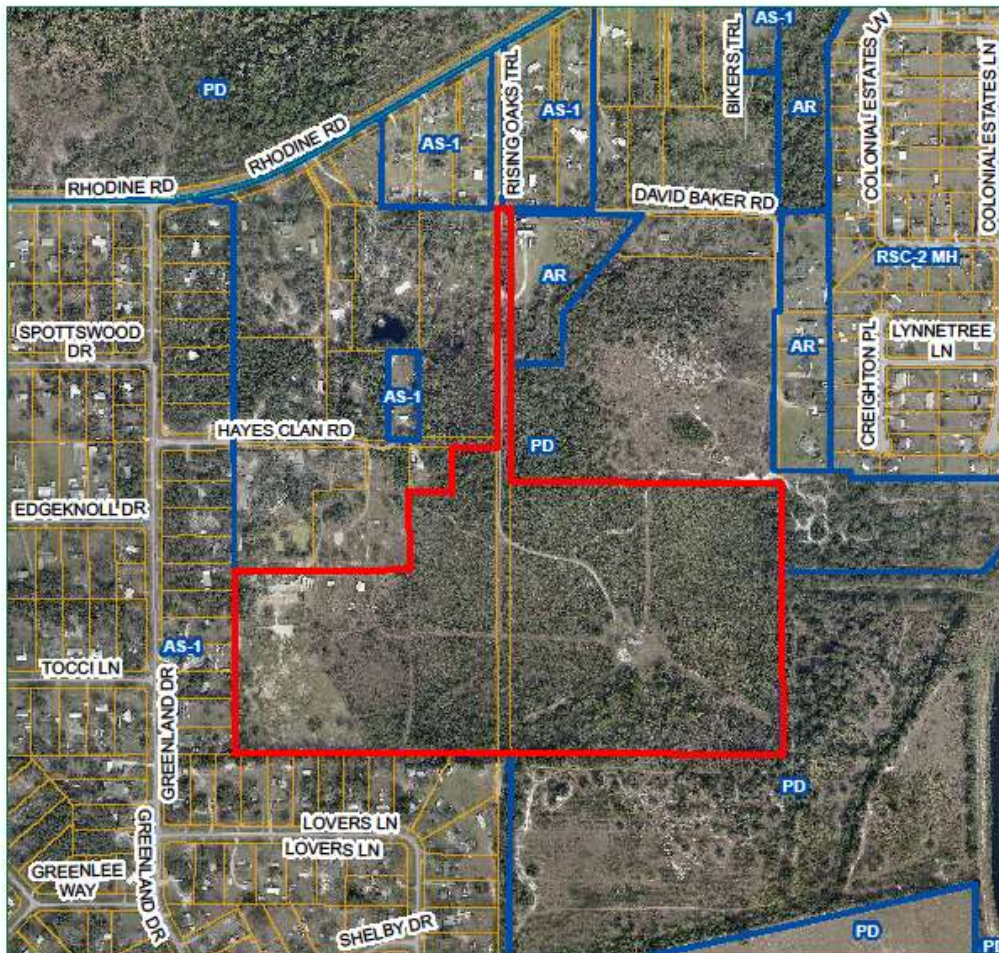




# Hillsborough County Florida

## STAFF REPORT

|                                    |                                      |   |           |
|------------------------------------|--------------------------------------|---|-----------|
| <b>SUBJECT:</b>                    | PRS 21-0259                          | <b>PLANNING AREA:</b>                     | Riverview |
| <b>REQUEST:</b>                    | Minor Modification to an Approved PD | <b>SECTOR</b>                             | South     |
| <b>APPLICANT:</b>                  | Rhodine Development LLC              |   |           |
| <b>Existing Zoning:</b> PD 20-0969 |                                      | <b>Comp Plan Category:</b> RP-2 and RES-4 |           |



### Immediate Aerial Zoning Map

**PRS 21-0259**

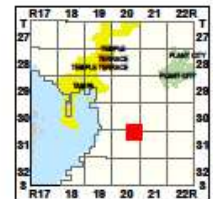
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77424.0000, 77426.0000

- ▬ Application Site
- ▬ Zoning Boundary
- ▬ Parcels



0 400 800 Feet

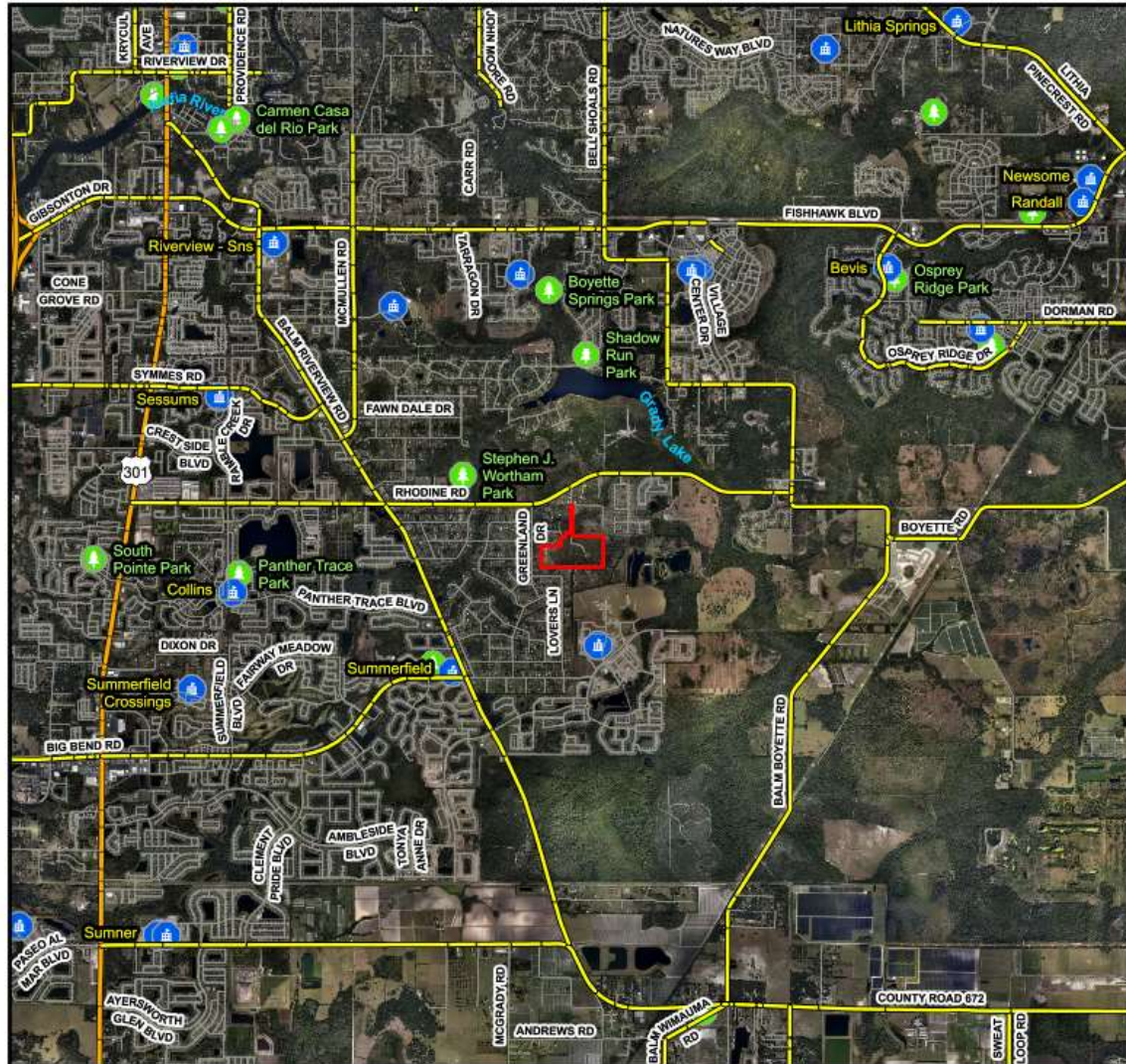
STR: 1-31-20, 2-31-20



NOTES: This map is for informational purposes only and does not constitute an official map of Hillsborough County. It is not to be used for legal purposes. This map is prepared without warranty of any kind, either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose. SOURCE: The map has been prepared for the inventory of land parcels based on aerial photography and is subject to change. It is not to be used for legal purposes. Users of this map are hereby notified that the information is provided for informational purposes only and is not to be used for legal purposes.

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## VICINITY MAP PRS 21-0259

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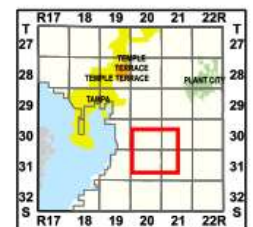
- ▭ APPLICATION SITE
- + RAILROADS
- Ⓢ SCHOOLS
- Ⓟ PARKS

Map 2019. Every user should be aware that the map is not a guarantee of accuracy. The map is for informational purposes only and should not be used for any other purpose. The map is not a guarantee of accuracy. The map is for informational purposes only and should not be used for any other purpose. The map is not a guarantee of accuracy. The map is for informational purposes only and should not be used for any other purpose.



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 Produced By: Development Services Department





## Application Review Summary and Recommendation

### 1.0 Summary

#### 1.1 Project Narrative

The applicant is requesting a minor modification to Planned Development (PD) 20-0969. The 192-acre PD is located on the south side of Rhodine Road, east of Balm Riverview Road in the Riverview community. It is approved for 434 single-family lots, a Village Node providing 4,509 square feet of retail and daycare uses and the permissibility for a public school.

The modification request is as follows:

1. *Request a waiver of the Village Node requirement.* The subject PD was approved to provide the required minimum square footage of retail uses, with the ability to also allow daycare uses to meet the minimum retail square footage requirement. Under this modification, the applicant proposes to waive this requirement in accordance with Land Development Code Section 5.04.02.D.a. This code provision allows a project to meet required on-site commercial requirements if it can be demonstrated that to the required square footage is present within 1.5 miles or less of 50% of the project's area. The off-site commercial cannot be located within another Planned Village or have been used for another Planned Village's commercial waiver. The off-site commercial must be developed at the time of the request, or have received Certificates of Occupancy by the time 75% or more of the subject site's residential units receive building permits.

The survey provided by the applicant demonstrates that 5,410 square feet of commercial is located within 1.5 miles of the site (see Figure 1). Both sites are located to the west along Balm Riverview Road and both sites are developed with convenience stores. This survey also shows that this distance is within at least 50% of the area. The sites used for the waiver are not within another planned village and have not been used for the waivers of any other planned village.



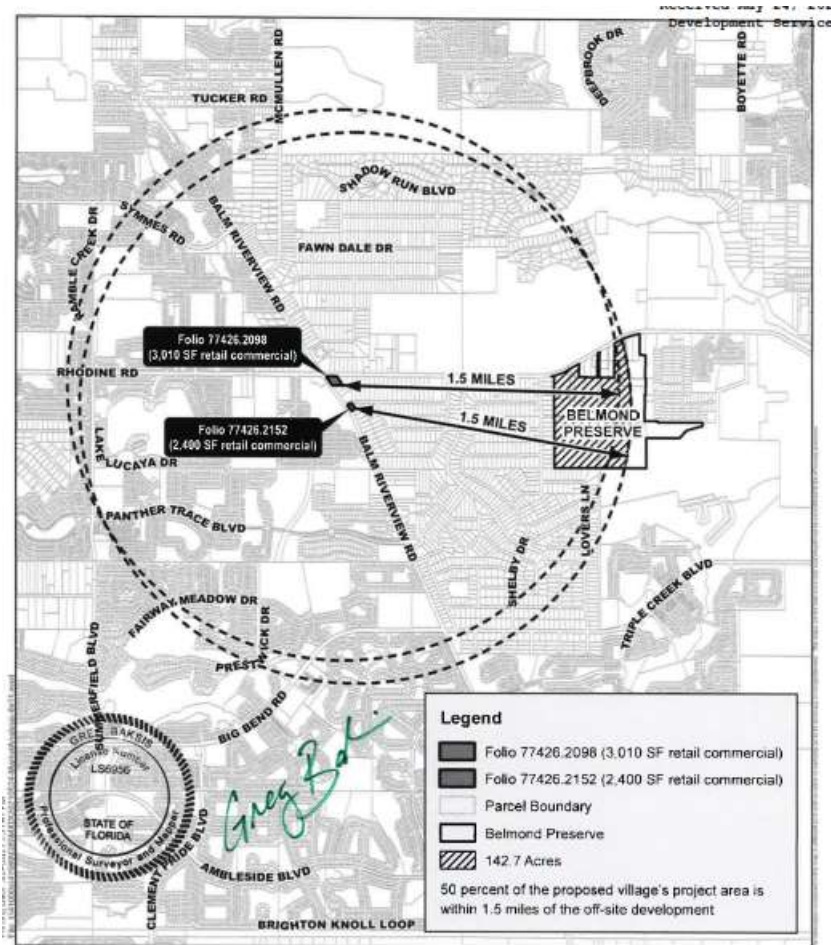


Figure 1: Off-Site Commercial Locations

As required by the Land Development Code, a Village Square is proposed in lieu of the Village Node at a compliant size (equal or exceeding the waiver amount). The Village Square will meet the same locational requirements as the Village Node (within 1.5 miles of 90% of the residential lots). Approval of this waiver will allow full development of the residential units.

2. **Request to border the Village Square by one roadway.** Per the Land Development Code, a Village Square is required to be bound on all sides by a roadway, whereas a Village Node is not. The approved Village Node location is situated on the north side of the roadway, at a T-intersection (see Figure 2). The Village Square location is now proposed to be located where the Village Node was to be provided. This provides roadway frontage only along the south.

As an alternative to providing roadways along all sides, the applicant proposes to provide a 12-foot wide multi-use path along the west, north and east sides of the Village Square. This will connect to the sidewalk along the southern roadway and to internal sidewalks within the overall amenity parcel area.



The Village Square size of 4,509 square feet will be located at the same size and location as the approved Village Node. The area's size, and its location within the larger amenity area, is appropriate for a utilizing non-vehicular access. The location will continue to be readily accessible (both by car and walking) and centrally located within the project.

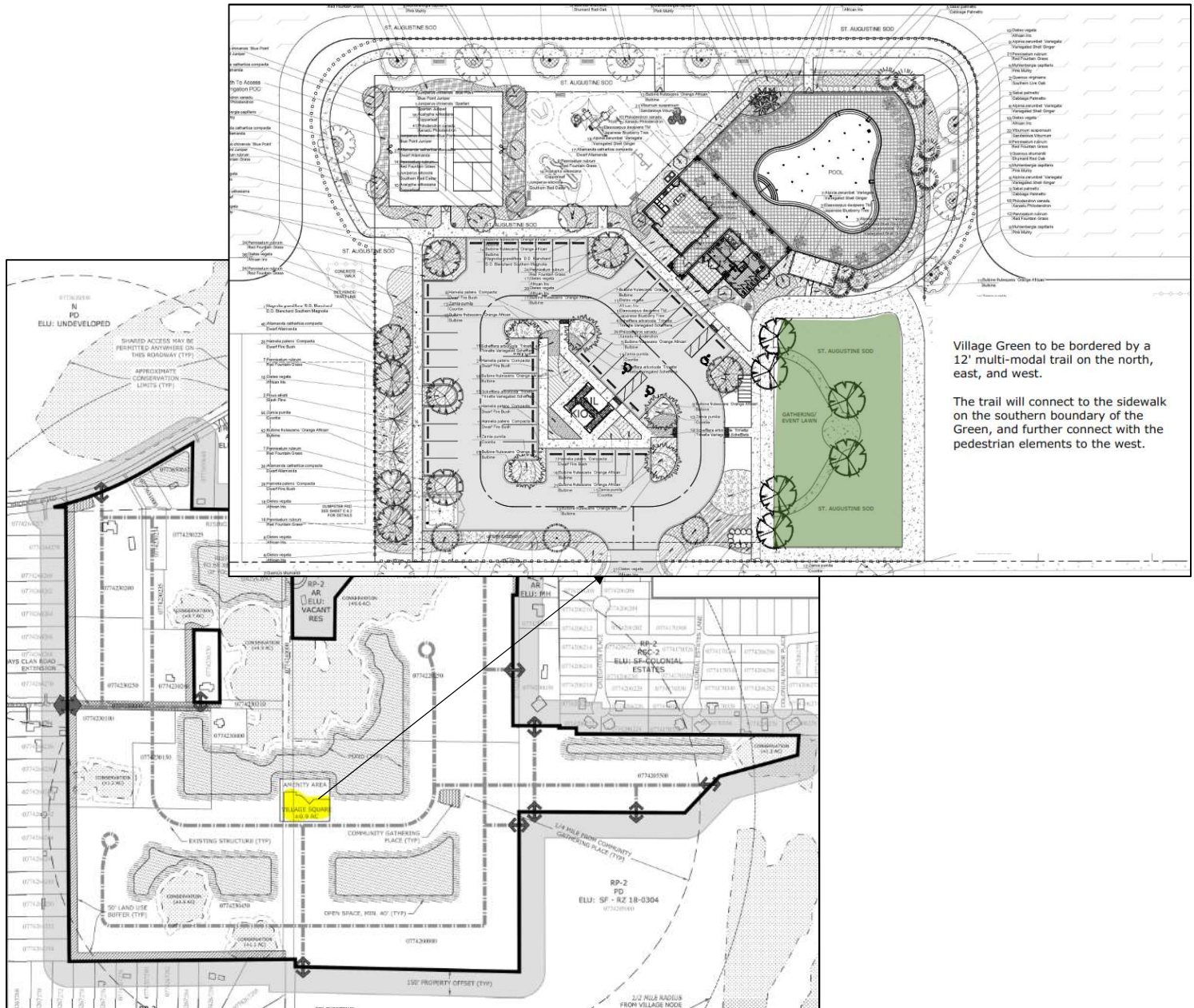


Figure 2: Village Node Location



**Project Background:**

PD 20-0969 is a total of 192 acres in size with approvals for 434 residential units and on-site commercial uses. The PD is located within both the RP-2 and RES-4 future land use (FLU) categories. The area of modification is within the RP-2 FLU area. The RP-2 FLU area accounts for 167.4 acres (87%) of the project. The total number of residential units approved in the RP-2 FLU area is 334. The Village Node consisting of 4,509 square feet of commercial and daycare uses is also located within the RP-2 FLU portion of the site. The RES-4 FLU area accounts for 25.1 acres (13%) of the project. The total number of residential units approved in the RES-4 FLU area is 100. To meet the required clustering ratio of at least 3.5 in the RP-2 area, at least 72 acres of the RP-2 area will be utilized as open space.

**1.2 Compliance Overview with Land Development Code and Technical Manuals**

No PD variations are proposed under this minor modification.

**1.3 Evaluation of Existing and Planned Public Facilities**

The PD area is located in both the Urban Service Area and Rural Service Area. Per the Comprehensive Plan, the portion of the project within the Rural Service Area shall be on a central public water and sewer system. All costs associated with providing these services is the responsibility of the developer and not Hillsborough County.

Roadways associated with the project include Rhodine Road, Hays Clan Road and Greenland Drive. The proposal will not impact any previous access points, connectivity, site access improvements or previously BOCC approved Design Exceptions. Transportation staff notes that removal of the Village Node will decrease traffic generated by the project. Transportation staff offers no objections, subject to the proposed removal of existing condition#13, which requires the roadway connecting the Village Node to Rhodine Road to be developed as a collector roadway.

**1.4 Natural Resources/Environmental**

The Environmental Protection Commission has reviewed the site and found that it contains wetlands/other surface waters. The majority of these wetlands have been delineated. No objections or additional conditions of approval are proposed.

Per the site plan, the RP-2 are contains 19.8 acres of wetlands, which is 11% of the site and therefore does utilize the entire area for density calculations.

The project is not located within a Wellhead Resource Protection Zone, Community Potable Well Buffer, Coastal High Hazard Area, Surface Water Protection Area or Significant Wildlife Habitat Area.

The project is located to the south of an ELAPP property (Rhodine Scrub). The Rhodine Scrub is located to the north of the site, on the north side of Rhodine Road. During the original rezoning request, the Conservation and Environmental Lands Management department reviewed the application and offered no objections or proposed conditions.

Rhodine Road is not a County designated Scenic Corridor.

**1.5 Comprehensive Plan**

The project is located within the RP-2 and RES-4 Future Land Use (FLU) categories and within the Riverview Community Plan area. Planning Commission staff has found the request to be **INCONSISTENT** with the Future of Hillsborough Comprehensive Plan.

**1.6 Compatibility**

The modification is internal to the project and no external compatibility issues are present as result of this request. Internally, the location served as the Village Node which, if approved, will now be developed for a lesser intense use.

**1.7 Agency Comments**

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

- Environmental Protection Commission
- Water Resource Services
- Transportation

**1.8 Exhibits**

Exhibit 1: Aerial/Zoning Map – General Area

Exhibit 2: Aerial/Zoning Map – Immediate Area

Exhibit 3: Existing Site Plan (PD 20-0969)

Exhibit 4: Proposed Site Plan (PRS 21-0259)

Exhibit 5: Applicant's Village Square Exhibit

Exhibit 6: Off-Site Commercial Location Survey

**2.0 Recommendation**

Approvable, subject to conditions.

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 14, 2021.

1. The project shall be permitted for a maximum of 434 single-family lots with the following development standards:

|                             |   |
|-----------------------------|---|
| Minimum lot size:           | 5,500 square feet   |
| Minimum lot width:          | 50 feet   |
| Minimum front yard setback: | 20 feet, except front yards functioning as side yards shall permit a 10 foot setback for the home. Garages accessed from the front yard functioning as a side yard shall be setback a minimum of 20 feet. |
| Minimum side yard setback:  | 5 feet  |
| Minimum rear yard setback:  | 15 feet   |
| Maximum building height:    | 35 feet/2-stories   |

2. The area of the PD within the RP-2 future land use category shall permit a maximum of 334 single-family units in accordance with condition 3. The area of the PD within the RES-4 future land use category shall permit a maximum of 100 single-family units.



3. To comply with the Planned Village minimum clustering ratio of 3.5, development of 334 residential units within the RP-2 future land use category of the site shall require the provision of at least 71.1 acres of open space (as defined in Policy 14.2 of the Comprehensive Plan). If the project will be platted by tract or phase, each plat shall provide the amount of open space to be provided and already approved within the RP-2 category of the PD.
4. The Developer has identified a potential school site within the development. The proposed school site ("School Site") shall contain a minimum of thirty (30) contiguous acres of upland real property and have direct access to Rhodine Road, a county Collector road. The School District of Hillsborough County shall have three (3) years from the date of approval of PD 19-0310 to close or to enter into a mutually agreeable dedication agreement on the site depicted on the PD Plan ("Dedication Period").
  - 4.1 The School Board and the Developer will use their best efforts to reach a mutually acceptable Dedication Agreement within one (1) year of the approval of PD 19-0310. Within ninety (90) days of the expiration of the Dedication Period, the Developer will provide written notice to the School District that, at the end of the Dedication Period, the Developer will be moving forward with the development of the School Site for residential use at the expiration of the Dedication Period unless the School District intends to comply with this condition. Should this site not be dedicated to Hillsborough County Schools, development of single-family detached units in this area shall be permitted. These residential units, if developed, shall not be in addition to the total number of residential units permitted.
  - 4.2 Should the School Board elect not to take title to the School Site, the Developer may develop the School site for residential use. The Developer may however develop the School Site prior to expiration of the Dedication Period should the School District at any time advise the Developer in writing that they do not intend to take the School Site.
  - 4.3 Wetlands and jurisdictional buffers shall not be counted toward the minimum acreages for the School Site conveyance as generally depicted on the site plan and provided for a condition of the rezoning approval.
  - 4.4 Any and all roadways within the Planned Development serving and/or providing access to the School Site shall be platted to the School Site parcel's property line(s) as a public road(s). In no event shall there be any intervening land restricting access to the public school parcel.
  - 4.5 Development of the public school shall require compliance by the School Board with the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency.
  - 4.6 An access to/from Hays Clan Road to the public school parcel shall be provided. This access point shall be provided to allow vehicular and pedestrian access between the project's residential portions and the school. This access point does not require the provision of a public road from Hays Clan Road to Rhodine Road for use by the general

public. Such access may be controlled by Hillsborough County Schools to not be available during non-school times.

5. Within the RP-2 category area, residential lots shall be arranged as generally depicted on the general site plan to provide views of open space surrounding and within the Planned Village.
  - 5.1 As depicted on the general site plan, minimum 40 foot wide buffers shall be provided around ponds. These pond buffers shall be amenitized with the provision of one or all of the following: landscaping, benches and/or pathways. Any pathways are to meet ADA requirements as applicable. These pond buffers shall not be platted as part of the individual lots; rather, the buffers shall be platted as a separate tract to be owned and maintained by the homeowner's association or similar entity. Furthermore, these pond buffers shall be accessible from the lots situated around the pond buffers.
  - 5.2 A waiver from the required 250 foot wide buffer along at least 70% of the PD's boundaries is approved as part to this PD. As depicted on the general site plan, a minimum 50 foot wide buffer shall be provided along the western and portions of the southern PD boundaries. The buffer shall provide 6 foot high screening with berms, plants, solid walls/fences or a combination thereof. This buffer shall not be platted as part of the individual lots; rather, the buffer shall be platted as a separate tract to be owned and maintained by the homeowner's association or similar entity. In the event that the public school is developed, no 50 foot wide buffer within the school tract shall be required.
6. ~~A Village Node of 0.9 acres in size shall be provided where generally depicted on the general site plan. Within the Village Node, at least 4,509 square feet of neighborhood retail uses shall be provided within the depicted Village Node. Neighborhood retail shall include: grocery stores, markets, food product stores, convenience stores (with or without gas), pharmacies and other retail uses permitted in the CN zoning district. Daycare uses shall be permitted to count towards the required minimum square footage amount of 4,509 sf. The Village Node may also contain office uses, personal service uses, general indoor/outdoor recreational uses and residential support uses, for a total maximum of 13,721.4 square feet permitted within the 0.9 acre Village Node. With the exception of daycare, square footage for these non-retail uses shall not count towards the minimum required amount of on-site neighborhood retail uses. The maximum FAR for the Village Node shall be 0.35. A waiver to the required provision of 4,509 square feet of on-site neighborhood retail and daycare uses is approved per PRS 21-0259. This waiver utilizes 4,509 square feet of existing commercial square footage on folios 77426.2098 and 77426.2152, In accordance with the Land Development Code, a minimum 4,509 square foot Village Square shall be provided where depicted on the general site plan. Along the north, west and east sides of the Village Square, a 12-foot wide multi-use path shall be provided. This multi-use path shall be connected to the sidewalks both internal and external to the site. The Village Square shall be improved with landscaping, walkways, benches, fountains, gazebos and/or similar amenities to encourage and accommodate use by community residents.~~

An amenity area to the immediate north of the Village Node Square shall be permitted where generally depicted on the general site plan to include typical uses such as pools, neighborhood recreation facilities and clubhouses. The amenity area is not included in the Village Node Square acreage of 0.9 acres. ~~No uses permitted in the Village Node area shall be permitted in the amenity~~



~~area. All required parking for the amenity area shall occur within the amenity area. All required parking for the Village Node shall be included in the 0.9 acre Village Node.~~

~~Within the Village Node, the following shall be required:~~

- ~~6.1 — Buffering and screening in accordance with the Land Development Code shall be provided along adjacent property lines of differing land use classifications. No buffering and screening between the Village Node area and the Amenity Area shall be required.~~
  - ~~6.2 — A minimum 10 foot front yard setback shall be permitted.~~
  - ~~6.3 — Building height shall be limited to 35 feet with an additional setback of 2 feet for every 1 foot over 25 feet applied to rear and side yards.~~
  - ~~6.4 — Buildings within the Village Node shall be architecturally finished on all sides.~~
  - ~~6.5 — Parking lots in the Village Node shall be located at the rear or to the side of buildings. No more than two rows of angled parking shall be provided between the building and roadway or internal drive.~~
  - ~~6.6 — The Village Node shall provide bicycle in proximity to building entrances. The bicycle parking area shall not be located on the roadway or within the parking or drive aisle area.~~
  - ~~6.7 — Pedestrian connections to all building entrances shall be provided from the Village's overall sidewalk network. This may include a delineated crosswalk within a parking lot/drive aisle area.~~
  - ~~6.8 — Roads within the Village Node, shall be limited to a maximum width of two lanes (excluding turn lanes, acceleration and deceleration lanes and on street parking).~~
7. The developer shall provide a pedestrian system of sidewalks and/or stabilized pathways, a minimum of 5 feet wide, throughout the project connecting the residential and Village Node.
- ~~8. Prior to the approval of building permits for more than 75% of the residential units (lots 250-334) within the RP-2 area, Certificates of Occupancy shall be issued for a minimum 50% of the required 4,509 square feet of on-site neighborhood retail and/or daycare uses within the Village Node. Prior to the approval of building permits for more than 95% of the residential units (lots 318-334) within the RP-2 area, Certificates of Occupancy shall be issued for the remaining required on-site neighborhood retail and/or daycare uses within the Village Node.~~

Transportation Conditions Applying to Both Development Options:

98. Access shall be provided as shown on the PD site plan unless otherwise provided for herein these conditions. Internal roadways shall be publically owned and maintained. Access points on Rhodine Rd. may be modified in the future to restrict/eliminate certain turning movements.

- ~~109.~~ 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.
- ~~1110.~~ Notwithstanding anything show on the PD site plan to the contrary, the developer shall be permitted to modify the internal roadway network, if necessary, to comply with Section 6.02.01.H. (Emergency Access) requirements of the Hillsborough County Land Development Code (LDC).
- ~~1211.~~ The developer shall remove Rising Oaks Trl. south of the existing driveway serving folio 077422.0100, and vacate those private ingress and egress easements not serving folio 077422.0100 that lie within folios 077423.0310 and 077424.0000.
- ~~1312.~~ Notwithstanding anything herein these conditions to the contrary, a minimum of one roadway connecting Rhodine Rd., the Village Node, and the southern property boundary, shall be constructed to Type TS-3 (non-residential sub-type) roadway standards as provided for in the Hillsborough County Transportation Technical Manual (TTM).
- ~~1413.~~ Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, the roadways constructed within the areas designated on the PD site plan as "Shared Access" shall also serve abutting properties outside of the PD. As such, vehicular, bicycle and pedestrian access may be permitted anywhere along these roadways, subject to compliance with Section 6.04, Access Management of the LDC, without requiring a modification to this PD.
- ~~1514.~~ The developer shall construct the following auxiliary turn lanes:
- a. An eastbound to southbound right turn lane on Rhodine Rd. into the westernmost project driveway;
  - b. A westbound to southbound left turn lane on Rhodine Rd. into the westernmost project driveway;
  - c. A westbound to southbound left turn lane on Rhodine Rd. into the middle project driveway; and,
  - d. A westbound to southbound left turn lane on Rhodine Rd. into the easternmost project driveway.
- ~~1615.~~ If the rezoning is approved, the County Engineer will approve two Design Exceptions (one dated June 25, 2020, the other dated September 18, 2020, both found approvable on September 18, 2020), for the Rhodine Rd. substandard road improvements. As Rhodine Rd. is a substandard rural collector roadway, the developer will be required to make certain improvements to Rhodine Rd. consistent with the Design Exception including:
- a. Where necessary, the developer shall widen Rhodine Rd. such that there are 11-foot wide travel lanes;
  - b. The developer shall construct 6-foot wide stabilized shoulders along both sides of Rhodine Rd., of which 2-feet shall be paved;
  - c. The developer shall construct a minimum 5-foot wide sidewalk between the westernmost project boundary and a point approximately 200 feet west of Colonial Estates Ln. (such

- that a continuous sidewalk is present along the project boundary and extending east to the existing sidewalk at Colonial Estates Ln.), and,
- d. The developer shall construct a 5-foot wide bicycle lane along the south side of Rhodine Rd. along the project's frontage, as well as any along any required turn lanes that extend beyond the project frontage.
- ~~17~~16. If the rezoning is approved, the County Engineer will approve the Design Exception (dated June 25, 2020 and found approvable on September 18, 2020), for the Hays Clan Rd. substandard road improvements. As Hays Clan Rd. is a substandard rural local roadway, the developer will be required to make certain improvements to Hays Clan Rd. between the westernmost project boundary and Greenland Dr. consistent with the Design Exception including:
- a. The developer shall widen Hays Clan Rd. such that there are 10-foot wide travel lanes; and,
- b. The developer shall construct 6-foot wide stabilized shoulders along both sides of Hays Clan Rd.
- ~~18~~17. If the rezoning is approved, the County Engineer will approve the Design Exception (dated June 25, 2020 and found approvable on September 18, 2020) for the Greenland Dr. substandard road improvements. As Greenland Dr. is a substandard rural local roadway, the developer will be required to make certain improvements to the Greenland Dr. (between Hays Clan Rd. and Rhodine Rd.) consistent with the Design Exception including:
- a. Mill the roadway; and,
- b. Add a 1-inch overlay to the existing pavement.
- ~~19~~18. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve 5 feet of right-of-way along its Rhodine Rd. frontages, such that a minimum of 55 feet of right-of-way is preserved south of the existing right-of-way centerline. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
- ~~20~~19. Where right turn lanes are required, the developer shall dedicate and convey or otherwise acquire a minimum of 12 additional feet of right-of-way along the entire length of the turn lane. This is to accommodate required site access improvements and must be provided in addition to the land preserved in accordance with the Hillsborough County Corridor Preservation Plan.
- ~~21~~20. In addition to any temporary end of roadway treatment/signage required by the MUTCD, the developer shall place signage at all roadway access stubouts not connecting to an existing roadway which identify the stubout as a "Future Roadway Connection".

Transportation Conditions Applying to Development Option Without School:

- ~~22~~21. The developer shall construct the Hays Clan Rd. extension as a Type TS-3 roadway (residential sub-type, 50-foot wide right-of-way, as provided for in the TTM) between the western project boundary and the easternmost internal access on the proposed extension. The developer shall



preserve a minimum of 50 feet of right-of-way between the easternmost internal access on the proposed Hays Clan Rd. Extension and the eastern boundary of folio 077423.0230.

Transportation Conditions Applying to Development Option With School:

- ~~23~~22. The developer shall construct the Hays Clan Rd. extension as a Type TS-3 roadway (non-residential sub-type, 54-foot wide right-of-way, as provided for in the TTM) between the western project boundary and the easternmost internal access on the proposed extension. The developer shall preserve a minimum of 50 feet of right-of-way between the easternmost internal access on the proposed Hays Clan Rd. Extension and the eastern boundary of folio 077423.0230.
- ~~24~~23. In addition to the auxiliary turn lanes required in condition 15, above, the developer shall construct an eastbound to southbound right turn lane on Rhodine Rd. into the easternmost project driveway. The developer shall also be required to submit an additional trip generation and site analysis at the time of plat/site/construction plan submittal. Such analysis will be used to determine whether (based upon the design and layout of the school site) an eastbound to southbound right turn lane on Rhodine Rd. into the middle project driveway is warranted consistent with Section 6.04.04.D. of the LDC. If found to be warranted, the developer shall construct the required turn lane improvements.

The following conditions apply to all development options:


- ~~25~~24. An evaluation of the properties identified mature trees warranting preservation that may include grand oaks and the applicant is encouraged to consult with staff of the Natural Resource Unit.
- ~~26~~25. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals and where land alterations are restricted.
- ~~27~~26. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
- ~~28~~27. The construction and location of any proposed environmental impacts are not approved by this review, but shall be considered by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code (LDC).
- ~~29~~28. 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.
- ~~30~~29. 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.

- ~~3430~~. 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).
- ~~3231~~. 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.
- ~~3332~~. The northwest portion of the project area depicts an option of either a residential or school development. If the school is not proposed, then the residential pocket shall not have any reliance for approval of wetland impacts.
- ~~3433~~. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

**Staff's Recommendation: Approvable, subject to conditions**

Zoning  
Administrator  
Sign-off:

  
J. Brian Grady  
Fri Jul 2 2021 11:18:47

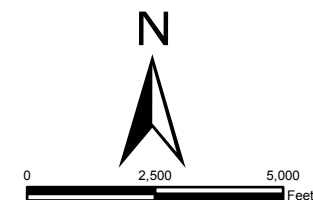


# General Aerial Zoning Map

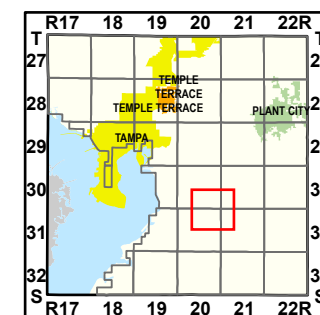
**PRS 21-0259**

Folio: 77423.0400 + Multiple

 Application Site



STR: 1-31-20, 2-31-20, 35-30-20



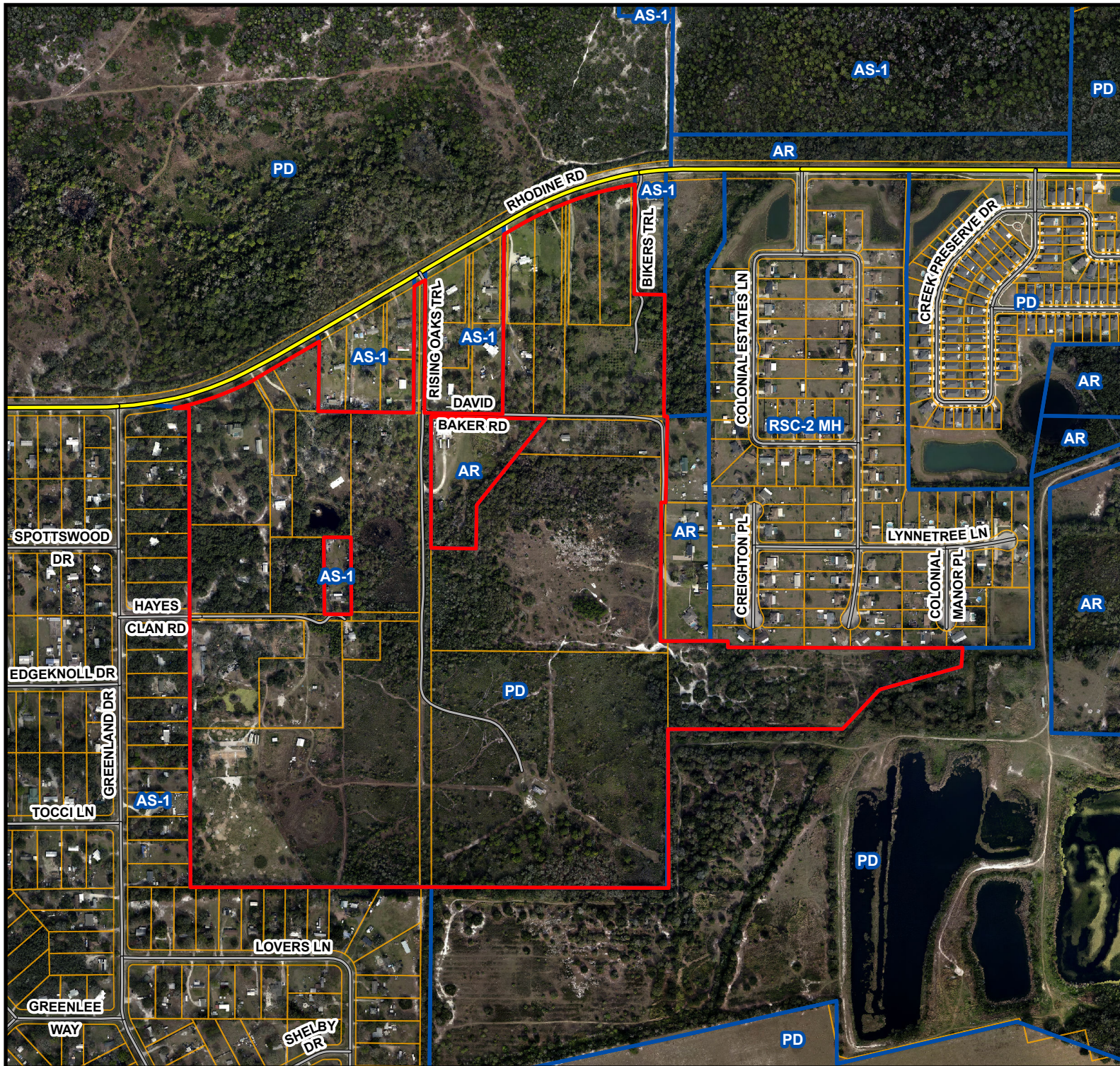
NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map.

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

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





# IMMEDIATE AREA ZONING MAP

**PRS 21-0259**

Folio: 77423.0400 + Multiple

- APPLICATION SITE**
- ZONING BOUNDARY**
- PARCELS**

NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map.

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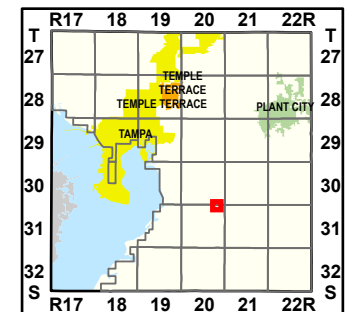
SOURCE: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded deeds, plats, and other public records. It has been based on BEST AVAILABLE data.

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



0 590 1,180 Feet

STR: 1-31-20, 2-31-20, 35-30-20



Date: 04/22/2021 Path: G:\ZONING\GIS\Data\Immediate\_Area\_Zoning\_Map.aprx

Produced By : Development Services Department





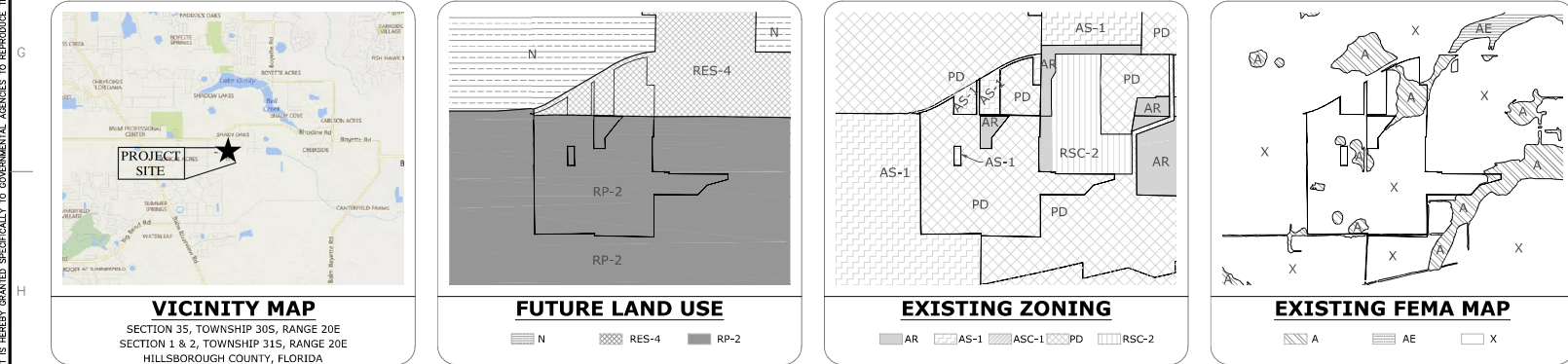
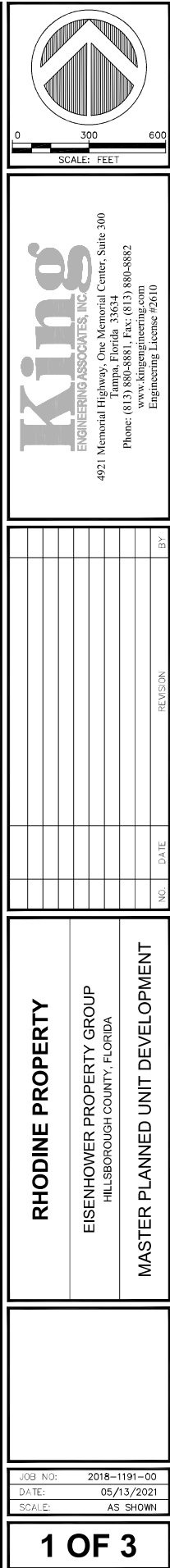
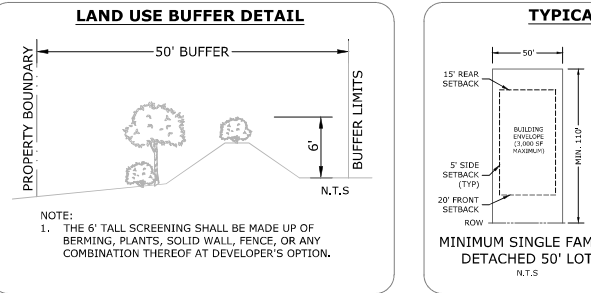
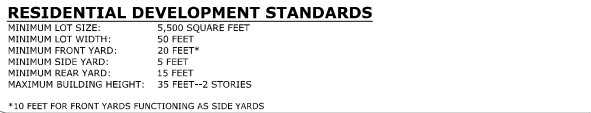
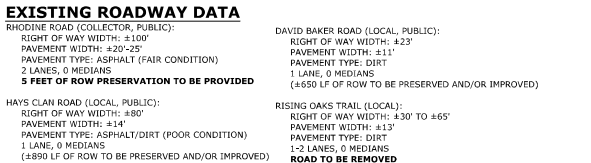








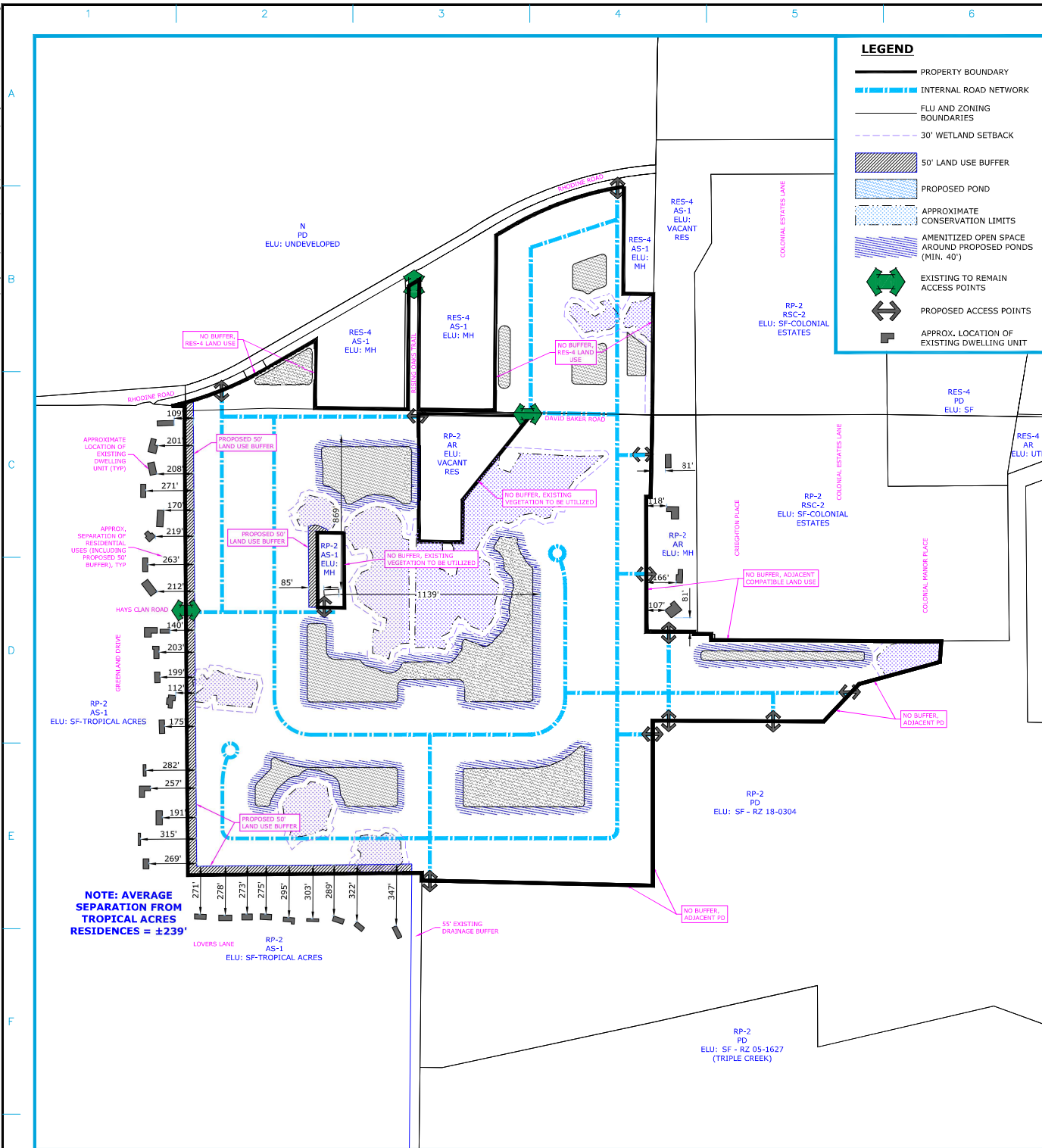


Received May 14, 2021  
Development Services









**BUFFER EXHIBIT #1**

EXISTING DATA:

TOTAL PROPERTY BOUNDARY = ±21,720 LINEAR FEET

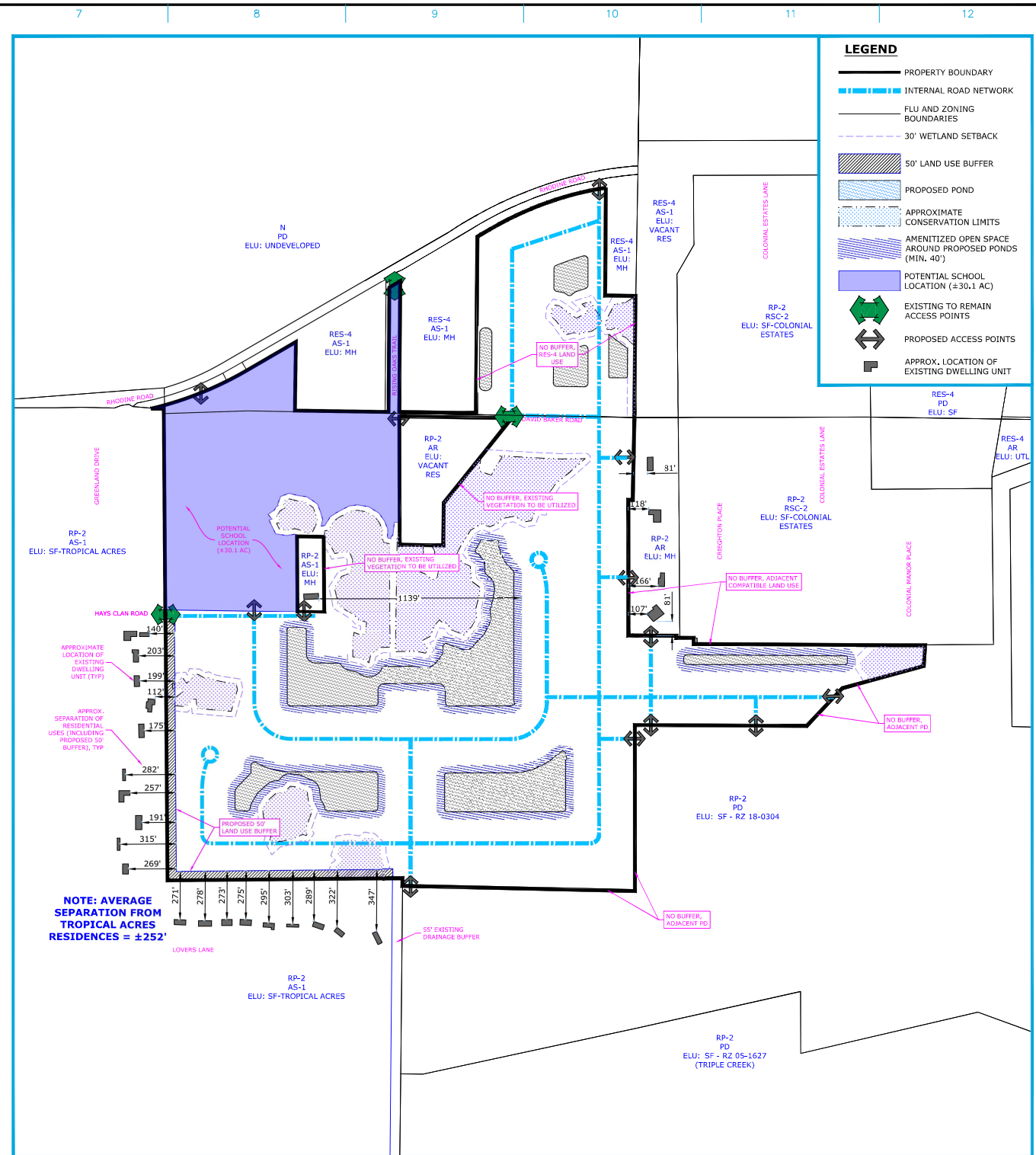
TOTAL RP-2 PORTION OF PROPERTY BOUNDARY = ±14,822 LINEAR FEET

PROPOSED:

**50' LAND USE BUFFER: ±4,390 LF**  
20.2% OF TOTAL PROPERTY BOUNDARY  
(±4,390' / ±21,720' = 20.2%)

29.6% OF TOTAL RP-2 PORTION OF PROPERTY BOUNDARY  
( $\pm 4,390' / \pm 14,822' = 29.6\%$ )

NOTE: AVERAGE SEPARATION FROM TROPICAL ACRES RESIDENCES =  $\pm 239'$



## BUFFER EXHIBIT#2 (WITH SCHOOL SITE)

EXISTING DATA:

TOTAL PROPERTY BOUNDARY (OUTSIDE OF SCHOOL SITE) = ±16,188 LINEAR FEET

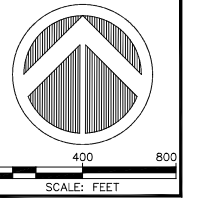
TOTAL RP-2 PORTION OF PROPERTY BOUNDARY (OUTSIDE OF SCHOOL SITE) = ±12,525 LINEAR FEET

PROPOSED:

**50' LAND USE BUFFER: ±2,636 LF**  
16.3% OF TOTAL PROPERTY BOUNDARY (OUTSIDE OF SCHOOL SITE)  
(±2,636' / ±16,188' = 16.3%)

21.0% OF TOTAL RP-2 PORTION OF PROPERTY BOUNDARY (OUTSIDE OF SCHOOL SITE)  
(±2,636' / ±12,525' = 21.0%)

NOTE: AVERAGE SEPARATION FROM TROPICAL ACRES RESIDENCES =  $\pm 252'$



**King**  
ENGINEERING ASSOCIATES, INC.  
4921 Memorial Highway, One Memorial Center, Suite 300  
Tampa, Florida 33634  
Phone: (813) 880-8881, Fax: (813) 880-8882  
[www.kingengineering.com](http://www.kingengineering.com)  
Engineering License #2610

[illegible]

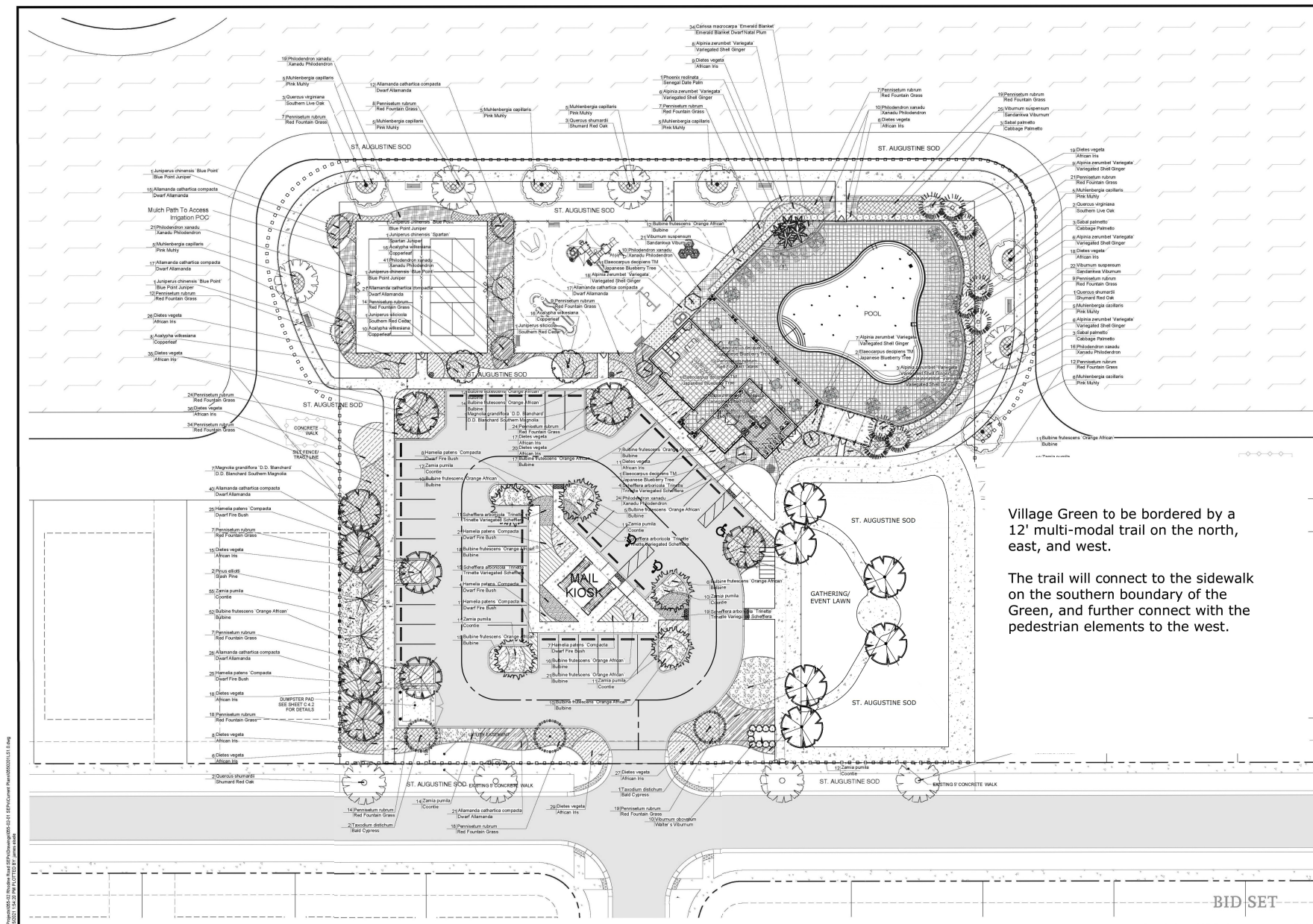
RHODINE PROPERTY

**EISENHOWER PROPERTY GROUP**  
HILLSBOROUGH COUNTY, FLORIDA

MASTER PLANNED UNIT DEVELOPMENT  
LAND USE BUFFER EXHIBIT

|         |              |
|---------|--------------|
| JOB NO: | 2018-1191-00 |
| DATE:   | 05/13/2021   |
| SCALE:  | AS SHOWN     |

3 OF 3



Village Green to be bordered by a 12' multi-modal trail on the north, east, and west.

The trail will connect to the sidewalk on the southern boundary of the Green, and further connect with the pedestrian elements to the west.

LEVELUP  
CONSULTING, LLC



505 E. JACKSON STREET  
SUITE 200  
TAMPA, FLORIDA 33602  
OFFICE: 813-375-0616  
WWW.LEVELUPFLORIDA.COM



CONSTRUCTION PLAN REVISIONS

01/2021

REVISED PER COUNTY COMMENTS

CEDARBROOK

RHODINE DEVELOPMENT, LLC  
LANDSCAPE ENLARGEMENT PLAN

Engineering Business Certificate of Authorization No. 2071



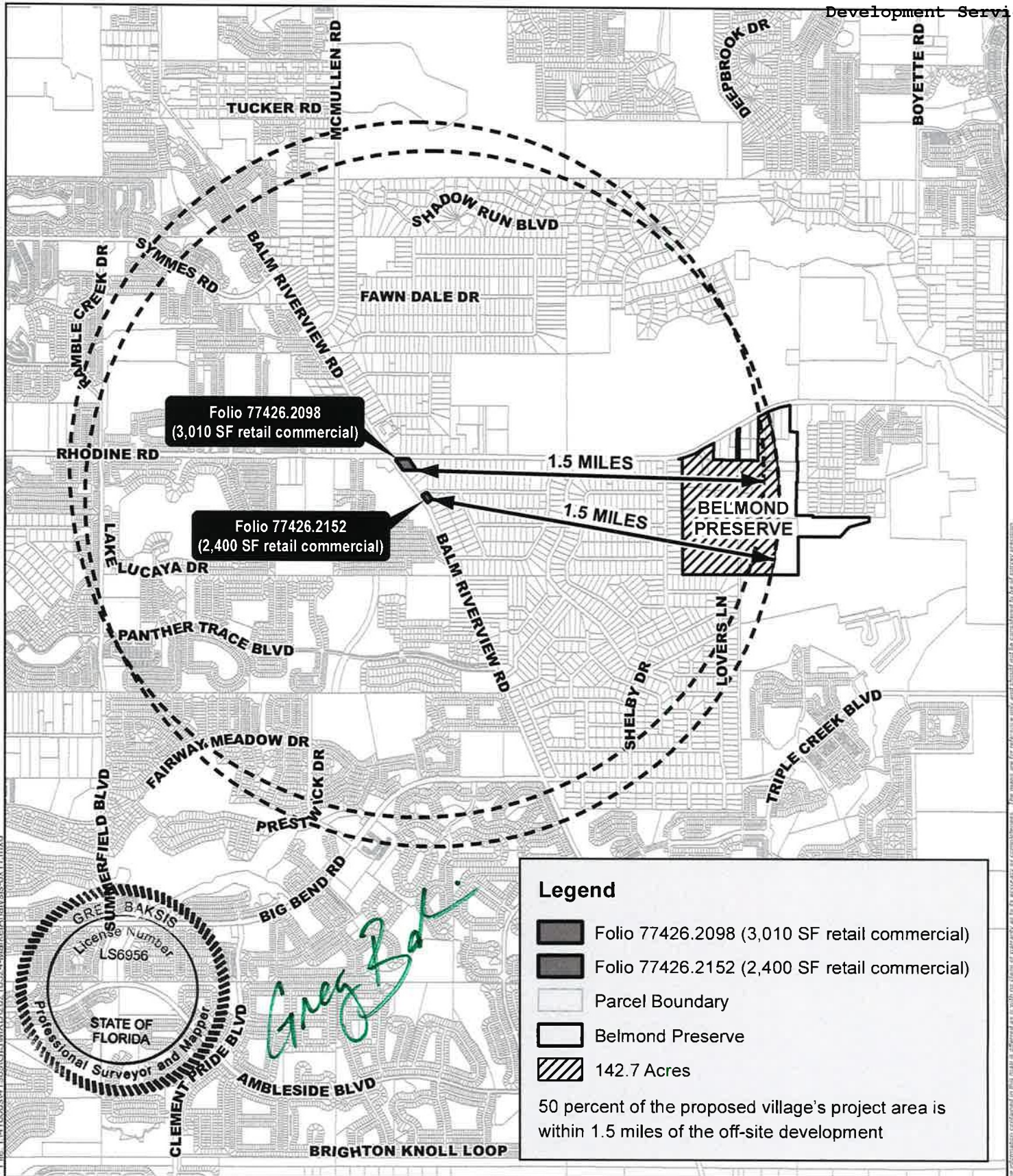
BRIDGER E. DEMARS  
REGISTERED LANDSCAPE ARCHITECT  
REGISTRATION NUMBER 66674229  
PROJECT No. 055-02-01  
SHEET LS 1.8

BID SET

Exhibit 5



Printing Date: 5/24/2021 2:51:41 PM  
File: L:\41000\410000\GIS\MXD\20210524-MarketAnalysis-8x11.mxd



1000 N. Ashley Drive,  
Suite 900  
Tampa, FL 33602  
813.620.4500



0 750 1,500 3,000 FEET

1 IN. = 3,000 FT.

## Market Analysis

Distance to  
Commercial



**CURRENTLY  
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted September 9, 2020.

1. The project shall be permitted for a maximum of 434 single-family lots with the following development standards:

|                             |   |
|-----------------------------|---|
| Minimum lot size:           | 5,500 square feet   |
| Minimum lot width:          | 50 feet   |
| Minimum front yard setback: | 20 feet, except front yards functioning as side yards shall permit a 10 foot setback for the home. Garages accessed from the front yard functioning as a side yard shall be setback a minimum of 20 feet. |
| Minimum side yard setback:  | 5 feet  |
| Minimum rear yard setback:  | 15 feet   |
| Maximum building height:    | 35 feet/2-stories   |

2. The area of the PD within the RP-2 future land use category shall permit a maximum of 334 single-family units in accordance with condition 3. The area of the PD within the RES-4 future land use category shall permit a maximum of 100 single-family units.
3. To comply with the Planned Village minimum clustering ratio of 3.5, development of 334 residential units within the RP-2 future land use category of the site shall require the provision of at least 71.1 acres of open space (as defined in Policy 14.2 of the Comprehensive Plan). If the project will be platted by tract or phase, each plat shall provide the amount of open space to be provided and already approved within the RP-2 category of the PD.
4. The Developer has identified a potential school site within the development. The proposed school site ("School Site") shall contain a minimum of thirty (30) contiguous acres of upland real property and have direct access to Rhodine Road, a county Collector road. The School District of Hillsborough County shall have three (3) years from the date of approval of PD 19-0310 to close or to enter into a mutually agreeable dedication agreement on the site depicted on the PD Plan ("Dedication Period").
  - 4.1 The School Board and the Developer will use their best efforts to reach a mutually acceptable Dedication Agreement within one (1) year of the approval of PD 19-0310. Within ninety (90) days of the expiration of the Dedication Period, the Developer will provide written notice to the School District that, at the end of the Dedication Period, the Developer will be moving forward with the development of the School Site for residential use at the expiration of the Dedication Period unless the School District intends to comply with this condition. Should this site not be dedicated to Hillsborough County Schools, development of single-family detached units in this area shall be permitted. These residential units, if developed, shall not be in addition to the total number of residential units permitted.
  - 4.2 Should the School Board elect not to take title to the School Site, the Developer may develop the School site for residential use. The Developer may however develop the School Site prior to expiration of the Dedication Period should the School District at any time advise the Developer in writing that they do not intend to take the School Site.

- 
- 4.3 Wetlands and jurisdictional buffers shall not be counted toward the minimum acreages for the School Site conveyance as generally depicted on the site plan and provided for a condition of the rezoning approval.
- 4.4 Any and all roadways within the Planned Development serving and/or providing access to the School Site shall be platted to the School Site parcel's property line(s) as a public road(s). In no event shall there be any intervening land restricting access to the public school parcel.
- 4.5 Development of the public school shall require compliance by the School Board with the Hillsborough County Interlocal Agreement for School Facilities Planning, Siting and Concurrency.
- 4.6 An access to/from Hays Clan Road to the public school parcel shall be provided. This access point shall be provided to allow vehicular and pedestrian access between the project's residential portions and the school. This access point does not require the provision of a public road from Hays Clan Road to Rhodine Road for use by the general public. Such access may be controlled by Hillsborough County Schools to not be available during non-school times.
5. Within the RP-2 category area, residential lots shall be arranged as generally depicted on the general site plan to provide views of open space surrounding and within the Planned Village.
- 5.1 As depicted on the general site plan, minimum 40 foot wide buffers shall be provided around ponds. These pond buffers shall be amenitized with the provision of one or all of the following: landscaping, benches and/or pathways. Any pathways are to meet ADA requirements as applicable. These pond buffers shall not be platted as part of the individual lots; rather, the buffers shall be platted as a separate tract to be owned and maintained by the homeowner's association or similar entity. Furthermore, these pond buffers shall be accessible from the lots situated around the pond buffers.
- 5.2 A waiver from the required 250 foot wide buffer along at least 70% of the PD's boundaries is approved as part to this PD. As depicted on the general site plan, a minimum 50 foot wide buffer shall be provided along the western and portions of the southern PD boundaries. The buffer shall provide 6 foot high screening with berms, plants, solid walls/fences or a combination thereof. This buffer shall not be platted as part of the individual lots; rather, the buffer shall be platted as a separate tract to be owned and maintained by the homeowner's association or similar entity. In the event that the public school is developed, no 50 foot wide buffer within the school tract shall be required.
6. A Village Node of 0.9 acres in size shall be provided where generally depicted on the general site plan. Within the Village Node, at least 4,509 square feet of neighborhood retail uses shall be provided within the depicted Village Node. Neighborhood retail shall include: grocery stores, markets, food product stores, convenience stores (with or without gas), pharmacies and other retail uses permitted in the CN zoning district. Daycare uses shall be permitted to count towards the required minimum square footage amount of 4,509 sf. The Village Node may also contain office uses, personal service uses, general indoor/outdoor recreational uses and residential support uses, for a total maximum of 13,721.4 square feet permitted within the 0.9 acre Village Node. With the exception of daycare, square footage for these non-retail uses shall not count towards the minimum required amount of on-site neighborhood retail uses. The maximum FAR for the Village Node shall be 0.35.

An amenity area to the immediate north of the Village Node shall be permitted where generally depicted on the general site plan to include typical uses such as pools, neighborhood recreation facilities and clubhouses. The amenity area is not included in the Village Node acreage of 0.9 acres. No uses permitted in the Village Node area shall be permitted in the amenity area. All required parking for the amenity area shall occur within the amenity area. All required parking for the Village Node shall be included in the 0.9 acre Village Node.

Within the Village Node, the following shall be required:

- 6.1 Buffering and screening in accordance with the Land Development Code shall be provided along adjacent property lines of differing land use classifications. No buffering and screening between the Village Node area and the Amenity Area shall be required.
- 6.2 A minimum 10 foot front yard setback shall be permitted.
- 6.3 Building height shall be limited to 35 feet with an additional setback of 2 feet for every 1 foot over 25 feet applied to rear and side yards.
- 6.4 Buildings within the Village Node shall be architecturally finished on all sides.
- 6.5 Parking lots in the Village Node shall be located at the rear or to the side of buildings. No more than two rows of angled parking shall be provided between the building and roadway or internal drive.
- 6.6 The Village Node shall provide bicycle in proximity to building entrances. The bicycle parking area shall not be located on the roadway or within the parking or drive aisle area.
- 6.7 Pedestrian connections to all building entrances shall be provided from the Village's overall sidewalk network. This may include a delineated crosswalk within a parking lot/drive aisle area.
- 6.8 Roads within the Village Node, shall be limited to a maximum width of two lanes (excluding turn lanes, acceleration and deceleration lanes and on-street parking).
7. The developer shall provide a pedestrian system of sidewalks and/or stabilized pathways, a minimum of 5 feet wide, throughout the project connecting the residential and Village Node.
8. Prior to the approval of building permits for more than 75% of the residential units (lots 250-334) within the RP-2 area, Certificates of Occupancy shall be issued for a minimum 50% of the required 4,509 square feet of on-site neighborhood retail and/or daycare uses within the Village Node. Prior to the approval of building permits for more than 95% of the residential units (lots 318-334) within the RP-2 area, Certificates of Occupancy shall be issued for the remaining required on-site neighborhood retail and/or daycare uses within the Village Node.

Transportation Conditions Applying to Both Development Options:

9. Access shall be provided as shown on the PD site plan unless otherwise provided for herein these conditions. Internal roadways shall be publically owned and maintained. Access points on Rhodine Rd. may be modified in the future to restrict/eliminate certain turning movements.

10. 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.
11. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall be permitted to modify the internal roadway network, if necessary, to comply with Section 6.02.01.H. (Emergency Access) requirements of the Hillsborough County Land Development Code (LDC).
12. The developer shall remove Rising Oaks Trl. south of the existing driveway serving folio 077422.0100, and vacate those private ingress and egress easements not serving folio 077422.0100 that lie within folios 077423.0310 and 077424.0000.
13. Notwithstanding anything herein these conditions to the contrary, a minimum of one roadway connecting Rhodine Rd., the Village Node, and the southern property boundary, shall be constructed to Type TS-3 (non-residential sub-type) roadway standards as provided for in the Hillsborough County Transportation Technical Manual (TTM).
14. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, the roadways constructed within the areas designated on the PD site plan as “Shared Access” shall also serve abutting properties outside of the PD. As such, vehicular, bicycle and pedestrian access may be permitted anywhere along these roadways, subject to compliance with Section 6.04, Access Management of the LDC, without requiring a modification to this PD.
15. The developer shall construct the following auxiliary turn lanes:
  - a. An eastbound to southbound right turn lane on Rhodine Rd. into the westernmost project driveway;
  - b. A westbound to southbound left turn lane on Rhodine Rd. into the westernmost project driveway;
  - c. A westbound to southbound left turn lane on Rhodine Rd. into the middle project driveway; and,
  - d. A westbound to southbound left turn lane on Rhodine Rd. into the easternmost project driveway.
16. If the rezoning is approved, the County Engineer will approve two Design Exceptions (one dated June 25, 2020, the other dated September 18, 2020, both found approvable on September 18, 2020), for the Rhodine Rd. substandard road improvements. As Rhodine Rd. is a substandard rural collector roadway, the developer will be required to make certain improvements to Rhodine Rd. consistent with the Design Exception including:
  - a. Where necessary, the developer shall widen Rhodine Rd. such that there are 11-foot wide travel lanes;
  - b. The developer shall construct 6-foot wide stabilized shoulders along both sides of Rhodine Rd., of which 2-feet shall be paved;



- c. The developer shall construct a minimum 5-foot wide sidewalk between the westernmost project boundary and a point approximately 200 feet west of Colonial Estates Ln. (such that a continuous sidewalk is present along the project boundary and extending east to the existing sidewalk at Colonial Estates Ln.), and,
  - d. The developer shall construct a 5-foot wide bicycle lane along the south side of Rhodine Rd. along the project's frontage, as well as any along any required turn lanes that extend beyond the project frontage.
- 17. If the rezoning is approved, the County Engineer will approve the Design Exception (dated June 25, 2020 and found approvable on September 18, 2020), for the Hays Clan Rd. substandard road improvements. As Hays Clan Rd. is a substandard rural local roadway, the developer will be required to make certain improvements to Hays Clan Rd. between the westernmost project boundary and Greenland Dr. consistent with the Design Exception including:
  - a. The developer shall widen Hays Clan Rd. such that there are 10-foot wide travel lanes; and,
  - b. The developer shall construct 6-foot wide stabilized shoulders along both sides of Hayes Clan Rd.
- 18. If the rezoning is approved, the County Engineer will approve the Design Exception (dated June 25, 2020 and found approvable on September 18, 2020) for the Greenland Dr. substandard road improvements. As Greenland Dr. is a substandard rural local roadway, the developer will be required to make certain improvements to the Greenland Dr. (between Hays Clan Rd. and Rhodine Rd.) consistent with the Design Exception including:
  - a. Mill the roadway; and,
  - b. Add a 1-inch overlay to the existing pavement.
- 19. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve 5 feet of right-of-way along its Rhodine Rd. frontages, such that a minimum of 55 feet of right-of-way is preserved south of the existing right-of-way centerline. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
- 20. Where right turn lanes are required, the developer shall dedicate and convey or otherwise acquire a minimum of 12 additional feet of right-of-way along the entire length of the turn lane. This is to accommodate required site access improvements and must be provided in addition to the land preserved in accordance with the Hillsborough County Corridor Preservation Plan.
- 21. In addition to any temporary end of roadway treatment/signage required by the MUTCD, the developer shall place signage at all roadway access stubouts not connecting to an existing roadway which identify the stubout as a "Future Roadway Connection".

Transportation Conditions Applying to Development Option Without School:

22. The developer shall construct the Hays Clan Rd. extension as a Type TS-3 roadway (residential sub-type, 50-foot wide right-of-way, as provided for in the TTM) between the western project boundary and the easternmost internal access on the proposed extension. The developer shall preserve a minimum of 50 feet of right-of-way between the easternmost internal access on the proposed Hays Clan Rd. Extension and the eastern boundary of folio 077423.0230.

Transportation Conditions Applying to Development Option With School:

23. The developer shall construct the Hays Clan Rd. extension as a Type TS-3 roadway (non-residential sub-type, 54-foot wide right-of-way, as provided for in the TTM) between the western project boundary and the easternmost internal access on the proposed extension. The developer shall preserve a minimum of 50 feet of right-of-way between the easternmost internal access on the proposed Hays Clan Rd. Extension and the eastern boundary of folio 077423.0230.
24. In addition to the auxiliary turn lanes required in condition 15, above, the developer shall construct an eastbound to southbound right turn lane on Rhodine Rd. into the easternmost project driveway. The developer shall also be required to submit an additional trip generation and site analysis at the time of plat/site/construction plan submittal. Such analysis will be used to determine whether (based upon the design and layout of the school site) an eastbound to southbound right turn lane on Rhodine Rd. into the middle project driveway is warranted consistent with Section 6.04.04.D. of the LDC. If found to be warranted, the developer shall construct the required turn lane improvements.

The following conditions apply to all development options:

25. An evaluation of the properties identified mature trees warranting preservation that may include grand oaks and the applicant is encouraged to consult with staff of the Natural Resource Unit.
26. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals and where land alterations are restricted.
27. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
28. The construction and location of any proposed environmental impacts are not approved by this review, but shall be considered by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code (LDC).
29. 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.

30. 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.
31. 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).
32. 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.
33. The northwest portion of the project area depicts an option of either a residential or school development. If the school is not proposed, then the residential pocket shall not have any reliance for approval of wetland impacts.
34. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.





# **AGENCY COMMENTS**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 5/24/2021

REVIEWER: James Ratliff, AICP, PTP Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RV/South

PETITION NO: PRS 21-0259

☐

This agency has no comments.

☐

This agency has no objection.

☒

This agency has no objection, subject to the listed or attached conditions.

☐

This agency objects for the reasons set forth below.

### **REPORT SUMMARY AND CONCLUSIONS**

- The proposed rezoning is anticipated to decrease traffic generated by the subject property (by 614 average daily trips, 117 a.m. peak hour trips, and 119 p.m. peak hour trips).
- Transportation Review Section staff has no objection to the proposed rezoning, subject to the revised condition proposed herein below.

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

~~13. Notwithstanding anything herein these conditions to the contrary, a minimum of one roadway connecting Rhodine Rd., the Village Node, and the southern property boundary, shall be constructed to Type TS-3 (non-residential sub-type) roadway standards as provided for in the Hillsborough County Transportation Technical Manual (TTM).~~

*[Transportation Review Section staff is proposing to delete this condition. Since the applicant is proposing to remove the non-residential component of the project, there does not need to be 12-foot wide travel lanes between the Village Node and the surrounding roadway network. Existing Condition 23 is not being modified, and will require the wider local roadway within the portion of the site serving the school if the development option including the school site is chosen.]*

### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a Minor Modification also known as a Personal Appearance (PRS) to multiple parcels totaling +/- 192.5 ac., which is currently zoned Planned Development (PD) #20-0969. The PD is currently approved for two development options. One option includes 5,076 s.f. of commercial uses and 434 single-family detached dwelling units, while the second includes the same uses as the first and adds a +/- 30-acre school site. The minimum village node retail square-footage is currently 4,510 s.f., and permits day care uses (with a maximum enrollment of 150 students) to be developed within the village node. The second development option also accommodates 1,600 K-8 students. The applicant is seeking this modification to remove the village node retail from both development options.

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM) and staff. The applicant's study examined the extent to which elimination of the onsite retail would send additional trips south through adjacent PDs to get to the Triple Creek Village area. The study also determined that the additional trips heading south through these

projects would not trigger the need for internal project roadways (within those adjacent projects) to be designed as collector roadways, since the local road capacity of 5,000 average annual daily trips (AADT) would not be exceeded. Subsequently the applicant revised their submittal, to indicate that the commercial being utilized would instead be along Balm Riverview Rd. at or near to its intersection with Rhodine Rd. Staff has prepared the below summary, showing the potential number of peak hour trips generated under the existing and proposed zoning designation, utilizing a generalized worst-case scenario.

**Trips Potentially Generated Under Existing Zoning:**

| Land Use/Size  | 24 Hour Two-Way Volume | Total Peak Hour Trips |            |
|--|------------------------|-----------------------|------------|
|  |                        | AM                    | PM         |
| PD, 434 Single-Family Detached Dwelling Units (ITE Code 210) | 4,013                  | 313                   | 416        |
| PD, 150 Student Daycare Facility (ITE Code 565)              | 614                    | 117                   | 119        |
| PD, 1,600 Student Elementary School** (ITE Code 520)         | 3,024                  | 1,072                 | 272        |
| <b>Subtotal:</b>   | <b>7,651</b>           | <b>1,502</b>          | <b>807</b> |
| <i>Less Internal Capture:</i>                                | <i>Not Available</i>   | <i>-0</i>             | <i>-0</i>  |
| <b>Net External Trips:</b>                                   | <b>7,651</b>           | <b>1,502</b>          | <b>807</b> |

*\*\* Although the proposed school is a K-8 facility, trips were analyzed based on elementary school data, as a.m. peak hour impact of an elementary school are slightly higher than that of middle school, while p.m. peak hour impacts are identical, and because no student caps are being proposed for K-5 vs 6-8 grade levels. It should be noted that average daily trip generation is slightly higher for middle schools.*

**Trips Potentially Generated Under Proposed Zoning:**

| Land Use/Size  | 24 Hour Two-Way Volume | Total Peak Hour Trips |            |
|--|------------------------|-----------------------|------------|
|  |                        | AM                    | PM         |
| PD, 434 Single-Family Detached Dwelling Units (ITE Code 210) | 4,013                  | 313                   | 416        |
| PD, 1,600 Student Elementary School** (ITE Code 520)         | 3,024                  | 1,072                 | 272        |
| <b>Subtotal:</b>   | <b>7,037</b>           | <b>1,385</b>          | <b>688</b> |

*\*\* Although the proposed school is a K-8 facility, trips were analyzed based on elementary school data, as a.m. peak hour impact of an elementary school are slightly higher than that of middle school, while p.m. peak hour impacts are identical, and because no student caps are being proposed for K-5 vs 6-8 grade levels. It should be noted that average daily trip generation is slightly higher for middle schools.*

**Difference:**

| Land Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips |                |
|---------------|------------------------|-----------------------|----------------|
|               |                        | AM                    | PM             |
| <b>Totals</b> | <b>(-) 614</b>         | <b>(-) 117</b>        | <b>(-) 119</b> |



## **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

Rhodine Rd. is a 2-lane, substandard, collector roadway characterized by +/- 10-foot wide travel lanes in average condition. The roadway lies within a +/- 100-foot wide right-of-way. There is a +/- 5-foot wide sidewalk along the south side of Rhodine Rd. in the vicinity of the proposed project. There are no bicycle facilities present on Rhodine Rd. in the vicinity of the proposed project.

Along the project's frontage, Rhodine Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane roadway. The minimum right-of-way necessary to accommodate a 4-lane, urban, collector is 110 feet (per TS-4 within the Hillsborough County Transportation Technical Manual). Given there is only 100 feet of right-of-way existing along the project's frontage, the developer will be required to preserve one-half of the additional 10 feet of right-of-way needed along the roadway (i.e. 5 feet south of the existing Rhodine Rd. right-of-way).

Hays Clan Rd. is a 2-lane, substandard, local roadway characterized by +/- 18 feet of pavement in below average condition. The roadway lies within a +/- 80-foot wide right-of-way. There are no sidewalks or bicycle facilities present on Hays Clan Rd. in the vicinity of the proposed project.

Greenland Dr. is a 2-lane, substandard, local roadway characterized by +/- 20 feet of pavement in below average condition. The roadway lies within a +/- 80-foot wide right-of-way. There are no sidewalks or bicycle facilities present on Greenland Dr. in the vicinity of the proposed project.

## **SITE ACCESS AND CONNECTIVITY**

### *Generally*

The project is proposing a variety of access driveways and roadway connections to serve the project. Primary project access will be via Rhodine Rd., onto which the project will have three driveways. Initially all three connections will be full access connections; however, in the future it is anticipated that Rhodine Rd. will be widened to four lanes and a higher degree of access management will be implemented. Based upon the spacing and characteristics of existing roadways east and west of the project, it is anticipated that in the future the middle project driveway will be a full access connection, while the easternmost and westernmost driveway will be restricted to right-in/right-out turning movements.

Additional access will be provided via Greenland Dr. and Hayes Clan Rd. This access is particularly important for the development option with the school site, providing access to the school for the existing residential development west of the project.

There are a variety of easements serving several existing parcels that are all or mostly surrounded by (but not within) the proposed project. Access to these existing residential units will be preserved via the easements and the proposed internal project roadways, which will be publically owned and maintained.

Lastly, based on the applicant's transportation analysis submitted as a part of the original zoning request, staff has determined that certain turning movements at project intersections meet Section 6.04.04.D. turn lane warrants. The below table summarizes the required improvements:

| <b>Movement</b> | <b>Type</b> | <b>On Road</b> | <b>Onto Road</b>             | <b>Required For</b>      |
|-----------------|-------------|----------------|------------------------------|--------------------------|
| EB to SB        | Right       | Rhodine Rd.    | Westernmost Project Driveway | Both Development Options |
| WB to SB        | Left        | Rhodine Rd.    | Westernmost Project Driveway | Both Development Options |
| WB to SB        | Left        | Rhodine Rd.    | Middle Project Driveway      | Both Development Options |
| WB to SB        | Left        | Rhodine Rd.    | Easternmost Project Driveway | Both Development Options |
| EB to SB        | Right       | Rhodine Rd.    | Easternmost Project Driveway | Option with School Site  |
| EB to SB        | Right       | Rhodine Rd.    | Middle Project Driveway      | Option with School Site* |

\*This auxiliary (turn) lane may or may not meet Section 6.04.04. LDC warrants, depending upon design and orientation of the school.

## Other External Connectivity

### *--Eastern Boundary--*

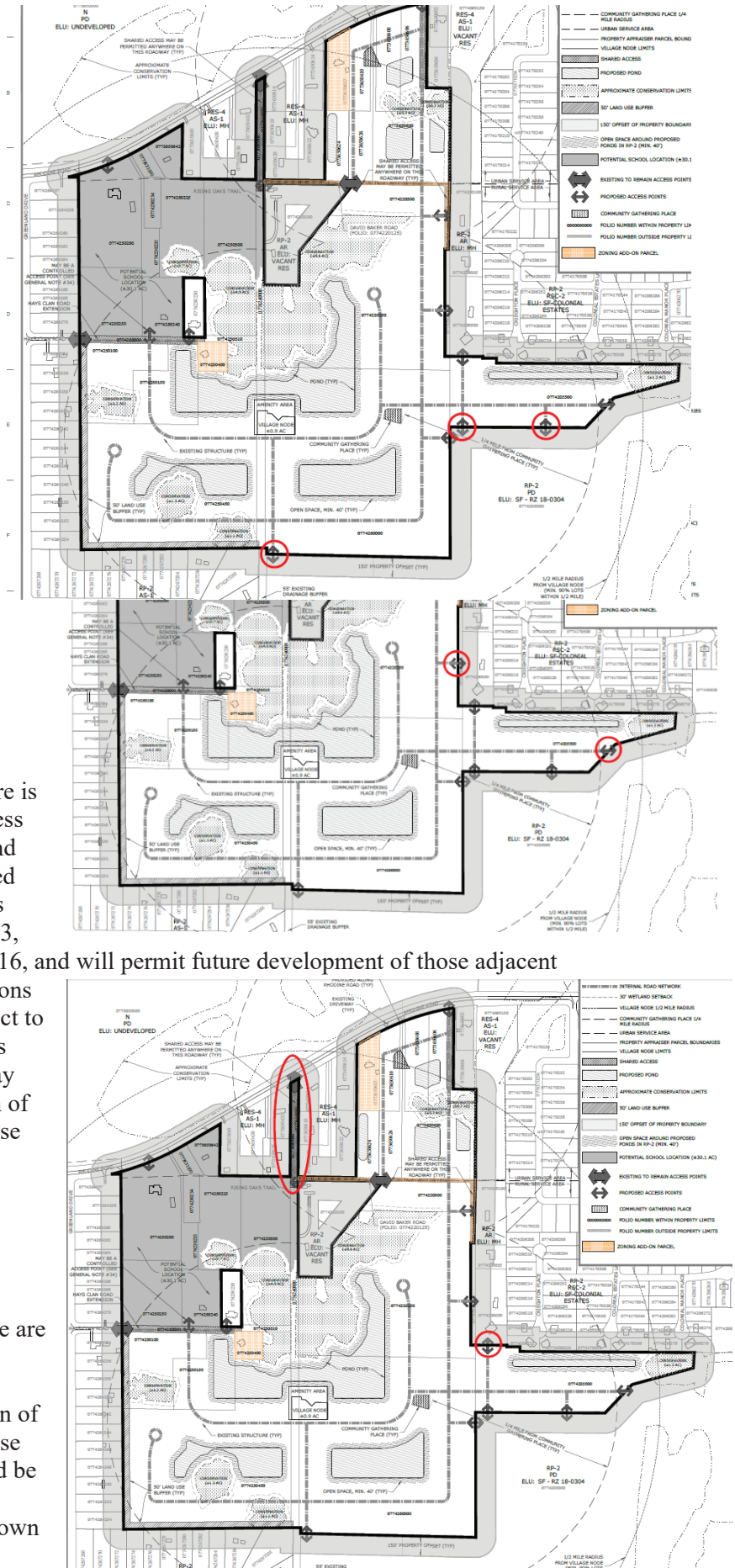
Along the project's eastern boundary, there is one area being designated as a Shared Access area (as indicated by the red oval below) and four additional roadway stubouts (as indicated by the red circles below). The shared access area abuts folio 077365.0602 (which appears to have been recently joined with folio 077365.0604), and will permit future development of that adjacent property (with a Future Land Use designation of RES-4) to connect within that area subject to compliance with Section 6.04 LDC (Access Management) standards. The other roadway stubouts will provide for future continuation of the public roadway network and/or otherwise serve the parcels which they abut.

### *--Northern Boundary--*

Along the project's northern boundary, there is one area being designated as a Shared Access area (as indicated by the red oval below) and one additional roadway stubout (as indicated by the red circle below). The shared access area abuts folios 077365.0632, 077365.0633, 077635.0620, 077365.0618 and 077365.0616, and will permit future development of those adjacent properties (with Future Land Use designations of RES-4) to connect within that area subject to compliance with Section 6.04 LDC (Access Management) standards. The other roadway stubout will provide for future continuation of the public roadway network and/or otherwise serve the parcels which they abut.

### *--Southern Boundary--*

Along the project's southern boundary there are three roadway stubouts being provided (as indicated by the red circles below). These stubouts will provide for future continuation of the public roadway network and/or otherwise serve the parcels which they abut. It should be noted that the proposed access connections correspond to approved access points as shown on the Certified Site Plan for PD 19-1172.



During the last PD rezoning for the subject property, staff had received communication indicating citizen support for such connections between the proposed project and Triple Creek, which would provide an important link between the proposed residential development (and other existing residential along Rhodine Rd.) with the Warren Hope Dawson Elementary School. Such connections would also serve the residents of Triple Creek, should the development option which includes a school site within the project be pursued.

#### *--Western Boundary--*

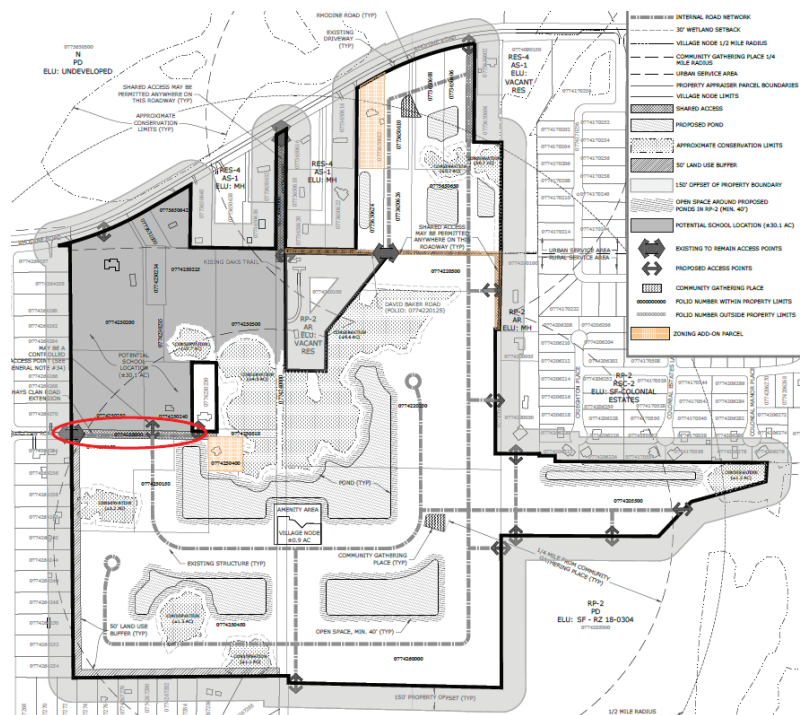
Along the project's western boundary, there is one area being designated as a Shared Access area (as indicated by the red oval below). This corresponds to the proposed Hays Clan Rd. Extension. The shared access area will serve folios 077423.0230 and 077423.0400, and will permit future development of that adjacent property (with a Future Land Use designation of RP-2) to connect with the public roadway system.

## **REQUESTED DESIGN EXCEPTIONS AND ADMINISTRATIVE VARIANCES**

### **Greenland Dr. Design Exception**

Given that Greenland Dr. is a substandard rural local roadway, the applicant's Engineer of Record (EOR) submitted (on September 18, 2020) a Design Exception request for Greenland Dr. (dated September 18, 2020) to determine the specific improvements that would be required by the County Engineer. Given existing insufficient right-of-way to accommodate a full rural collector roadway section, existing and projected trips utilizing the roadway, and based on other factors, the County Engineer found the Design Exception approvable (on September 18, 2020). The Design Exception authorizes deviations from the TS-7 Typical Section (for 2-lane Undivided, Local and Collector Rural Roads) including:

- The developer shall be permitted to utilize the existing 10-foot wide travel lanes in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual's (TTM) TS-7 Typical Section. The developer shall be permitted to maintain





the existing pavement but shall be required to mill and overlay the roadway with an additional 1-inch of asphalt;

- In lieu of 8-foot wide stabilized shoulders, of which 5 feet is required to be paved per TS-7, the developer shall be permitted to leave the roadway in its existing condition.

The existing right-of-way has sufficient space to accommodate an urban typical section, including sidewalks, should the County desire to convert the roadway to an urban section in the future. It should be noted that additional land for stormwater treatment and attenuation might be needed.

The County Engineer has (or will) approve the above referenced Design Exception which was approved as a part of the 20-0969 zoning application.

#### **Hays Clan Rd. Design Exception**

Given that Hays Clan Rd. is a substandard rural local roadway, the applicant's EOR submitted (on September 18, 2020) a Design Exception request (dated September 18, 2020) for Hays Clan Rd. to determine the specific improvements that would be required by the County Engineer. Given existing insufficient right-of-way to accommodate a full rural collector roadway section, existing and projected trips utilizing the roadway, and based on other factors, the County Engineer found the Design Exception approvable (on September 18, 2020). The Design Exception authorized deviations from the TS-7 Typical Section (for 2-lane Undivided, Local and Collector Rural Roads) including:

- The developer shall be permitted to utilize the existing 10-foot wide travel lanes in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual's (TTM) TS-7 Typical Section. The developer shall widen the existing pavement as necessary (between the western project boundary and Greenland Dr.) to ensure a minimum of 20 feet of pavement is present; and,
- In lieu of 8-foot wide stabilized shoulders, of which 5 feet is required to be paved per TS-7, the developer shall construct 6-foot wide stabilized shoulders.

The existing right-of-way has sufficient to accommodate an urban typical section, including sidewalks, should the County desire to convert the roadway to an urban section in the future. It should be noted that additional land for stormwater treatment and attenuation might be needed.

The County Engineer has (or will) approve the above referenced Design Exception which was approved as a part of the 20-0969 zoning application.

#### **Rhodine Rd. Design Exceptions**

Given that Rhodine Rd. is a substandard rural collector roadway, the applicant's EOR met with the County Engineer to determine the specific improvements that would be required for Rhodine Rd.

##### **Rhodine Rd. Design Exception (In the Vicinity of the Proposed Project)**

The applicant's EOR submitted (on September 18, 2020) a Design Exception request (dated September 18, 2020) for that portion of Rhodine Rd. along the project's frontage (and extending beyond its frontage where turn lanes are required). Given right-of-way constraints, and based on other factors, the County Engineer found the request approvable (on September 18, 2020). The Design Exception authorized deviations from the TS-7 Typical Section (for 2-lane Undivided, Local and Collector Rural Roads) including:

- The developer shall be permitted to utilize the existing 11-foot wide travel lanes in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation



Technical Manual's (TTM) TS-7 Typical Section. The developer shall widen the existing pavement as necessary to ensure 11-foot wide travel lanes with appropriate transitions back to the existing travel lanes are provided; and,

- In lieu of 8-foot wide stabilized shoulders, of which 5 feet is required to be paved per TS-7, the developer shall construct 6-foot wide stabilized shoulders with 2-foot wide paved shoulders.

The existing right-of-way is sufficient to accommodate a 2-lane rural section, but not wide enough to accommodate a 4-lane urban typical section (as envisioned per the Hillsborough County Corridor Preservation Plan). The developer will be providing 5-foot wide bicycle lanes on the south side of the roadway. The developer will be required to construct sidewalks along its Rhodine Rd. frontages, as required per Sections 6.02.08 and 6.03.02 of the LDC, plus additional sidewalks as described in the "Rhodine Rd. Other Design Exception" section, below.

The County Engineer has (or will) approve the above referenced Design Exception which was approved as a part of the 20-0969 zoning application.

*Rhodine Rd. Other Design Exception*

The applicant's EOR submitted (on September 18, 2020) a Design Exception request (dated September 18, 2020) for the remaining substandard portions of Rhodine Rd. not included in the Design Exception described above. Given right-of-way constraints, and based on other factors, the County Engineer found the request approvable (on September 18, 2020). The Design Exception authorized deviations from the TS-7 Typical Section (for 2-lane Undivided, Local and Collector Rural Roads) including:

- The developer would be required to construct a minimum 5-foot wide sidewalk between the westernmost project boundary and a point approximately 200 feet west of Colonial Estates Ln. (such that a continuous sidewalk is present along the project boundary and extending east to the existing sidewalk at Colonial Estates Ln.); and,
- The remaining portions of the roadway would be permitted to remain in its existing condition.

The existing right-of-way is sufficient to accommodate a 2-lane rural section, but not wide enough to accommodate a 4-lane urban typical section (as envisioned per the Hillsborough County Corridor Preservation Plan). The developer will be providing 5-foot wide bicycle lanes on the south side of the roadway.

The County Engineer has (or will) approve the above referenced Design Exception which was approved as a part of the 20-0969 zoning application.

## COMMISSION

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



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Rick Muratti, Esq. LEGAL DEPT  
Andy Schipfer, P.E. WETLANDS DIVISION  
Sterlin Woodard, P.E. AIR DIVISION

### AGENCY COMMENT SHEET

| REZONING   |  |
|--|--|
| <b>HEARING DATE:</b> March 15, 2021  | <b>COMMENT DATE:</b> January 26, 2021  |
| <b>PETITION NO.:</b> 21-0259   | <b>PROPERTY ADDRESS:</b> Rhodine Rd, Hayes Clan Rd, Bikers Trail, Rising Oaks Trail (Multiple Addresses)   |
| <b>EPC REVIEWER:</b> Abbie Weeks   |  |
| <b>CONTACT INFORMATION:</b> (813)627-2600 X 1101   | <b>FOLIO #:</b> 0773631000; 0773640000; 0773640050; 0773650606; 0773650608; 0773650610; 0773650610; 0773650624; 0773650626; 0773650630; 0773650642; 0774205500; 0774220125; 0774220250; 0774220300; 0774230000; 0774230000; 0774230100; 0774230150; 0774230200; 0774230225; 0774230234; 0774230235; 0774230240; 0774230250; 0774230300; 0774230310; 0774230400; 0774230450; 0774240000; 0774260000; 0885020150; 0885160000; 0885160050; 0885200110 |
| <b>EMAIL:</b> <a href="mailto:weeksa@epchc.org">weeksa@epchc.org</a>   | <b>STR:</b> 35-30S-20E   |
| <b>REQUESTED ZONING:</b> PD & AR to PD   |  |
| FINDINGS   |  |
| <b>WETLANDS PRESENT</b>  | YES  |
| <b>SITE INSPECTION DATE</b>  | 1/22/2021  |
| <b>WETLAND LINE VALIDITY</b>   | Majority of development has valid wetland lines through 10/3/2024. Folio 0774230400 has wetlands onsite that have not been delineated.   |
| <b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b>   | Valid wetland lines depicted on the site plan. Wetlands located on folio 0774230400 are not depicted.  |
| <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"><li>Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits</li></ul> |  |

*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](http://www.epchc.org)

necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.

- The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- Final design of buildings, stormwater retention areas, and ingress/ egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

**INFORMATIONAL COMMENTS:**

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

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

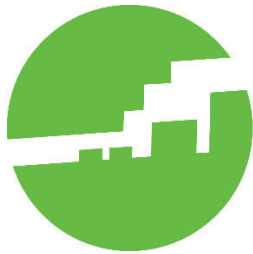
aow/mst

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cc: [sluce@eisenhowerpropertygroup.com](mailto:sluce@eisenhowerpropertygroup.com)  
[wmolloy@mjlaw.us](mailto:wmolloy@mjlaw.us)





## Hillsborough County City-County Planning Commission

Memorandum

June 28, 2021

To: Michelle Heinrich, AICP, Development Services Department

From: Melissa Lienhard, AICP, Hillsborough County City-County Planning Commission

RE: PRS 20-0259

The applicant is requesting a Minor Modification (PRS) to an existing Planned Development (PD 20-0969) to allow for a waiver of the Village Node requirement and to allow for the Village Square to vary from the requirement that it must be bound by streets on all sides. The subject site is designated as Residential Planned-2 (RP-2) and Residential-4 (RES-4) on the Future Land Use Map. The subject PD was approved to provide the required minimum square footage of retail uses, with the ability to also allow daycare uses to meet the minimum retail square footage requirement. Under this modification, the applicant proposes to waive this requirement in accordance with Land Development Code Section 5.04.02.D.a.

The request has been found to be **INCONSISTENT** with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*. The Land Development Code requires a Village Square to be bound on all sides by a roadway, as provided in similar Planned Villages in unincorporated Hillsborough County.

The applicant has attempted to demonstrate that the Village Square area cannot be bordered by streets on the three remaining sides and also that a different location within the 167-acre RP-2 portion of the PD cannot be provided for a Village Square that would meet the road frontage requirements. Planning Commission staff does not concur that the applicant's proposed configuration meets or exceeds the design intent of the requirement for the Village Square to be bounded by streets, which provides a central feature for the overall project and fulfills Comprehensive Plan policy direction with regard to multi-modal transportation. The following Goals, Objectives and Policies of the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County* apply to this Personal Appearance/Minor Modification request (PRS 20-0259) and are used as a basis for an inconsistency finding:

### Future Land Use Element

#### ***Relationship to Land Development Regulations***

***Objective 9:*** All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes.

*Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.*

**Policy 9.1:** *Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.*

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

### **Planned Villages**

*There are several areas of the County which are located outside the Urban Service Area limits but may be appropriate for up to 2 units per acre development sometime in the future. However, Hillsborough County will not be planning or programming infrastructure to serve these areas within the planning horizon of this Plan. The capital costs associated with the provision of infrastructure needed to serve these planned villages must be provided by the developer of such a project and will not be funded by Hillsborough County.*

**Objective 33:** *To prevent the sprawl of low density residential development into rural areas, the County shall continue to apply a two-tiered land use category in areas where the potential for sprawl exists.*

### **Livable Communities Element: Riverview Community Plan**

**Goal 3:** *Enhance the community's "sense of place", small town spirit and gateways.*

- *Increase gateways to create a sense of arrival using landscape features, public art and signage at strategic areas.*
- *Establish community-gathering places, such as a "town square" or plaza in which people of all ages can socialize and honor special events.*

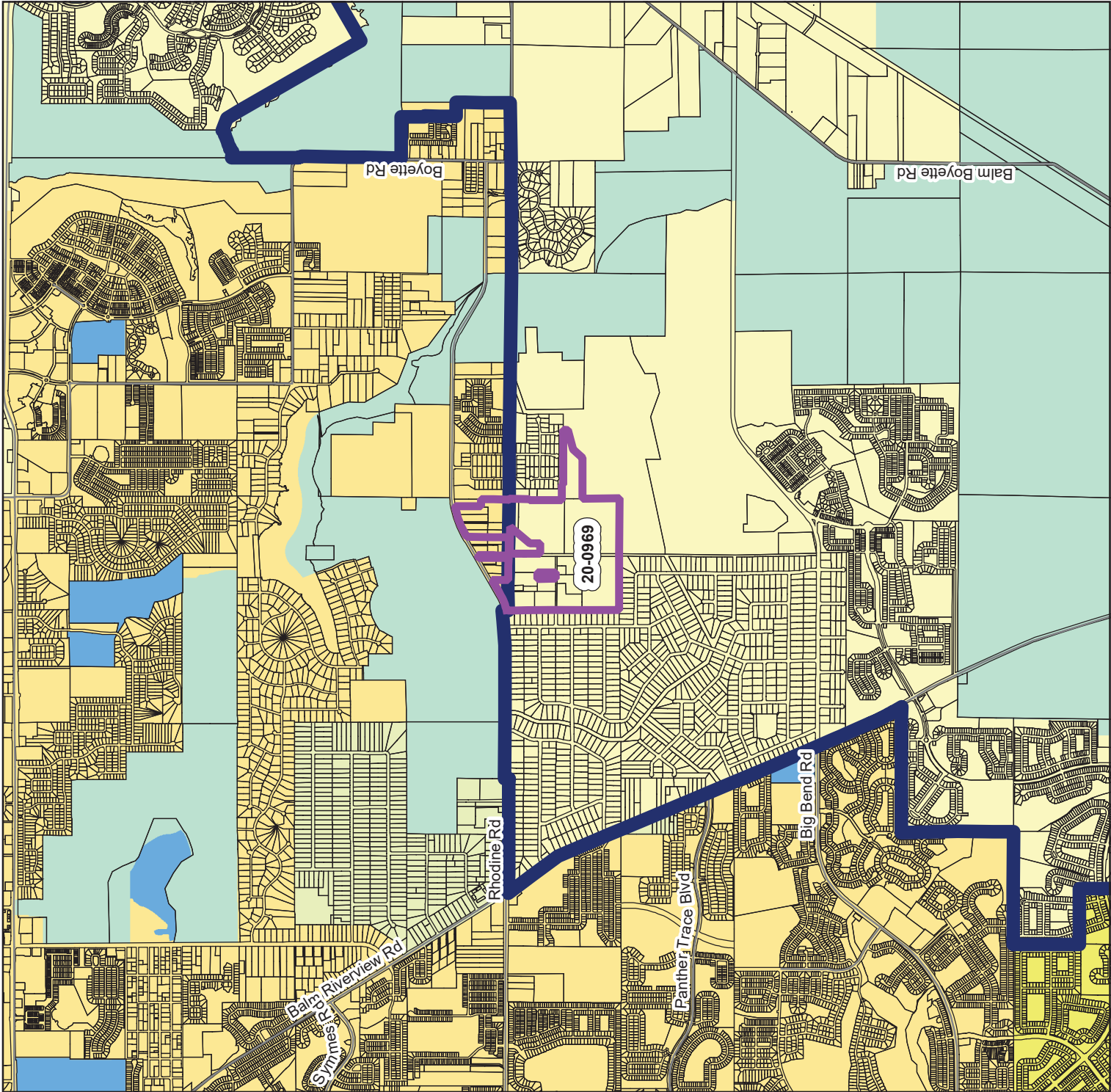
**Goal 4:** *Provide safe, attractive, efficient multi-modal transportation, including vehicular, bicycle/pedestrian and transit.*

### **Definitions Section of the Comprehensive Plan**

**Planned Village** - *The intent of this concept is to avoid urban sprawl through a mixed use, clustered, and planned development of at least 160 acres. Uses within the planned village shall be appropriately scaled to maximize internal trip capture, shopping and job creation on-site. Projects shall be designed to achieve compact, pedestrian-oriented mixed shopping/office/residential nodes and provide for the efficient use of infrastructure. The capital costs associated with the provision of infrastructure, including, but not limited to, public water, wastewater, parks, and libraries shall be the responsibility of the developer of a planned village and not the responsibility of Hillsborough County.*

HILLSBOROUGH COUNTY  
2020 FUTURE LAND USE

RZ PD 20-0969



Rezoning  
STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

- Tampa Service Area
- Urban Service Area
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Major Roads
- Parcels

- AGRICULTURAL/MINING-120 (25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (25 FAR)
- AGRICULTURAL-1/10 (25 FAR)
- AGRICULTURAL/RURAL-1/5 (25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (25 FAR)
- RESIDENTIAL-1 (25 FAR)
- RESIDENTIAL-2 (25 FAR)
- RESIDENTIAL PLANNED-2 (35 FAR)
- RESIDENTIAL-4 (25 FAR)
- RESIDENTIAL-6 (25 FAR)
- RESIDENTIAL-9 (35 FAR)
- RESIDENTIAL-12 (35 FAR)
- RESIDENTIAL-16 (35 FAR)
- RESIDENTIAL-20 (35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (35 FAR)
- SUBURBAN MIXED USE-6 (35 FAR)
- COMMUNITY MIXED USE-12 (50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- OC-20
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (50 FAR USES OTHER THAN RETAIL, 25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (50 FAR)
- LIGHT INDUSTRIAL (50 FAR)
- HEAVY INDUSTRIAL (50 FAR)
- PUBLIC/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (25 FAR)
- CITRUS PARK VILLAGE
- WATER

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The map is for informational purposes only and is not intended to be used as a legal document. It is intended that the map be used in conjunction with the official zoning ordinance. The map is not a guarantee of any future action. The map is for informational purposes only. For the most current data and information, see the appropriate source.



Map Printed from Rezoning System: 6/19/2020

Author: Beverly F. Daniels

File: G:\Rezoning\System\Map\Projects\HCC\Ging\_L\Rezoning.mxd

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

**PETITION NO.:** MM21-0259      **REVIEWED BY:** Randy Rochelle      **DATE:** 1/20/2021

**FOLIO NO.:** 77426.0000 Plus Multiple

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

**WATER**

☒ The property lies within the Hillsborough County Water Service Area. The applicant should contact the provider to determine the availability of water service.

☐ No Hillsborough County water line of adequate capacity is presently available.

☒ A 12 inch water main exists ☐ (adjacent to the site), ☒ (approximately 6000 feet from the site) and is located east of the subject property within the west Right-of-Way of Boyette Road.

☐ Water distribution improvements may be needed prior to connection to the County's water system.

☐ No CIP water line is planned that may provide service to the proposed development.

☐ The nearest CIP water main (       inches), will be located ☐ (adjacent to the site), ☐ (feet from the site at       ). Expected completion date is       .

**WASTEWATER**

☒ The property lies within the Hillsborough County Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.

☐ No Hillsborough County wastewater line of adequate capacity is presently available.

☒ A 16 inch wastewater force main exists ☐ (adjacent to the site), ☒ (approximately 8420 feet from the site) and is located east of the subject property within the east Right-of-Way of Boyette Road.

☐ Wastewater distribution improvements may be needed prior to connection to the County's wastewater system.

☐ No CIP wastewater line is planned that may provide service to the proposed development.

☐ The nearest CIP wastewater main (       inches), will be located ☐ (adjacent to the site), ☐ (feet from the site at       ). Expected completion date is       .

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