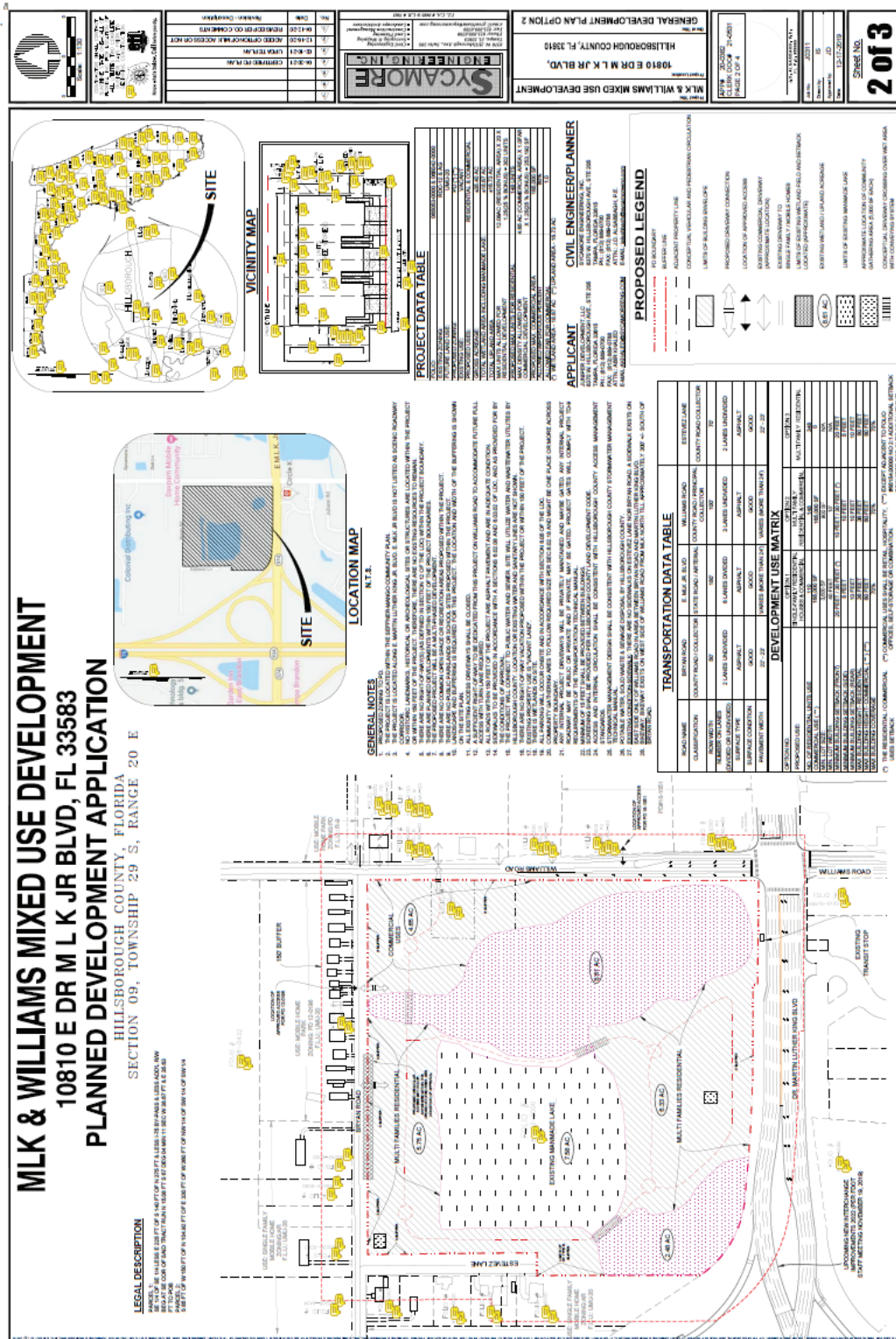
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

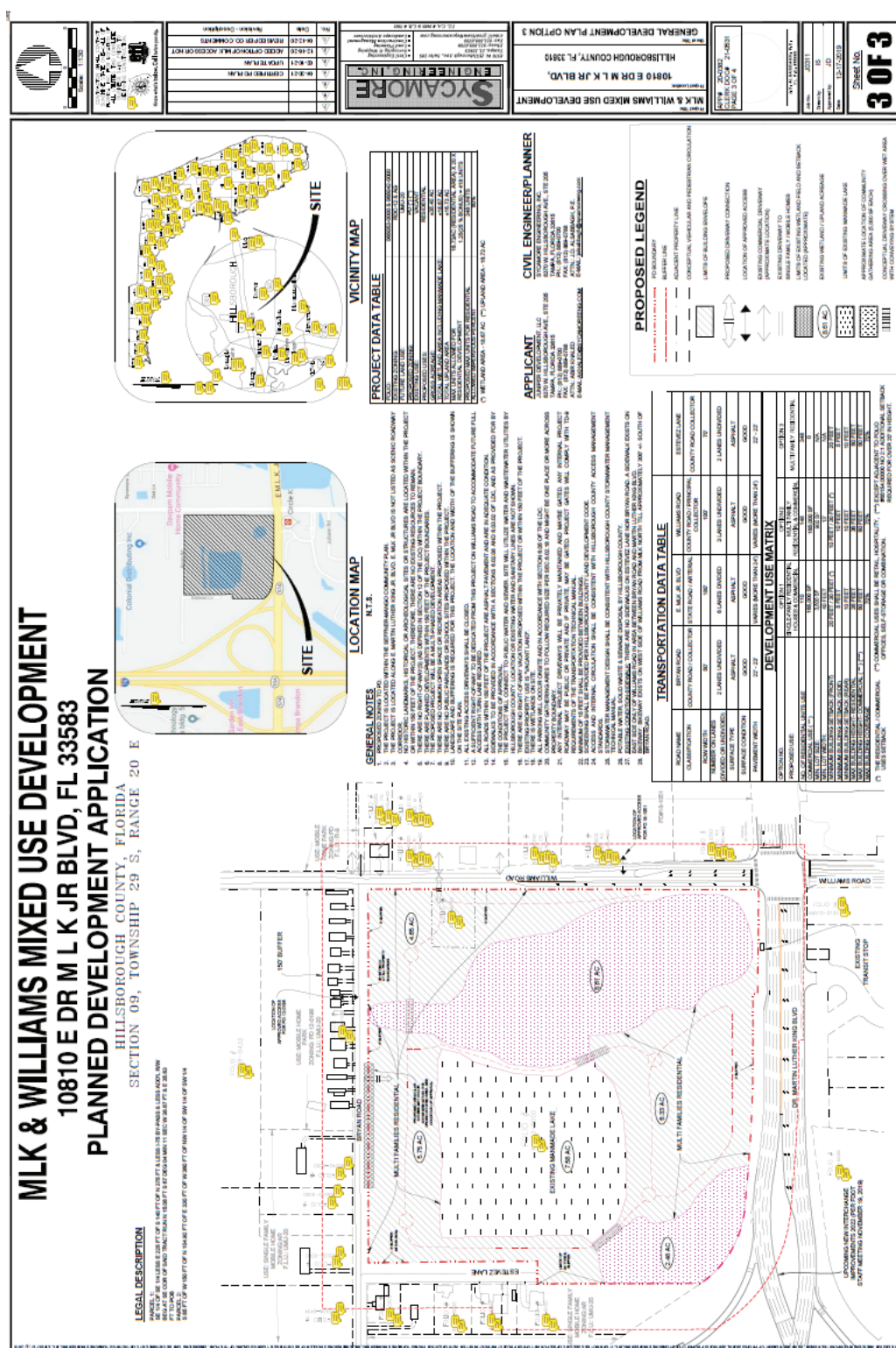
8.1 Approved Site Plan (Full) Option 1



8.1 Approved Site Plan (Full) Option 2

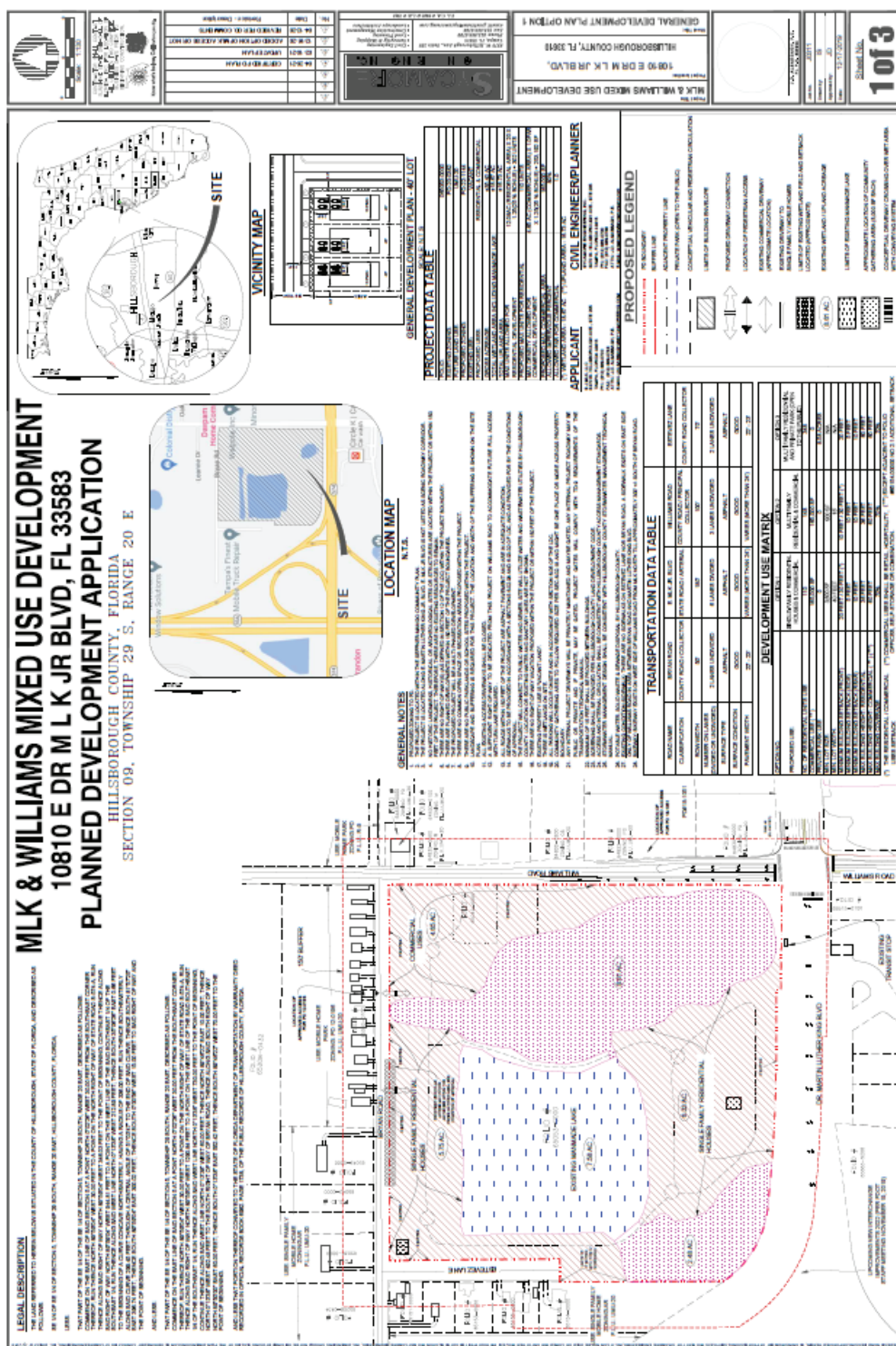


8.1 Approved Site Plan (Full) Option 3

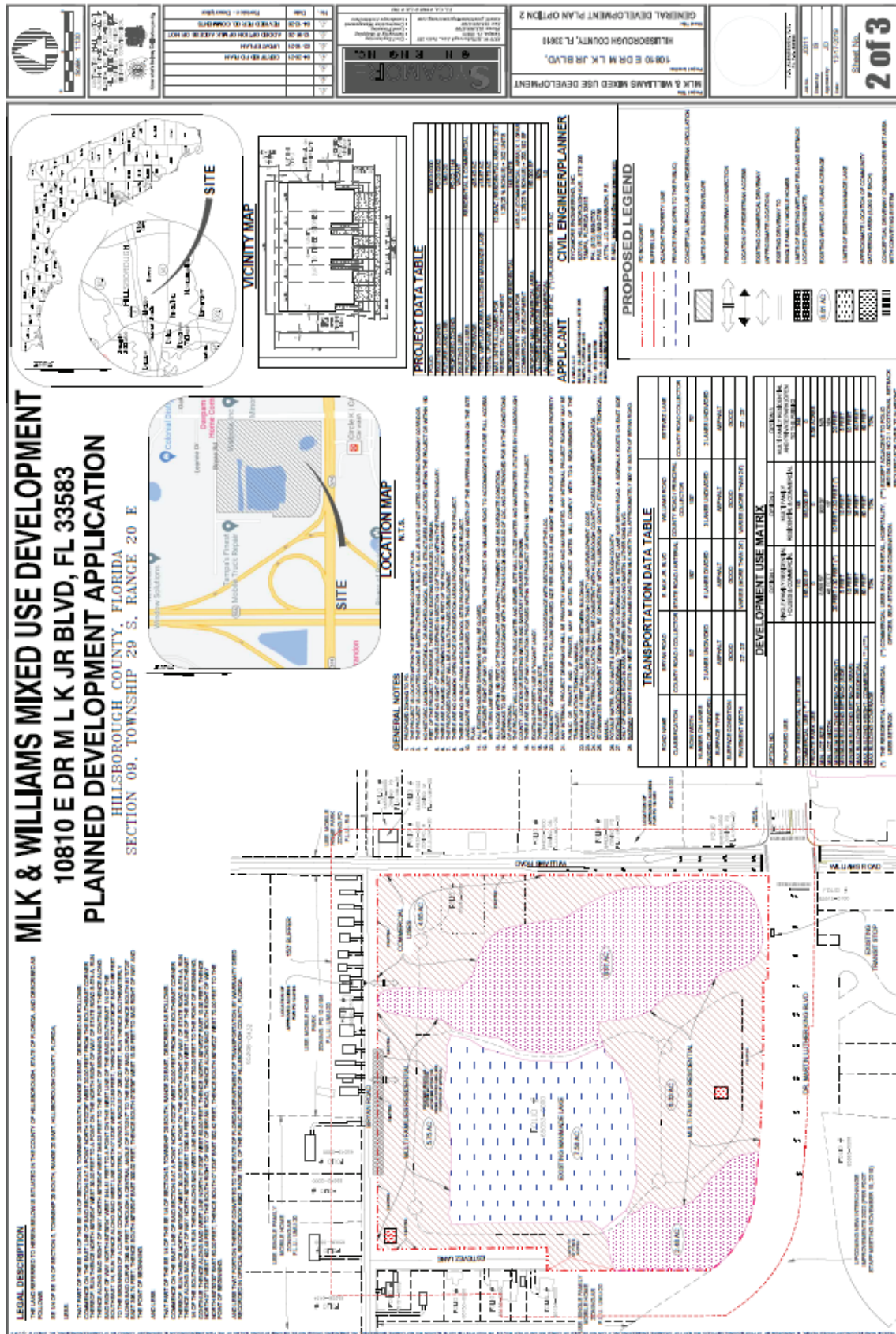


8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan Option 1



8.2 Proposed Site Plan Option 2



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 8/8/2022

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: SM/ Central

PETITION NO: PRS 22-1144

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

NEW AND REVISED CONDITIONS OF APPROVAL

Revised Conditions

10. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, prior to or concurrent with the initial increment of development, the developer shall dedicate and convey to Hillsborough County sufficient right-of-way along the project's frontage necessary to accommodate future improvements (by others) to the full TS-4 typical section standard, as well sufficient additional right-of-way necessary to accommodate a future northbound to westbound left turn lane (by others) on Williams Rd. onto Bryan Rd. ~~If development proceeds under Options 1 or 2, the developer shall construct a minimum of 10% of, the total square footage of commercial uses (i.e. 16,500 s.f.) prior to issuance of the first Certificate of Occupancy for any residential development within the project. Alternatively, at the developer's option, the developer may elect to defer commercial development to a later project phase; however, in the event the developer makes such election then, in addition to any sidewalks required by Sections 6.02.08 and 6.03.02 of the Hillsborough County Land Development Code (LDC), the developer shall, at its sole expense, construct a minimum 5 foot wide ADA compliant sidewalk (to include crosswalks where necessary) along the west side of Williams Rd. for a distance of +/- 350 feet. If elected, such sidewalk shall be constructed concurrent with the initial increment of development. The intent of this condition is to connect the required internal sidewalk network, and external sidewalks to be constructed along the project's roadway frontages, with the existing sidewalk along Williams Rd. which currently terminates along the frontage of folio 65208.0432. This condition may require the developer to acquire, dedicate and convey additional right of way or easement rights, as needed, to Hillsborough County for public access and maintenance purposes. Notwithstanding the above, in the event the County or another party constructs sidewalks/crosswalks within the +/- 350 foot segment prior to development of this project, then the developer shall be relieved of any obligation to construct sidewalks/crosswalks within the +/- 350 area, but may still take advantage of its presence for purposes of deferring required commercial development (reference Policy 19.1 of the Future Land Use Element of the Hillsborough County Comprehensive Plan).~~

[Staff is proposing to split condition 10 into two parts, to correct a scrivener's error. The original condition was intended to be a standalone condition. The previous zoning report inadvertently combined the two conditions which were shown in the Transportation report as standalone conditions. The second half of the condition has been moved to new number 11, and old number 11 was changed to number 12. Old number 12 was a duplicate condition and therefore unnecessary].

11. If development proceeds under Options 1 or 2, the developer shall construct a minimum of 10% of, the total square footage of commercial uses (i.e. 16,500 s.f.) prior to issuance of the first Certificate of Occupancy for any residential development within the project. Alternatively, at the developer's option, the developer may elect to defer commercial development to a later project phase; however, in the event the developer makes such election then, in addition to any sidewalks required by Sections 6.02.08 and 6.03.02 of the Hillsborough County Land Development Code (LDC), the developer shall, at its sole expense, construct a minimum 5-foot wide ADA compliant sidewalk (to include crosswalks where necessary) along the west side of Williams Rd. for a distance of +/- 350 feet. If elected, such sidewalk shall be constructed concurrent with the initial increment of development. The intent of this condition is to connect the required internal sidewalk network, and external sidewalks to be constructed along the project's roadway frontages, with the existing sidewalk along Williams Rd. which currently terminates along the frontage of folio 65208.0432. This condition may require the developer to acquire, dedicate and convey additional right-of-way or easement rights, as needed, to Hillsborough County for public access and maintenance purposes. Notwithstanding the above, in the event the County or another party constructs sidewalks/crosswalks within the +/- 350-foot segment prior to development of this project, then the developer shall be relieved of any obligation to construct sidewalks/crosswalks within the +/- 350 area, but may still take advantage of its presence for purposes of deferring required commercial development (reference Policy 19.1 of the Future Land Use Element of the Hillsborough County Comprehensive Plan).

[Staff is proposing to split condition 10 into two parts, to correct a scrivener's error. The original condition was intended to be a standalone condition. The previous zoning report inadvertently combined the two conditions which were shown in the Transportation report as standalone conditions. The first half of the condition has been retained as condition 10. This condition, i.e. new number 11, represents the second half of the condition, and old number 11 was changed to number 12. Old number 12 was a duplicate condition and therefore unnecessary].

~~11~~12. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, and with respect to the Private Park use within Option 3:

- a. The uses within private park (open to the public) shall include: a walking path (minimum 5-foot wide pedestrian pathway, with a minimum length of 500 linear feet, and consisting of a material meeting applicable Land Development Code, Transportation Technical Manual, and ADA standards), a bicycle rack, benches, shade trees, bird observation deck, dog park, wayfinding signate (minimum wayfinding signage shall include a sign at the intersection of Williams Rd. and Bryan Rd. and a sign at the intersection of Bryan Rd. and Estevez Ln.), a pond, and open space.
- b. Hours of operation for the park shall be from 8 a.m. until dusk. The park shall be open 7 days per week but may be closed on those same holidays that a similar County owned facility would also be closed.
- c. The park shall be constructed prior to or concurrent with the initial increment of development.
- d. Prior to or concurrent with the initial increment of development, the developer record in the Official Records of Hillsborough County a public access easement over the +/- 8.58 ac. park, which shall include the internal sidewalks, parking areas and drive aisles necessary to access the park from Estevez Ln. Nothing in this condition shall be construed as prohibiting the park owner from imposing reasonable rules or other restrictions, provided such restrictions are consistent with those that would be imposed on the public at a similar County owned facility.

- e. Access to the park from Estevez Ln. shall align with a connection on the opposite side of Estevez Ln. or otherwise meet Sec. 6.04.07 spacing standards. The vehicular and pedestrian access to Estevez Ln. may be gated; however, such gates must be fully open during the hours of operation. Internal connectivity between the park and multi-family uses may be gated; however, if gated the access shall be available for the daily use of project residents.
- f. Prior to or concurrent with site plan review for the initial increment of development, the developer shall submit a request to determine the minimum number of required vehicular parking spaces, pursuant to the Determination for Unlisted Uses process specified within Sec. 6.05.02.G.1. and 2. The developer shall be permitted to reconfigure the park site if necessary to construct the minimum required parking; however, the internal amenities and linear footage of walking paths shall not be reduced beyond those required herein these conditions and on the PD site plan.~~In addition to any sidewalks required by Sections 6.02.08 and 6.03.02 of the Hillsborough County Land Development Code (LDC), if the development proceeds under Option 3 then the developer shall, at its sole expense, construct a minimum 5-foot wide ADA compliant sidewalk (to include crosswalks where necessary) along the west side of Williams Rd. for a distance of +/- 350 feet. Such sidewalk shall be constructed concurrent with the initial increment of development. The intent of this condition is to connect the required internal sidewalk network, and external sidewalks to be constructed along the project's roadway frontages, with the existing sidewalk along Williams Rd. which currently terminates along the frontage of folio 65208.0432. This condition may require the developer to acquire, dedicate and convey additional right of way or easement rights, as needed, to Hillsborough County for public access and maintenance purposes. Notwithstanding the above, in the event the County or another party constructs sidewalks/crosswalks within this segment prior to development of this project, the developer shall be relieved of any obligation with respect to construction of sidewalks not within or along project boundaries, but may still take advantage of its presence for purposes of satisfying Policy 19.1 of the Future Land Use Element of the Hillsborough County Comprehensive Plan.~~

[Staff is proposing to repurpose this condition. The existing language is no longer necessary due to introduction of a second use within Option 3. This condition is now being used to regulate certain design considerations with respect to the second use (i.e. the publicly accessible privately maintained park).]

- ~~12. This condition, together within conditions 5, 6 and 7, above, shall be considered Critical Design Features. As such, modification of these conditions shall be subject to the rules and regulations outlined within Section 5.03.07.A. of the LDC.~~

[Staff is proposing to delete this condition. This is a duplicate of condition 13, below.]

13. This condition, together within conditions ~~5~~10, ~~6-11~~ and ~~7~~12, above, shall be considered Critical Design Features. As such, modification of these conditions shall be subject to the rules and regulations outlined within Section 5.03.07.A. of the LDC.

[Staff is proposing modification of this condition to correct a scrivener's error. Staff notes that the condition was not properly written to convey Transportation staff's original intent (i.e. the numbers were never updated in the zoning staff report, and therefore designated the incorrect conditions as Critical Design Features)].

New Conditions

- If PRS 22-1144 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated August 8, 2022) which was found approvable by the County Engineer (on August 8, 2022) for the Estevez Ln. substandard road improvements. Approval of this Administrative Variance will waive the substandard road improvements required by Section 6.04.03.L. of the LDC.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - Revise Note 7 to state, “The proposed multi-family units may be constructed in multiple phases; however, the park use shall be constructed concurrent with the initial phase (see conditions of approval). Additionally, all vehicular and pedestrian access connections as well as external sidewalks shall be constructed within the first phase.”
 - Revise Note 9 to add “however, a publicly accessible private park is included. See conditions of approval.”
 - Remove Note 11 and renumber all remaining notes.
 - Revise Note 21 to add “Subject to Restrictions Outlined within the Conditions of Approval” at the end of the first sentence.
 - Revise Note 27 to fully describe existing sidewalk conditions along all roadways fronting the project, or otherwise remove the note.
 - Revise Note 28 to fully describe existing bicycle facilities along all roadways fronting the project, or otherwise remove the note.
 - Revise Note 30 to delete everything after and including “As such.” Replace language with a note reading “See conditions of approval for language governing required easements and other design considerations.”
 - Delete Note 31.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Minor Modification, also called a Personal Appearance (PRS) to two parcels, totaling +/- 38 ac., currently zoned Planned Development (PD) #20-0382. The approved PD has entitlements for three potential development options. Option 1 would permit up to 110 single-family detached dwelling units and up to 165,000 s.f. of commercial uses. Option 2 would permit up to 148 multi-family dwelling units and up to 165,000 s.f. of commercial uses. Option 3 would permit up to 348 multi-family dwelling units. The applicant is seeking modifications to the PD site plan and conditions of approval through this PRS to accomplish the following:

- 1) Add an 8.53 ac. private park (with a public access easement) to Development Option 3;
- 2) Add a new vehicular and pedestrian access connection to Estevez Ln. to provide for access to the park;
- 3) Obtain approval of a Section 6.04.02.B. Administrative Variance from the Section 6.04.03.L. requirement to perform substandard road improvements on Estevez Ln.;
- 4) Delete zoning condition 11, which required construction of an offsite sidewalk in order to satisfy Policy 19.1 within the Future Land Use Elementary of the Hillsborough County Comprehensive Plan, which is no longer required given the addition of the second use (i.e. the publicly accessible park).

Consistent with Sec. 6.2.1.C. of the Development Review Procedures Manual (DRPM), the Administrator did not require a trip generation and site access analysis to process this zoning modification. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations for Development Option 3, utilizing a generalized worst-case scenario. Staff notes that Development Option 1 remains the most trip intensive development option (i.e. Option 1) possible under the existing zoning, as such the overall trip generation potential of the subject zoning remains unchanged. The information below is largely based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition; however, the Trip Generation Manual does not include data for a

community dog park. Staff notes that a recent applicant (PD 21-0865) proposing a similar use studied two Hillsborough County Dog Parks in the p.m. peak hour in order estimate project traffic for the use. The study determined the average p.m. peak hour trip generation to be 8.98 trips per ac. This data was utilized in the calculations below, and a.m. peak hour trips were conservatively assumed to equal p.m. peak hour trips. Average daily traffic was assumed to equal 10 times the peak hour trips. Staff notes this park is substantially different from those studies, in that it includes additional park facilities such as an observation deck, and also includes a large pond which may not be utilized in any significant fashion otherwise (but contributes substantially to the park acreage). Regardless, staff had no other methodology available by which to calculate trips impacts for the project but expects actual impacts to be significantly lower.

Approved Uses (Option 3):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 348 Mid-Rise Multi-Family Dwellings (ITE LUC 221)	1,895	116	147

Proposed Uses (Option 3):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 348 Mid-Rise Multi-Family Dwellings (ITE LUC 221)	1,895	116	147
PD, 8.58 ac. Private Park (with public access easement) (Rates by Special Study)	770	77 (est.)	77
Subtotal:	2,665	193	224

Trip Generation Difference (Option 3):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 770	(+) 77	(+) 77

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Williams Rd. is a 2-lane, undivided, publicly maintained, substandard, collector roadway characterized by +/- 11-foot wide travel lanes in above average condition. The roadway lies within a variable width right-of-way (between +/- 60 feet and +/- 100 feet in width) along the project's frontage. There are +/- 4-foot wide bicycle facilities present along a portion of Williams Rd. in the vicinity of the proposed project. There are +/- 5 and 6-foot wide sidewalks along portions of both sides of Williams Rd. in the vicinity of the proposed project.

Bryan Rd. is a 2-lane, undivided, publicly maintained, substandard, local roadway characterized by +/- 20 feet of pavement in average condition. The roadway lies within a variable width right-of-way (between +/- 40 feet and +/- 50 feet in width) in the vicinity of the proposed project. There are no bicycle facilities present along Bryan Rd. There is a +/- 5-foot wide sidewalk along a portion of the northern side of Bryan Rd. in the vicinity of the proposed project.

Estevez Ln. is a 2-lane, undivided, publicly maintained, substandard, local roadway characterize by +/- 22 feet of pavement in average condition. The roadway lies within a +/- 70-foot wide right-of-way. There are no bicycle facilities or sidewalks present on Estevez Ln.

SITE ACCESS AND CONNECTIVITY

Approved access for Development Option 3 includes one (1) full access connection to Williams Rd. and one full access connection to Bryan Rd. The develop is proposed one (1) additional vehicular and pedestrian access connection to Estevez Ln.

REMOVAL OF ADDITIONAL SIDEWALK IMPROVEMENTS REQUIRED BEYOND LDC MINIMUMS/ NEW PARK USE

The applicant had previously worked with Planning Commission and Zoning section staff to address issues relating to Policy 19.1 of the Hillsborough County Comprehensive Plan, Future Land Use Element, requiring a mix of uses, whereas proposed Development Option 3 only contains residential uses. The approved implementing language to address this issue (condition 11) is being deleted, given the new park use being proposed which satisfies the mixed-use requirement. Staff is instead proposing new condition which address access and other requirements relative to the proposed park use. Staff notes that, because a private park with public access easement is not included within the Section 6.05 parking table, parking standards for the use will need to be determined by staff at the time of plat/site/construction plan review in accordance with the Determination of Unlisted Uses process described in Sections 6.05.02.G.1. and 2. Of the LDC.

Staff notes that the PD site plan does not depict a parking area on the site plan. As noted above, the applicant will be required to go through a process to determine the amount of parking required to serve the park use.

REQUESTED ADMINISTRATIVE VARIANCE – ESTEVEZ LN. SUBSTANDARD ROAD

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance request (dated August 8, 2022) from the Section 6.04.03.L. LDC requirement, whereby the developer is required to improve Estevez Ln. (between the entrance to the PD and the nearest roadway meeting current County standards, which will be Bryan Rd. post PD required improvements) to current County standards as a TS-3 local urban roadway (non-residential subtype) or TS-7 local and collector rural roadway. Based on factors presented in the Administrative Variance request, the County Engineer found the request approvable (on August 8, 2022).

If PRS 22-1144 is approved, the County Engineer will approve the above referenced Administrative Variance Request, upon which the developer will not be required to make improvements to the roadway.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway segments is reported below. Neither Bryan Rd. nor Estevez Ln. are regulated roadways and were not included in the LOS report. As such, LOS information for those facilities cannot be provided.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Williams Rd.	Broadway Ave.	Sligh Ave.	D	C

Source: Hillsborough County 2020 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Monday, August 8, 2022 4:45 PM
To: Clark, Ryan.P
Cc: Tirado, Sheida; Ratliff, James; PW-CEIntake; Lampkin, Timothy; nathan.lee@kimley-horn.com
Subject: FW: FOR YOUR REVIEW: 22-1144 - Sec. 6.04.02.B. Admin. Variance Request - Estevez Ln.
Substandard Improvements
Attachments: 22-1144+AVReq+08-08-22.pdf
Importance: High

Ryan,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 22-1144 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with Transportation Staff after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

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

Mike

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

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

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

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

From: Ratliff, James <RatliffJa@hillsboroughcounty.org>
Sent: Monday, August 8, 2022 3:50 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: FOR YOUR REVIEW: 22-1144 - Sec. 6.04.02.B. Admin. Variance Request - Estevez Ln. Substandard Improvements
Importance: High

The attached was submitted today and uploaded to Optix. Please let me know if this is approvable.

Thank you,

James Ratliff, AICP, PTP *(he/him/his)*

Principal Planner

Development Services Department, Transportation Review Section

P: (813) 307-1924

E: ratliffja@hcflgov.net

W: www.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.

Note: So that we can assist you more efficiently, ***please ensure*** that the subject line of all email correspondence includes the Project Information (PI) Number or Zoning Case File (PD, RZ, PRS, MM, SU, or VAR) Number, where applicable.

August 8, 2022

Mr. Michael J. Williams, P.E.
Director of Development Review; County Engineer
Hillsborough County Development Services Department
601 East Kennedy Boulevard Tampa, Florida 33602

Re: **ADMINISTRATIVE VARIANCE FOR ALLIANCE RESIDENTIAL – SABAL PARK PD (RZ 22-1144)**
Folio: 065053-0000

Mr. Williams,

The subject property is 36.02 acres, has a Future Land Use of Urban Mixed Use-20 (UMU-20), is zoned PD (RZ 22-1144), allows for a mix of residential and commercial uses and is located at 10810 East Dr Martin Luther King Jr. Boulevard in Tampa, FL.

The initial proposed project is multi-family residential development, with all associated parking and utilities. Currently, the project is going through a zoning modification to add a small private park with public access on the western side of the development. Access to the park would be from Estevez Lane which has a design speed of 25 mph. The County Land Development Code considers Estevez Lane to be substandard because it does not meet TS-3 of the Transportation Technical Manual for local roads. Currently, Estevez Lane provides access to approximately six single family homes and appears to have been recently repaved. The current roadway has 10-foot lanes and meets TS-3 criteria, however there is no curb and gutter and no sidewalks. Instead of the curb, there are unpaved minimum 6-foot shoulders which exceeds the 2-feet required in the Florida Greenbook for low volume (less than 400 ADT) local roads.

Based on the above items we are applying for an administrative variance to not improve Estevez Lane to meet the criteria of TS-3 and only add sidewalk on the east side of the roadway.

Please accept this letter as a formal request for your approval of the following administrative variance:

- a) Variance to Section 6.02.07. of the LDC (Roadways)

The Land Development Code (“LDC”) allows for relief of certain standards of Section 6.02.07, Roadways, subject to providing the following information and justifications:

1. *Site Information (folio number, acreage):*
Folio 065053-0000, Total acreage is 36.02 acres
2. *Associated application numbers, if any (zoning numbers, site/plat/construction plan review):*
Zoning RZ 22-1144, Straight to Construction Site Plan Submittal PI 6011
3. *Type of Request:*
Administrative Variances to Section 6.02.07 and TS-3.
4. *Section of the LDC from which the variance is being sought as well as any associated zoning conditions which require said improvement(s):*
Section 6.02.07 and Hillsborough County Transportation Technical Manual Section TS-3.

5. *Description of what the LDC / zoning conditions require (e.g. improvement of current standards for a TS-4 roadway):*

Section 6.02.07 and the Hillsborough County Transportation Technical Manual TS-3 roadway section require 5 feet of sidewalk on both sides of a low volume public roads and an urban curb and gutter closed drainage design. The addition of sidewalk along the west side of the right of way within Estevez Lane would impact existing mature oak trees and approximately six single family residential driveways. The addition of a curb and gutter closed drainage system would require the installation of stormwater drainage pipe and drainage structures in order to collect and convey stormwater effectively to it's ultimate discharge point.

Per Section 6.03.02.C, the proposed 5' sidewalk along the same side of the development would be in compliance with the Hillsborough County Land Development Code for sidewalks.

6. *Description of existing roadway conditions (e.g. pavement width, lane width, condition, number of lanes, bicycles / sidewalk facilities):*

Estevez Lane meets both the Florida Greenbook and Hillsborough County Transportation Technical Manual TS-3 standards with existing minimum 10-foot travel lanes. The existing Estevez Lane also contains roadside swales to drain the roadway and approximately minimum 6-foot shoulders which exceed Florida Greenbook criteria of 2-feet. The roadside swales provide proper drainage, allowing the roadway to remain in a good condition to serve the existing adjacent single-family residential lots. Estevez Lane has also been recently repaved and the asphalt appears to be in good condition.

7. *Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02.B.3 criteria (a) and (b) – if applicable, (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability the following circumstances are met:*

- a) There is unreasonable burden on the applicant*

The current Estevez Lane is in good condition with a roadside swale and a minimum 6' shoulder along the roadway resulting in an unreasonable burden to the applicant to provide additional drainage with curb and gutter and a 5' sidewalk on both sides of the road. The low speed and low volume vehicular and pedestrian demands for existing residents and the proposed passive low demand park is adequate with the existing 10' (minimum) residential travel lanes and proposed 5' sidewalk only along the eastern portion of the roadway right of way.

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

A variance approval to Section 6.02.07 and TS-3 to allow a 5' sidewalk only along the eastern portion of Estevez Lane will still promote adequate vehicular and pedestrian access without risking public health, safety, or welfare. The existing residential lots along the western portion of Estevez Lane currently have large trees within the corridor and fencing that would be impacted with the required 5' sidewalk and 2' minimum clearance from any fences per the Hillsborough County Transportation Technical Manual. Since Estevez Lane will not provide vehicular access to the development, the proposed 5' sidewalk along the eastern portion of Estevez Lane and a passive park parking area will provide sufficient capacity to serve the vehicular and pedestrian traffic without impacting the current efficiency of the local street system or drainage demands.

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

Without approval of the Administrative Variance to Section 6.02.07, the additional improvements to Estevez Lane would impact existing adjacent mature oak trees. Also, by improving Estevez Lane to meet TS-3 criteria an adverse impact could be increased speeds along the local road. It would not be reasonable to improve the road to current standards to provide access to a very low traffic demand park.

8. *Documentation / Other attachments:*

Attached is the latest Site Plan for Alliance Residential – Sabal Park.

If you have any questions regarding this submittal, please feel free to contact me at 813-620-1460, or email me at Ryan.P.Clark@kimley-horn.com.

Sincerely,
Kimley-Horn and Associates



Ryan P. Clark,
Project Manager

Base on the information provided by the applicant this request is:

_____ Approved with Conditions

_____ Approved

_____ Disapproved

Michael J. Williams, P.E.
Hillsborough County Engineer

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
Williams Rd.	County Collector – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - ROW Dedication
Bryan Rd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – ROW Dedication
Estevez Ln.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	7,364	236	550
Proposed	7,364	236	550
Difference (+/-)	No Change	No Change	No Change

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

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

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

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Trip generation shown represents highest trip generating option (i.e. Option 1). Proposed modification of Option 3 will result in increased traffic for that option (by 770 average daily trips, 77 a.m. peak hour trips, and 77 p.m. peak hour trips) but not in the overall maximum trip generation potential of the approved PD.

**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted February 12, 2021.

1. The project shall be allowed development under one of three development options including single family and multi-family residential development and commercial development. Commercial development shall be limited to the following uses: retail, hospitality, office, or self-storage
2. Development Option 1 shall be developed with a mix of single family residential units and commercial uses with the following residential development standards:

Single Family Residential Units	110 Maximum
Minimum Lot Size:	3,600 square feet
Minimum lot width:	40 feet
Minimum front yard setback:	20 feet
Minimum front yard setback for a front yard functioning as a side yard:	5 feet
Minimum separation between homes:	10 feet
Minimum rear yard setback:	20 feet
Minimum side yard setback:	5 feet
Maximum building height:	36 feet
Maximum building coverage:	70%
Maximum Impervious Surface Area:	80%

Option 1 - Commercial development standards include:

Maximum Commercial Development SF	165,000 square feet
Minimum Commercial Development SF	16,500 square feet
Front Yard Setbacks	30 feet
Maximum Building Height	60 feet

3. Development Option 2 shall be developed with a mix of multi-family residential units and commercial uses with the following residential development standards:

Multi-Family Residential Units:	148 Maximum
Minimum Lot Size:	900 square feet
Minimum building width:	15 feet
Minimum front yard setback:	20 feet
Minimum separation between structures:	10 feet
Minimum rear yard setback:	10 feet
Minimum side yard setback:	5 feet
Maximum building height:	36 feet
Maximum building coverage:	70%
Maximum Impervious Surface Area:	80%

Option 2 - Commercial development standards (See standards for Option 1)

4. Development Option 3 shall be developed with multi-family residential units with the following residential development standards:

Multi-Family Residential Units:	348 Maximum
Minimum front yard setback:	20 feet
Maximum building height:	60 feet
Maximum building coverage:	70%
Impervious Surface Area:	80%

5. Buffer and screening shall be provided as depicted on the PD General Site Plan for Options 1-3. Buffer on Options 2 and 3 in SE Corner of project adjacent to SF MH zoned AR should be 20 foot Type B. All other buffers shall be 0 feet or no buffer.
6. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
7. Prior to or concurrent with the initial increment of development, the developer shall construct a northbound to westbound left turn lane on Williams Rd. into the project access.
8. Prior to or concurrent with an increment of development taking access onto Bryan Rd., the developer shall:
 - a. For Options 1 and 2, the developer shall improve Bryan Rd., between the western Bryan Rd. access and eastern Bryan Rd. access, to the Typical Section – 3 (TS-3) residential subtype standards, as found within the Hillsborough County Transportation Technical Manual (TTM). The developer shall also improve Bryan Rd., between the eastern Bryan Rd. access and Williams Rd., to the TS-3 nonresidential subtype standards, as found within the TTM; or,
 - b. For Option 3, the developer shall improve Bryan Rd., between the project access and Williams Rd., to the TS-3 residential subtype standards, as found within the TTM. Substandard road improvements on Bryan Rd. may necessitate the developer to dedicate and convey additional right-of-way to Hillsborough County, depending upon the file development option chosen.
9. To the greatest extent feasible, the developer shall improve Williams Rd., between Bryan Rd. and MLK Blvd., to the Typical Section – 4 (TS-4) standards for urban collector roadways, as found within the TTM. This condition recognizes that access modifications to an existing business on the east side of Williams Rd. in the vicinity of the Bryan Rd. intersection may not be possible until that site redevelops, and also recognizes the need to transition standard roadway features and alignments to meet the existing roadway configuration, given the existing right-of-way constraints of Williams Rd. north of Bryan Rd.
10. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, prior to or concurrent with the initial increment of development, the developer shall dedicate and convey to Hillsborough County sufficient right-of-way along the project's frontage necessary to accommodate future improvements (by others) to the full TS-4 typical section standard, as well sufficient additional right-of-way necessary to accommodate a future northbound to westbound left turn lane (by others) on Williams Rd. onto Bryan Rd. If development proceeds under Options 1 or 2, the developer shall construct a minimum of 10% of, the total square footage of commercial uses (i.e. 16,500 s.f.) prior to issuance of the first Certificate of Occupancy for any residential development within the project. Alternatively, at the developer's option, the developer may elect to defer commercial development to a later project phase; however, in the event the developer makes such election then, in addition to any sidewalks required by Sections 6.02.08 and 6.03.02 of the Hillsborough County Land Development

Code (LDC), the developer shall, at its sole expense, construct a minimum 5-foot wide ADA compliant sidewalk (to include crosswalks where necessary) along the west side of Williams Rd. for a distance of +/- 350 feet. If elected, such sidewalk shall be constructed concurrent with the initial increment of development. The intent of this condition is to connect the required internal sidewalk network, and external sidewalks to be constructed along the project's roadway frontages, with the existing sidewalk along Williams Rd. which currently terminates along the frontage of folio 65208.0432. This condition may require the developer to acquire, dedicate and convey additional right-of-way or easement rights, as needed, to Hillsborough County for public access and maintenance purposes. Notwithstanding the above, in the event the County or another party constructs sidewalks/crosswalks within the +/- 350 foot segment prior to development of this project, then the developer shall be relieved of any obligation to construct sidewalks/crosswalks within the +/- 350 area, but may still take advantage of its presence for purposes of deferring required commercial development (reference Policy 19.1 of the Future Land Use Element of the Hillsborough County Comprehensive Plan).

11. In addition to any sidewalks required by Sections 6.02.08 and 6.03.02 of the Hillsborough County Land Development Code (LDC), if the development proceeds under Option 3 then the developer shall, at its sole expense, construct a minimum 5-foot wide ADA compliant sidewalk (to include crosswalks where necessary) along the west side of Williams Rd. for a distance of +/- 350 feet. Such sidewalk shall be constructed concurrent with the initial increment of development. The intent of this condition is to connect the required internal sidewalk network, and external sidewalks to be constructed along the project's roadway frontages, with the existing sidewalk along Williams Rd. which currently terminates along the frontage of folio 65208.0432. This condition may require the developer to acquire, dedicate and convey additional right-of-way or easement rights, as needed, to Hillsborough County for public access and maintenance purposes. Notwithstanding the above, in the event the County or another party constructs sidewalks/crosswalks within this segment prior to development of this project, the developer shall be relieved of any obligation with respect to construction of sidewalks not within or along project boundaries, but may still take advantage of its presence for purposes of satisfying Policy 19.1 of the Future Land Use Element of the Hillsborough County Comprehensive Plan.
12. This condition, together within conditions 5, 6 and 7, above, shall be considered Critical Design Features. As such, modification of these conditions shall be subject to the rules and regulations outlined within Section 5.03.07.A. of the LDC.
13. This condition, together within conditions 5, 6 and 7, above, shall be considered Critical Design Features. As such, modification of these conditions shall be subject to the rules and regulations outlined within Section 5.03.07.A. of the LDC.
14. Consistent with Section 6.03.09 of the LDC, the developer shall install bicycle racks at the existing transit stop at the northeast corner of MLK Blvd. and Williams Rd. The developer shall coordinate the design and location of such improvement with Hillsborough Area Regional Transit (HART).
15. With regards to the westernmost project access on Bryan Rd. (for Options 1 and 2), and only project access on Bryan Rd. (for Option 3), the developer shall be permitted to locate that project access anywhere within the bounding box area shown on the PD site plan.
16. 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.

17. 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.
18. 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).
19. 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.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 8/8/2022

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: SM/ Central

PETITION NO: PRS 22-1144

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

NEW AND REVISED CONDITIONS OF APPROVAL

Revised Conditions

10. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, prior to or concurrent with the initial increment of development, the developer shall dedicate and convey to Hillsborough County sufficient right-of-way along the project's frontage necessary to accommodate future improvements (by others) to the full TS-4 typical section standard, as well sufficient additional right-of-way necessary to accommodate a future northbound to westbound left turn lane (by others) on Williams Rd. onto Bryan Rd. ~~If development proceeds under Options 1 or 2, the developer shall construct a minimum of 10% of, the total square footage of commercial uses (i.e. 16,500 s.f.) prior to issuance of the first Certificate of Occupancy for any residential development within the project. Alternatively, at the developer's option, the developer may elect to defer commercial development to a later project phase; however, in the event the developer makes such election then, in addition to any sidewalks required by Sections 6.02.08 and 6.03.02 of the Hillsborough County Land Development Code (LDC), the developer shall, at its sole expense, construct a minimum 5 foot wide ADA compliant sidewalk (to include crosswalks where necessary) along the west side of Williams Rd. for a distance of +/- 350 feet. If elected, such sidewalk shall be constructed concurrent with the initial increment of development. The intent of this condition is to connect the required internal sidewalk network, and external sidewalks to be constructed along the project's roadway frontages, with the existing sidewalk along Williams Rd. which currently terminates along the frontage of folio 65208.0432. This condition may require the developer to acquire, dedicate and convey additional right of way or easement rights, as needed, to Hillsborough County for public access and maintenance purposes. Notwithstanding the above, in the event the County or another party constructs sidewalks/crosswalks within the +/- 350 foot segment prior to development of this project, then the developer shall be relieved of any obligation to construct sidewalks/crosswalks within the +/- 350 area, but may still take advantage of its presence for purposes of deferring required commercial development (reference Policy 19.1 of the Future Land Use Element of the Hillsborough County Comprehensive Plan).~~

[Staff is proposing to split condition 10 into two parts, to correct a scrivener's error. The original condition was intended to be a standalone condition. The previous zoning report inadvertently combined the two conditions which were shown in the Transportation report as standalone conditions. The second half of the condition has been moved to new number 11, and old number 11 was changed to number 12. Old number 12 was a duplicate condition and therefore unnecessary].

11. If development proceeds under Options 1 or 2, the developer shall construct a minimum of 10% of, the total square footage of commercial uses (i.e. 16,500 s.f.) prior to issuance of the first Certificate of Occupancy for any residential development within the project. Alternatively, at the developer's option, the developer may elect to defer commercial development to a later project phase; however, in the event the developer makes such election then, in addition to any sidewalks required by Sections 6.02.08 and 6.03.02 of the Hillsborough County Land Development Code (LDC), the developer shall, at its sole expense, construct a minimum 5-foot wide ADA compliant sidewalk (to include crosswalks where necessary) along the west side of Williams Rd. for a distance of +/- 350 feet. If elected, such sidewalk shall be constructed concurrent with the initial increment of development. The intent of this condition is to connect the required internal sidewalk network, and external sidewalks to be constructed along the project's roadway frontages, with the existing sidewalk along Williams Rd. which currently terminates along the frontage of folio 65208.0432. This condition may require the developer to acquire, dedicate and convey additional right-of-way or easement rights, as needed, to Hillsborough County for public access and maintenance purposes. Notwithstanding the above, in the event the County or another party constructs sidewalks/crosswalks within the +/- 350-foot segment prior to development of this project, then the developer shall be relieved of any obligation to construct sidewalks/crosswalks within the +/- 350 area, but may still take advantage of its presence for purposes of deferring required commercial development (reference Policy 19.1 of the Future Land Use Element of the Hillsborough County Comprehensive Plan).

[Staff is proposing to split condition 10 into two parts, to correct a scrivener's error. The original condition was intended to be a standalone condition. The previous zoning report inadvertently combined the two conditions which were shown in the Transportation report as standalone conditions. The first half of the condition has been retained as condition 10. This condition, i.e. new number 11, represents the second half of the condition, and old number 11 was changed to number 12. Old number 12 was a duplicate condition and therefore unnecessary].

~~11~~12. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, and with respect to the Private Park use within Option 3:

- a. The uses within private park (open to the public) shall include: a walking path (minimum 5-foot wide pedestrian pathway, with a minimum length of 500 linear feet, and consisting of a material meeting applicable Land Development Code, Transportation Technical Manual, and ADA standards), a bicycle rack, benches, shade trees, bird observation deck, dog park, wayfinding signate (minimum wayfinding signage shall include a sign at the intersection of Williams Rd. and Bryan Rd. and a sign at the intersection of Bryan Rd. and Estevez Ln.), a pond, and open space.
- b. Hours of operation for the park shall be from 8 a.m. until dusk. The park shall be open 7 days per week but may be closed on those same holidays that a similar County owned facility would also be closed.
- c. The park shall be constructed prior to or concurrent with the initial increment of development.
- d. Prior to or concurrent with the initial increment of development, the developer record in the Official Records of Hillsborough County a public access easement over the +/- 8.58 ac. park, which shall include the internal sidewalks, parking areas and drive aisles necessary to access the park from Estevez Ln. Nothing in this condition shall be construed as prohibiting the park owner from imposing reasonable rules or other restrictions, provided such restrictions are consistent with those that would be imposed on the public at a similar County owned facility.

- e. Access to the park from Estevez Ln. shall align with a connection on the opposite side of Estevez Ln. or otherwise meet Sec. 6.04.07 spacing standards. The vehicular and pedestrian access to Estevez Ln. may be gated; however, such gates must be fully open during the hours of operation. Internal connectivity between the park and multi-family uses may be gated; however, if gated the access shall be available for the daily use of project residents.
- f. Prior to or concurrent with site plan review for the initial increment of development, the developer shall submit a request to determine the minimum number of required vehicular parking spaces, pursuant to the Determination for Unlisted Uses process specified within Sec. 6.05.02.G.1. and 2. The developer shall be permitted to reconfigure the park site if necessary to construct the minimum required parking; however, the internal amenities and linear footage of walking paths shall not be reduced beyond those required herein these conditions and on the PD site plan.~~In addition to any sidewalks required by Sections 6.02.08 and 6.03.02 of the Hillsborough County Land Development Code (LDC), if the development proceeds under Option 3 then the developer shall, at its sole expense, construct a minimum 5-foot wide ADA compliant sidewalk (to include crosswalks where necessary) along the west side of Williams Rd. for a distance of +/- 350 feet. Such sidewalk shall be constructed concurrent with the initial increment of development. The intent of this condition is to connect the required internal sidewalk network, and external sidewalks to be constructed along the project's roadway frontages, with the existing sidewalk along Williams Rd. which currently terminates along the frontage of folio 65208.0432. This condition may require the developer to acquire, dedicate and convey additional right of way or easement rights, as needed, to Hillsborough County for public access and maintenance purposes. Notwithstanding the above, in the event the County or another party constructs sidewalks/crosswalks within this segment prior to development of this project, the developer shall be relieved of any obligation with respect to construction of sidewalks not within or along project boundaries, but may still take advantage of its presence for purposes of satisfying Policy 19.1 of the Future Land Use Element of the Hillsborough County Comprehensive Plan.~~

[Staff is proposing to repurpose this condition. The existing language is no longer necessary due to introduction of a second use within Option 3. This condition is now being used to regulate certain design considerations with respect to the second use (i.e. the publicly accessible privately maintained park).]

- ~~12. This condition, together within conditions 5, 6 and 7, above, shall be considered Critical Design Features. As such, modification of these conditions shall be subject to the rules and regulations outlined within Section 5.03.07.A. of the LDC.~~

[Staff is proposing to delete this condition. This is a duplicate of condition 13, below.]

13. This condition, together within conditions ~~5~~10, ~~6-11~~ and ~~7~~12, above, shall be considered Critical Design Features. As such, modification of these conditions shall be subject to the rules and regulations outlined within Section 5.03.07.A. of the LDC.

[Staff is proposing modification of this condition to correct a scrivener's error. Staff notes that the condition was not properly written to convey Transportation staff's original intent (i.e. the numbers were never updated in the zoning staff report, and therefore designated the incorrect conditions as Critical Design Features)].

New Conditions

- If PRS 22-1144 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated August 8, 2022) which was found approvable by the County Engineer (on August 8, 2022) for the Estevez Ln. substandard road improvements. Approval of this Administrative Variance will waive the substandard road improvements required by Section 6.04.03.L. of the LDC.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - Revise Note 7 to state, “The proposed multi-family units may be constructed in multiple phases; however, the park use shall be constructed concurrent with the initial phase (see conditions of approval). Additionally, all vehicular and pedestrian access connections as well as external sidewalks shall be constructed within the first phase.”
 - Revise Note 9 to add “however, a publicly accessible private park is included. See conditions of approval.”
 - Remove Note 11 and renumber all remaining notes.
 - Revise Note 21 to add “Subject to Restrictions Outlined within the Conditions of Approval” at the end of the first sentence.
 - Revise Note 27 to fully describe existing sidewalk conditions along all roadways fronting the project, or otherwise remove the note.
 - Revise Note 28 to fully describe existing bicycle facilities along all roadways fronting the project, or otherwise remove the note.
 - Revise Note 30 to delete everything after and including “As such.” Replace language with a note reading “See conditions of approval for language governing required easements and other design considerations.”
 - Delete Note 31.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Minor Modification, also called a Personal Appearance (PRS) to two parcels, totaling +/- 38 ac., currently zoned Planned Development (PD) #20-0382. The approved PD has entitlements for three potential development options. Option 1 would permit up to 110 single-family detached dwelling units and up to 165,000 s.f. of commercial uses. Option 2 would permit up to 148 multi-family dwelling units and up to 165,000 s.f. of commercial uses. Option 3 would permit up to 348 multi-family dwelling units. The applicant is seeking modifications to the PD site plan and conditions of approval through this PRS to accomplish the following:

- 1) Add an 8.53 ac. private park (with a public access easement) to Development Option 3;
- 2) Add a new vehicular and pedestrian access connection to Estevez Ln. to provide for access to the park;
- 3) Obtain approval of a Section 6.04.02.B. Administrative Variance from the Section 6.04.03.L. requirement to perform substandard road improvements on Estevez Ln.;
- 4) Delete zoning condition 11, which required construction of an offsite sidewalk in order to satisfy Policy 19.1 within the Future Land Use Elementary of the Hillsborough County Comprehensive Plan, which is no longer required given the addition of the second use (i.e. the publicly accessible park).

Consistent with Sec. 6.2.1.C. of the Development Review Procedures Manual (DRPM), the Administrator did not require a trip generation and site access analysis to process this zoning modification. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations for Development Option 3, utilizing a generalized worst-case scenario. Staff notes that Development Option 1 remains the most trip intensive development option (i.e. Option 1) possible under the existing zoning, as such the overall trip generation potential of the subject zoning remains unchanged. The information below is largely based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition; however, the Trip Generation Manual does not include data for a

community dog park. Staff notes that a recent applicant (PD 21-0865) proposing a similar use studied two Hillsborough County Dog Parks in the p.m. peak hour in order estimate project traffic for the use. The study determined the average p.m. peak hour trip generation to be 8.98 trips per ac. This data was utilized in the calculations below, and a.m. peak hour trips were conservatively assumed to equal p.m. peak hour trips. Average daily traffic was assumed to equal 10 times the peak hour trips. Staff notes this park is substantially different from those studies, in that it includes additional park facilities such as an observation deck, and also includes a large pond which may not be utilized in any significant fashion otherwise (but contributes substantially to the park acreage). Regardless, staff had no other methodology available by which to calculate trips impacts for the project but expects actual impacts to be significantly lower.

Approved Uses (Option 3):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 348 Mid-Rise Multi-Family Dwellings (ITE LUC 221)	1,895	116	147

Proposed Uses (Option 3):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 348 Mid-Rise Multi-Family Dwellings (ITE LUC 221)	1,895	116	147
PD, 8.58 ac. Private Park (with public access easement) (Rates by Special Study)	770	77 (est.)	77
Subtotal:	2,665	193	224

Trip Generation Difference (Option 3):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 770	(+) 77	(+) 77

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Williams Rd. is a 2-lane, undivided, publicly maintained, substandard, collector roadway characterized by +/- 11-foot wide travel lanes in above average condition. The roadway lies within a variable width right-of-way (between +/- 60 feet and +/- 100 feet in width) along the project's frontage. There are +/- 4-foot wide bicycle facilities present along a portion of Williams Rd. in the vicinity of the proposed project. There are +/- 5 and 6-foot wide sidewalks along portions of both sides of Williams Rd. in the vicinity of the proposed project.

Bryan Rd. is a 2-lane, undivided, publicly maintained, substandard, local roadway characterized by +/- 20 feet of pavement in average condition. The roadway lies within a variable width right-of-way (between +/- 40 feet and +/- 50 feet in width) in the vicinity of the proposed project. There are no bicycle facilities present along Bryan Rd. There is a +/- 5-foot wide sidewalk along a portion of the northern side of Bryan Rd. in the vicinity of the proposed project.

Estevez Ln. is a 2-lane, undivided, publicly maintained, substandard, local roadway characterize by +/- 22 feet of pavement in average condition. The roadway lies within a +/- 70-foot wide right-of-way. There are no bicycle facilities or sidewalks present on Estevez Ln.

SITE ACCESS AND CONNECTIVITY

Approved access for Development Option 3 includes one (1) full access connection to Williams Rd. and one full access connection to Bryan Rd. The develop is proposed one (1) additional vehicular and pedestrian access connection to Estevez Ln.

REMOVAL OF ADDITIONAL SIDEWALK IMPROVEMENTS REQUIRED BEYOND LDC MINIMUMS/ NEW PARK USE

The applicant had previously worked with Planning Commission and Zoning section staff to address issues relating to Policy 19.1 of the Hillsborough County Comprehensive Plan, Future Land Use Element, requiring a mix of uses, whereas proposed Development Option 3 only contains residential uses. The approved implementing language to address this issue (condition 11) is being deleted, given the new park use being proposed which satisfies the mixed-use requirement. Staff is instead proposing new condition which address access and other requirements relative to the proposed park use. Staff notes that, because a private park with public access easement is not included within the Section 6.05 parking table, parking standards for the use will need to be determined by staff at the time of plat/site/construction plan review in accordance with the Determination of Unlisted Uses process described in Sections 6.05.02.G.1. and 2. Of the LDC.

Staff notes that the PD site plan does not depict a parking area on the site plan. As noted above, the applicant will be required to go through a process to determine the amount of parking required to serve the park use.

REQUESTED ADMINISTRATIVE VARIANCE – ESTEVEZ LN. SUBSTANDARD ROAD

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance request (dated August 8, 2022) from the Section 6.04.03.L. LDC requirement, whereby the developer is required to improve Estevez Ln. (between the entrance to the PD and the nearest roadway meeting current County standards, which will be Bryan Rd. post PD required improvements) to current County standards as a TS-3 local urban roadway (non-residential subtype) or TS-7 local and collector rural roadway. Based on factors presented in the Administrative Variance request, the County Engineer found the request approvable (on August 8, 2022).

If PRS 22-1144 is approved, the County Engineer will approve the above referenced Administrative Variance Request, upon which the developer will not be required to make improvements to the roadway.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway segments is reported below. Neither Bryan Rd. nor Estevez Ln. are regulated roadways and were not included in the LOS report. As such, LOS information for those facilities cannot be provided.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Williams Rd.	Broadway Ave.	Sligh Ave.	D	C

Source: Hillsborough County 2020 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Monday, August 8, 2022 4:45 PM
To: Clark, Ryan.P
Cc: Tirado, Sheida; Ratliff, James; PW-CEIntake; Lampkin, Timothy; nathan.lee@kimley-horn.com
Subject: FW: FOR YOUR REVIEW: 22-1144 - Sec. 6.04.02.B. Admin. Variance Request - Estevez Ln.
Substandard Improvements
Attachments: 22-1144+AVReq+08-08-22.pdf
Importance: High

Ryan,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 22-1144 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with Transportation Staff after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

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

Mike

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

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

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

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

From: Ratliff, James <RatliffJa@hillsboroughcounty.org>
Sent: Monday, August 8, 2022 3:50 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Subject: FOR YOUR REVIEW: 22-1144 - Sec. 6.04.02.B. Admin. Variance Request - Estevez Ln. Substandard Improvements
Importance: High

The attached was submitted today and uploaded to Optix. Please let me know if this is approvable.

Thank you,

James Ratliff, AICP, PTP *(he/him/his)*

Principal Planner

Development Services Department, Transportation Review Section

P: (813) 307-1924

E: ratliffja@hcflgov.net

W: www.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.

Note: So that we can assist you more efficiently, **please ensure** that the subject line of all email correspondence includes the Project Information (PI) Number or Zoning Case File (PD, RZ, PRS, MM, SU, or VAR) Number, where applicable.

August 8, 2022

Mr. Michael J. Williams, P.E.
Director of Development Review; County Engineer
Hillsborough County Development Services Department
601 East Kennedy Boulevard Tampa, Florida 33602

Re: **ADMINISTRATIVE VARIANCE FOR ALLIANCE RESIDENTIAL – SABAL PARK PD (RZ 22-1144)**
Folio: 065053-0000

Mr. Williams,

The subject property is 36.02 acres, has a Future Land Use of Urban Mixed Use-20 (UMU-20), is zoned PD (RZ 22-1144), allows for a mix of residential and commercial uses and is located at 10810 East Dr Martin Luther King Jr. Boulevard in Tampa, FL.

The initial proposed project is multi-family residential development, with all associated parking and utilities. Currently, the project is going through a zoning modification to add a small private park with public access on the western side of the development. Access to the park would be from Estevez Lane which has a design speed of 25 mph. The County Land Development Code considers Estevez Lane to be substandard because it does not meet TS-3 of the Transportation Technical Manual for local roads. Currently, Estevez Lane provides access to approximately six single family homes and appears to have been recently repaved. The current roadway has 10-foot lanes and meets TS-3 criteria, however there is no curb and gutter and no sidewalks. Instead of the curb, there are unpaved minimum 6-foot shoulders which exceeds the 2-feet required in the Florida Greenbook for low volume (less than 400 ADT) local roads.

Based on the above items we are applying for an administrative variance to not improve Estevez Lane to meet the criteria of TS-3 and only add sidewalk on the east side of the roadway.

Please accept this letter as a formal request for your approval of the following administrative variance:

- a) Variance to Section 6.02.07. of the LDC (Roadways)

The Land Development Code (“LDC”) allows for relief of certain standards of Section 6.02.07, Roadways, subject to providing the following information and justifications:

1. *Site Information (folio number, acreage):*
Folio 065053-0000, Total acreage is 36.02 acres
2. *Associated application numbers, if any (zoning numbers, site/plat/construction plan review):*
Zoning RZ 22-1144, Straight to Construction Site Plan Submittal PI 6011
3. *Type of Request:*
Administrative Variances to Section 6.02.07 and TS-3.
4. *Section of the LDC from which the variance is being sought as well as any associated zoning conditions which require said improvement(s):*
Section 6.02.07 and Hillsborough County Transportation Technical Manual Section TS-3.

5. *Description of what the LDC / zoning conditions require (e.g. improvement of current standards for a TS-4 roadway):*

Section 6.02.07 and the Hillsborough County Transportation Technical Manual TS-3 roadway section require 5 feet of sidewalk on both sides of a low volume public roads and an urban curb and gutter closed drainage design. The addition of sidewalk along the west side of the right of way within Estevez Lane would impact existing mature oak trees and approximately six single family residential driveways. The addition of a curb and gutter closed drainage system would require the installation of stormwater drainage pipe and drainage structures in order to collect and convey stormwater effectively to it's ultimate discharge point.

Per Section 6.03.02.C, the proposed 5' sidewalk along the same side of the development would be in compliance with the Hillsborough County Land Development Code for sidewalks.

6. *Description of existing roadway conditions (e.g. pavement width, lane width, condition, number of lanes, bicycles / sidewalk facilities):*

Estevez Lane meets both the Florida Greenbook and Hillsborough County Transportation Technical Manual TS-3 standards with existing minimum 10-foot travel lanes. The existing Estevez Lane also contains roadside swales to drain the roadway and approximately minimum 6-foot shoulders which exceed Florida Greenbook criteria of 2-feet. The roadside swales provide proper drainage, allowing the roadway to remain in a good condition to serve the existing adjacent single-family residential lots. Estevez Lane has also been recently repaved and the asphalt appears to be in good condition.

7. *Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02.B.3 criteria (a) and (b) – if applicable, (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability the following circumstances are met:*

- a) There is unreasonable burden on the applicant*

The current Estevez Lane is in good condition with a roadside swale and a minimum 6' shoulder along the roadway resulting in an unreasonable burden to the applicant to provide additional drainage with curb and gutter and a 5' sidewalk on both sides of the road. The low speed and low volume vehicular and pedestrian demands for existing residents and the proposed passive low demand park is adequate with the existing 10' (minimum) residential travel lanes and proposed 5' sidewalk only along the eastern portion of the roadway right of way.

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

A variance approval to Section 6.02.07 and TS-3 to allow a 5' sidewalk only along the eastern portion of Estevez Lane will still promote adequate vehicular and pedestrian access without risking public health, safety, or welfare. The existing residential lots along the western portion of Estevez Lane currently have large trees within the corridor and fencing that would be impacted with the required 5' sidewalk and 2' minimum clearance from any fences per the Hillsborough County Transportation Technical Manual. Since Estevez Lane will not provide vehicular access to the development, the proposed 5' sidewalk along the eastern portion of Estevez Lane and a passive park parking area will provide sufficient capacity to serve the vehicular and pedestrian traffic without impacting the current efficiency of the local street system or drainage demands.

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

Without approval of the Administrative Variance to Section 6.02.07, the additional improvements to Estevez Lane would impact existing adjacent mature oak trees. Also, by improving Estevez Lane to meet TS-3 criteria an adverse impact could be increased speeds along the local road. It would not be reasonable to improve the road to current standards to provide access to a very low traffic demand park.

8. *Documentation / Other attachments:*

Attached is the latest Site Plan for Alliance Residential – Sabal Park.

If you have any questions regarding this submittal, please feel free to contact me at 813-620-1460, or email me at Ryan.P.Clark@kimley-horn.com.

Sincerely,
Kimley-Horn and Associates



Ryan P. Clark,
Project Manager

Base on the information provided by the applicant this request is:

_____ Approved with Conditions

_____ Approved

_____ Disapproved

Michael J. Williams, P.E.
Hillsborough County Engineer

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
Williams Rd.	County Collector – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - ROW Dedication
Bryan Rd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – ROW Dedication
Estevez Ln.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	7,364	236	550
Proposed	7,364	236	550
Difference (+/-)	No Change	No Change	No Change

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

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

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

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Trip generation shown represents highest trip generating option (i.e. Option 1). Proposed modification of Option 3 will result in increased traffic for that option (by 770 average daily trips, 77 a.m. peak hour trips, and 77 p.m. peak hour trips) but not in the overall maximum trip generation potential of the approved PD.

COMMISSION

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



DIRECTORS

Janet D. Lorton EXECUTIVE DIRECTOR
Elaine S. DeLeeuw ADMIN DIVISION
Sam Elrabi, P.E. WATER DIVISION
Rick Muratti, Esq. LEGAL DEPT
Reginald Sanford, MPH AIR DIVISION
Steffanie L. Wickham WASTE DIVISION
Sterlin Woodard, P.E. WETLANDS DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: 8/25/2022	COMMENT DATE: 7/19/2022
PETITION NO.: 22-1144	PROPERTY ADDRESS: 10810 E. MLK BLVD
EPC REVIEWER: Mike Thompson	FOLIO #: 65053.0000
CONTACT INFORMATION: (813) 627-2600 X1219	STR: 05-29S-20E
EMAIL: thompson@epchc.org	
REQUESTED ZONING: Minor Mod to PD	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	11/3/2021
WETLAND LINE VALIDITY	Valid
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetlands located throughout site.
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none">• 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.	

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

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

INFORMATIONAL COMMENTS:

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

- The site plan depicts wetland impacts that have not been authorized by the Executive Director of the EPC. 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. If you choose to proceed with the wetland impacts depicted on the plan, a separate wetland impact/mitigation proposal and appropriate fees must be submitted to this agency for review.
- 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.

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

PETITION NO.: PRS22-1144 REVIEWED BY: Randy Rochelle DATE: 7/27/2022

FOLIO NO.: 65053.0000

WATER

- ☐ The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☒ A 8 inch water main exists ☒ (adjacent to the site), ☐ (approximately _____ feet from the site) and is located within the west Right-of-Way of Williams Road. 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.
- ☐ Water distribution system improvements will need to be completed prior to connection to the County's water 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.

WASTEWATER

- ☐ The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☒ A 4 inch wastewater force main exists ☐ (adjacent to the site), ☒ (approximately 1328 feet from the site) and is located north of the subject property within the east Right-of-Way of Williams Road. 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: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water systems.