

PD Modification Application: PRS 24-0627

Zoning Hearing Master Date: N/A

BOCC Land Use Meeting Date: June 11, 2024

**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Citrus Park Investors, LLC

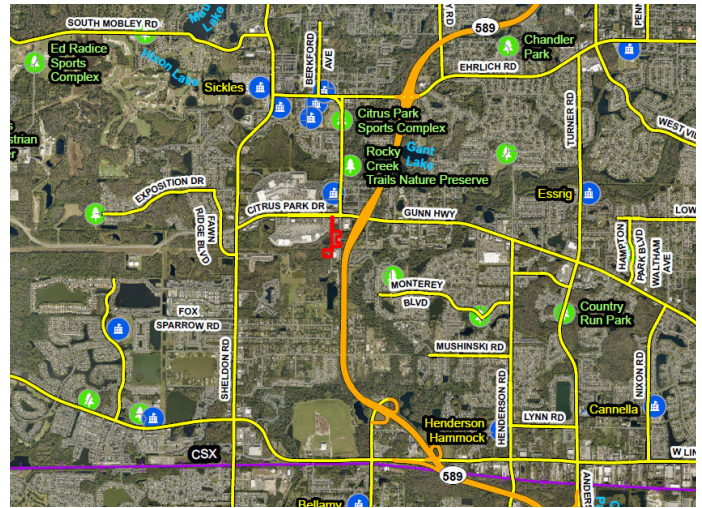
FLU Category: UMU-20 and RES-9

Service Area: Urban

Site Acreage: 8.60 +/-

Community Plan Area: Northwest

Overlay/Special District: None

**Introduction Summary:**

The subject site is zoned PD (Planned Development) 22-0856 and approved for hotel, limited commercial, limited office and mini-warehouse uses within four development parcels. A flex of the RES-9 FLU category was approved under PD 22-0856.

This application seeks to remove acreage from PD 22-0856 to become part of pending PD 23-0993. Additionally, a trip cap will be placed on the PD to ensure limited traffic generation for the subject PD and pending PD 23-0993, pending PD 23-0994, and pending PD 24-0031.

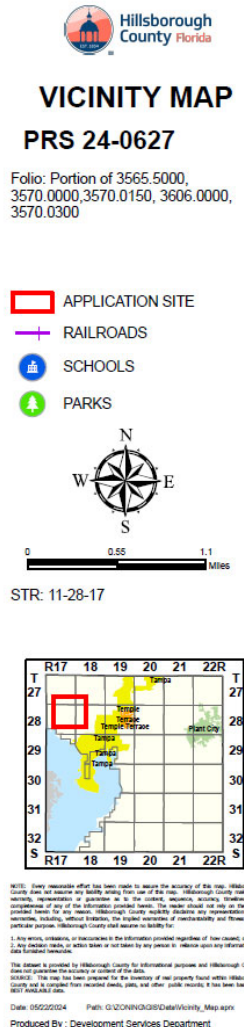
This PRS is requested by Citrus Park Investors and will modify only their owned parcels within PD 22-0856.

Existing Approval(s):	Proposed Modification(s):
PD total acreage of 9.17 acres	PD total acreage of 8.60 acres (0.57 acre reduction within Parcel B)
<u>Parcel A</u> : 125,991 sf office building, 125,991 sf hotel, office or commercial building, and existing surface parking/future parking structure.	<u>Parcel A</u> : 125,991 sf office building, 124,650.9 sf (1,340.1 sf reduction) hotel, office or commercial building, and existing surface parking/future parking structure.
<u>Parcel B</u> : Private Road (Easy Street).	<u>Parcel B</u> : Private Road (Easy Street). (No change)
<u>Parcel C</u> : Stormwater and common/open space.	<u>Parcel C</u> : Stormwater and common/open space. (No change)
<u>Parcel D</u> : 103,0000 sf mini-warehouse	<u>Parcel D</u> : 103,0000 sf mini-warehouse. (No change)

Additional Information:

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

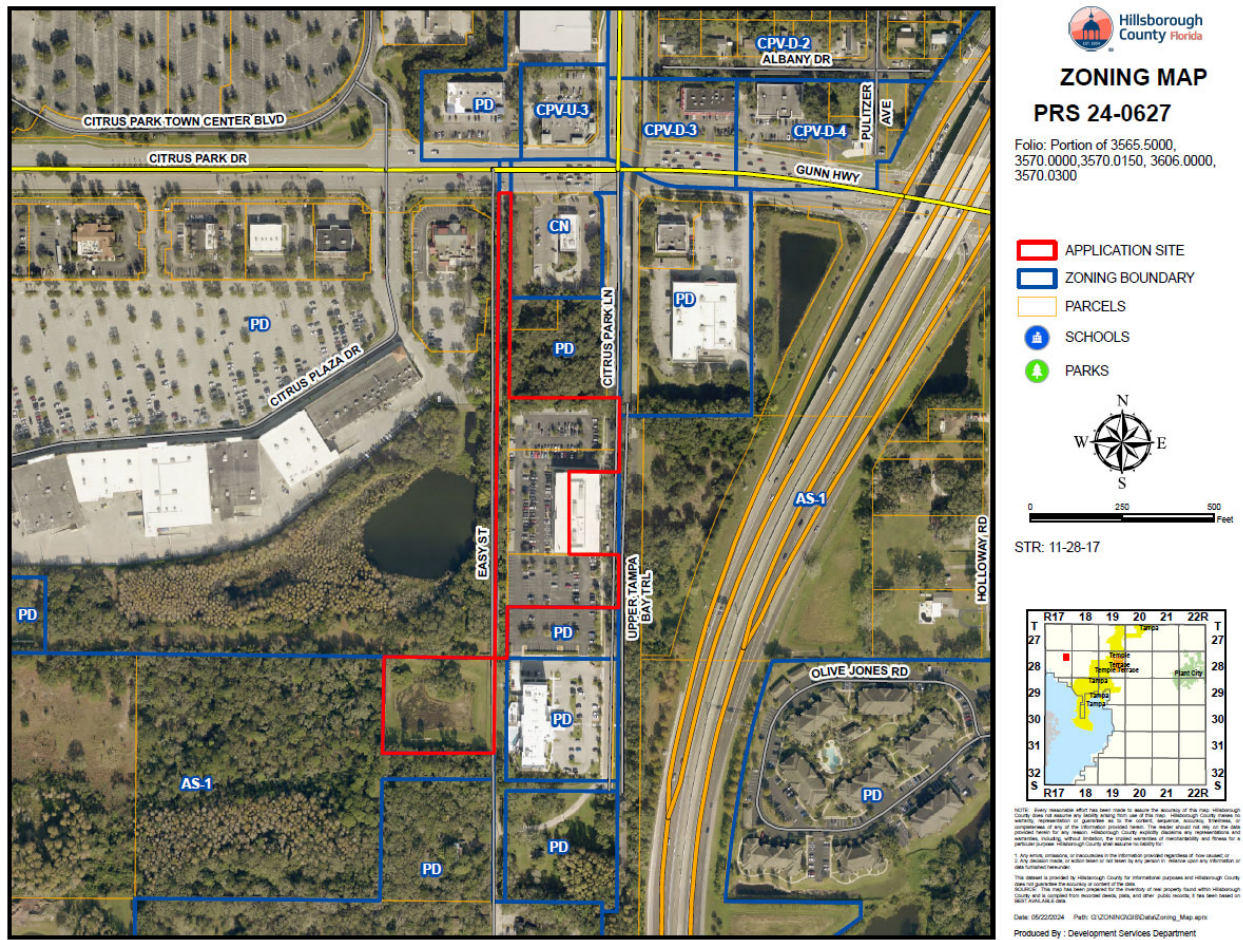
Planning Commission Recommendation: N/A	Development Services Recommendation: Approvable, Subject to Conditions
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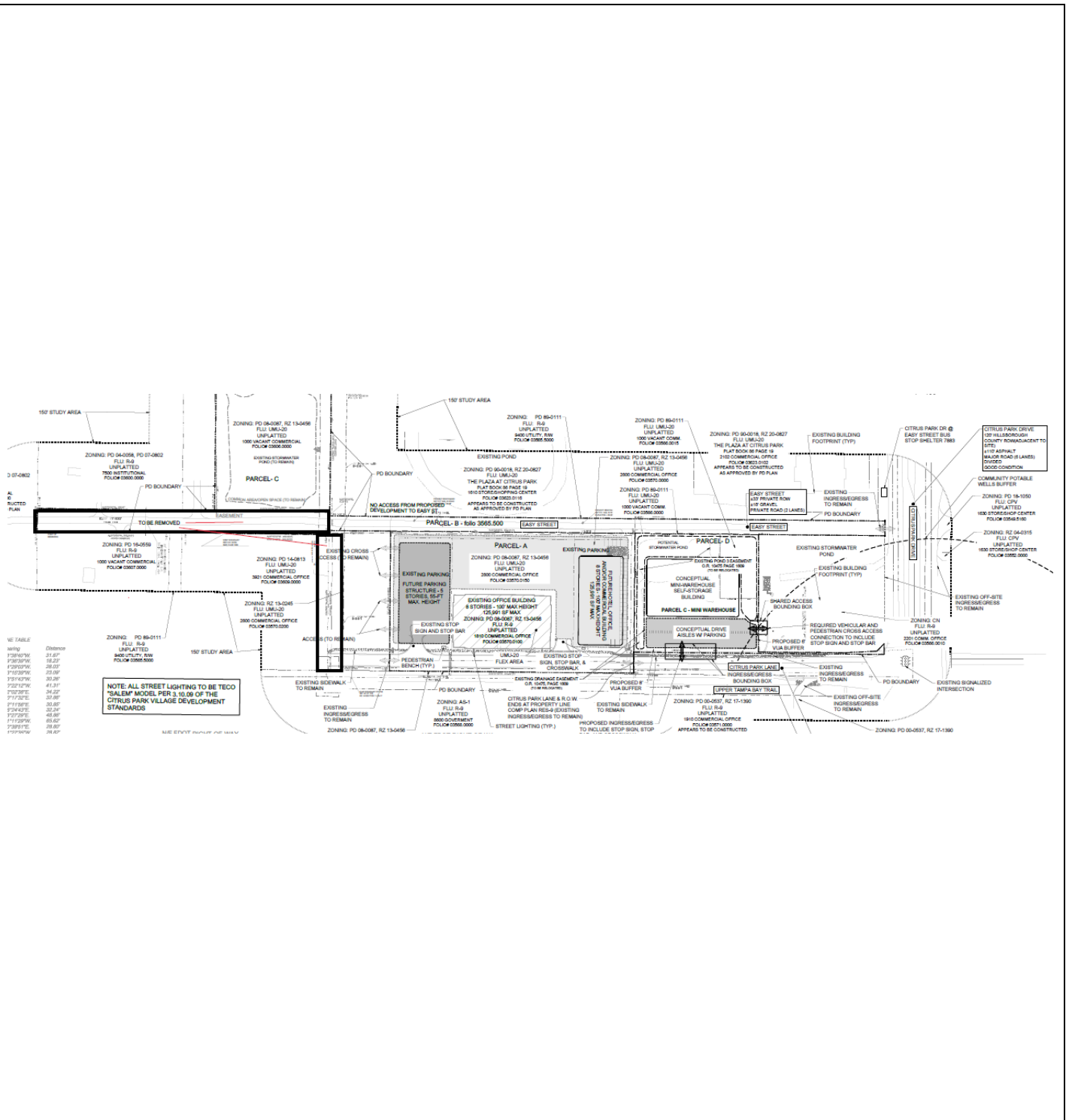
2.0 LAND USE MAP SET AND SUMMARY DATA

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	PD 22-0856	1.36 FAR	Mini-warehouse	Undeveloped
West	PD 90-0018	0.21 FAR	Commercial	Shopping Center
South	PD 13-0245 PD 23-0993 (pending)	PD 13-0245: 0.35 PD 23-0993: 0.76 FAR or 63 u/a (blended)	PD 13-0245: Hotel/Office/Parking PD 23-0993: Hotel/Office or Multi-Family and ROW	PD 13-0245: Parking PD 23-0993: Undeveloped
East	AS-1	1 unit per acre	Single-Family Residential and Agriculture	County ROW and Trail



APPLICATION NUMBER: PRS 24-0627
ZHM HEARING DATE: N/A
BOCC LUM MEETING DATE: June 11, 2024

Case Reviewer: Michelle Heinrich, AICP

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
Citrus Park Ln.	Multiple Classifications (Collector/Local/Driveway)	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 checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation ☒ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing			
Proposed			
Difference (+/-)	N/A	N/A	N/A

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

Connectivity and Cross Access ☐ Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	Vehicular & Pedestrian	Meets LDC
South		None	Vehicular & Pedestrian	Meets LDC
East	X	None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Citrus Park Ln./ Substandard Rd.	Design Exception Requested	Approvable
Gunn Hwy./ Turn Lane Lengths	Design Exception Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
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 type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees N/A				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed request seeks to remove 0.52 acres from the existing PD for inclusion into pending PD 23-0993. No additional uses, additional development or development standard changes are proposed. The subject area remaining within PD 22-0856 (Parcel B) will remain undeveloped. Removal of this land will not alter the development entitlements of other property owners with PD 22-0856.

Staff has not identified any compatibility concerns with the requested changes.

5.2 Recommendation

Supported, subject to proposed conditions of approval.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

1. Site plan to remove Parcel C notation within Parcel D.
2. Futuresq to change to X.

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 22, 2024.

1. Development shall be limited to:

1.1 Parcel A

Up to a maximum of ~~283,377~~ 250,641.9 square feet (GFA) to be used for a hotel with ancillary commercial, business, professional office, and retail. Stand-alone convenience stores, stand-alone fast-food restaurants with or without a drive-through, or stand-alone banks with or without a drive-through are prohibited and shall not be permitted.

1.2 Parcel B

Private Road.

1.3 Parcel C

Stormwater and Common Area/Open Space.

1.4 Parcel D

Up to a maximum of 103,000 square feet (GFA) of mini warehouse.

2. Development shall proceed as depicted on the general development plan and with standards for Parcel A as follows:

Maximum Building Height:	100 feet up to 8 stories
Parking Garage Height:	55 feet up to 5 stories with 6 levels of parking
Minimum Front Yard:	25 feet
Minimum Rear Yard:	15 feet
Minimum Side Yard:	15 Feet
Maximum Building Coverage:	50%
Maximum Gross Floor Area:	283,377 <u>250,641.9</u> Square Feet

3. Development shall proceed as depicted on the general development plan and with standards for Parcel D as follows:

Maximum Building Height:	60 Feet
Minimum Front Yard:	30 Feet
Minimum Side Yard:	0 Feet

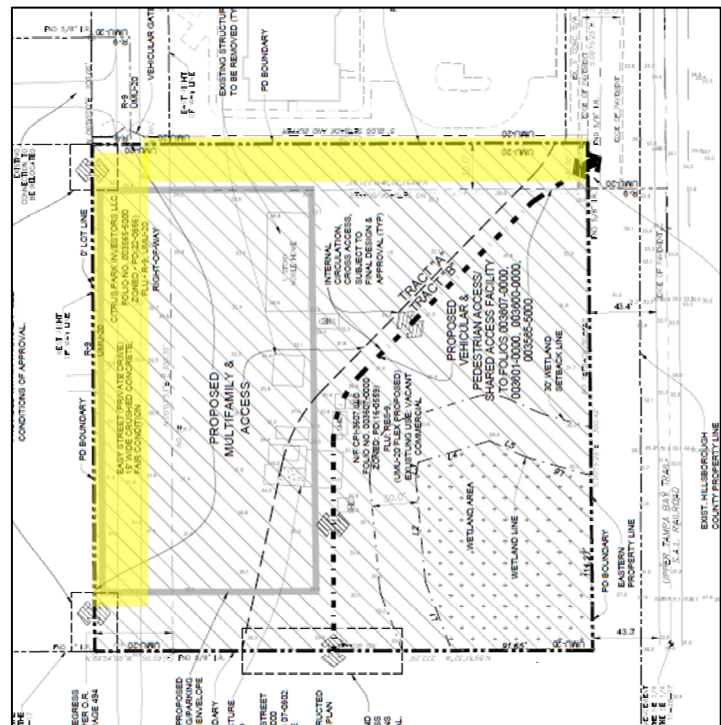
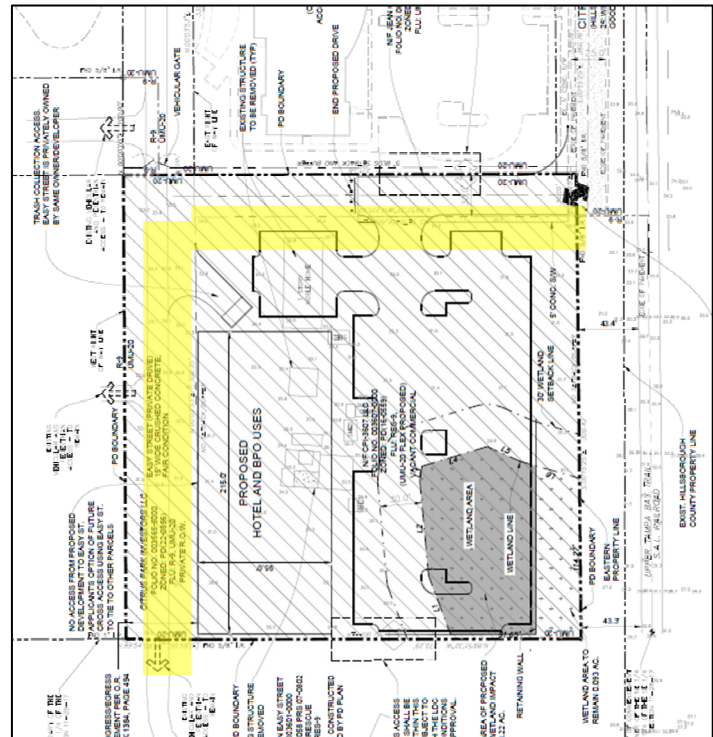
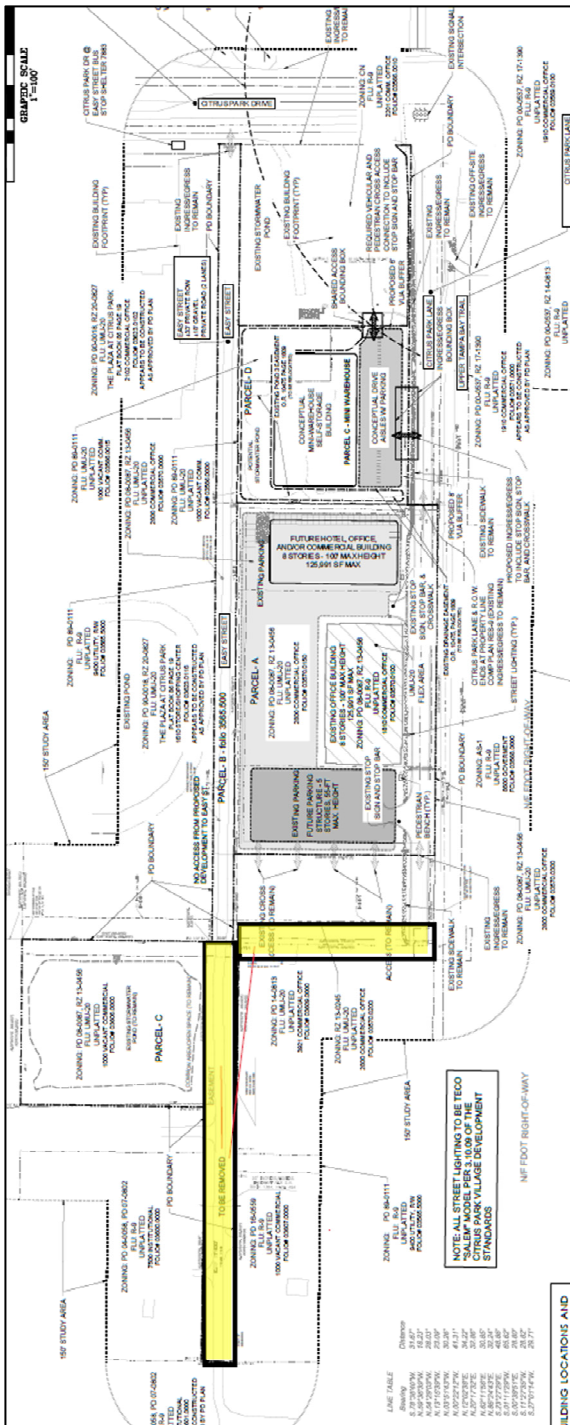
Minimum rear Yard:	0 Feet
Maximum Building Coverage:	50%
Maximum Gross Floor Area:	103,000 Square Feet

4. Buffering and screening shall be provided in accordance with LDC Part 6.06.00 with the exception of Parcel C.
5. 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.
6. 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.
7. 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).
8. 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.
9. Parcel D shall have one full access connections on Citrus Park Ln. If gated, the gate shall be set back to meet minimum throat depth.
10. Prior to or concurrent with the increment of development of Parcel D, the westbound to southbound left turn lane at the intersection of Citrus Park Dr. and Citrus Park Ln. shall be extended to a total length of 350 feet at the sole expense of the developer of Parcel D.
11. Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere along the project boundary.
12. Notwithstanding anything show on the PD site plan or in the conditions to the contrary, the project's internal access driveways shall include ADA sidewalks connecting all primary building entrances, parking areas and all project access connections.
13. The project shall be limited to the entitlements specified in condition 1, hereinabove. Notwithstanding anything herein or on the PD site plan to the contrary, the maximum amount of development shall be limited by certain restrictions placed on the allowable uses and the cumulative trip generation of all existing and proposed uses within PRS 24-0627 as further detailed below. This condition has the effect that, depending upon the amount and type of uses ultimately developed within PRS 24-0627, the maximum entitlements described above may not be constructible and/or could result in a property owner's inability to construct any development within a portion of the project. The cumulative gross trip generation of all uses within the PRS 24-0627 shall not exceed 2,113 gross average daily trips, 147 a.m. gross peak hour trips, and 198 gross p.m. peak hour trips.

- 13.1 Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on the site. The list shall contain data including gross floor area, type of use, date the use was approved by Hillsborough County, references to the site/subdivision Project Identification (PI) number (or if no PI number exists, a copy of the permit or other official reference number), calculations detailing the individual increment and cumulative project gross trip generation impacts, and source for the data used to develop such estimates.
- 13.2 In calculating the trip generation impacts of existing and proposed development, sole authority to determine the appropriateness of certain ITE land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE Trip Generation Manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine appropriate trip generation rates for purposes of calculating whether proposed entitlements exceed the trip cap. Given the wide range of potential uses, and since the transportation analysis submitted for purposes of the zoning does not necessarily represent a worst-case scenario of potential trip generation impacts for any individual use or group of uses, the utilization of certain land use codes within the zoning level analysis shall have no bearing on the appropriateness of the codes ultimately chosen to study project impacts, including whether uses can ultimately be authorized consistent with the above trip cap.
14. If PRS 24-0627 is approved, the County Engineer will approve a Design Exception request (dated February 9, 2024, Revision No. 4 and resubmitted May 21, 2024) which was found approvable (with conditions and clarifications) by the County Engineer (on March 18, 2024 and reaffirmed for this modification on May 28, 2024) for the Citrus Park Ln. substandard roadway/driveway improvements. As the majority of Citrus Park Ln. is a substandard local road, (with other segments consisting of substandard collector roadway and private driveway, both with public access easements), the developer will be required to make certain improvements to Citrus Park Ln. consistent with the Design Exception. Specifically, prior to or concurrent with the next increment of development within PRS 24-0627, the developer shall construct certain pedestrian crosswalk and Upper Tampa Bay Trail connections as specified in Design Exception., hereinabove. (subject to limits of the trip cap).
15. If PRS 24-0627 is approved, the County Engineer will approve a Design Exception request (dated March 15, 2024 and submitted May 24, 2024) which was found approvable (with conditions and clarifications) by the County Engineer (on March 18, 2024 and reaffirmed this modification on May 28, 2024) pertaining to required turn lane lengths for the westbound to southbound left turn lane and eastbound to southbound right turn lane at the intersection of Gunn Hwy. and Citrus Park Ln. Specifically, the developer will be permitted to reduce the required length of the westbound to southbound left turn lane from 485 feet to 372 feet and reduce the required length of the eastbound to southbound right turn lane from 385 feet to 245 feet. This will have the effect of allowing the right turn lane to stay in its existing condition. Requirements for extension of the left turn lane are specified in condition 16 below.
16. The developer shall construct an extension of the existing westbound to southbound left turn lane on Gunn Hwy. onto Citrus Park Ln., such that it is a minimum distance of 372 feet.

1317. Parking shall be provided consistent with Sec. 6.05.02 of the LDC.
1418. 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:	
<div><div>SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.</div><div>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.</div></div>	



The removal 0.57 acres from the PD results in changes in acreage within the UMU-20 flex and RES-9 areas. Accordingly, this reduces the total square footage, which is removed only from the parcels owned by the PRS applicant.

	Existing PD		Modified PD	
Total	9.17*		8.58*	
UMU-20	7.73	336,718.8	7.73	336,718.8
UMU-20 Flex	0.71	30,927.6	0.14	6,098.4
RES-9	0.72	10,977.1	0.71	10,824.7
Max Permitted		378,623.5		353,641.9
Approved		354,982		353,641.9
				(1,340.1)

*no wetlands

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)

8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)

APPLICATION NUMBER: PRS 24-0627

ZHM HEARING DATE: N/A

BOCC LUM MEETING DATE: June 11, 2024

Case Reviewer: Michelle Heinrich, AICP

9.0 FULL TRANSPORTATION REPORT (see following pages)

**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted April 19, 2023.

1. Development shall be limited to:

1.1 Parcel A

Up to a maximum of 283,377 square feet (GFA) to be used for a hotel with ancillary commercial, business, professional office, and retail. Stand-alone convenience stores, stand-alone fast-food restaurants with or without a drive-through, or stand-alone banks with or without a drive-through are prohibited and shall not be permitted.

1.2 Parcel B

Private Road.

1.3 Parcel C

Stormwater and Common Area/Open Space.

1.4 Parcel D

Up to a maximum of 103,000 square feet (GFA) of mini warehouse.

2. Development shall proceed as depicted on the general development plan and with standards for Parcel A as follows:

Maximum Building Height:	100 feet up to 8 stories
Parking Garage Height:	55 feet up to 5 stories with 6 levels of parking
Minimum Front Yard:	25 feet
Minimum Rear Yard:	15 feet
Minimum Side Yard:	15 Feet
Maximum Building Coverage:	50%
Maximum Gross Floor Area:	283,377 Square Feet

3. Development shall proceed as depicted on the general development plan and with standards for Parcel D as follows:

Maximum Building Height:	60 Feet
Minimum Front Yard:	30 Feet
Minimum Side Yard:	0 Feet
Minimum rear Yard:	0 Feet
Maximum Building Coverage:	50%
Maximum Gross Floor Area:	103,000 Square Feet

4. Buffering and screening shall be provided in accordance with LDC Part 6.06.00 with the exception of Parcel C.

5. 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.
6. 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.
7. 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).
8. 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.
9. Parcel D shall have one full access connections on Citrus Park Ln. If gated, the gate shall be set back to meet minimum throat depth.
10. Prior to or concurrent with the increment of development of Parcel D, the westbound to southbound left turn lane at the intersection of Citrus Park Dr. and Citrus Park Ln. shall be extended to a total length of 350 feet at the sole expense of the developer of Parcel D.
11. Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere along the project boundary.
12. Notwithstanding anything show on the PD site plan or in the conditions to the contrary, the project's internal access driveways shall include ADA sidewalks connecting all primary building entrances, parking areas and all project access connections.
13. Parking shall be provided consistent with Sec. 6.05.02 of the LDC.
14. 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.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 05/28/2024

REVISED: 5/29/2024

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: Northwest/ NWH

PETITION NO: RZ 24-0627

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

CONDITIONS OF APPROVAL

New Conditions:

- The project shall be limited to the entitlements specified in condition 1, hereinabove. Notwithstanding anything herein or on the PD site plan to the contrary, the maximum amount of development shall be limited by certain restrictions placed on the allowable uses and the cumulative trip generation of all existing and proposed uses within PRS 24-0627 as further detailed below. This condition has the effect that, depending upon the amount and type of uses ultimately developed within PRS 24-0627, the maximum entitlements described above may not be constructible and/or could result in a property owner's inability to construct any development within a portion of the project. The cumulative gross trip generation of all uses within the PRS 24-0627 shall not exceed 2,113 gross average daily trips, 147 a.m. gross peak hour trips, and 198 gross p.m. peak hour trips.
 - Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on the site. The list shall contain data including gross floor area, type of use, date the use was approved by Hillsborough County, references to the site/subdivision Project Identification (PI) number (or if no PI number exists, a copy of the permit or other official reference number), calculations detailing the individual increment and cumulative project gross trip generation impacts, and source for the data used to develop such estimates.
 - In calculating the trip generation impacts of existing and proposed development, sole authority to determine the appropriateness of certain ITE land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE Trip Generation Manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine appropriate trip generation rates for purposes of calculating whether proposed entitlements exceed the trip cap. Given the wide range of potential uses, and since the transportation analysis submitted for purposes of the zoning does not necessarily represent a worst-case scenario of potential trip generation impacts for any individual use or group of uses, the utilization of certain land use codes within the zoning level analysis shall

have no bearing on the appropriateness of the codes ultimately chosen to study project impacts, including whether uses can ultimately be authorized consistent with the above trip cap.

- If PRS 24-0627 is approved, the County Engineer will approve a Design Exception request (dated February 9, 2024, Revision No. 4 and resubmitted May 21, 2024) which was found approvable (with conditions and clarifications) by the County Engineer (on March 18, 2024 and reaffirmed for this modification on May 28, 2024) for the Citrus Park Ln. substandard roadway/driveway improvements. As the majority of Citrus Park Ln. is a substandard local road, (with other segments consisting of substandard collector roadway and private driveway, both with public access easements), the developer will be required to make certain improvements to Citrus Park Ln. consistent with the Design Exception. Specifically, prior to or concurrent with the next increment of development within PRS 24-0627, the developer shall construct certain pedestrian crosswalk and Upper Tampa Bay Trail connections as specified in Design Exception., hereinabove. (subject to limits of the trip cap).
- If PRS 24-0627 is approved, the County Engineer will approve a Design Exception request (dated March 15, 2024 and submitted May 24, 2024) which was found approvable (with conditions and clarifications) by the County Engineer (on March 18, 2024 and reaffirmed this modification on May 28, 2024) pertaining to required turn lane lengths for the westbound to southbound left turn lane and eastbound to southbound right turn lane at the intersection of Gunn Hwy. and Citrus Park Ln. Specifically, the developer will be permitted to reduce the required length of the westbound to southbound left turn lane from 485 feet to 372 feet and reduce the required length of the eastbound to southbound right turn lane from 385 feet to 245 feet. This will have the effect of allowing the right turn lane to stay in its existing condition. Requirements for extension of the left turn lane are specified in condition X, below. [The applicable condition number shall be introduced in the final staff report by the case planner.]
- The developer shall construct an extension of the existing westbound to southbound left turn lane on Gunn Hwy. onto Citrus Park Ln., such that it is a minimum distance of 372 feet.

PROJECT OVERVIEW & TRIP GENERATION

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS) to a +/- 6.17 ac. area (consisting of multiple parcels) which is currently zoned Planned Development (PD) and was most recently modified via zoning action #22-0856. The total Planned Development area is 9.17 acres, however two parcels under separate ownership where not party to this PRS application.

The existing PD zoning is approved for the following uses:

Development shall be limited to:

1.1 Parcel A

Up to a maximum of 283,377 square feet (GFA) to be used for a hotel with ancillary commercial, business, professional office, and retail. Stand-alone convenience stores, stand-alone fast-food restaurants with or without a drive-through, or stand-alone banks with or without a drive-through are prohibited and shall not be permitted.

1.2 Parcel B

Private Road.

1.3 Parcel C

Stormwater and Common Area/Open Space.

1.4 Parcel D

Up to a maximum of 103,000 square feet (GFA) of mini warehouse.

The applicant is requesting to remove segments of Easy Street from the Planned Development, of approximately 0.57 acres, with the intent of adding it the adjacent Planned Development to the north (PD 23-0993). Additionally, the applicant is proposing a trip threshold for new development. The applicant's proposed trip cap represents the maximum development that can be supported on Citrus Park Lane from the PD 22-0856, which this application seeks to modify. As a part of the related 23-0994 and 24-0031 case filings, the applicant prepared an analysis of existing roadway traffic on Citrus Park Ln., and added traffic from approved but unbuild traffic from projects along the roadway, i.e. "vested" background traffic, as well as added in traffic proposed from those two related zonings. An additional increment of trip impacts was factored into that analysis, which represents additional development above and beyond the existing building (constructed circa 2013) which lies within 22-0856 and consists of Professional Service Uses.

However, since the proposed trip thresholds for the parcels within the PD are under separate ownership and were not party to this application, staff is recommending a condition of approval that excludes the maximum trip generation for folios #3570.0100, 3566.0000, and 3566.0015. The proposed trip cap was arrived at by taking cumulative gross trip generation for PD 23-0856 which is estimated to generate a maximum of 3,628 average daily trips, 358 a.m. peak hour trips, and 398 p.m. peak hour trips, and subtracting the estimated maximum trips generated by the parcels not party to the PRS application as follows:

- Portion of Parcel "A" - Folio# 3570.0100: 1,366 gross average daily trips, 192 a.m. gross peak hour trips, and 181 gross p.m. peak hour trips
- Parcel "D" – Folio# 3566.0000 and 3566.0015: 149 gross average daily trips, 19 gross a.m. peak hour trips, and 19 gross p.m. peak hour trips.

With the reduction of the estimated trips generated by the above parcels, the remaining trips associated with the application are proposed to be capped at 2,113 gross average daily trips, 147 a.m. gross peak hour trips, and 198 gross p.m. peak hour trips.

Existing Citrus Park Ln.

Citrus Park Ln. south of Gunn Hwy. consists of segment of publicly maintained roadway as well as sections which are considered private driveways (since they are not platted with common ownership areas in accordance with applicable sections of Sections 6.02.01 and 6.03.01 of the LDC); however, those private sections apparently do have public access easements over those segments. The applicant was unable to provide specific information about the geographic information of specific segments, and staff notes that the County's GIS viewer does not

contain accurate information with respect to ownership and maintenance responsibilities. Regardless, the County Engineer has approved a Design Exception which addresses the substandard nature of the facilities. These are discussed in the Design Exception Request #1 section, hereinbelow.

Compliance with the Northwest Area Community Plan/ Trail Connections

The projects are located within the Northwest Area Community Plan (NWACP), as specified in the Livable Communities Element of the Hillsborough County Comprehensive Plan. Section C within the Strategies portion of the NWACP states in part that “Flexible and innovative mobility options have been identified to offset the deficient street network by: Connecting neighborhoods with employment, retail and education centers through Greenways of equestrian, pedestrian and bicycle trails...and ensuring that major streets do not act merely as vehicular throughfares but serve pedestrians and bicyclists equally well.” Staff notes that the project is being required to provide two connections to the Upper Tampa Bay Trail system (located just east of the site) with associated crosswalks across Citrus Park Ln. One (1) crosswalk and trail connection is being proposed as a part of the Design Exception request as mitigation for the existing substandard segments of Citrus Park Ln. (and will be constructed just north of the PD 23-0993), and one (1) crosswalk and trail connection is being proposed to support the requested modifications to the newly constructed Extension of Citrus Park Ln. (and will be constructed within PD 23-0993). While required by the respective Design Exceptions, these PDs also support the above referenced NWACP requirements.

Section C within the same section of the NWACP also has other relevant sections, including “Requiring new development to be designed with a continuous local network of roads characterized by short blocks within minimal use of cul-de-sacs. This network separates community based trips from long-distance through traffic, and provides a variety of alternative routes and itineraries that connect to adjacent neighborhoods as often as possible.” While some of the existing zonings allow or require a certain amount of development to N. Meadowview Cir., and that arrangement is being permitted to remain as-is under retained Option 1, the Director of Development Services determined that no connection to N. Meadowview Cir. would be required due to previous BOCC conversation about concerns with impacts to Meadowview Cir., as well as potential compatibility concerns. Given this direction, staff does not object to the inclusion of a cul-de-sac or the lack connectivity which would otherwise be required pursuant to the LDC and Comprehensive Plan.

Transportation Analysis and Impacts

While the request to remove area from the approved Planned Development would result in a theoretical decrease in trip generation, the overall development of the PD is subject to the proposed trip generation limitations. The applicant has submitted a trip generation and site access analysis in accordance with the Development Review Procedures Manual (DRPM).

EXISTING TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Citrus Park Ln. is a 2-lane transportation facility, which has varying levels of functional classification. The northern portions of the roadway are considered a collector roadway due to traffic volumes present on that segment, while the other segments south of that are either local roadway segment or considered a named private driveway with a public access easement. The facility is characterized by +/- 12-foot-wide travel lanes along a majority of the facility, except that +/- 11-foot-wide travel lanes are present on the immediate approach to its intersection with Gunn Hwy. The roadway lies within a +/- 85-foot-wide right-of-way for the first +/- 550 feet of the facility, and thereafter exists in differing states as noted above. The pavement is in average condition. There are no on-street bicycle facilities present on the facility. There are +/- 5-foot-wide sidewalk along the western side of the facility. The Upper Tampa Bay Trail is present along the eastern side of the facility.

SITE ACCESS AND CONNECTIVITY

No changes to site access or connectivity are proposed. Access to the site will be to/from Citrus Park Ln.

DESIGN EXCEPTION #1 – CITRUS PARK LN. – SUBSTANDARD RD.

As the existing portions of Citrus Park Ln. is a substandard local roadway/collector roadway/driveway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated February 9, 2024, Revision No. 4 and submitted on May 21, 2024) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable with conditions (on March 18, 2024 and reaffirmed as it relates to this minor modification on May 28, 2024). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-3 Typical Section (for 2-Lane Urban Local Roadways) and TS-4 Typical Section (for 2-Lane, Urban Collector Roadways), as applicable, are as follows:

- The applicant is proposing to utilize the existing 11-foot-wide travel lanes, in lieu of the 12-foot-wide lanes required per TS-3, or the 11-foot-wide lanes with 7-foot-wide adjacent buffered bicycle lanes required per TS-4; and,
- The applicant is proposing to eliminate the bicycle lanes on the west side of the roadway, and notes that the Upper Tampa Bay Trail (UTBT) provides pedestrian and bicycle accommodation along the eastern side of the facility in lieu of the buffed bicycle lanes provided per TS-4.

As alternative mitigation and to enhance safety along the roadway, the developer is proposing to construct a connection between the existing sidewalk system on the west side of Citrus Park Ln. and the UTBT, as generally shown on the PD site plan. The pedestrian crosswalk may occur at (or shall otherwise be in the general vicinity of) the existing staircase/connection to the UTBT located east of folio 3609.0000 unless otherwise necessary to meet vehicular sight distance standards to the newly constructed Citrus Park Ln. Extension.

The trail connection (which may be a new connection or a modification of the existing staircase connection) shall occur in whatever location is necessary to obtain approval and achieve a design which meets County and Americans with Disabilities Act (ADA) standards. This shall require the developer to install curb ramps on both the east and west sides of Citrus Park Ln. (including within a portion of folio 3609.0000). All of these required improvements are outside of the subject PD.

The same Design Exception was submitted for adjacent related PDs 24-0031 and 23-0994, and the County Engineer found the request approvable with certain conditions, specifically that the approval is contingent upon the applicant filing a zoning modification to adjacent PD 22-0856 (i.e. the current zoning modification 24-0627) which restricts trips in accordance with a study to be prepared by applicant and approved by Hillsborough County which restricts the maximum trip impacts through the Gunn Hwy. and Citrus Park Ln. intersection (in order to ensure safety and operation efficiency). This Design Exception applies to authorized development within the subject PD (i.e. development occurring within that PD which does not exceed the trip cap). It does not cover other approved development within the existing PD. The County Engineer also imposed a condition that clarifies that the Upper Tampa Bay Trail connection shall include a crosswalk across Citrus Park Ln., as specified in the zoning conditions contained hereinabove.

If PD24-0672 is approved, the County Engineer will approve the Design Exception request with the conditions and clarifications specified above.

DESIGN EXCEPTION #2 – TURN LANE LENGTHS

The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated March 15, 2024 and submitted on May 24, 2024) to request a deviation from the Hillsborough County Transportation Technical Manual (TTM) requirements for the westbound to southbound left turn lane and eastbound to southbound right turn lane at the intersection of Citrus Park Ln. and Gunn Hwy. Based on factors presented in the Design Exception request, the County Engineer found the request approvable with conditions (on March 18, 2024 and reaffirmed as it relates to this minor modification on May 28, 2024). The deviations from required turn lane lengths are as follows:

- The applicant is proposing to reduce (by 113 feet) the required westbound to southbound left turn lane length, from a required length of 485 feet to a reduced length of 372 feet; and,
- The applicant is proposing to reduce (by 140 feet) the required eastbound to southbound right turn lane length, from a required length of 385 feet to a reduced length of 245 feet.

These Design Exceptions would require the developer to extend to the westbound to southbound turn lane to the length indicated above, while the existing eastbound to southbound right turn lane would be left in its existing condition.

The same Design Exception was submitted for adjacent related PDs 24-0031 and 23-0994, and the County Engineer found the request approvable with certain conditions, specifically that the approval is contingent upon the applicant filing a zoning modification to adjacent PD 22-0856 (i.e. the current zoning modification 24-0627) which restricts trips in accordance with a study to be prepared by applicant and approved by Hillsborough County which restricts the maximum trip impacts through the Gunn Hwy. and Citrus Park Ln. intersection (in order to ensure safety and operation efficiency). This Design Exception applies to authorized development within the subject PD (i.e. development occurring within that PD which does not exceed the trip cap). It does not cover other approved development within the existing PD.

If PD 24-0627 is approved, the County Engineer will approve the Design Exception request with the conditions specified above.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Citrus Park Ln. was not evaluated as a part of the 2020 Hillsborough County Level of Service (LOS) Report. As such, LOS information for that facility cannot be provided. Staff notes that, according to the report, Gunn Hwy. (between Citrus Park Dr. and the Veterans Expressway) is operating at a LOS C with an adopted LOS Standard E.

From: Williams, Michael [WilliamsM@hcfl.gov]
Sent: Tuesday, May 28, 2024 4:27 PM
To: wmolloy@mjlaw.us
CC: Heinrich, Michelle [HeinrichM@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; Tirado, Sheida [TiradoS@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]
Subject: FW: PRS 24-0627 - Design Exception Review
Attachments: 24-0627 DReq 05-21-24_1_A.pdf; 24-0627 DEAdd 05-24-24_2_A.pdf

Importance: High

Billy,

I have found the attached Design Exceptions (DE) for PD 24-0627 APPROVABLE with CONDITIONS.

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

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

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

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

Mike

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

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

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Tuesday, May 28, 2024 3:48 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: PRS 24-0627 - Design Exception Review
Importance: High

Hello Mike,

The attached DE's are APPROVABLE WITH CONDITIONS TO ME, please include the following people in your response:

wmolloy@mjlaw.us
heinrichm@hcfl.gov
perezrl@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review Manager
Development Services Department

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

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

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Existing Facilities <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
Project Name/ Phase	MULTIPLE
Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.	
Folio Number(s)	3565.5000, 3607.0000, 3600-0000, 3611-0000, 3585-0000, 3601.0000, 3612.0000, 3613.0000, 3614.0000, 3931.0000, 3932.0000, 3932.0050, & 3933.0000
	<input checked="" type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Michael D. Raysor, P.E.
Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.	
Current Property Zoning Designation	MULTIPLE
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	PD 23-0993 (OPTION 2) & PD 23-0994 & PD 24-0031
Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



**TRAFFIC ENGINEERING
DEVELOPMENT SUPPORT**

February 9, 2024 (Revision No. 4)

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

**SUBJECT: EXISTING FACILITIES DESIGN EXCEPTION
PD 23-0993 (OPTION 2) & PD 23-0994 & PD 24-0031
FOLIO NO'S. 3565.5000, 3607.0000, 3600-0000, 3611-0000, 3585-0000, 3601.0000, 3612.0000, 3613.0000, 3614.0000,
3931.0000, 3932.0000, 3932.0050, & 3933.0000**

Dear Mr. Williams,

This letter documents a request for a DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with Planned Development Rezoning for **PD 23-0993 (OPTION 2) & PD 23-0994 & PD 24-0031**.

The subject PD's are located south of Citrus Park Drive and west of Citrus Park Lane, in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The project sites are currently vacant and are proposed for development as detailed below. Refer to **ATTACHMENT B** for the PD General Development Plans.

- **PD 23-0993 (OPTION 2)**
No Entitlements
- **PD 23-0994**
Multifamily @ 312 units
- **PD 24-0031**
Townhomes @ 230 units

Pursuant to LDC §6.04.03.L, the following is applicable to the existing segment of Citrus Park Lane in regard to the subject project:

Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.

Per Hillsborough County's Local Functional Classification Map, Citrus Park Lane is a local roadway; however, pursuant to **ATTACHMENT C**, the northern portion of Citrus Park Lane has daily traffic volumes in excess of 5,000 vph, thus functions as a collector roadway. A DESIGN EXCEPTION is requested for relief from the above-referenced requirement to improve Citrus Park Lane to meet current roadway standards for a two-lane undivided local/collector urban roadway (TS-3/TS-4) as a condition of zoning approval for the subject project; where in lieu of meeting the full TS-3/TS-4 typical sections, alternative improvements are proposed. The County typical sections for two-lane undivided local/collector urban roadways (TS-3/TS-4) are provided as **ATTACHMENT D**.

A review of Hillsborough County's Crash Data Management (CDM) system identified that zero crashes have occurred on Citrus Park Lane south of Citrus Park Drive/Gunn Highway within the prior five year period from September 1, 2018 to August 31,



MICHAEL J. WILLIAMS, P.E.
EXISTING FACILITIES DESIGN EXCEPTION
PD 23-0993 (OPTION 2) & PD 23-0994 & PD 24-0031
FEBRUARY 9, 2024 (REVISION NO. 4)
PAGE 2 OF 3

2023. These findings indicate that the substandard roadway conditions identified for Citrus Park Lane have not historically contributed to a safety deficiency, as evidenced by a lack of crashes attributable to those substandard conditions. Further, the referenced crash history does not exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project.

Citrus Park Lane is a two-lane undivided roadway, which is currently approximately 1,600 feet in length between its signalized intersection with Citrus Park Drive/Gunn Highway and its (current) southern terminus (dead-end). The following summarizes the characteristics of the existing segment of Citrus Park Lane, with supporting photographs provided in **ATTACHMENT E**.

RIGHT-OF-WAY: Citrus Park Lane has an existing right-of-way width of ± 85 feet for its first 550' from Citrus Park Drive southward, where this right-of-way also accommodates the Upper Tampa Bay Trail. South of the referenced segment, Citrus Park Lane is located on private property, noting that County right-of-way exists easterly adjacent to Citrus Park Lane to accommodate the Upper Tampa Bay Trail. The foregoing values were measured from the *Hillsborough County Property Appraiser* website.

SPEED LIMIT: Citrus Park Lane does not have a posted speed limit; noting that the roadway can be characterized as low-speed due to its location/area type and its design features.

LANE WIDTH: Citrus Park Lane has a typical lane width of 12', noting that the lane width reduces to 11' on the immediate approach to Citrus Park Drive/Gunn Highway (within the $\pm 200'$ segment with turn lanes).

BICYCLE LANES: Citrus Park Lane does not have bicycle lanes.

SIDEWALKS: Citrus Park Lane currently has a sidewalk continuously along its west side, with no sidewalk on its east side. However, it is noted that the Upper Tampa Bay Trail runs parallel to Citrus Park Lane along the roadway's entire length and beyond.

CURB: Citrus Park Lane has curb & gutter continuously along both sides of the road.

In comparison to the applicable TS-3/TS-4 typical sections, the above characteristics indicate that Citrus Park Lane is substandard in regard to bicycle lanes & sidewalks as there are no bicycle lanes (applicable to TS-4) and a sidewalk only exists on the west side of the road (applicable to TS-3 & TS-4). However, it is noted that the Upper Tampa Bay Trail is located adjacent to Citrus Park Lane on the roadway's east side, and runs parallel to Citrus Park Lane along the roadway's entire length and beyond. The trail is offset from Citrus Park Lane by ± 20 feet; except near Citrus Park Drive/Gunn Highway where it is adjacent to the roadway. The Upper Tampa Bay Trail accommodates the pedestrian and bicycle mobility needs that would have otherwise been accommodated by bicycle lanes and a sidewalk on the east side of Citrus Park Lane, as intended by the TS-3/TS-4 typical sections. Therefore, the intent of the TS-3/TS-4 typical sections is met by the Upper Tampa Bay Trail. However, convenient access to the Upper Tampa Bay Trail in the context of the subject and referenced project is not currently provided; with pedestrian access via stairs located ± 180 feet from the current southern terminus of Citrus Park Lane, and pedestrian & bicycle access via a curb ramp located ± 650 feet from the current southern terminus of Citrus Park Lane (refer to **ATTACHMENT F** for details).

As an alternative to meeting the bicycle/sidewalk requirements of the TS-3/TS-4 typical sections, the applicant(s) propose to construct an ADA compliant ramp connection between Citrus Park Lane and the Upper Tampa Bay Trail, as conceptually located pursuant to **ATTACHMENT G**. As noted, the referenced location plan is conceptual, and is thus subject to change in regard to exact location, which will be determined during the design phase subject to field conditions. The referenced ramp connection will improve connectivity to the trail for the future residents of the subject project, as well as for other existing and future development in the area; and thus will benefit the citizenry of Hillsborough County through increased pedestrian/bicycle safety and increased pedestrian/bicycle mobility.

RAYSOR Transportation Consulting



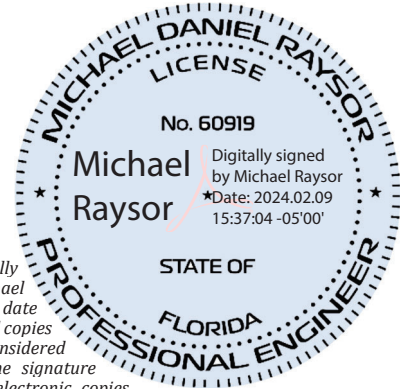
MICHAEL J. WILLIAMS, P.E.
EXISTING FACILITIES DESIGN EXCEPTION
PD 23-0993 (OPTION 2) & PD 23-0994 & PD 24-0031
FEBRUARY 9, 2024 (REVISION NO. 4)
PAGE 3 OF 3

The foregoing documents a request for a DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with Planned Development Rezoning for **PD 23-0993 (OPTION 2) & PD 23-0994 & PD 24-0031**, and is recommended for approved by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President



This item has been digitally signed and sealed by Michael Daniel Raysor P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY

APPROVED.....

☐

APPROVED WITH CONDITIONS.....

☐

DENIED.....

☐

MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

date

ATTACHMENT A



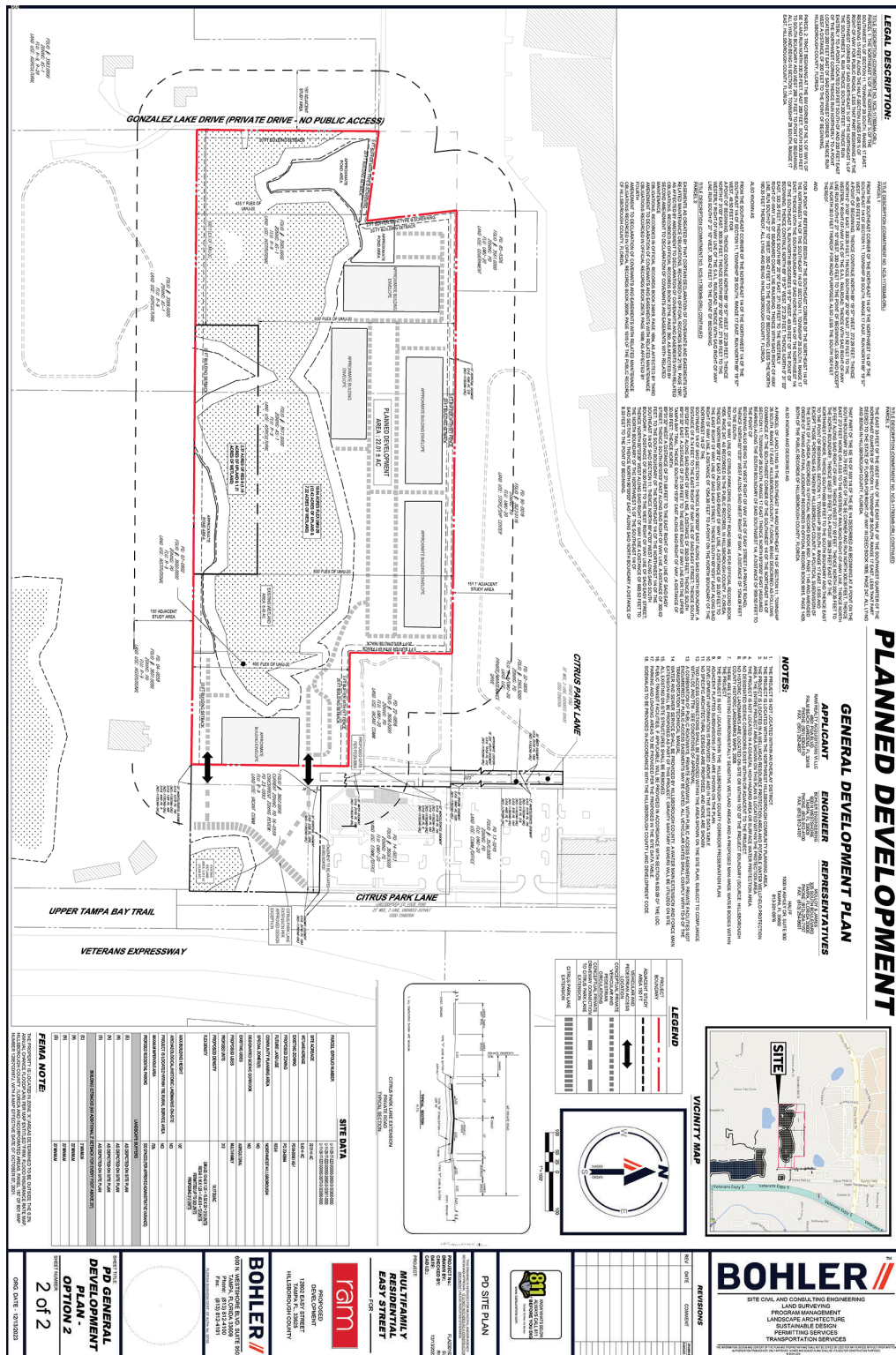
PD 23-0993 & PD 23-0994 & PD 24-0031
Project Site Location Map





PD 23-0993 & PD 23-0994 & PD 24-0031

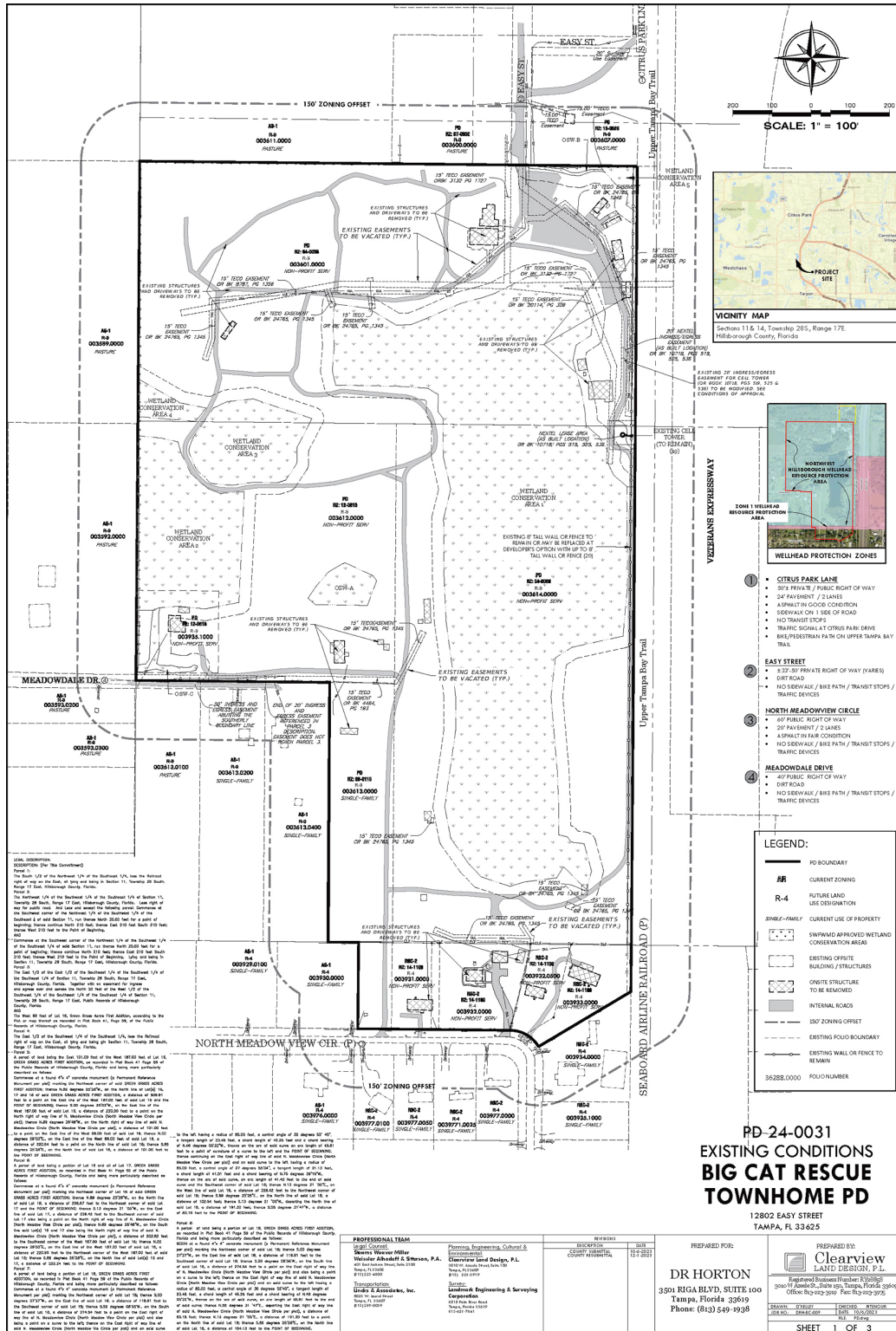
PD General Development Plan (PD 23-0093 Option 2 & PD 23-0094)



ATTACHMENT B



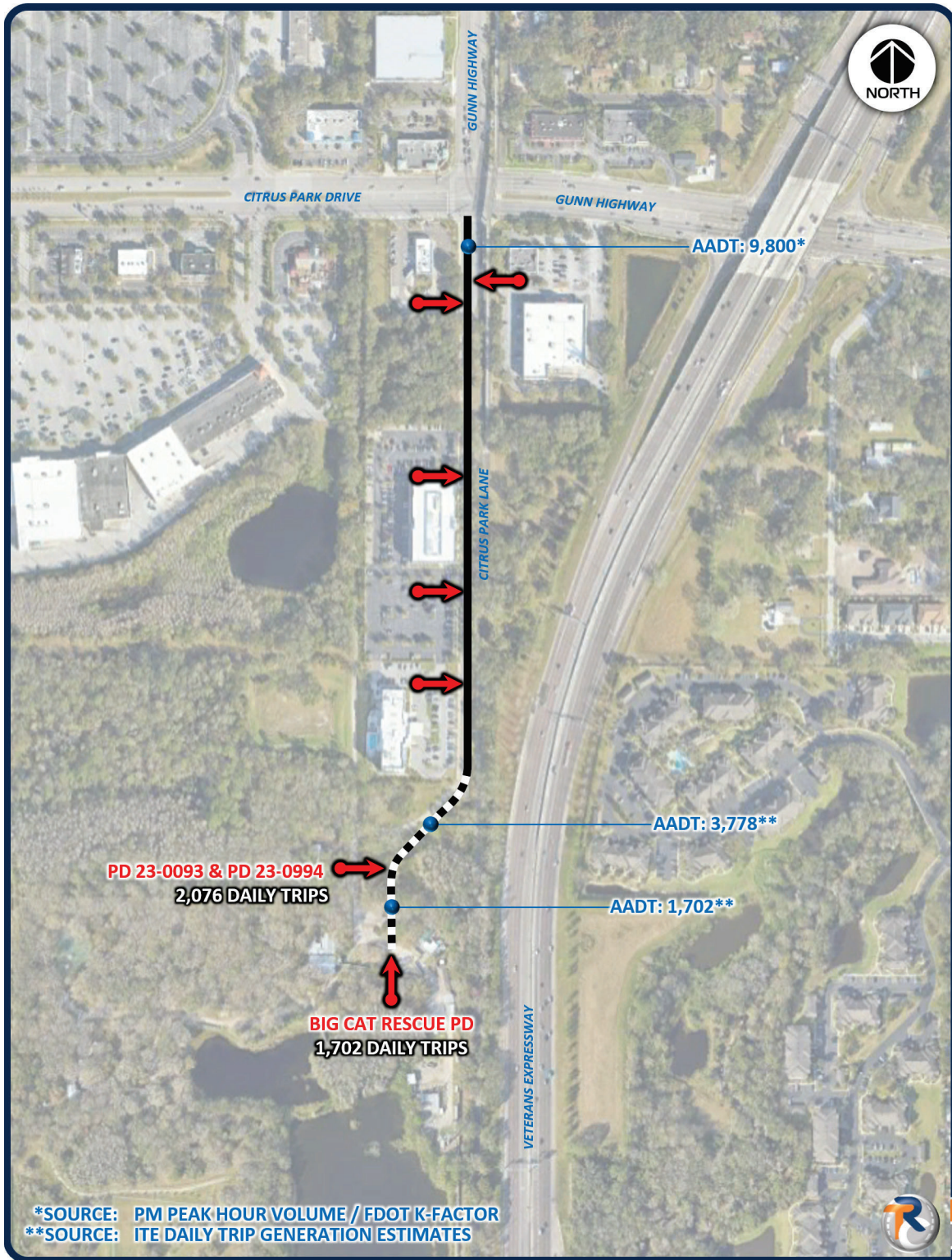
PD 23-0993 & PD 23-0994 & PD 24-0031
PD General Development Plan (PD 24-0031)



ATTACHMENT C



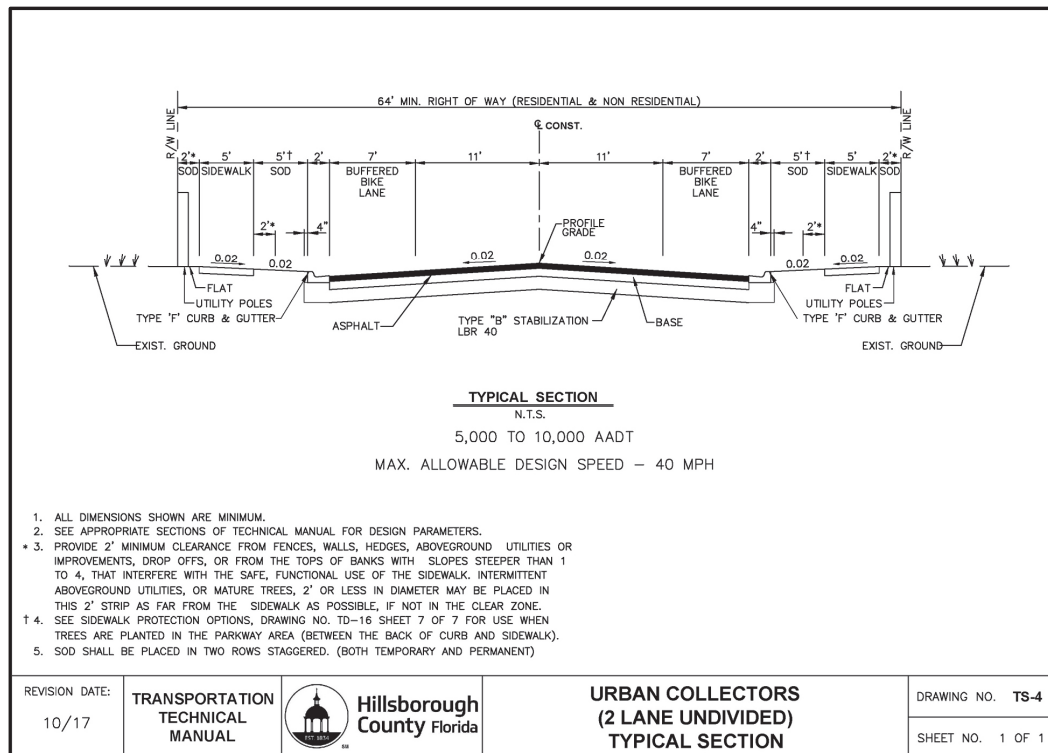
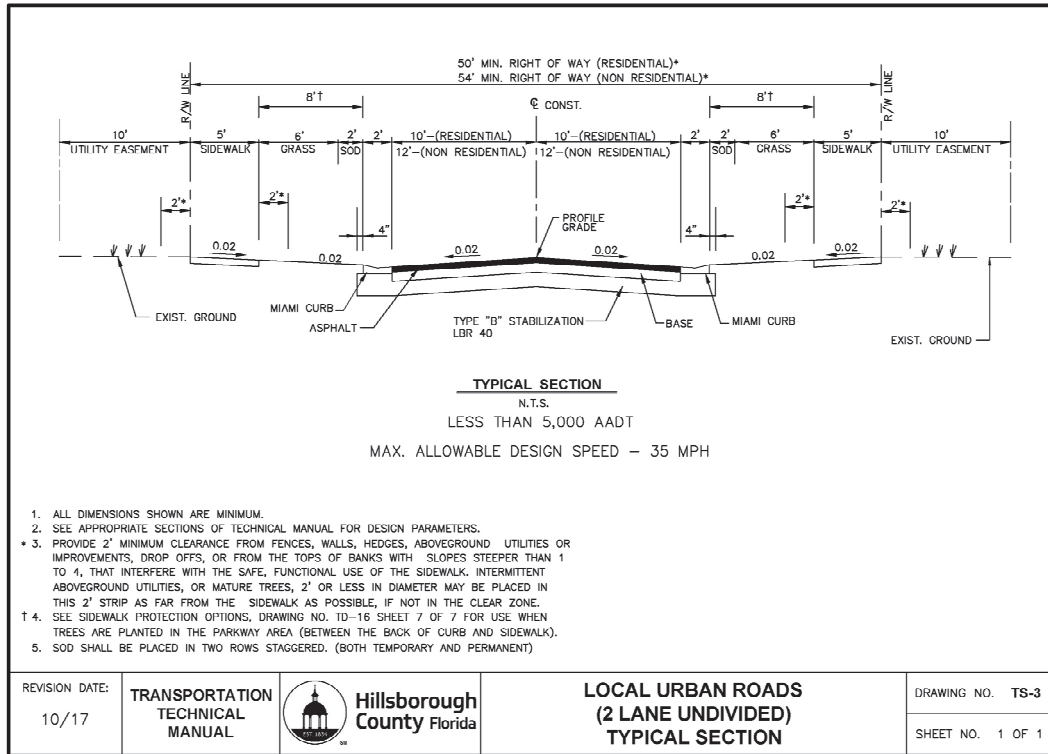
PD 23-0993 & PD 23-0994 & PD 24-0031
Citrus Park Lane Daily Traffic Volumes



ATTACHMENT D



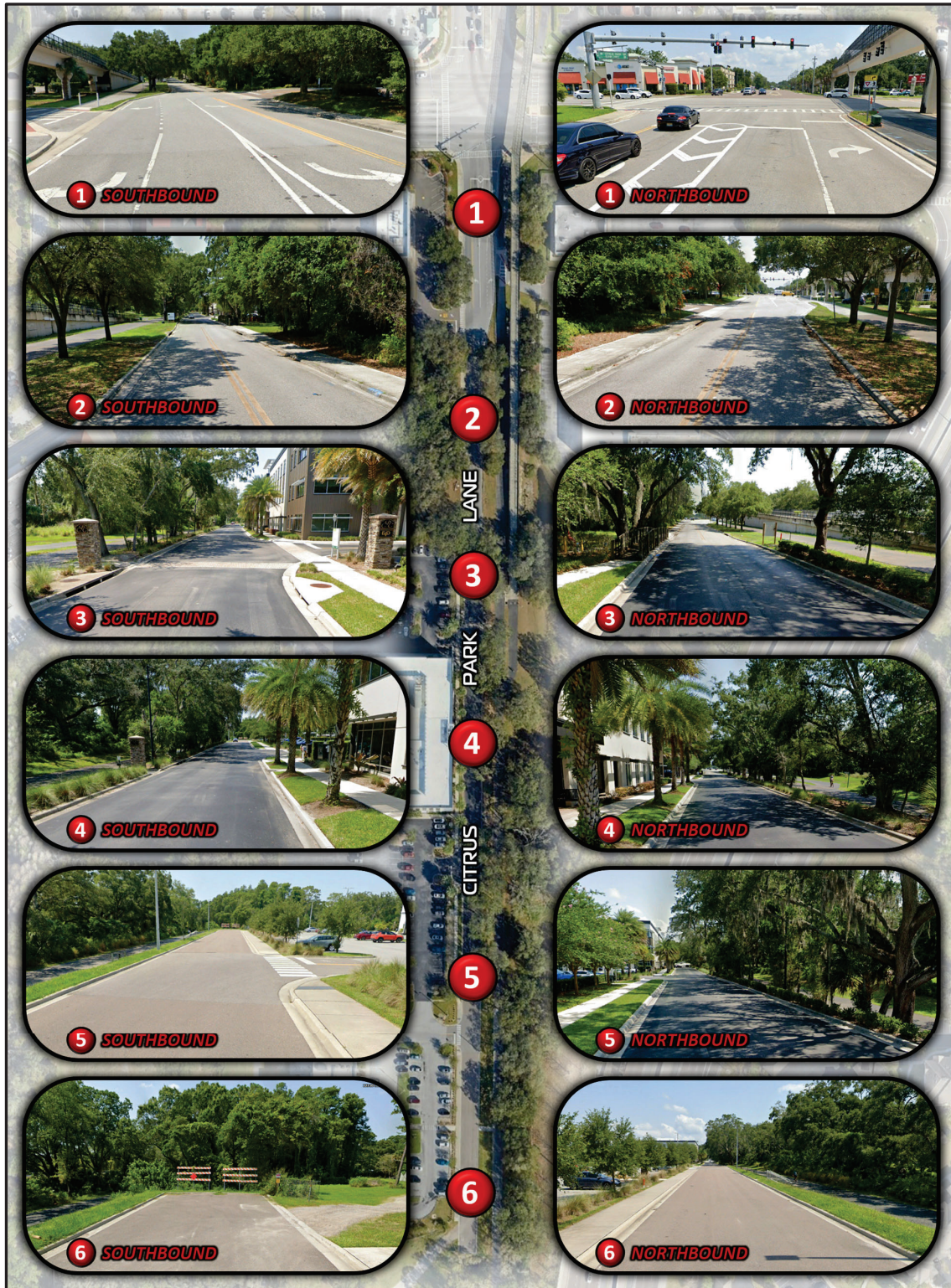
PD 23-0993 & PD 23-0994 & PD 24-0031
Hillsborough County TS-3 & TS-4 Typical Sections



ATTACHMENT E



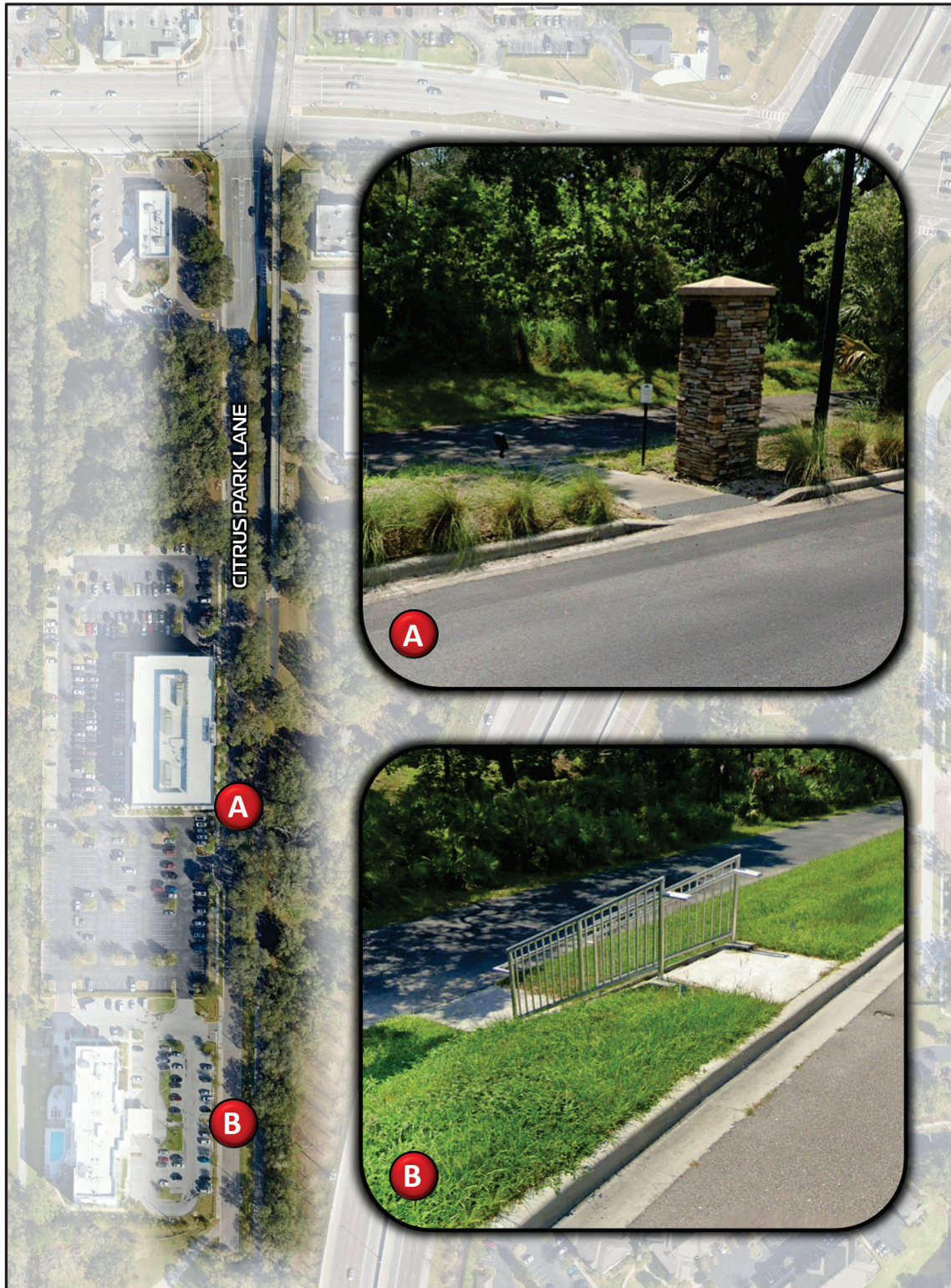
PD 23-0993 & PD 23-0994 & PD 24-0031
Citrus Park Lane Photographs



ATTACHMENT F



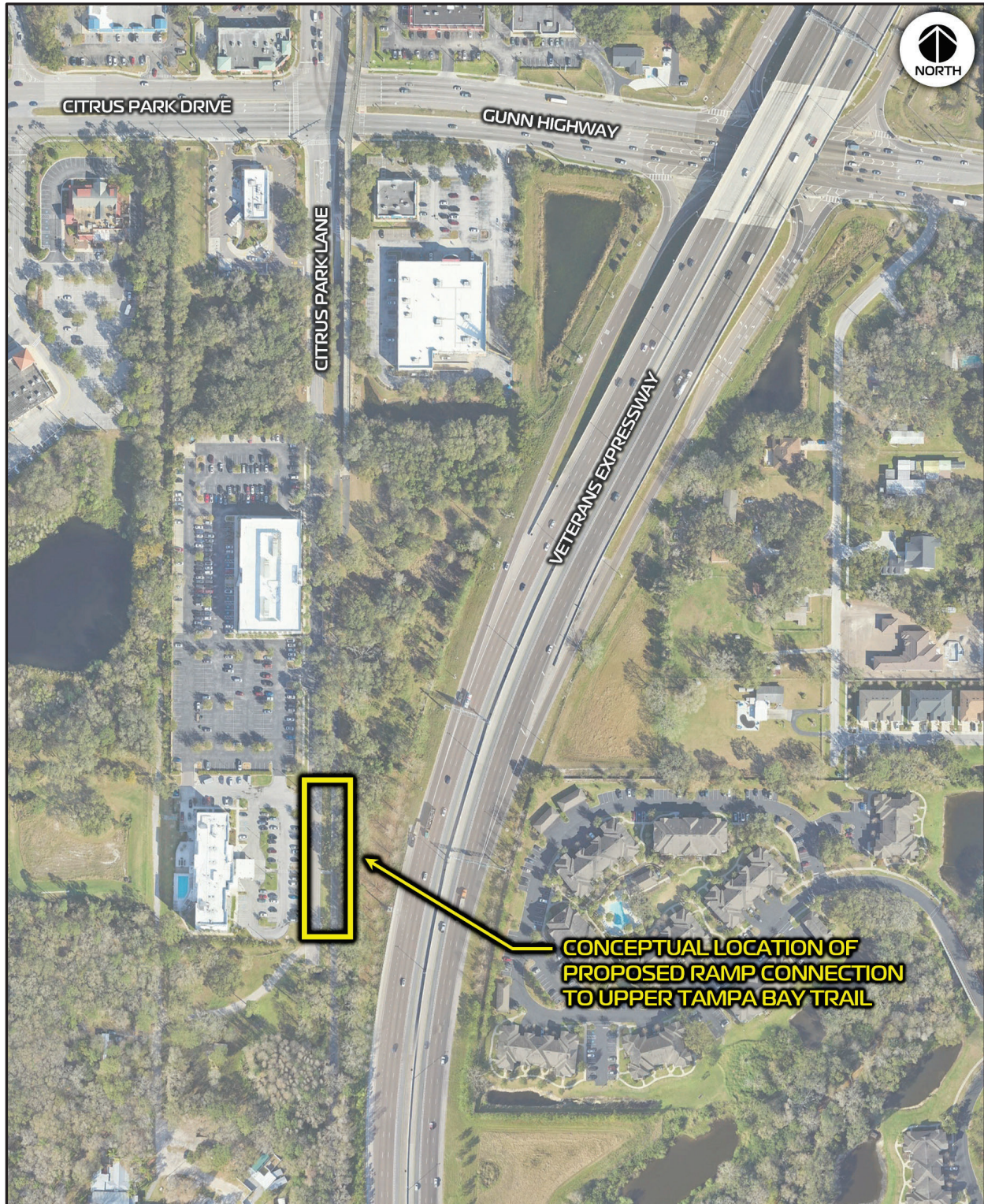
PD 23-0993 & PD 23-0994 & PD 24-0031
Existing Access Connections to Upper Tampa Bay Trail



ATTACHMENT G



PD 23-0993 & PD 23-0994 & PD 24-0031
Conceptual Location of Proposed Ramp Connection to Upper Tampa Bay Trail





**Hillsborough
County Florida**
Development Services

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

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Design Exception <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. Design Exception - 1st Resub <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
Project Name/ Phase	Multi-Family Residential Easy Street / Big Cat Rescue PD
Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.	
Folio Number(s)	3601.0000, 3612.0000, 3613.0000, 3614.0000, 3931.0000, 3932.0000, 3932.0050, 3933.0000, 3600.0000, 3611.0000, 3585.0000
<input checked="" type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Steven J. Henry, P.E.
Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.	
Current Property Zoning Designation	
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	PD 23-0994
Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



LINCKS & ASSOCIATES, INC.

March 15, 2024

Mr. Michael Williams, PE
County Engineer Development Review Director
Hillsborough County
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: Multi-Family Residential Easy Street and Big Cat Rescue
PD 23-0994
PD 24-0031
As Yet Unfiled PRS to PD 22-0856
Folio 3601.0000 3932.0000
3612.0000 3932.0050
3613.0000 3933.0000
3614.0000 3600.0000
3931.0000 3611.0000
3585.0000
Lincks Project No. 22153

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual for the length of the turn lanes at the intersection of Citrus Park Lane and Citrus Park Drive.

The developer proposes to rezone the properties to Planned Development (PD) to allow the following land uses:

PD 23-0994

- 312 Multi-Family Dwelling Units

PD 24-0031

- 230 Townhomes

As Yet Unfiled PRS to PD 22-0856: Additional Authorized Development per PD, Subject to Trip Cap Limits (2,678 daily, 221 a.m. peak, and 261 p.m. peak).

Table 1 provides the trip generation for the proposed projects. The proposed PD plans are included in the Appendix of this letter.

The access for the projects are proposed to be via the extension of Citrus Park Lane.

The subject sites are within the Hillsborough County Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Citrus Park Lane is

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

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March 14, 2024
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classified as a local roadway. However, based on the existing and proposed developments along Citrus Park Lane, the roadway is likely to exceed the local street threshold.

The request is for a Design Exception to the length of the following turn lanes within the intersection of Citrus Park Lane and Citrus Park Drive to the Hillsborough County Traffic Design Manual Section 2.3.1.4.

- Westbound left turn lane
- Eastbound right turn lane

The following provides a description of each turn lane and the justification for the length of the turn lane with the proposed properties:

Westbound Left Turn Lane

The existing westbound left turn lane is approximately 230 feet. In conjunction with the rezoning of these properties, the developers propose to extend the existing turn lane to approximately 372 feet, as shown in Figure 1.

An Access Management Analysis was conducted as a part of the rezoning process. The analysis included peak season traffic, a growth rate to buildout, the project traffic for the vested/undeveloped parcels along Citrus Park Lane and the proposed projects. Therefore, the analysis provides the worst case analysis from the traffic standpoint.

The intersection operates with a lead/lag left turn signal phasing with a lead westbound left. Therefore, the westbound left turn lane needs to be long enough to accommodate the following scenarios:

Scenario A:

- The westbound left turn vehicles that arrive on the green for the westbound through in which the westbound left turn movement has the red. This scenario includes both the queue and deceleration length. As shown in Table 2, the queue length is estimated to be 300 feet and the deceleration length is 185 feet, for a total of 485 feet.

Scenario B:

- The westbound left turn vehicles that arrive prior to the westbound through queue blocking the westbound left turn lane. This scenario only needs to accommodate the queue for the left turn vehicles. As shown in Table 2, the 95th percentile queue for the westbound left turn lane would be 375 feet. The westbound left turn lane is to be extended to 372 feet which will accommodate the 95th percentile queue.

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March 18, 2024
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As shown in Figure 1, the westbound left turn lane can be extended to approximately 372 feet which accommodates the 95th percentile queue for both scenarios. The turn lane can not be extended due to the eastbound left turn lanes for the Veterans Expressway Ramps.

Eastbound Right Turn Lane

The existing eastbound right turn lane is approximately 245 feet. Based on the full queue plus deceleration length, the right turn lane should be 385 feet. The turn lane was originally developed by deflecting the eastbound through lanes of Citrus Park Drive north to provide the eastbound right turn lane. The control point of the deflection is the median opening at Citrus Plaza Drive. Given the roadway and right of way constraints, there is no opportunity to extend the right turn lane.

As shown in the Access Management Analysis, the existing length should accommodate the projected queue length with the buildout of the vested and proposed projects.

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

Mr. Mike Williams
March 14, 2024
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Please do not hesitate to contact us if you have any questions or require any additional information.

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

_____ Disapproved
_____ Approved
_____ Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Mike Williams
March 14, 2024
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TABLE 1
ESTIMATED PROJECT TRIP ENDS (1)

<u>Project</u>	<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
PD23-0994	Multi-Family	220	312 DU's	2,076	29	91	120	98	57	155
PD24-0031	Townhomes	215	230 DU's	1,702	29	85	114	79	55	134
Total				3,778	58	176	234	177	112	289

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

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March 14, 2024
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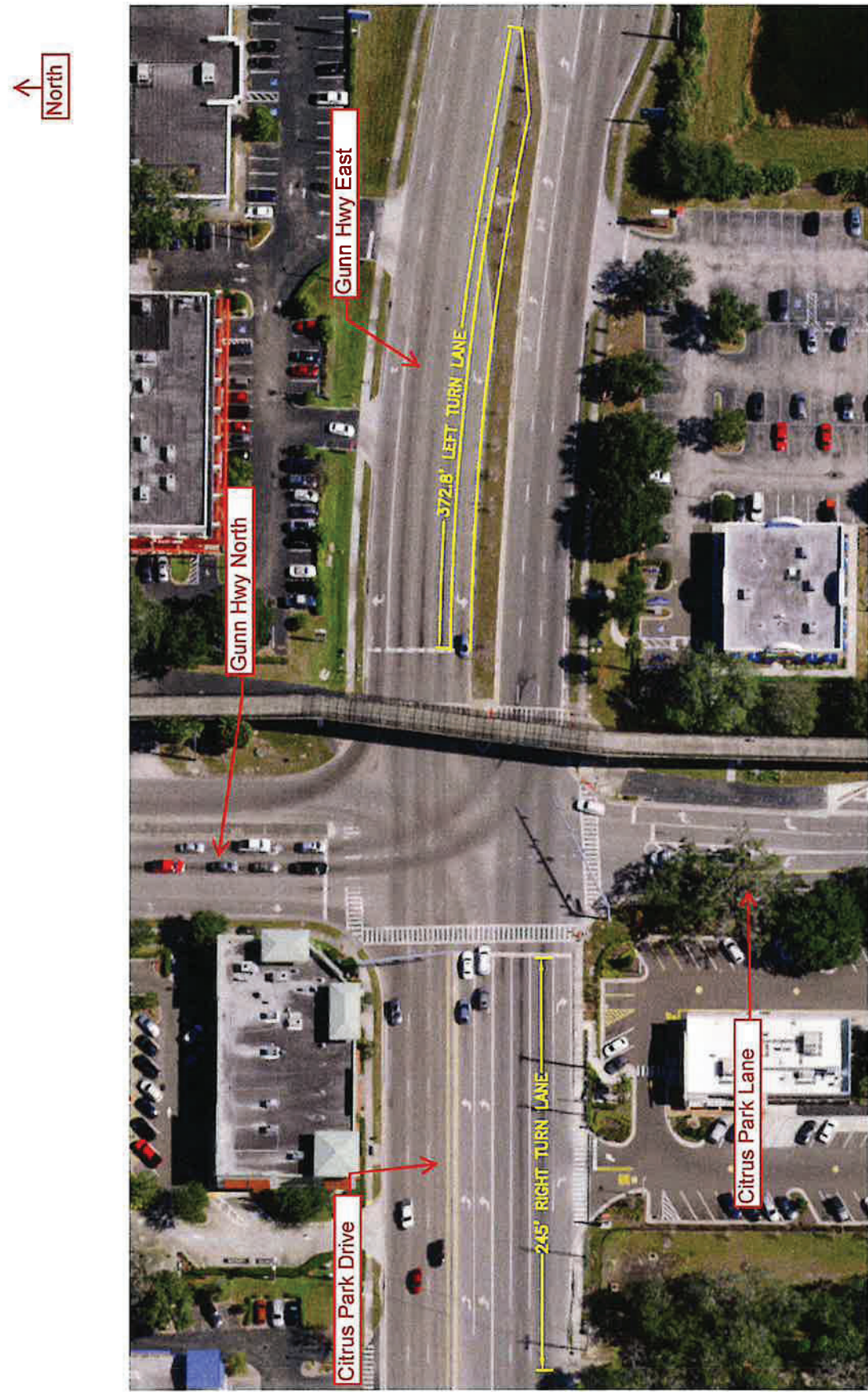


FIGURE 1
Intersection Improvements

Mr. Mike Williams
March 14, 2024
Page 7TABLE 2
TURN LANE EVALUATION

<u>Intersection</u>	<u>Movement</u>	<u>Volume (1)</u>	<u>Warranted</u>	<u>Queue Length (2)</u>	<u>Deceleration Length (3)</u>	<u>Total Length</u>	<u>Existing Length</u>	<u>Recommended Length</u>
Gunn Hwy and Citrus Park Ln	WBL	193/212	Existing	300'	185'	485'	230'	372'
	EBR	143/124	Existing	200'	185'	385'	245'	245'

(1) See Figure 6 of this report.

(2) Queue Length:

Scenario A:

AM - WBL $193/(3,600/190) \times 89/190 \times 2 \times 25 = 239'$ Use 250'PM - WBL $212/(3,600/190) \times 98/190 \times 2 \times 25 = 289'$ Use 300'

Scenario B:

AM - WBT $1,113/(3,600/190)/3 = 20$ Vehicles/Lane/Cycle

- 20 x 25 = 500'

- $372/500 = 0.74$ Therefore WB left turn lane should accommodate 74% of WB left turn volume.WBL - $193/(3,600/190) \times 0.74 \times 2 \times 25 = 377'$ Use 375'PM - WBT $1,608/(3,600/190)/3 = 28$ Vehicles/Lane/Cycle

- 28 x 25 = 700'

- $372/700 = 0.53$ Therefore WB left turn lane should accommodate 53% of WB left turn volume.WBL - $212/(3,600/190) \times 0.53 \times 2 \times 25 = 296'$ Use 300'

(3) Based on FDOT Exhibit 212-1 and posted speed of 45 MPH on Gunn Highway and 35 MPH on Citrus Park Lane.

APPENDIX

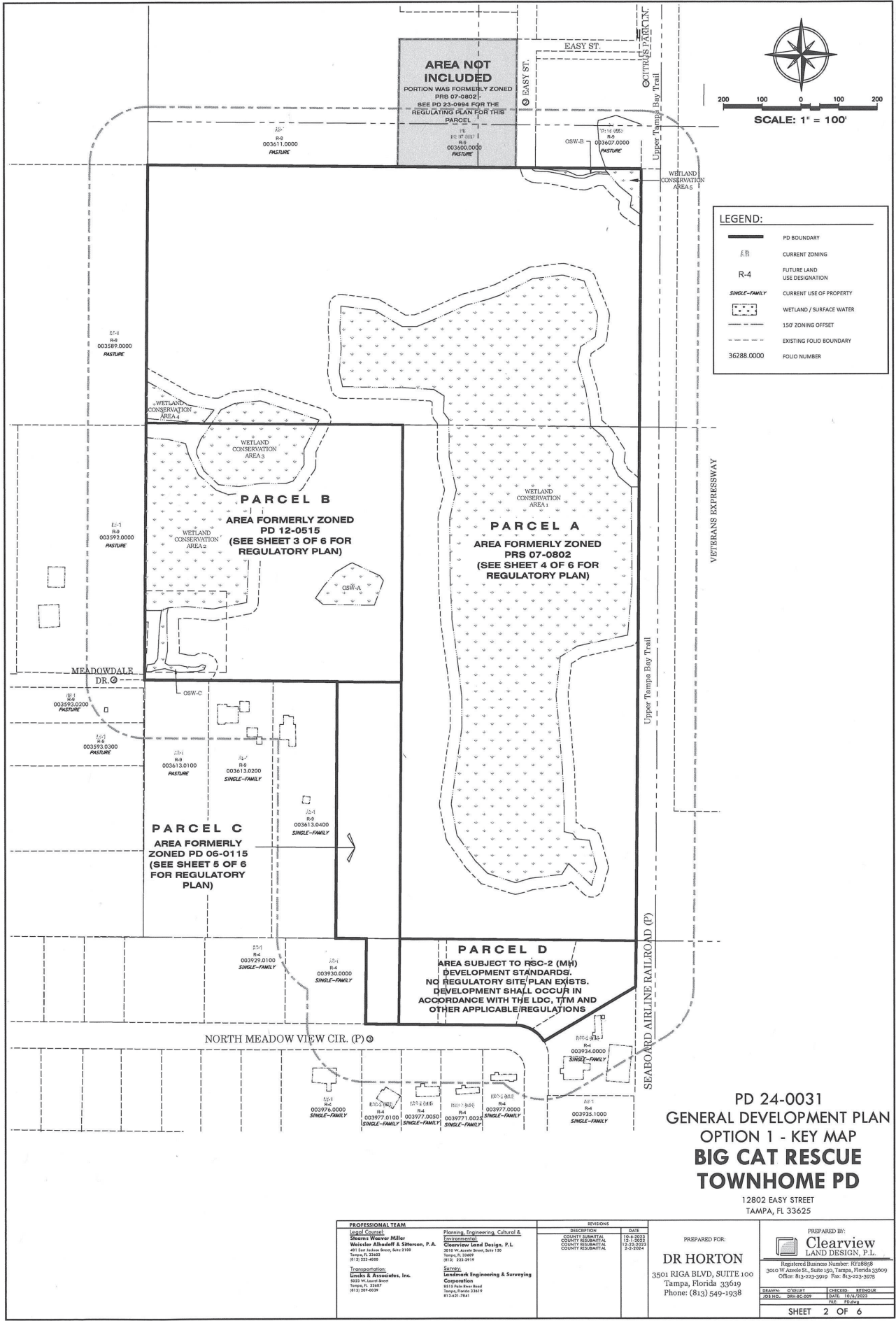


PD 23-0994
PD PLAN

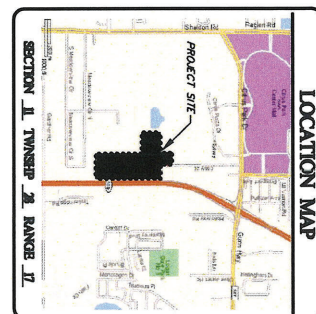
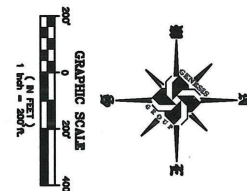
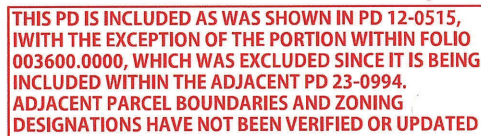


PD 24-0031
PD PLAN







[illegible]

Folio: 003601-0000
TRACT BEG S 1/4 COR OF NE 1/4 OF NW 1/4 OF SE 1/4
AND RUN N 120.25 FT E 269 FT S 120.33 FT TO S BORN
AND W 268.71 FT TO BEG

Folio: 003601-0000
S 1/2 OF NW 1/4 OF SE 1/4 LESS RR R/W ON E
E 1/2 OF SW 1/4 OF SE 1/4 LESS RR R/W

EXISTING LAND USE:	ANNUAL SANCTUARY/RESIDENTIAL AGRICULTURAL
EXISTING ZONING:	AS-1
COMPREHENSIVE PLAN:	RES-9
SITE AREA (EST):	TOTAL - 42.0 ACRES

NOTE: THIS PLAN IS FOR DISCUSSION PURPOSES ONLY.
SUBJECT TO FINAL SURVEY, DESIGN, ENGINEERING
AND REGULATORY REVIEW

**THIS PLAN IS PREPARED IN ASSOCIATION
WITH GEDA & ASSOCIATES**

SHEET 1 OF 1	JOB NO. 0000-000	PROJECT NAME: Wildlife on Easy Street Sanctuary Expansion SHEET TITLE: Conceptual Zoning Plan	PREPARED FOR: BIG CAT RESCUE AT WILDLIFE on EASY STREET							 GENESIS GROUP Engineers • Landscape Architects • Planners • Surveyors 5010 North US Highway 283, Suite 100, Tampa, Florida 33635 (813) 920-4300 Fax: (813) 920-4301 www.gpcon.com Creations • Jacksonville • Gainesville • Tallahassee • Tampa 101 Bay Ave. SUITE 101 Ft. Lauderdale, FL 33304 Ft. St. John, FL 32033
	DATE: 07/22/03		12802 EASY STREET TAMPA, FL 33625							
	DESIGN BY: RLT		(813) 920-4130 Fax: (813) 920-5924							
	CHECKED BY:									
				REV	DATE	REVISION				





HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



**HILLSBOROUGH COUNTY
ROADWAYS
FUNCTIONAL CLASSIFICATION**
Infrastructure & Development Services



Legend

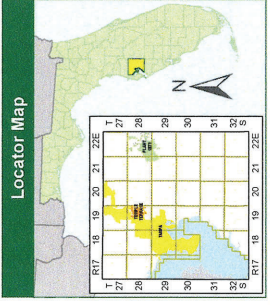
Functional Classifications
Authority Classification

- State, Principal Arterial
- State, Arterial
- Hillsborough, Arterial
- Hillsborough, Collector
- Urban Service Area Boundary
- City Limits

The Hillsborough County Roadway Functional Map will be used to all matters in the public works and transportation departments (CDD, CDD) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

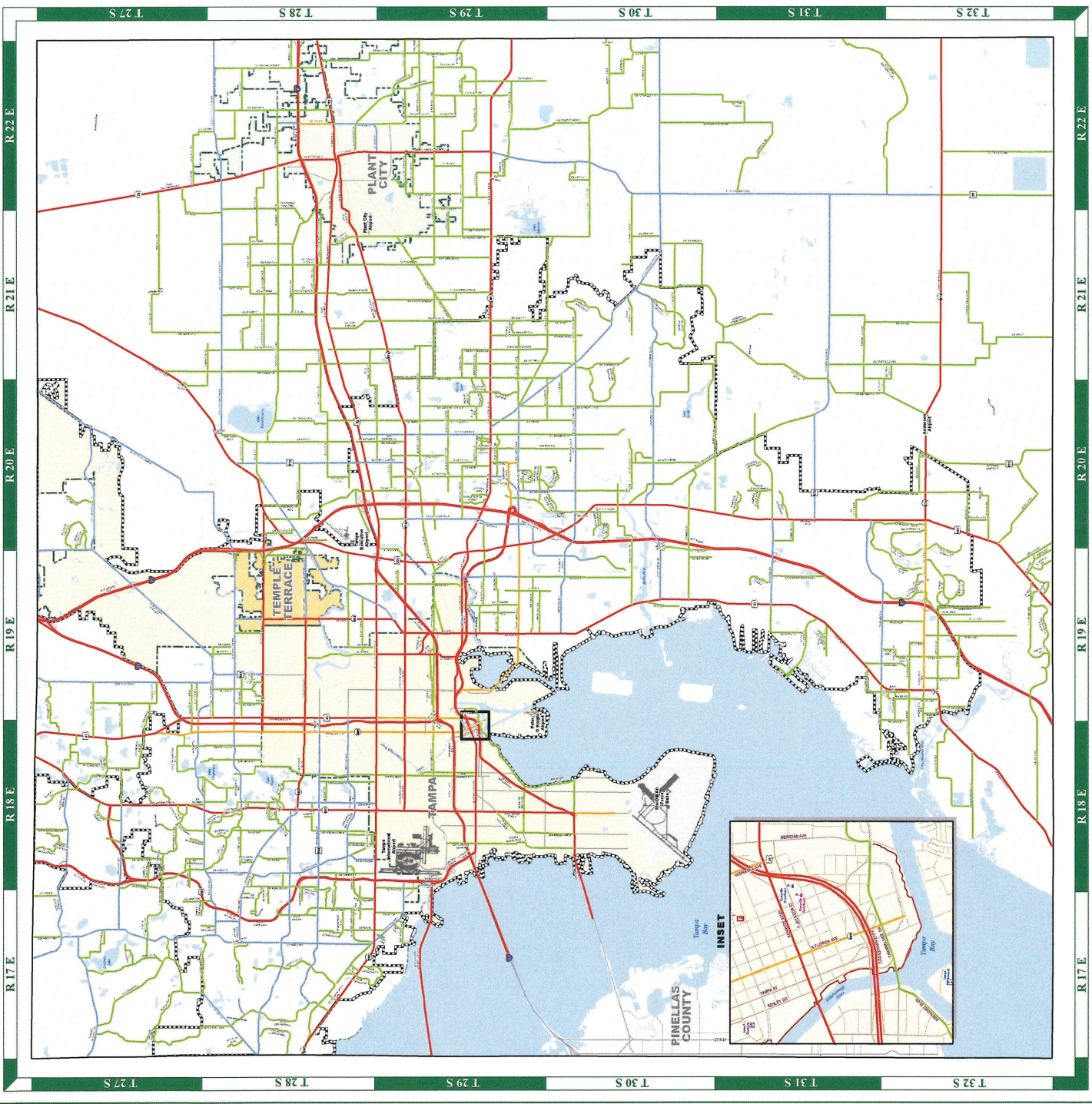
PART 3.02.00 INTERSTATE PLANNED DEVELOPMENT DISTRICTS
PART 3.03.00 INTERSTATE PLANNED DEVELOPMENT DISTRICTS
PART 3.04.00 INTERSTATE PLANNED DEVELOPMENT DISTRICTS
PART 3.05.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.06.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.07.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.08.00 SPECIAL CONDITIONAL USES
PART 12.01.00 DEFINITIONS

In addition to subject matters in the LDC, Functional Classification of roads will be used in the following: the Urban Service Area Boundary, the Traffic Control Program and the Neighborhood Traffic Calming Program.



NOTE: Every reasonable effort has been made to ensure the accuracy of this map. Hillsborough County does not warrant the accuracy of the information shown on this map. The map is for informational purposes only and is not intended to be used for legal or financial purposes. The map is not a substitute for a professional survey or engineering plan. The map is not a warranty, representation, or agreement of any kind. The map is not a contract. The map is not a guarantee. The map is not a promise. The map is not a statement of fact. The map is not a statement of opinion. The map is not a statement of intent. The map is not a statement of policy. The map is not a statement of procedure. The map is not a statement of result. The map is not a statement of value. The map is not a statement of cost. The map is not a statement of benefit. The map is not a statement of risk. The map is not a statement of liability. The map is not a statement of responsibility. The map is not a statement of accountability. The map is not a statement of transparency. The map is not a statement of integrity. The map is not a statement of honesty. The map is not a statement of truth. The map is not a statement of justice. The map is not a statement of equity. The map is not a statement of fairness. The map is not a statement of equality. The map is not a statement of freedom. The map is not a statement of peace. The map is not a statement of love. The map is not a statement of hope. The map is not a statement of faith. The map is not a statement of belief. The map is not a statement of religion. The map is not a statement of culture. The map is not a statement of tradition. The map is not a statement of heritage. The map is not a statement of identity. The map is not a statement of community. The map is not a statement of society. The map is not a statement of nation. The map is not a statement of world. The map is not a statement of universe. The map is not a statement of everything.

**801 E Kennedy Blvd
Tampa, FL 33602
printroom@hillsboroughcounty.org**



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
Citrus Park Ln.	Multiple Classifications (Collector/Local/Driveway)	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 checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input checked="" type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing			
Proposed			
Difference (+/-)	N/A	N/A	N/A

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Citrus Park Ln./ Substandard Rd.	Design Exception Requested	Approvable
Gunn Hwy./ Turn Lane Lengths	Design Exception Requested	Approvable
Notes:		

4.0 Additional Site Information & Agency Comments Summary

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

COMMISSION

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Harry Cohen VICE-CHAIR
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Diana M. Lee, P.E. AIR DIVISION
Michael Lynch WETLANDS DIVISION
Rick Muratti, Esq. LEGAL DEPT
Steffanie L. Wickham WASTE DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: 5/7/2024	COMMENT DATE: 4/4/2024
PETITION NO.: 24-0627	PROPERTY ADDRESS: Easy St, S of Gunn, West of Citrus Park Ln, Tampa, FL 33625
EPC REVIEWER: Melissa Yanez	FOLIO #: 0035660010, 0035660015, 0035700000, 0035700150, 0035700100, 0035655000, 0036060000, and 035700300
CONTACT INFORMATION: (813) 627-2600 X 1360	STR: 11-28S-17E
EMAIL: yanezm@epchc.org	
REQUESTED ZONING: Minor Modification to PD	
FINDINGS	
RECOMMENDED ZONING RESUBMITTAL COMMENTS: 1. The site plans provided on Optix do not correspond with the project application/request submitted. Please verify and provide the correct site plan.	

my / cb

ec: William J. Molloy - Wmolloy@MJLaw.us

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

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

PETITION NO.: PRS 24-0627 REVIEWED BY: Clay Walker, E.I. DATE: 4/4/2024

FOLIO NO.: 3566.0000, 3566.0015, 3570.0000, 3570.0150, 3570.0100, 3565.5000, 3606.0000, 3570.0300

WATER

- ☐ The property lies within the ____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☒ A 12 inch water main exists ☒ (adjacent to the site), ☐ (approximately ____ feet from the site) and is located west of the subject property within the west Right-of-Way of Easy Street. 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 30 inch wastewater forcemain exists ☐ (adjacent to the site), ☒ (approximately 100 feet from the site) and is located north of the subject property within the north Right-of-Way of Citrus Park Drive. 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 wastewater system. The subject area is located within the Hillsborough County Wastewater Service Area and will be served by the Northwest Regional Water Reclamation Facility.