

PD Modification Application: PRS 24-0205

BOCC Land Use Meeting Date: February 13, 2024



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: David Nguyen, Managing Member

FLU Category: CMU-12

Service Area: Urban

Site Acreage: Approximately 4.26 acres

Community
Plan Area: Town N' Country

Overlay: None

Request: Minor Modification to PD 19-0745



Existing Approvals:

PD 19-0745 rezoned the subject property from PD (Planned Development) 16-0989 and AS-1 (Agricultural, Single Family) to PD (Planned Development) to allow for four residential and non-residential development options. Option 1 allows single-use non-residential development; Option 2 allows Single-use residential; Option 3 allows non-POD specific mixed-use; Option 4 allow POD specific mixed-use development. Two of the four options (Options 3 and 4) included a density/intensity bonus allowing an increase in both density and intensity when providing the horizontal integration of three land uses or vertical integration of two land uses.

Existing Approval(s):	Proposed Modification(s):
Option 1: Single-Use Nonresidential Option <ul style="list-style-type: none">(1) Maximum 60 ft. bldg. height(2) South Boundary— 100 ft. minimum southern setback (subject to the 2:1 requirement). Provide a 20' buffer/setback with Type "B" screening.(3) Max. 20' bldg. ht. in the SW quadrant (up to 100' from property line).	Option 1: Single-Use Nonresidential Option <ul style="list-style-type: none">(1) Increase max. bldg. ht. to 65 ft.(2) Remove the 100' minimum setback along the southern boundary (subject to the 2:1 requirement). Provide a 20' buffer/setback with enhanced Type "C" screening.(3) SW quadrant bldgs. require 2:1 for bldgs. over 20 ft. and 20' buffer/setback with Type "C" screening.
Option 2: Single-Use Residential Option <ul style="list-style-type: none">(1) Maximum 60 ft. bldg. height(2) Townhomes require garages.(3) A maximum of 8 townhomes per building structure.	Option 2: Single-Use Residential Option <ul style="list-style-type: none">(1) Increase max. bldg. ht. to 65 ft.(2) Townhomes not required to have garages.(3) Allow up to 10 townhomes per building structure.
Option 3: Non-POD Specific Mixed Use Option <ul style="list-style-type: none">(1) Maximum 60 ft. bldg. height	Option 3: Non-POD Specific Mixed Use Option <ul style="list-style-type: none">(1) Increase max. bldg. ht. to 65 ft.
Option 4: POD Specific Mixed-Use Option <ul style="list-style-type: none">(1) Maximum 60 ft. bldg. height(2) Townhomes require garages.(3) A maximum of 8 townhomes per building structure.	Option 4: POD Specific Mixed-Use Option <ul style="list-style-type: none">(1) Increase max. bldg. ht. to 65 ft.(2) Townhomes not required to have garages.(3) Allow up to 10 townhomes per building structure.

APPLICATION NUMBER: PRS 24-0205

BOCC LUM MEETING DATE: February 13, 2024

Case Planner: Tim Lampkin, AICP

Additional Information:

PD Variation(s):

None Requested

Waiver(s) to the Land Development Code:

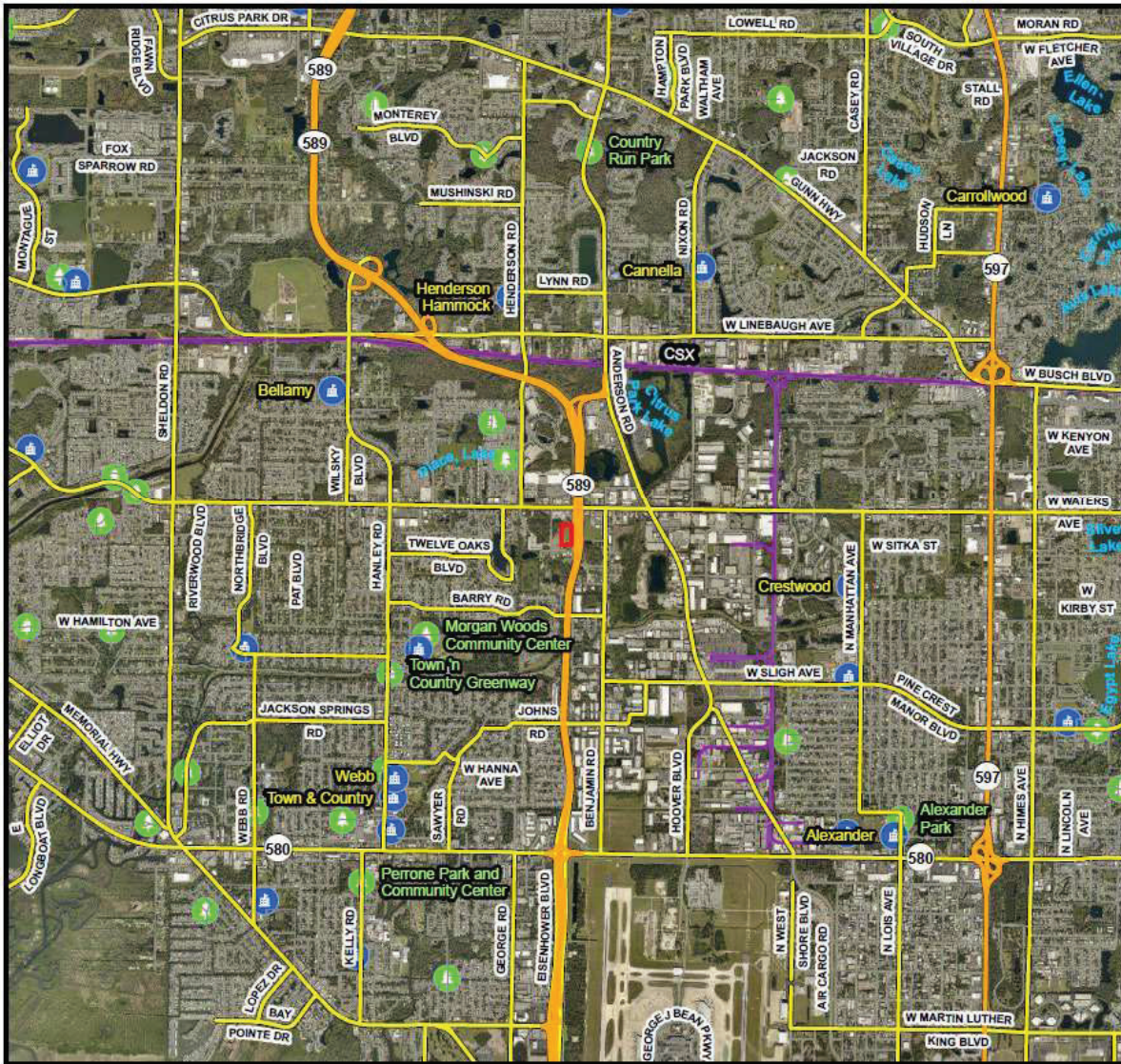
None Requested

Planning Commission Recommendation:
N/A

Development Services Recommendation:
Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



Context of Surrounding Area

The approximately 4.26-acre subject site is located on the west side of Patterson Road, to the immediate west of the Veteran's Expressway. Property to the south is zoned AS-1 and is currently developed with a residence. Properties to the north are zoned for commercial uses. This area is served by Patterson Road, which dead ends prior to any connection to Waters Avenue. This segment of Patterson Road is approximately 0.20 miles in length and allows development only on the west side given the presence of the Veteran's Expressway to the immediate east. The Veteran's Expressway is an elevated 6-lane limited access roadway. A masonry wall shields the roadway from the area.

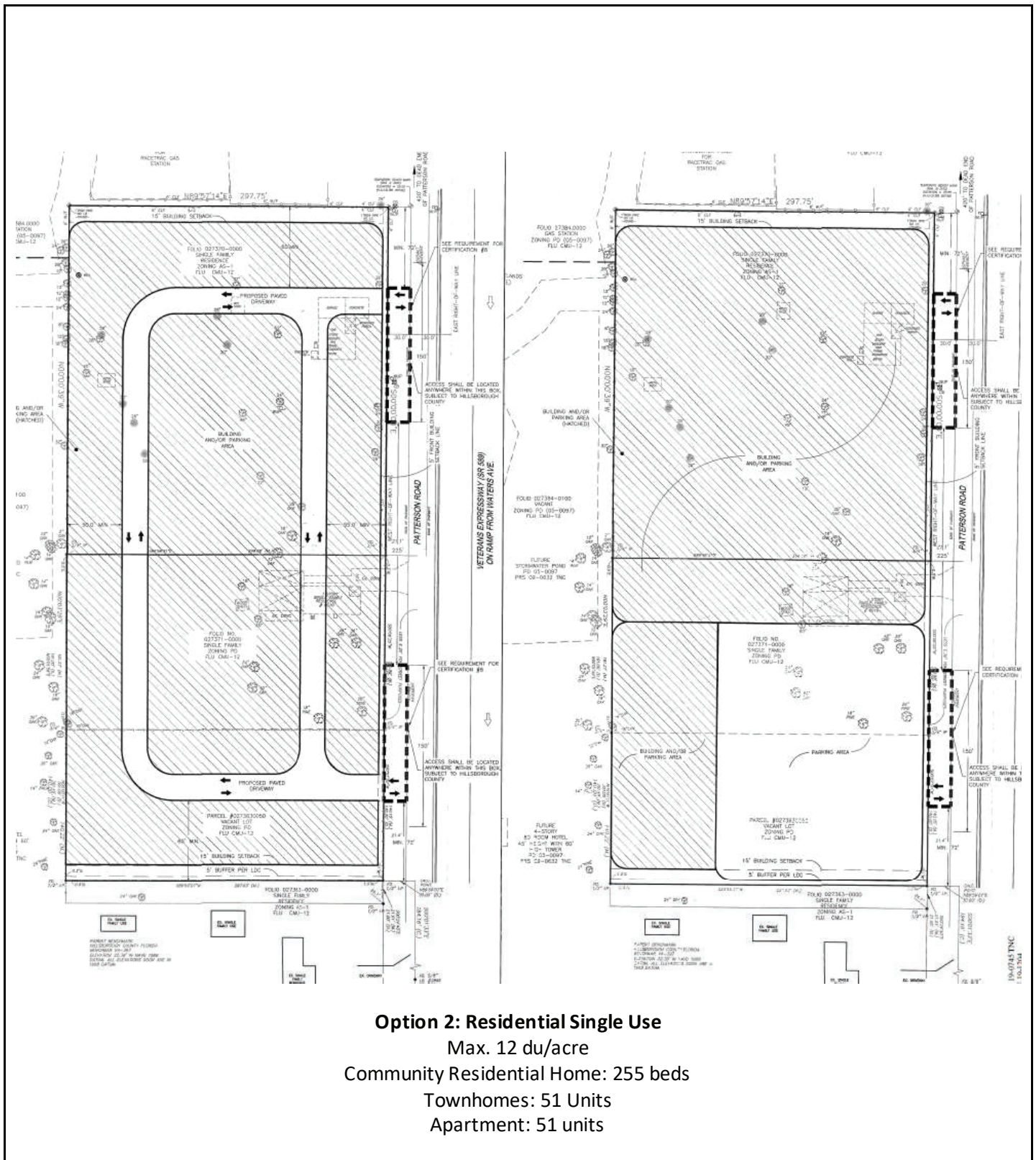
2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Immediate Area Map



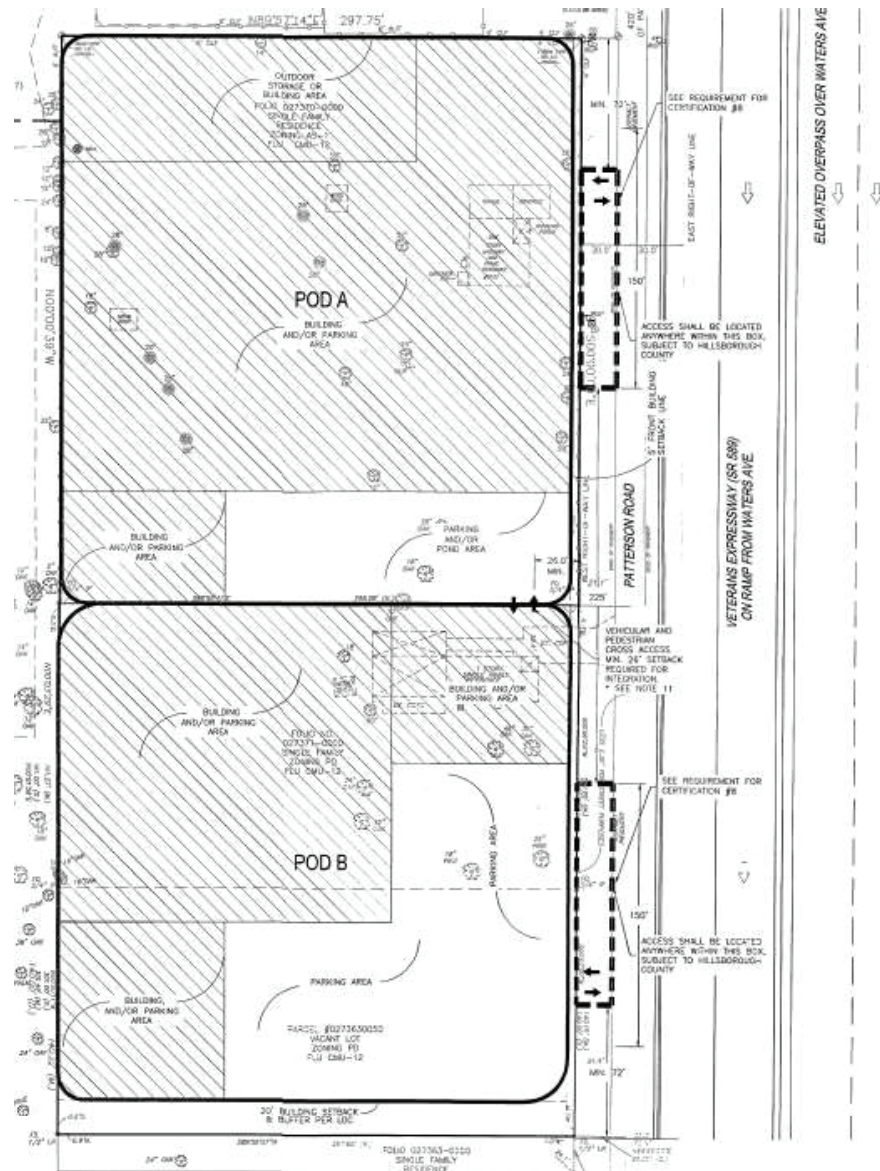
Adjacent Zonings and Uses					
Location:	Zoning:	Future Land Use:	Density/F.A.R.	Permitted Use:	Existing Use:
North	CG and CI	CMU-12	CG: 0.27 FAR CI: 0.3 FAR	Commercial Uses	Electric Substation & Auto Collision repair
South	AS-1	CMU-12	Min. Lot Size: 1 ac.	SF and agricultural	Residential w/accessory structures
East	Patterson Rd. and Veterans Expressway ROW	ROW	ROW	ROW	Patterson Rd. and Veterans Expressway
West	PD 05-0097 (MM 19-1329)	CMU-12	Max. 0.5 FAR	80-room hotel and office/retail use	Currently vacant / Under construction

Option 1: Non-residential Single Use.
Max. Development Floor Area 92,780 sf



2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Existing Site Plan (Partial)

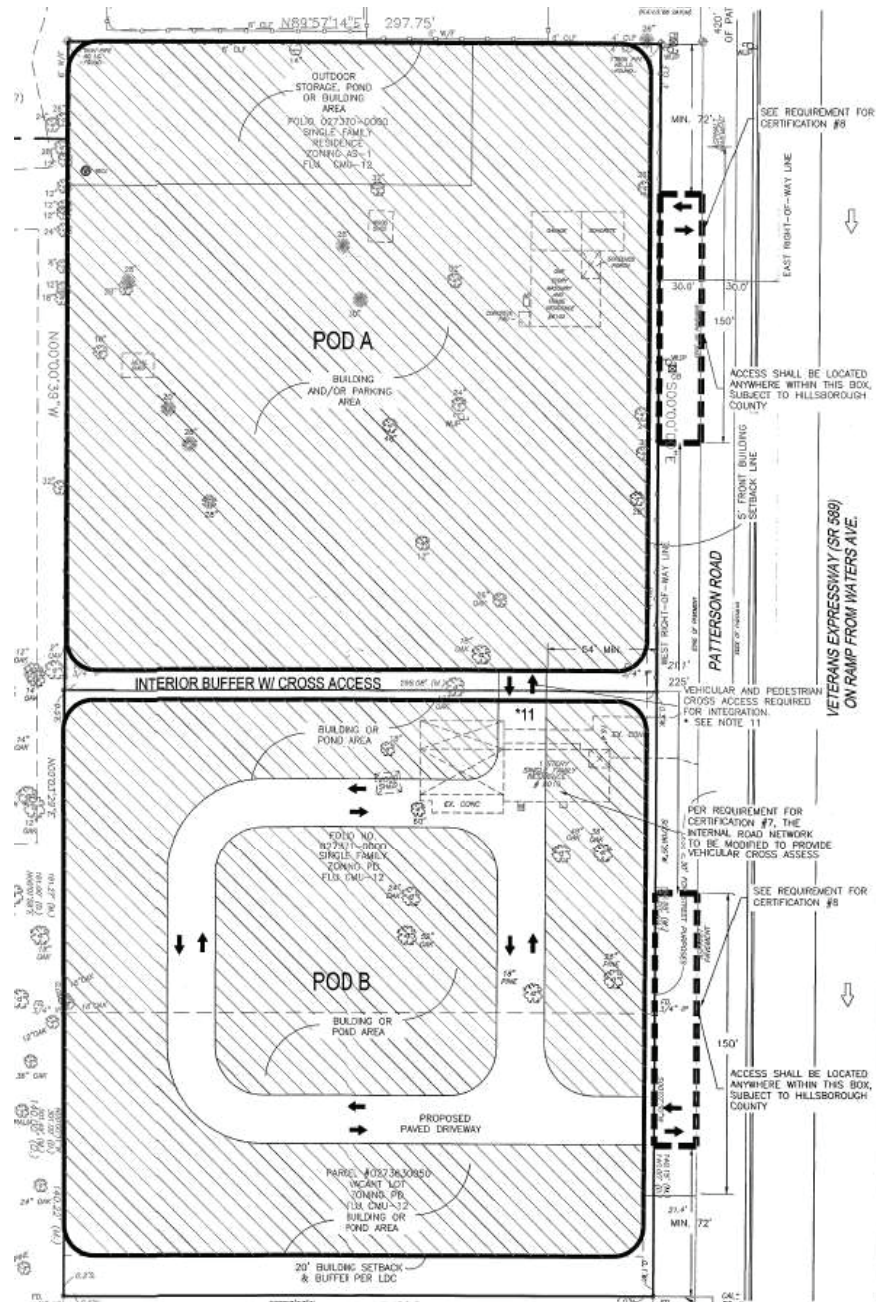


Option 3: Nonresidential Mixed Use

Community Residential Home, Professional Services, Warehouse,
Mini-warehouse, Contractors' Office, Childcare Facility, Hotel, CN Retail uses.

POD A and POD B: Max. 0.75 FAR* (*subject to 2 vertical uses or 3 uses)

Total Max. 139,174 sf

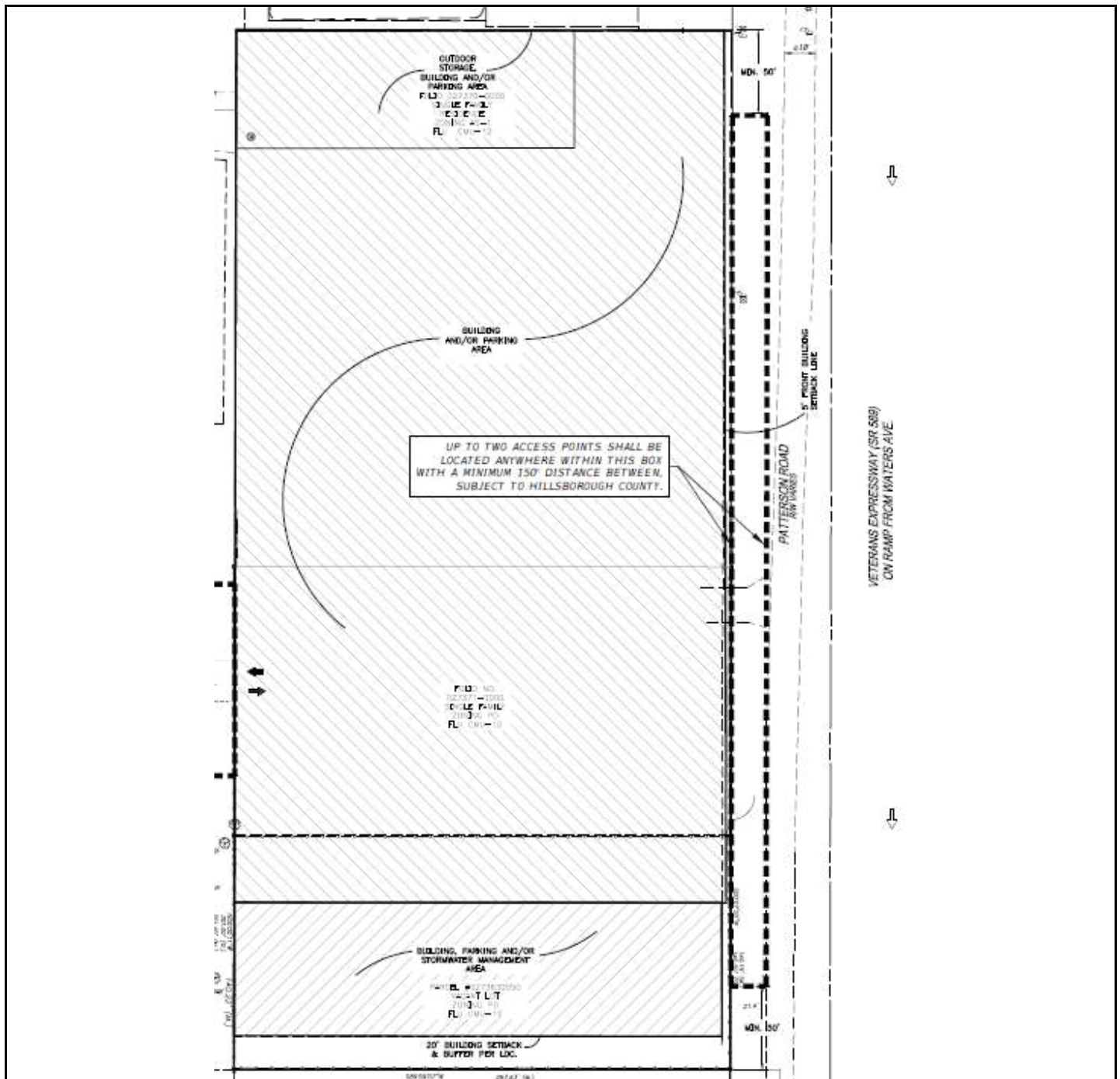
2.0 LAND USE MAP SET AND SUMMARY DATA**2.3 Existing Site Plan (Partial)****Option 4: Residential Mixed Use**

POD A: Includes but not limited to Professional Services, Warehouse, Hotel, CN Retail Uses, Community Residential Home, Contractors' Office, Mini warehouse, Rehabilitation Center

POD B: Townhomes, Apartments; Up to 16 du/acre

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan



PROPOSED Option 1

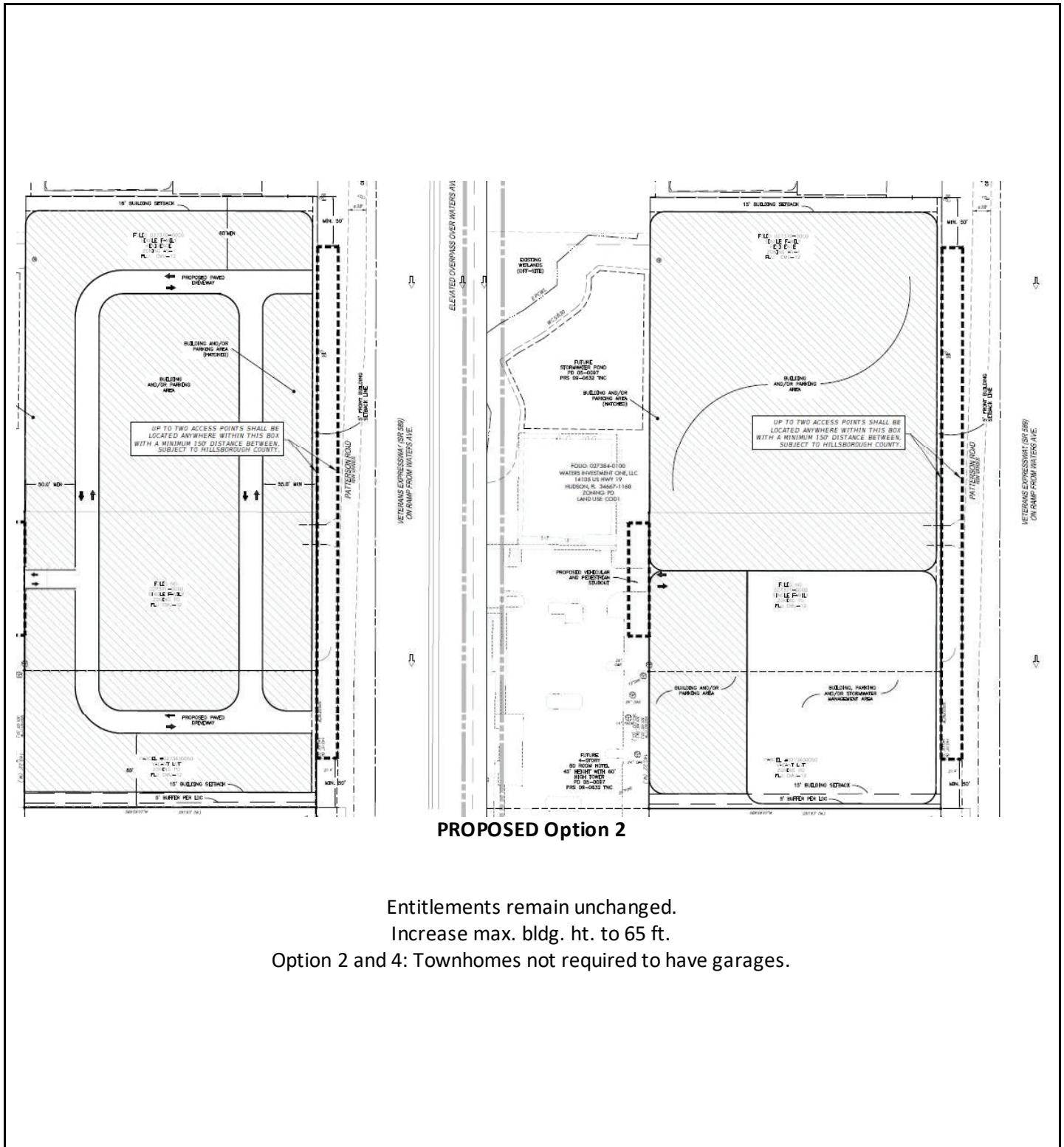
Entitlements remain unchanged.

Increase max. bldg. ht. to 65 ft.

The 100' minimum setback on southern boundary is replaced with 20 ft. buffer setback and enhanced screening.

2.0 LAND USE MAP SET AND SUMMARY DATA

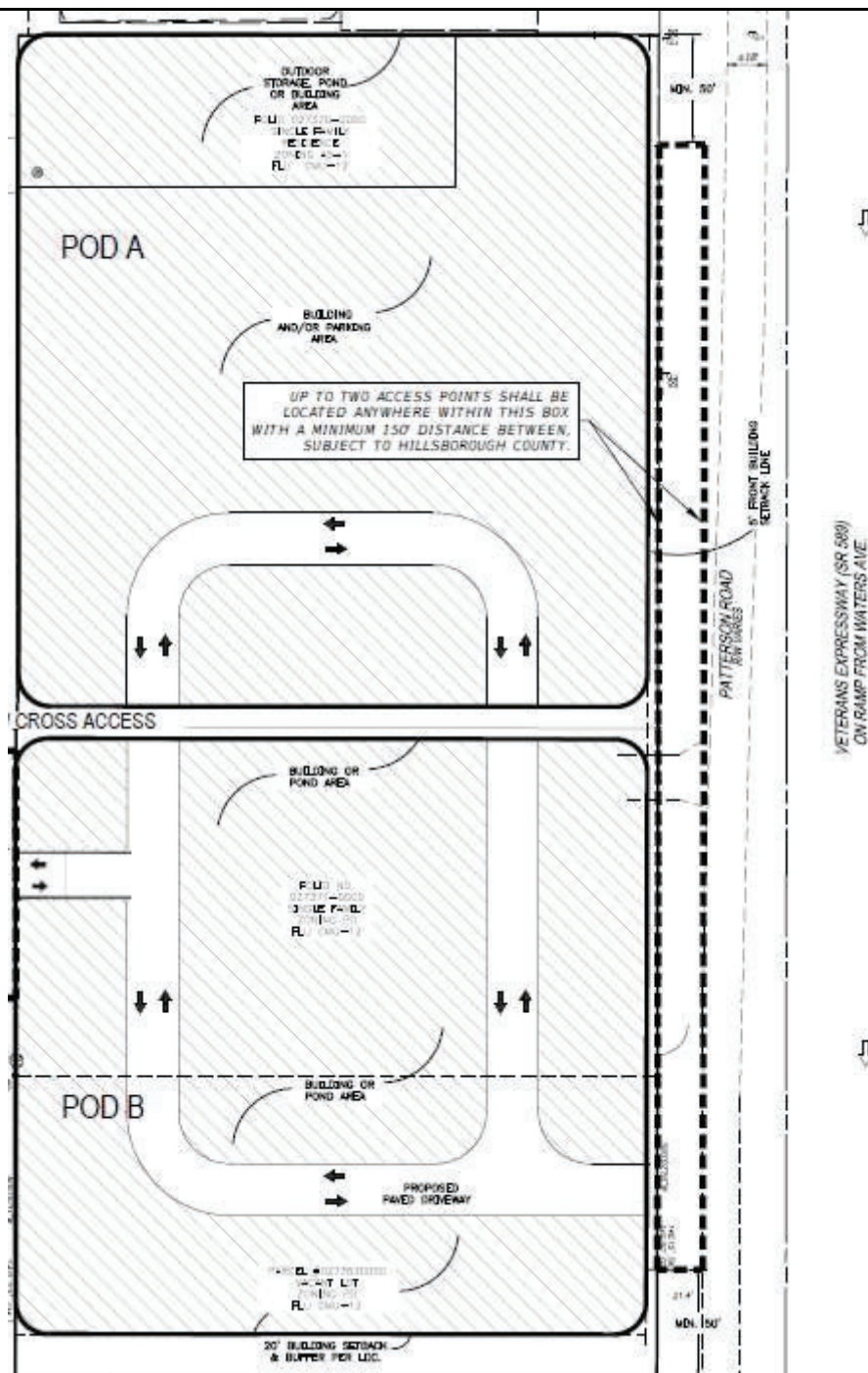
2.4 Proposed Site Plan



PROPOSED Option 3
Entitlements remain unchanged.
Increase max. bldg. ht. to 65 ft.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan



PROPOSED Option 4

Entitlements remain unchanged.

Increase max. bldg. ht. to 65 ft.

Option 2 and 4: Townhomes not required to have garages.

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Patterson Rd.	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Option 3, Highest Trip Generating Option) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,485	228	267
Proposed	2,485	228	267
Difference (+/-)	No Change	No Change	No Changes

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Patterson Rd./ Substandard Rd.	Design Exception	Previously Approved
	Choose an item.	Choose an item.
Notes: The County Engineer will approve a de minimis exception for the previously approved Design Exception if the BOCC approves this PRS.		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Airport Incompatible Area; 110' Ht. Restriction				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Transportation Staff Report.
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Hillsborough County Wastewater Service Area. City of Tampa Water Service Area.
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	PC staff previously reviewed PD 19-0745.

5.0 IMPLEMENTATION RECOMMENDATION

5.1 Compatibility

The application is approved for four separate development options as summarized.

- 1) Option 1 (Single Use Non-Residential) shall permit one of the following uses: warehouse, mini warehouse/climate controlled self-storage facility, contractor's office, business/professional services or a hotel.
- 2) Option 2 (Single Use Residential) shall permit one of the following: multi-family units, townhome units or a Community Residential Home (Type C). If developed with multi-family or townhome units, the maximum density shall be 51 units (12 units per acre). If developed with a Community Residential Home (Type C), the maximum number of beds shall be 255 beds.
- 3) Option 3 (Non-Pod Specific Mixed Use with Density/Intensity Bonuses) shall permit the following uses in both pods: warehouse, mini warehouse/climate controlled self-storage facility, contractor's office, business/professional services, hotel, Community Residential Home (maximum of 255 beds), childcare facility (maximum of 180 children) and/or retail uses permitted in the CN zoning district (maximum of 5,000 sf).
- 4) Option 4 (Pod-Specific Mixed Use with Density/Intensity Bonuses) shall permit the following uses in Pod A: warehouse, mini-warehouse/climate controlled self-storage facility, contractor's office, business/professional services, hotel, childcare facility (maximum of 180 children), a Community Residential Home (maximum of 255 beds), retail uses allowed in the CN zoning district (maximum of 5,000 sf) and/or a rehabilitation center. Pod B shall permit multi-family or townhome units.

As stated in the applicant's request, a minor modification of PD 19-0745 is proposed for the following: **(1)** to modify connectivity through cross-access to W. Sitka St. (Options 1 through 4); **(2)** increase the maximum building height for nonresidential from 60 feet to 65 feet (Options 1 through 4); **(3)** replace the 100-foot setback on the southern boundary with an enhanced Type "C" buffer allowing a building with a maximum height over 20 feet subject to the 2:1 additional setback requirement (Option 1); **(4)** Remove garages as a required condition of townhome development (Option 2 and 4); **(5)** increase the number of townhomes per building from 8 to 10 townhomes (Options 2 and 4); **(6)** provide flexibility for access points from Patterson Road into the site (Options 1 through 4).

The applicant has stated that the justification for the request to increase the height from 60' to 65' is to have the ability to construct buildings comparable to the approved development located to the immediate west of the site (19-1329) that is approved for a maximum height of 65 feet. The applicant does not propose to modify the currently approved intensity or density of any of the four options.

Normally, a 20 ft. buffer with Type "B" landscaping would be required along the southern boundary for Option 1. However, the applicant proposes to provide an enhanced 20 ft. buffer with Type "C" screening as a mitigation measure to create greater compatibility with the adjacent residential development to the south of the subject site. In addition to the 20-ft. buffer with Type "C" screening, the buildings will still be required to be setback an additional 2 feet for every foot over 20 feet, in addition to the 20-foot buffer along the southern boundary. The applicant proposes the change to allow flexibility for a building, parking and/or stormwater management designated area.

The applicant proposes to maintain or increase all existing approved buffers with no changes to the previously approved compatibility standards for Options 1 through 4. The applicant does not request any variations to Land Development Code Parts 6.06.00 (Landscaping/Buffering).

5.2 Recommendation

Based upon the above considerations, staff finds the request is **APPROVABLE, subject to conditions**

Prior to PD site plan certification, the following shall be revised:

- Revise Option 1, “20’ Building Setback & Buffer per LDC” to “20’ foot landscaped buffer with Type “C” screening”;
- the developer shall revise Option 4;
- and the leftmost Option 2 graphic to show the internal transportation system connecting to the proposed western stubout.

6.0 PROPOSED CONDITIONS

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted January 29, 2024.

The project shall be limited to the following four development options:

1. Option 1 (Single Use Non-Residential) shall permit one of the following uses: warehouse, mini-warehouse/climate controlled self-storage facility, contractor’s office, business/professional services or a hotel.
 - 1.1 Open storage shall be permitted in connection with one of the following uses: warehouse, mini-warehouse/climate controlled self-storage facility or contractor’s office. The open storage shall be limited to recreational and/or commercial vehicles. The open storage shall be located where generally shown on the general site plan and screened in accordance with Land Development Code Section 6.06.06.C.7.b.
 - 1.2 The maximum square footage permitted shall be 92,780 sf (0.50 FAR).
 - 1.3 Buildings shall provide a minimum setback of 5 feet from the eastern PD boundary, 20 feet from the southern PD boundary, 0 feet from the western PD boundary and 0 feet from the northern PD boundary. Maximum building height shall be ~~60~~ 65 feet with an additional setback of 2 feet for every 1 foot over 20 feet in height applied to the southern PD boundary only.
 - 1.4 Buffering and screening in compliance with Land Development Code Section 6.06.06 shall be provided, except as follows:
 - A 20-foot buffer with Type “C” screening shall be provided along the southern property boundary.
2. Option 2 (Single Use Residential) shall permit one of the following: multi-family units, townhome units or a Community Residential Home (Type C). If developed with multi-family or townhome units, the maximum density shall be 51 units (12 units per acre). If developed with a Community Residential Home (Type C), the maximum number of beds shall be 255 beds.
 - 2.1 Multi-family or townhome units shall be developed where depicted on the general site plan (Multi-family/Townhome Layout). Multi-family or townhomes shall be developed within the building envelopes depicting a minimum setback of 15 feet from the northern PD boundary, 15 feet from the southern PD boundary, 0 feet from the western PD boundary and 5 feet from the eastern PD boundary.
 - 2.2 ~~Townhome buildings shall provide a garage for each unit.~~ Townhome building shall be limited to a maximum of ~~8~~ 10 units per building. Townhome lots shall provide a minimum lot width of 20 feet and minimum lot depth of 40 feet. Units within the platted lots shall provide a minimum 5 foot rear yard setback and 5 foot side yard setbacks for end units. No minimum front yard setback for units within the platted lot shall be required.
 - 2.3 The Community Residential Home shall be developed where depicted on the general site plan (Community Residential Home layout) and limited to a maximum of 255 beds. Buildings shall provide a minimum setback of 15 feet from the northern PD boundary, 15 feet from the southern PD boundary, 0 feet from the western PD boundary and 5 feet from the eastern PD boundary. The Community Residential

- Home shall be designed and built to appear as similar to a residential structure as possible. This shall include, at a minimum, a pitched roof.
- 2.4 For any development under this option, the maximum building height may be up to 45 feet with an additional setback of 2 feet for every 1 foot over 20 feet in height applied to the southern PD boundary only.
- 2.5 For any development under this option, buffering and screening shall be provided as required per Land Development Code Section 6.06.06.
- 2.6 Community amenities, which includes a clubhouse building, pool, mailbox room or laundry facilities, shall be permitted within the building envelopes. These amenities shall be developed in compliance with the setback, perimeter buffering and screening and maximum permitted height requirements for this option.
3. Option 3 (Non-Pod Specific Mixed Use with Density/Intensity Bonuses) shall permit the following uses in both pods: warehouse, mini-warehouse/climate controlled self-storage facility, contractor's office, business/professional services, hotel, Community Residential Home (maximum of 255 beds), child care facility (maximum of 180 children) and/or retail uses permitted in the CN zoning district (maximum of 5,000 sf).
- 3.1 Pod A uses shall be developed where depicted on the general site plan. Buildings shall provide a minimum 0 foot setback from the northern PD boundary, 0 foot setback from the western PD boundary, 0 foot setback from the Pod A southern boundary and 5 foot setback from the eastern PD boundary, unless otherwise depicted on the general site plan.
- 3.1.1 Open storage shall be permitted in connection with the following uses in Pod A only: warehouse, mini-warehouse/climate controlled self-storage facility or contractor's office. The open storage shall be limited to recreational and/or commercial vehicles. The open storage shall be located where generally shown on the general site plan and screened in accordance with Land Development Code Section 6.06.06.C.7.b.
- 3.2 Pod B uses shall be developed where depicted on the general site plan. Buildings shall provide a minimum 20 foot setback from the southern PD boundary, 0 foot setback from the western PD boundary, 0 foot setback from the Pod B northern boundary and 5 foot setback from the eastern PD boundary, unless otherwise depicted on the general site plan.
- 3.3 Maximum building height in this option may be up to ~~60~~ 65 feet with an additional setback of 2 feet for every 1 foot over 20 feet applied to the southern PD boundary only.
- 3.4 The Community Residential Home shall be limited to a maximum of 255-beds. The Community Residential Home shall be designed and built to appear as similar to a residential structure as possible. This shall include, at a minimum, a pitched roof. This use is regulated by density as a multi-family use and not by intensity.
- 3.5 Buffering and screening along PD boundaries shall be provided as required per Land Development Code Section 6.06.06. No internal buffering and screening between uses within the same pod shall be required. Additionally, no buffering and screening between Pods A and B shall be required unless a Community Residential Home is developed within one of the pods. Should a Community Residential Home be developed in one of the pods, a 10 foot wide buffer shall be provided between Pods A and B with the provision of a cross access point for vehicular and pedestrian access within the buffer. This buffer may be placed within the pod containing the Community Residential Home. Screening within this buffer shall consist of a 6 foot high fence or 6 foot high landscaping with a minimum opacity of at least 75%, exclusive of the cross access area.

3.6 For this option, in accordance with Comprehensive Plan Policy 19.3, a developer may develop the property with density and/or intensity bonuses. If a density bonus is utilized, a maximum density of 16 units per acre is permitted, unless otherwise stated. If an intensity bonus is utilized, the maximum FAR shall be 0.75, unless otherwise stated. The density and intensity bonuses are not assigned to either Pod and may be permitted if the specific use's project acreage can sustain the request. At no time shall the project exceed a maximum overall square footage of 139,461 (0.75 FAR) and/or maximum of 68 residential units (16 units per acre) over the 4.26 acre site. To ensure these maximums are not exceeded, each site development plan and/or plat for development within this PD under this option shall provide a table providing the acreage, square footage (if applicable) and/or number of residential units (if applicable) associated with the proposed use and any previously approved uses to demonstrate that adequate acreage and entitlements are available.

3.6.1 To permit this bonus, a minimum of three land uses shall be provided with horizontal integration. Under a horizontal integration scenario, all land uses are eligible for density and intensity bonuses within the pod or pod(s) they are proposed in that demonstrate both internal vehicular and pedestrian integration, providing acreage is available and maximum entitlements have not been exceeded.

3.6.2 Alternatively, a bonus may be permitted should a minimum of two land uses be provided in one building with vertical integration. The second land use within a vertically integrated building shall contain at least 10% of the total building square footage. Under a vertical integration scenario, land uses that are vertically integrated are eligible for density and intensity bonuses. Subsequent development in in this project that contains a vertically integrated use may not be eligible for density and intensity bonuses should adequate acreage not be available, should entitlements propose to be exceeded and/or should subsequent development not demonstrate internal vehicular and pedestrian integration to the vertically integrated building.

4. Option 4 (Pod-Specific Mixed Use with Density/Intensity Bonuses) shall permit the following uses in Pod A: warehouse, mini-warehouse/climate controlled self-storage facility, contractor's office, business/professional services, hotel, child care facility (maximum of 180 children), a Community Residential Home (maximum of 255 beds), retail uses allowed in the CN zoning district (maximum of 5,000 sf) and/or a rehabilitation center. Pod B shall permit multi-family or townhome units.

4.1 Pod A uses shall be developed where depicted on the general site plan. Buildings shall provide a minimum 0 foot setback from the northern PD boundary, 0 foot setback from the western PD boundary, 5 foot setback from the Pod A southern boundary and 5 foot setback from the eastern PD boundary.

4.1.1 Open storage shall be permitted in connection with the following uses in Pod A only: warehouse, mini-warehouse/climate controlled self-storage facility or contractor's office. The open storage shall be limited to recreational and/or commercial vehicles. The open storage shall be located where generally shown on the general site plan and screened in accordance with Land Development Code Section 6.06.06.C.7.b.

4.1.2 The Community Residential Home shall be limited to a maximum of 255-beds. The Community Residential Home shall be designed and built to appear as similar to a residential structure as possible. This shall include, at a minimum, a pitched roof. This use is regulated by density as a multi-family use and not by intensity.

4.2 Pod B uses shall be developed where depicted on the general site plan. Multi-family or townhomes shall be developed within the building envelopes depicting a minimum setback of 5 feet from the northern Pod B boundary, 20 feet from the southern PD boundary, 0 feet from the western PD boundary and 5 feet from the eastern PD boundary.

- 4.2.1 Townhome buildings shall be limited to a maximum of 10 units per building. Townhome lots shall provide a minimum lot width of 20 feet and minimum lot depth of 40 feet. Units within the platted lots shall provide a minimum 5 foot rear yard setback and 5 foot side yard setbacks for end units. No minimum front yard setback for units within the platted lot shall be required.
- 4.2.2 Community amenities, which includes a clubhouse building, pool, mailbox room or laundry facilities, shall be permitted within the building envelopes. These amenities shall be developed in compliance with the setback, perimeter buffering and screening and maximum permitted height requirements for this option.
- 4.3 Building height in Pod A shall be limited to a maximum of ~~60~~ 65 feet. Building height in Pod B shall be limited to a maximum of 45 feet. In Pod B, an additional setback of 2 feet for every 1 foot over 20 feet in height shall be provided along the southern PD boundary only.
- 4.4 Buffering and screening along PD boundaries shall be provided as required per Land Development Code Section 6.06.06. No internal buffering and screening between uses within the same pod shall be required. A 10 foot wide buffer shall be provided between Pods A and B. This buffer shall permit a cross access point for vehicular and pedestrian access. This buffer may be placed entirely within one of the Pods or partially within both Pods to when combined result in 10 feet. Screening within this buffer shall consist of a 6 foot high fence or 6 foot high landscaping with a minimum opacity of at least 75%, exclusive of the cross access point.
- 4.5 For this option, in accordance with Comprehensive Plan Policy 19.3, a developer may develop the property with density and/or intensity bonuses. If a density bonus is utilized, a maximum density of 16 units per acre is permitted, unless otherwise stated. If an intensity bonus is utilized, the maximum FAR shall be 0.75, unless otherwise stated. The density and intensity bonuses are not assigned to either Pod and may be permitted if the specific use's project acreage can sustain the request. At no time shall the project exceed a maximum overall square footage of 139,461 (0.75 FAR) and/or maximum of 68 residential units (16 units per acre) over the 4.26 acre site. To ensure these maximums are not exceeded, each site development plan and/or plat for development within this PD under this option shall provide a table providing the acreage, square footage (if applicable) and/or number of residential units (if applicable) associated with the proposed use and any previously approved uses to demonstrate that adequate acreage and entitlements are available.
- 4.5.1 To permit this bonus, a minimum of three land uses shall be provided with horizontal integration within Pods A and B. Under a horizontal integration scenario, all land uses are eligible for density and intensity bonuses within the pod or pod(s) they are proposed in that demonstrate both internal vehicular and pedestrian horizontal integration, providing acreage is available and maximum entitlements have not been exceeded. Should Pod B be developed first with a request to develop at a density of over 12 units per acre, platting approval shall not be granted until Pod A has been developed with at least two other land uses to provide the overall PD with the horizontal integration of three land uses.
- 4.5.2 Alternatively, a bonus may be permitted should a minimum of two land uses be provided in one building with vertical integration in Pod B. The second land use within a vertically integrated building shall contain at least 10% of the total building square footage. Under a vertical integration scenario, land uses that are vertically integrated are eligible for density and intensity bonuses. Subsequent development in this PD that contains a vertically integrated use may not be eligible for density and intensity bonuses should adequate acreage not be available, should entitlements propose to be exceeded and/or should subsequent development not demonstrate internal vehicular and pedestrian integration to the vertically integrated building.

5. As Patterson Road is a substandard local roadway, the developer will be required to make the following improvements to Patterson Road consistent with the Design Exception approved by the County Engineer (dated July 24, 2019), including:

- 11' wide travel lanes (22' of pavement)
- 5' sidewalk on the western side with 2' clearance to on both sides of the road
- 4.5' of sod from the sidewalk to the back of Miami Curb
- 2' curb and gutter on the west side of Patterson
- 2' Miami curb on the east side of Patterson Rd
- 5.8' grass (adjacent to FDOT 8' cmu wall)

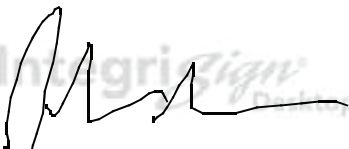
The County Engineer rereviewed the Design Exception and determined that the changes proposed for PRS 24-0205 were de minimis. If the BOCC approves PRS 24-0205, the County Engineer will approve a de minimis exception for the previously approved and above referenced Design Exception, allowing it to stand as-is.

6. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
7. Notwithstanding anything shown on the site plan, the applicant is required to meet Hillsborough County Land Development Code (LDC) Section 6 "*Design standards and Improvements Requirements*", interconnectivity requirements and Hillsborough County Transportation Technical Manual (TTM) for all cross access, parking and driveway dimension requirements.
8. Notwithstanding anything shown on the PD site plan to the contrary:
- The developer shall construct a minimum of one (1) and a maximum of two (2) vehicular and pedestrian access connections to Patterson Rd.;
 - Access to Patterson Rd. shall be constructed with the initial increment of development;
 - The developer shall construct a vehicular and pedestrian stubout to the western project boundary as generally shown on the PD site plan; and,
 - All development (regardless of where in the same or different Pods) shall be constructed with internal vehicular and pedestrian connectivity, regardless of development type or phasing (i.e. all access points must serve all uses within the project).
89. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in any stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
10. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, recertification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDNACE WITH HILLSBOROGUH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

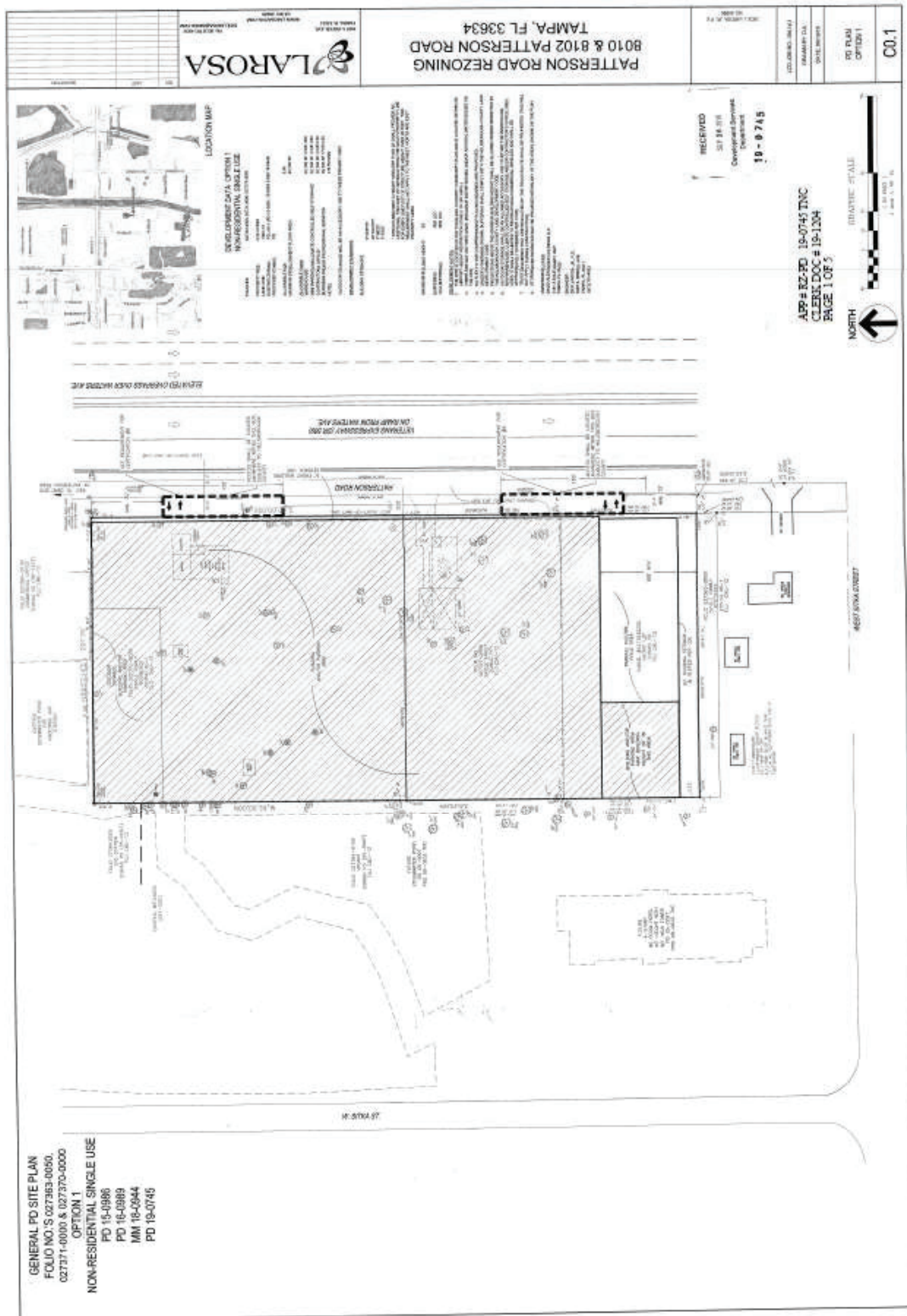
Zoning Administrator Sign Off:


J. Brian Grady
Thu Feb 1 2024 11:16:14

7.0 ADDITIONAL INFORMATION

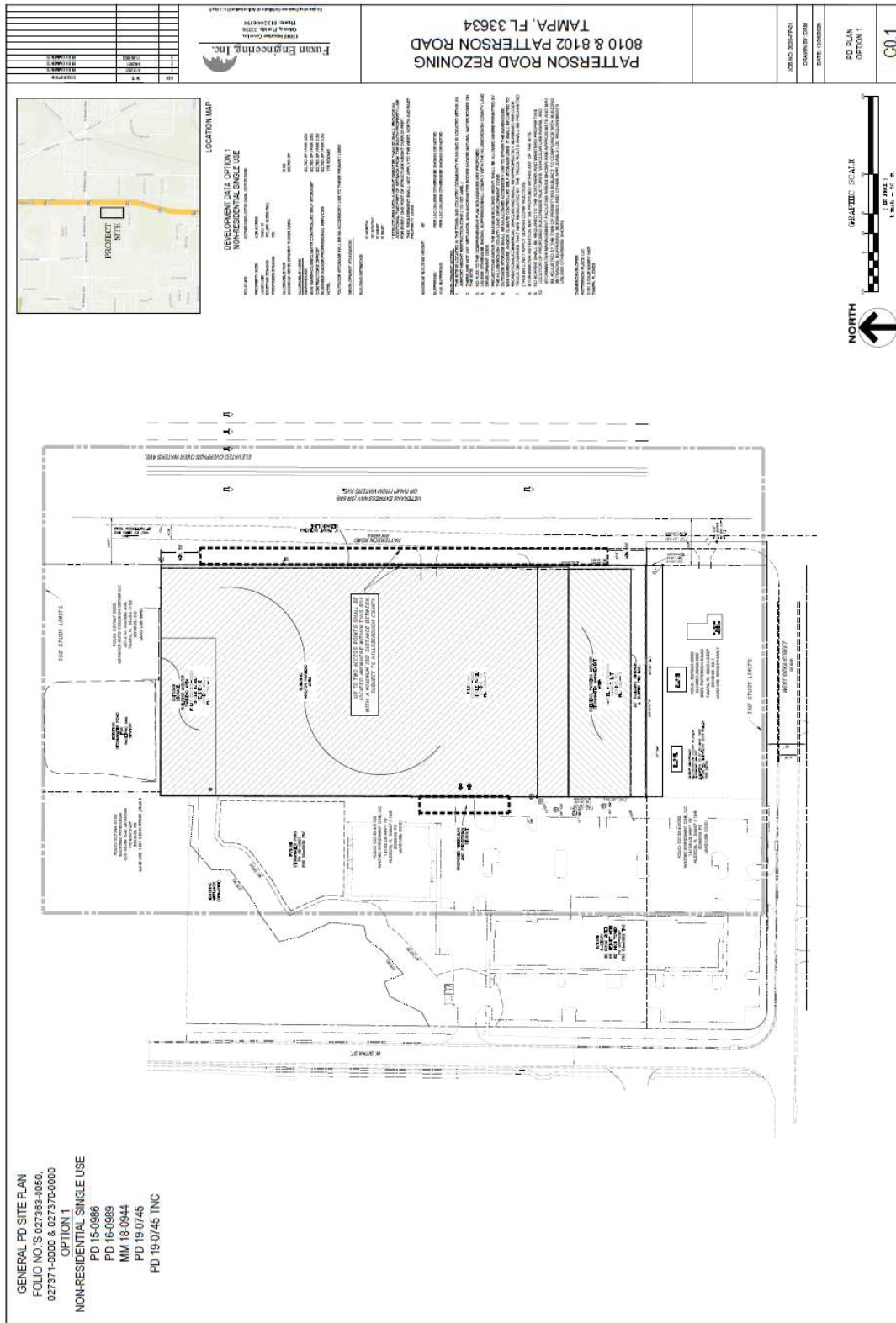
8.0 Site Plans (Full)

8.1 Approved Site Plan: Option 1



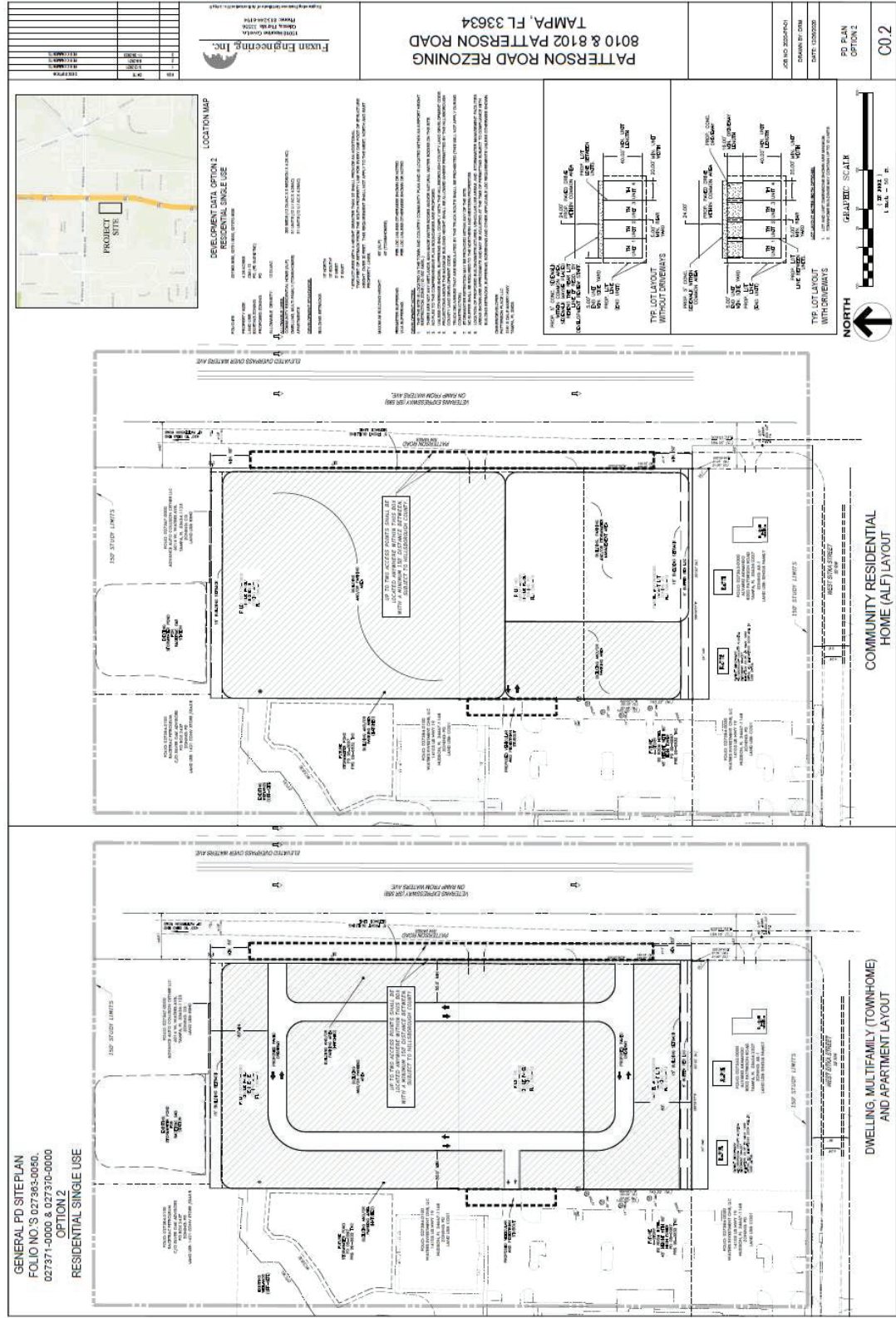
8.0 Site Plan

8.2 Proposed Site Plan (Full): Option 1

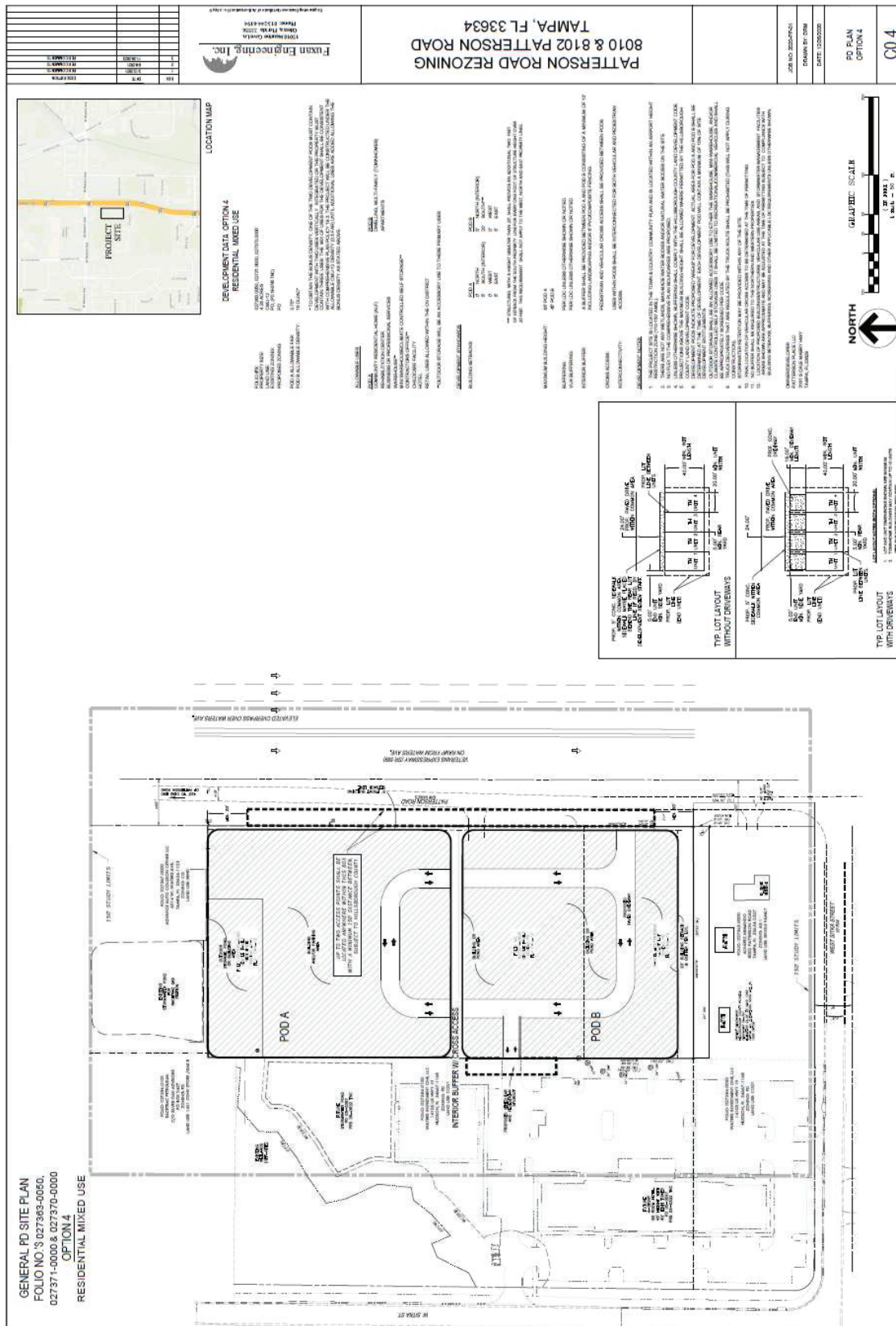


8.0 Site Plan

8.2 Proposed Site Plan (Full): Option 2



8.2 Proposed Site Plan (Full): Option 4



8.0 FULL TRANSPORTATION REPORT

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 1/28/2024

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: NWH/TNC

PETITION NO: PRS 24-0205

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

NEW AND REVISED CONDITIONS

Revised Conditions

5. As Patterson Road is a substandard local roadway, the developer will be required to make the following improvements to Patterson Road consistent with the Design Exception approved by the County Engineer (dated July 24,2019), including:

- 11' wide travel lanes (22' of pavement)
- 5' sidewalk on the western side with 2' clearance to on both sides of the road
- 4.5' of sod from the sidewalk to the back of Miami Curb
- 2' curb and gutter on the west side of Patterson
- 2' Miami curb on the east side of Patterson Rd
- 5.8' grass (adjacent to FDOT 8'cmu wall)

The County Engineer rereviewed the Design Exception and determined that the changes proposed for PRS 24-0205 were de minimis. If the BOCC approves PRS 24-0205, the County Engineer will approve a de minimis exception for the previously approved and above referenced Design Exception, allowing it to stand as-is.

New Conditions

- Notwithstanding anything shown on the PD site plan to the contrary:
 - The developer shall construct a minimum of one (1) and a maximum of two (2) vehicular and pedestrian access connections to Patterson Rd.;
 - Access to Patterson Rd. shall be constructed with the initial increment of development;
 - The developer shall construct a vehicular and pedestrian stubout to the western project boundary as generally shown on the PD site plan; and,
 - All development (regardless of where in the same or different Pods) shall be constructed with internal vehicular and pedestrian connectivity, regardless of development type or phasing (i.e. all access points must serve all uses within the project).

Other Conditions

- Prior to PD site plan certification, the developer shall revise Option 4 and the leftmost Option 2 graphic to show the internal transportation system connecting to the proposed western stubout.

PROJECT OVERVIEW & TRIP GENERATION

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS) to Planned development (PD) 19-0745). That PD currently has approvals for 4 separate development options as follows:

- Option 1: *(Single-Use Non-Residential Option)* One of the following uses is permitted: warehouse, mini-warehouse/climate controlled self-storage facility, contractor's office, business and professional services or a hotel. Limited open storage is permitted in connection with the warehouse, mini-warehouse/climate controlled self-storage facility or contractor's office uses only. Maximum intensity permitted is a 0.5 FAR (92,780 sf).
- Option 2: *(Single-Use Residential Option)* One of the following uses is permitted: multi-family units, townhome units or a Community Residential Home. Maximum density permitted is 12 units per acre (51 units / 255 beds).
- Option 3: *(Non-Pod Specific Mixed Use Option with Density/Intensity Bonuses)* A mixture of warehouse, mini-warehouse/climate controlled self-storage facility, contractor's office, business/professional services, hotel, Community Residential Home, child care facility (maximum of 180 children) and/or retail uses allowed in the CN zoning district (maximum of 5,000 sf). Limited open storage associated with the warehouse, mini-warehouse/climate controlled self-storage facility and/or contractor's office is proposed. Uses can be developed in either of the two development pods. Maximum intensity with the bonus to be a 0.75 FAR (139,174 sf). The Community Residential Home is to be capped at 255 beds (51 units), a density of 12 units per acre.
- Option 4: *(Pod- Specific Mixed Use Option with Density/Intensity Bonuses)* A mixture of residential and non-residential uses. One pod proposes a warehouse, mini-warehouse/climate-controlled self-storage facility, contractor's office, business/professional services, hotel, child care (maximum of 180 children), Community Residential Home, retail uses allowed in the CN zoning district (maximum of 5,000 sf) and/or a rehabilitation center. Limited open storage associated with the warehouse, mini-warehouse/climate controlled self-storage facility and/or contractor's office is proposed. The second pod will allow for multi-family or townhome units. Maximum intensity with the bonus to be a 0.75 FAR (139,174 sf). Maximum density with the bonus to be 16 units per acre for the townhome or multi-family uses. The Community Residential Home is limited to a maximum of 255 beds (51 units) at a density of 12 units per acre.

The applicant stated their intent to modify the PD to accomplish the following:

- Providing connectivity and conductivity through cross access to W Sitka Street provided for under the conditions of approval for PD 19-1329.
- Increase the maximum building height on nonresidential uses from 60 feet to 65 feet
- Modify screening requirements internally between mixed-use development pods (permitting alternative more aesthetically pleasing screening during site review)
- Correct the Option 1 (Nonresidential Single Use) site plan by removing the 20 foot maximum height restriction along the southern boundary.
- Remove garages as a required condition of townhome development. LDC parking requirements will be met for all approved land uses.
- Increase the current limitation of 8 townhomes for each building, to 10 allowed per building.
- Providing flexibility for up to two separate access points from Patterson Road into the site

The 2019 staff report indicated that Option 3 was the most trip intensive of the various options (and therefore represented the worst-case scenario for development of the project). Trip impacts reported in the 2019 report are shown below for reference. Staff notes that the proposed uses remain unchanged; therefore, there will be no change in the maximum trip generation potential of the subject project as a result of the proposed PD request.

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 176 Hotel Rooms (ITE Code 310)	1560	83	106
PD: 180 Students Day Care (ITE Code 565)	736	140	142
PD: 5000 SF Retail Shopping Center (ITE Code 820)	189	5	19
Total Number of Trips	2485	228	267

EXISTING AND PROPOSED TRANSPORTATION INFRASTRUCTURE SERVING THE SITE AND 2019 APPORVED DESIGN EXCPETION

Information from the 2019 Transportation Reivew Section staff report is provided below. This describes the condition of Patterson Rd., which is the primary access for the subject site, as well as a Design Excpetion approved in 2019. The County Engineer has reviewed the request and determined the PD changes to be have no impact (i.e. they are de minimis) on the Design Exception approved in 2019, as such, the County Engineer is recertifying this DE through the de minimis review process, in order to bring the zonign nubmer into conformance and maintain applicability of the Design Excpeiton despite the zoning number change.

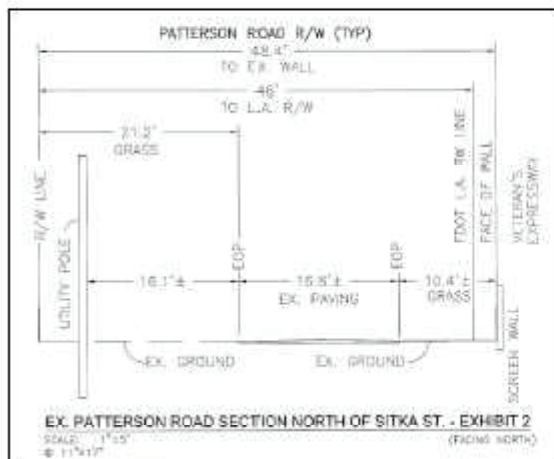
TRANSPORTATION INFRASTRUCTURE ANALYSIS:

The property is located 0.10 of a mile southwest of the intersection of W. Waters Avenue/Veteran's Expressway. It is located on Patterson Road, which does not connect to W. Waters Avenue and dead ends approximately 420 ft north of the property.

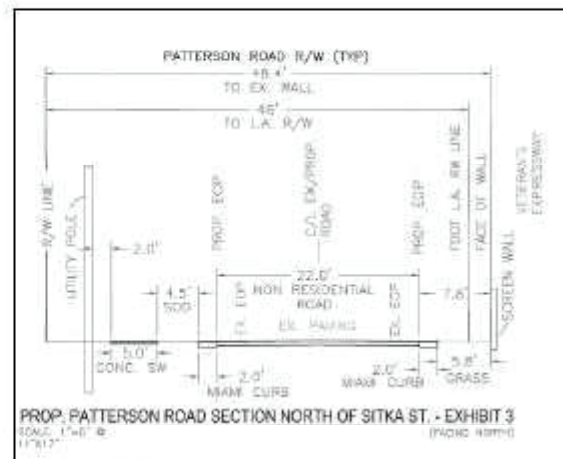
Patterson Road a 2-lane, undivided, local roadway characterized by +/- 9 foot travel lanes. There are no paved shoulders or curb and gutter, no bike lanes on the side of the project. There are no sidewalks in the vicinity of the project. The pavement condition is fair. Adjacent to the project site, Patterson Road lies within a +/- 43 foot wide right-of-way. Patterson Road is not on the Hillsborough Corridor preservation plan. No additional ROW preservation is required.

Given that Patterson Road is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for Patterson Road to determine the specific improvements that would be required by the County Engineer. Given existing right-of-way limitations and based on other factors, the County Engineer approved a Roadway Design Exception (dated July 24, 2019) authorizing deviations from the TS-3 Typical Section (for 2-lane Undivided, Urban Local Road) including:

- The developer shall be permitted to utilize 11-foot wide travel lanes (for both through lanes and turn lanes) in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual's (TTM) TS-3 Typical Section; and,
- 5' sidewalk on the western side with 2' clearance to on both sides of the road
- 4.5' of sod from the sidewalk to the back of Miami Curb
- 2' curb and gutter on the west side of Patterson
- 2' Miami curb on the east side of Patterson Rd
- 5.8' grass (adjacent to FDOT 8' cmu wall)



Existing Typical Section



Proposed Typical Section- Approved by Design Exception

SITE ACCESS CONSIDERATIONS

The developer is proposing flexibility for up to 2 access points on Patterson Rd., as well as adding the access stubout along the project's western boundary to match allowances for access made via the adjacent project's 19-1329 zoning action.

Staff cannot support full flexibility. Staff notes that while the additional access to the west may count as access for the purposes of Sec. 6.04.03.I., the developer does not have an easement or assured right of access to/through this project. Additionally, there are a variety of development options with various levels of development/intensity which could be developed.

As such, in order to maintain the need for legal access to the parcel, comply with Sec. 6.04.03.I., and distribute trips as envisioned in the original analysis/Design Exception, staff has proposed a clarifying condition which will require a minimum of one vehicular access connection to Patterson Rd.

Lastly, staff notes that improvements to Sitka, including a southbound left turn lane into the adjacent project, are already a requirement of that adjacent PD.

LEVEL OF SERVICE (LOS) INFORMATION

Patterson Rd. is not included within the 2020 Hillsborough County Level of Service Report. As such, LOS information for the facility cannot be provided.

From: PW-CEIntake
Sent: Thursday, July 25, 2019 5:13 PM
To: Dick LaRosa; PW-CEIntake
Cc: 'Abbye Feeley'; 'David Nguyen'; 'Brian Dickhaus'; Kniesly, Benjamin; Williams, Michael
Subject: APPROVED - RE: Design Exception - PD 19-0745 (Patterson Road) - Submittal 2
Attachments: APPROVED - Patterson Road (8010 and 8102) DE.pdf

Please see attached approval.

Regards,

Carolyn Kamermayer
Administrative Specialist
Development Services

P: (813) 307-1707
E: KamermayerC@HCFLGov.net
W: HCFLGov.net

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

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

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

From: Dick LaRosa [<mailto:dick.larosa@outlook.com>]
Sent: Tuesday, July 23, 2019 10:14 AM
To: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; 'Brian Dickhaus' <brian@diahouse.com>; Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Subject: Design Exception - PD 19-0745 (Patterson Road) - Submittal 2

[External]

Good morning,

Please find attached the revised design exception request. Hard copies will be dropped off on the 19th floor to Carolyn Kamermayer's attention before noon today. Thank you for your assistance on this request.

Dick LaRosa, Jr., P.E.
LaRosa Civil
3907 S. Drexel Ave.

Tampa, FL 33611
(813) 701-4552
Dick.LaRosa@Outlook.com



From: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Sent: Monday, July 22, 2019 3:30 PM
To: Dick LaRosa <dick.larosa@outlook.com>
Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; 'Brian Dickhaus' <brian@diahouse.com>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

This should be ready for the County Eng review, one additional change.

- Please combine all DE files into one pdf file

Thanks Ben

From: Dick LaRosa [<mailto:dick.larosa@outlook.com>]
Sent: Monday, July 22, 2019 3:01 PM
To: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; 'Brian Dickhaus' <brian@diahouse.com>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

[External]

Thank you Benjamin,

I've adjusted the sidewalk to provide the required 2' clearance and will resubmit.

Dick LaRosa, Jr., P.E.
LaRosa Civil
3907 S. Drexel Ave.
Tampa, FL 33611
(813) 701-4552
Dick.LaRosa@Outlook.com



From: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Sent: Monday, July 22, 2019 1:40 PM
To: Dick LaRosa <dick.larosa@outlook.com>
Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; 'Brian

Dickhaus' <brian@diahouse.com>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>

Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

See below **red text** responses,

Please submit the updated DE to PW-CEIntake@hillsboroughcounty.org, cc me. Thanks, Ben

From: Dick LaRosa [<mailto:dick.larosa@outlook.com>]

Sent: Monday, July 22, 2019 11:06 AM

To: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>

Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; 'Brian Dickhaus' <brian@diahouse.com>

Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

[External]

Good morning Benjamin,

I'm following up to see if you needed anything else or had any comments on my proposed responses and revised sketch. If they look acceptable, I'd like to formally resubmit signed and sealed copies for approval.

Thank you,

Dick LaRosa, Jr., P.E.

LaRosa Civil

3907 S. Drexel Ave.

Tampa, FL 33611

(813) 701-4552

Dick.LaRosa@Outlook.com



From: dick.larosa@gmail.com <dick.larosa@gmail.com>

Sent: Tuesday, July 16, 2019 10:37 AM

To: 'Kniesly, Benjamin' <KnieslyB@HillsboroughCounty.ORG>

Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; dick.larosa@outlook.com; 'Brian Dickhaus' <brian@diahouse.com>

Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

Benjamin,

Thank you for your quick review and comments on our Design Exception Submittal. I've revised the proposed section and am hoping you don't mind taking a quick look before we formally resubmit. My responses to your comments are below and updated exhibits attached. If this is acceptable, we will amend our request to reflect the agreed upon section.

- Shift the proposed sidewalk to provide 2 ft. flat area between the back of sidewalk and RoW line, 1 ft. is possible if it helps with existing power pole conflicts.
Response: The poles only impact the sidewalk by approximately 0.8', leaving 4.2' of clearance which meets ADA standards. It is my professional opinion that the sidewalk will work along the RW line. See TS-3 note 3, 2 ft. flat is specified, can go to 1 ft. flat (both sides of sidewalk) if added as a DE element.
- Exhibit 3, label curb type, assume miami.
*Response: The curb has been labeled as Miami Cub. **Confirmed***
- Recommend shifting the roadway alignment west to provide 6 ft. min from the EoP (not back of curb) to the cmu wall, considering its 10.4 ft. today and the added traffic.
*Response: Given the reduced lane widths indicated below, we can maintain the existing road center line and provide over 7' from the eop to the face of the wall. Maintaining the center line will make for a better transition from the new to the existing road way as Patterson Road continues north and ties into W. Sitka Street south of the project. **Good idea***
- May want to consider 11 ft. travel lanes, can act to calm traffic/reduce speeds – unless heavy truck traffic is expected, I don't recall.
*Response: The PD has restrictions on heavy truck traffic & we agree that 11' travel lanes are appropriate for the project and have implemented the change. **Confirmed***
- Its noted, due to the Veterans, there are no pedestrian destination on the east side of Patterson Rd within the improvement limits, supporting no east side sidewalk.
*Response: We agree and appreciate your support for the exception. **Confirmed***
- As originally requested, add the below County signature block to the DE, on the same page as the EoR seal. Also cc me when submitting to PW-CEIntake <PW-CEIntake@hillsboroughcounty.org
*Response: The County signature block will be added to the DE request once we formally resubmit. **Confirmed***

Thank you again for your assistance,

Dick LaRosa, Jr., P.E.
LaRosa Civil
3907 S. Drexel Ave.
Tampa, FL 33611
(813) 701-4552
Dick.LaRosa@Outlook.com



From: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Sent: Tuesday, July 09, 2019 5:24 PM
To: dick.larosa@gmail.com; 'Brian Dickhaus' <brian@diahouse.com>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; dick.larosa@outlook.com
Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

The Design Exception (DE) is well organized and supported, particularly the narrative and exhibits of the existing and proposed typical sections. Please see below comments.

- Shift the proposed sidewalk to provide 2 ft. flat area between the back of sidewalk and RoW line, 1 ft. is possible if it helps with existing power pole conflicts.
- Exhibit 3, label curb type, assume miami.
- Recommend shifting the roadway alignment west to provide 6 ft. min from the EoP (not back of curb) to the cmu wall, considering its 10.4 ft. today and the added traffic.
- May want to consider 11 ft. travel lanes, can act to calm traffic/reduce speeds – unless heavy truck traffic is expected, I don't recall.
- Its noted, due to the Veterans, there are no pedestrian destination on the east side of Patterson Rd within the improvement limits, supporting no east side sidewalk.
- As originally requested, add the below County signature block to the DE, on the same page as the EoR seal. Also cc me when submitting to PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>

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

_____ Disapproved

_____ Approved

Michael J. Williams, P.E.

Hillsborough County Engineer

Recommend responding to comments with the updated DE. Should be ready for the County Eng consideration at that point. Call me with questions.

Benjamin R. Kniesly, P.E.

Manager

P: (813) 307-1758

C: (813) 734-4010

E: KnieslyB@HillsboroughCounty.org

W: HillsboroughCounty.org

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#)

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

From: PW-CEIntake

Sent: Tuesday, July 9, 2019 1:56 PM

To: dick.larosa@gmail.com; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>; 'Brian Dickhaus' <brian@diahouse.com>; Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>

Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; dick.larosa@outlook.com

Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

Hello Ben,

Please see below e-mail from Dick Larosa regarding this Design Exception and advise. Thank you!

Carolyn Kamermayer

Administrative Specialist

Development Services

P: (813) 307-1707

E: KamermayerC@HCFLGov.net

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: dick.larosa@gmail.com [<mailto:dick.larosa@gmail.com>]

Sent: Tuesday, July 9, 2019 12:07 PM

To: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>; 'Brian Dickhaus' <brian@diahouse.com>

Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; dick.larosa@outlook.com

Subject: RE: Design Exception - PD 19-0745

[External]

Good afternoon Carolyn,

I'm following up on our submittal for a design exception for PD 19-0745. Do you know if there is a due date and/or if it has been assigned to a Public Works staff member for review?

Dick LaRosa, Jr., P.E.

LaRosa Civil

3907 S. Drexel Ave.
Tampa, FL 33611
(813) 701-4552
Dick.LaRosa@Outlook.com



From: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Sent: Thursday, June 20, 2019 10:52 AM
To: Brian Dickhaus <brian@diahouse.com>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Cc: Dickie LaRosa <dick.larosa@gmail.com>; Abbye Feeley <afeeley@stearnsweaver.com>; David Nguyen <david@diahouse.com>
Subject: RE: Design Exception - PD 19-0745

Wonderful, thanks :0)

Carolyn Kamermayer
Administrative Specialist
Development Services

P: (813) 307-1707
E: KamermayerC@HCFLGov.net
W: HCFLGov.net

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

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

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

From: Brian Dickhaus [<mailto:brian@diahouse.com>]
Sent: Thursday, June 20, 2019 10:49 AM
To: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Cc: Dickie LaRosa <dick.larosa@gmail.com>; Abbye Feeley <afeeley@stearnsweaver.com>; David Nguyen <david@diahouse.com>
Subject: RE: Design Exception - PD 19-0745

[External]

Hi Carolyn:

The folio #s are 027363-0050, 027371-0000, 027370-0000

Thanks,

Brian

From: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Sent: Thursday, June 20, 2019 10:47 AM
To: Brian Dickhaus <brian@diahouse.com>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Cc: Dickie LaRosa <dick.larosa@gmail.com>; Abbye Feeley <afeeley@stearnsweaver.com>; David Nguyen <david@diahouse.com>
Subject: RE: Design Exception - PD 19-0745

Do you the PI# and/or folio for this project?

Thanks,

Carolyn Kamermayer
Administrative Specialist
Development Services

P: (813) 307-1707
E: KamermayerC@HCFLGov.net
W: HCFLGov.net

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

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

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

From: Brian Dickhaus [<mailto:brian@diahouse.com>]
Sent: Wednesday, June 19, 2019 5:16 PM
To: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Cc: Dickie LaRosa <dick.larosa@gmail.com>; Abbye Feeley <afeeley@stearnsweaver.com>; David Nguyen <david@diahouse.com>
Subject: FW: Design Exception - PD 19-0745

[External]

I am revising the original package to also include a recent traffic study for the subject property.

Thanks,

Brian

From: Brian Dickhaus

Sent: Wednesday, June 19, 2019 4:30 PM

To: 'pw-ceintake@hillsboroughcounty.org' <pw-ceintake@hillsboroughcounty.org>

Cc: Dickie LaRosa <dick.larosa@gmail.com>; Abbye Feeley <afeeley@stearnsweaver.com>; David Nguyen <david@diahouse.com>

Subject: Design Exception - PD 19-0745

Dear Hillsborough County Public Works Intake:

Attached you will find a Design Exception request related to our pending PD application (PD 19-0745), together with related exhibits and survey of the subject property.

Should you have any questions or concerns related to the request, please reach out to myself or Dick LaRosa (Dick.LaRosa@gmail.com or 813-701-4552).

Thank you,

Brian K Dickhaus

David Alexander Fine Jewelry

3161 South Dale Mabry Hwy

Tampa, Florida 33629

Direct Line: 813-579-1572

Main Office: 813-251-0844

brian@diahouse.com

A black and white photograph of a signature that reads "David Alexander" in a cursive script, set against a dark background.

This email is from an **EXTERNAL** source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.

This email is from an **EXTERNAL** source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.

This email is from an **EXTERNAL** source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.

This email is from an **EXTERNAL** source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.

This email is from an EXTERNAL source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.

This email is from an EXTERNAL source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.



3161 S. Dale Mabry Hwy.
Tampa, FL 33629
O: (813) 321-4044
C: (813) 701-4552
Dick.LaRosa@Outlook.com

July 23, 2019

Messrs. Mike Williams, P.E. and Benjamin Kniesly, P.E.
Hillsborough County Public Works Department
601 E. Kennedy Boulevard
Tampa, Florida 33602

RE: Design Exception – RZ 19-0745
8010 and 8102 Patterson Road

Gentlemen:

Thank you for meeting with our team on May 30, 2019 to discuss the proposed redevelopment of 8010 and 8102 Patterson Road ("Patterson"). We are currently in the process of rezoning this property to a Planned Development (PD 19-0745) with a variety of uses/development alternatives proposed. Each of the proposed scenarios will require the improvement of approximately 800' of Patterson Road beginning at W. Sitka Street through the northernmost boundary of 8102 Patterson Road.

Location and Right-of-Way

The property is located on the west side of Patterson, north of W. Sitka Street and south of W. Waters Avenue. Patterson is a local street running parallel to the Veteran's Expressway adjacent to the southbound on-ramp at Waters Avenue, terminating approximately 65' south of Waters Avenue.

Patterson Road has a 60' right-of-way recorded from the eastern boundary of the property. The Florida Department of Transportation (FDOT) has an easement within the right-of-way related to the Veteran's Expressway, including an 8' concrete masonry wall running along the eastern side of Patterson. This limits the actual right-of-way in this location from the eastern boundary of the property, extending 48.4' to the wall and 45.7' to the FDOT limited access right-of-way line.

Existing Conditions

The segment of Patterson Road north of W. Sitka St. is classified as a local urban road and serves a single-family residence, the subject site and four (4) other commercial sites before dead ending at Waters Avenue. Three parcels to the north, all in common ownership, are zoned Commercial General and Commercial Intensive. Current use of these property includes a single-family residence, commercial business and auto repair shop. Primary access of the repair shop is through an entrance located on Waters Avenue.



An aerial photograph including uses and notes of existing conditions has been included for your reference (Exhibit 1). Also included for your reference is an existing cross section of Patterson Road (Exhibit 2). Current conditions of the roadway reflect 21.2' of grass extending east from the private property line to the edge of the existing pavement. The width of the existing roadway is 16.8', followed by 10.4' of grass to the existing FDOT 8' cmu wall, for a total right-of-way of 48.4'.

Proposed Improvements to the Existing Roadway

Proposed improvements reflected in the attached cross section reflect the 48.4' existing right-of-way width (Exhibit 3) and include:

- 5.0' sidewalk with 2' clearance to on both sides per the TTM TS-3 note 3
- 4.5' of sod from the sidewalk to the back of Miami Curb
- 2' gutter/curb on the west side of Patterson
- 22' two-lane paved roadway
- 2' Miami curb on the east side of Patterson
- 5.8' grass (adjacent to FDOT 8' cmu wall)

Transportation Analysis

A site access transportation analysis was completed for this project in May 21, 2018, with an update completed June 14, 2019 to account for the impacts associated with the most intensive alternative development scenario for the property. The property will solely access Patterson Road.

The following are findings of the traffic analysis:

- The project site is anticipated to generate 1,838 weekday daily trips, with 133 vehicles per hour during the AM peak hour and 137 vehicles per hour during the PM peak hour.
- The study intersections and project site driveway connection are anticipated to operate acceptably for post-development traffic conditions.
- The adjacent roadway segments are anticipated to operate acceptably for post-development traffic conditions.
- New site access turn lanes were found to not be warranted pursuant to the Hillsborough County Land Development Code.

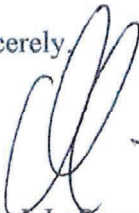
Design Exception

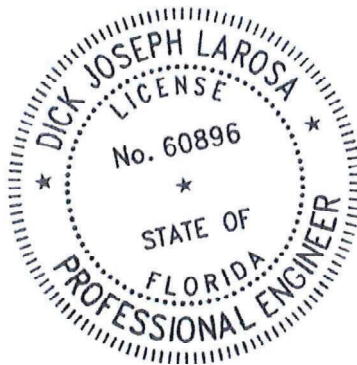
The aforementioned proposed improvements satisfy most design requirements for a TS-3 type roadway for a Non Residential Road.

Based on the location of the FDOT limited access right-of-way line and limited distance from the proposed edge of pavement to the existing 8' cmu wall adjacent to the southbound Veteran's Expressway on-ramp, the ability to meet the design requirements for the eastern portion of proposed Patterson Road improvements is restricted. **Therefore, we hereby request a Design Exception to allow a 22' wide Non Residential Road and relief from the 5' sidewalk required along the eastern side of the right- of-way as required by Standard Detail TS-3 for Local Urban Roads (2 Lane Undivided) Typical Section in the Hillsborough County Transportation Technical Manual.**

It is my professional opinion that the proposed design as described above improves Patterson Road right-of-way and can sufficiently accommodate the vehicular and pedestrian traffic generated by the project and limited commercial uses that will share the right-of-way.

Sincerely,

 7-23-19
Dick J. LaRosa, Jr., P.E. No. 60896
Civil Engineer



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

_____ Disapproved

✓
_____ Approved


Michael J. Williams, P.E.

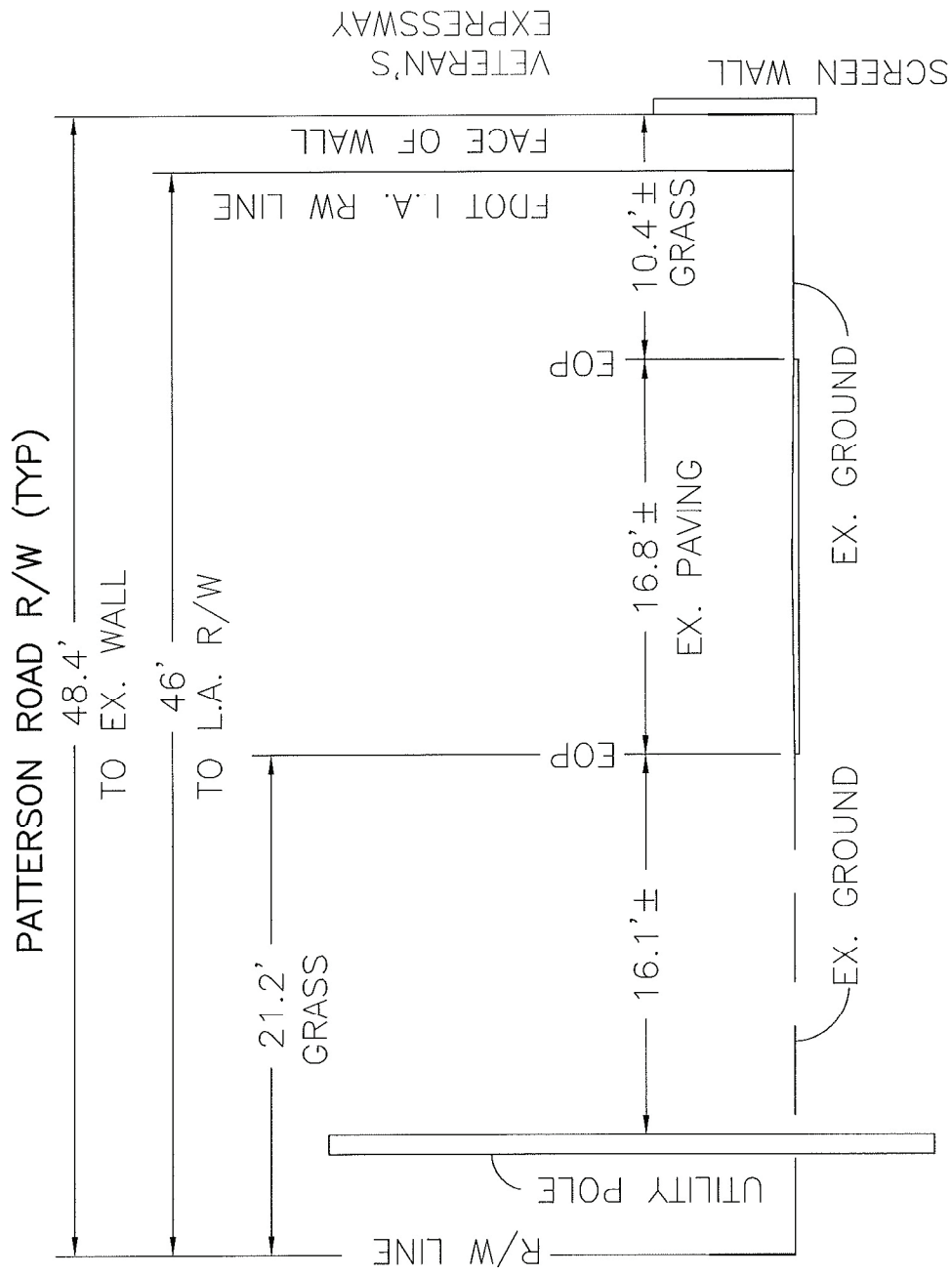
Hillsborough County Engineer

The County Engineer has reviewed zoning modification application # 24-0205 and determined the changes to be de minimis. As such, the previous approval shall stand.

Michael J. Williams, P.E.

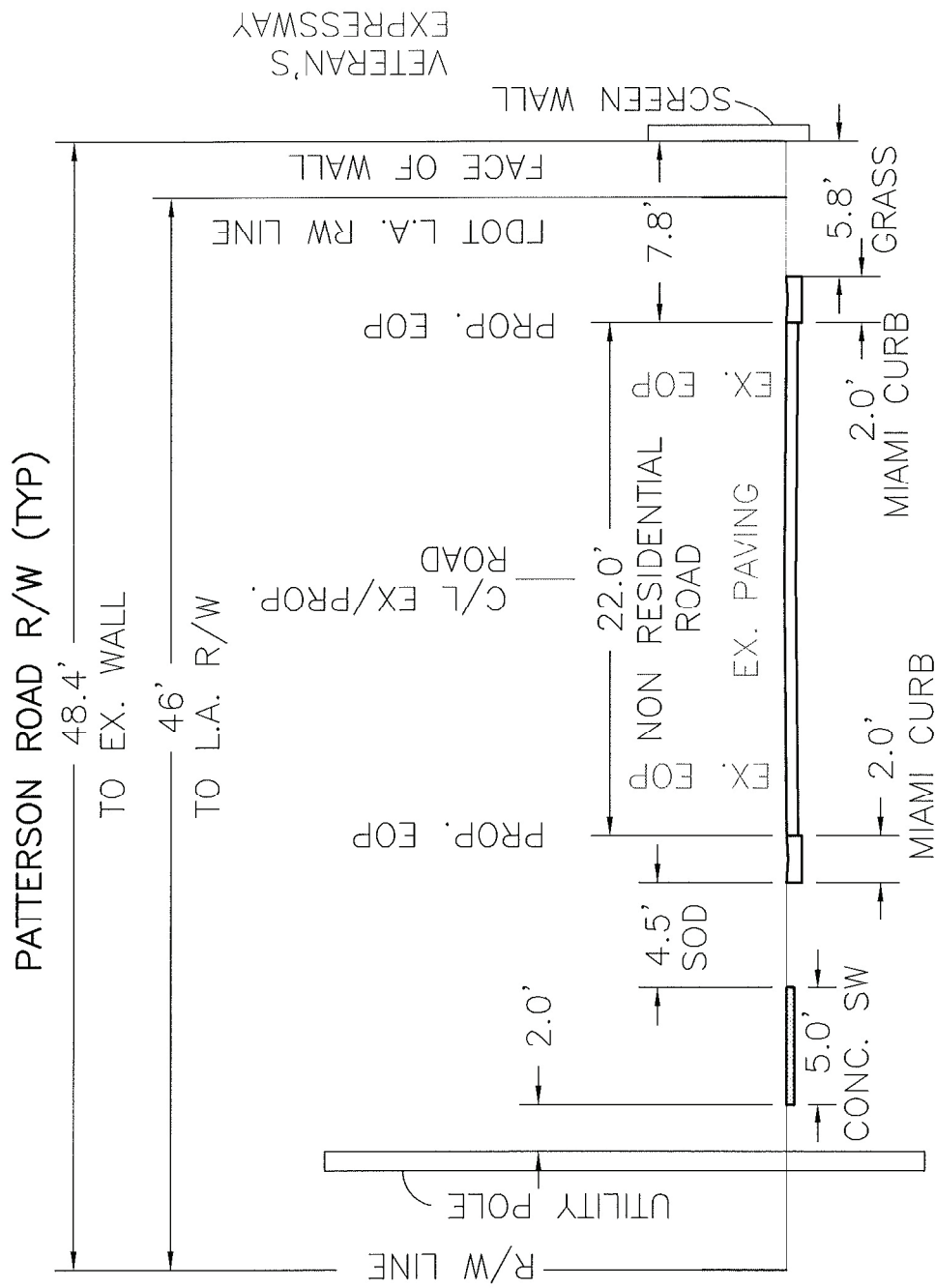
Hillsborough County Engineer on _____





EX. PATTERSON ROAD SECTION NORTH OF SITKA ST. - EXHIBIT 2

SCALE: 1"=5'
@ 11"X17" (FACING NORTH)



PROP. PATTERSON ROAD SECTION NORTH OF SITKA ST. - EXHIBIT 3

SCALE: 1"=5' @
11"x17"

(FACING NORTH)

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Patterson Rd.	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Option 3, Highest Trip Generating Option) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,485	228	267
Proposed	2,485	228	267
Difference (+/-)	No Change	No Change	No Changes

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Patterson Rd./ Substandard Rd.	Design Exception	Previously Approved
	Choose an item.	Choose an item.
Notes: The County Engineer will approve a de minimis exception for the previously approved Design Exception if the BOCC approves this PRS.		

Transportation Comment Sheet

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

**CURRENTLY
APPROVED**



Hillsborough County Florida

DEVELOPMENT SERVICES

PO Box 1110 Tampa, FL 33601-1110

October 15, 2019

Reference: RZ-PD 19-0745 TNC
Abbye Feeley, Stearns Weaver Miller
Patterson Rd. & W. Sitka St.
27370.0000, 27363.0050, 27371.0000

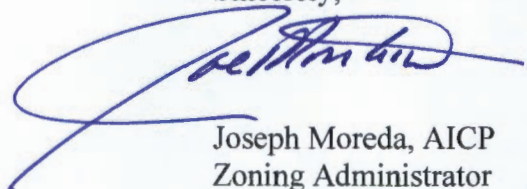
Abbye Feeley
Stearns Weaver Miller
401 E. Jackson St., Ste. 2100
Tampa, FL 33602

Dear Applicant:

At the regularly scheduled public meeting on October 8, 2019, the Board of County Commissioners approved your request for rezoning the tract of land described in your application from PD (16-0989) & AS-1 (Planned Development (16-0989 and Agricultural, Single-Family) to PD (Planned Development) with the attached conditions. Please keep this letter for your records.

If you have any questions regarding this, please feel free to contact Brian Grady at 813-276-8343 or by email at GradyB@HCFLGov.net.

Sincerely,



Joseph Moreda, AICP
Zoning Administrator

BOARD OF COUNTY COMMISSIONERS

Ken Hagan

Pat Kemp

Lesley "Les" Miller, Jr.

Sandra L. Murman

Kimberly Overman

Mariella Smith

Stacy R. White

COUNTY ADMINISTRATOR

Michael S. Merrill

COUNTY ATTORNEY

Christine M. Beck

INTERNAL AUDITOR

Peggy Caskey

CHIEF DEVELOPMENT & INFRASTRUCTURE SERVICES

ADMINISTRATOR

Lucia E. Garsys

JM/mn
Attachment

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted July 29, 2019.

The project shall be limited to the following four development options:

1. Option 1 (Single Use Non-Residential) shall permit one of the following uses: warehouse, mini-warehouse/climate controlled self-storage facility, contractor's office, business/professional services or a hotel.
 - 1.1 Open storage shall be permitted in connection with one of the following uses: warehouse, mini-warehouse/climate controlled self-storage facility or contractor's office. The open storage shall be limited to recreational and/or commercial vehicles. The open storage shall be located where generally shown on the general site plan and screened in accordance with Land Development Code Section 6.06.06.C.7.b.
 - 1.2 The maximum square footage permitted shall be 92,780 sf (0.50 FAR).
 - 1.3 Buildings shall provide a minimum setback of 5 feet from the eastern PD boundary, 20 feet from the southern PD boundary, 0 feet from the western PD boundary and 0 feet from the northern PD boundary. Maximum building height shall be 60 feet with an additional setback of 2 feet for every 1 foot over 20 feet in height applied to the southern PD boundary only.
 - 1.4 Buffering and screening in compliance with Land Development Code Section 6.06.06 shall be provided.
2. Option 2 (Single Use Residential) shall permit one of the following: multi-family units, townhome units or a Community Residential Home (Type C). If developed with multi-family or townhome units, the maximum density shall be 51 units (12 units per acre). If developed with a Community Residential Home (Type C), the maximum number of beds shall be 255 beds.
 - 2.1 Multi-family or townhome units shall be developed where depicted on the general site plan (Multi-family/Townhome Layout). Multi-family or townhomes shall be developed within the building envelopes depicting a minimum setback of 15 feet from the northern PD boundary, 15 feet from the southern PD boundary, 0 feet from the western PD boundary and 5 feet from the eastern PD boundary.
 - 2.2 Townhome buildings shall provide a garage for each unit. Townhome building shall be limited to a maximum of 8 units per building. Townhome lots shall provide a minimum lot width of 20 feet and minimum lot depth of 40 feet. Units within the platted lots shall provide a minimum 5 foot rear yard setback and 5 foot side yard setbacks for end units. No minimum front yard setback for units within the platted lot shall be required.
 - 2.3 The Community Residential Home shall be developed where depicted on the general site plan (Community Residential Home layout) and limited to a maximum of 255 beds. Buildings shall provide a minimum setback of 15 feet from the northern PD boundary, 15 feet from the southern PD boundary, 0 feet from the western PD boundary and 5 feet from the eastern PD boundary. The Community Residential Home shall be designed and built to appear as similar to a residential structure as possible. This shall include, at a minimum, a pitched roof.

- 2.4 For any development under this option, the maximum building height may be up to 45 feet with an additional setback of 2 feet for every 1 foot over 20 feet in height applied to the southern PD boundary only.
 - 2.5 For any development under this option, buffering and screening shall be provided as required per Land Development Code Section 6.06.06.
 - 2.6 Community amenities, which includes a clubhouse building, pool, mailbox room or laundry facilities, shall be permitted within the building envelopes. These amenities shall be developed in compliance with the setback, perimeter buffering and screening and maximum permitted height requirements for this option.
3. Option 3 (Non-Pod Specific Mixed Use with Density/Intensity Bonuses) shall permit the following uses in both pods: warehouse, mini-warehouse/climate controlled self-storage facility, contractor's office, business/professional services, hotel, Community Residential Home (maximum of 255 beds), child care facility (maximum of 180 children) and/or retail uses permitted in the CN zoning district (maximum of 5,000 sf).
- 3.1 Pod A uses shall be developed where depicted on the general site plan. Buildings shall provide a minimum 0 foot setback from the northern PD boundary, 0 foot setback from the western PD boundary, 0 foot setback from the Pod A southern boundary and 5 foot setback from the eastern PD boundary, unless otherwise depicted on the general site plan.
 - 3.1.1 Open storage shall be permitted in connection with the following uses in Pod A only: warehouse, mini-warehouse/climate controlled self-storage facility or contractor's office. The open storage shall be limited to recreational and/or commercial vehicles. The open storage shall be located where generally shown on the general site plan and screened in accordance with Land Development Code Section 6.06.06.C.7.b.
 - 3.2 Pod B uses shall be developed where depicted on the general site plan. Buildings shall provide a minimum 20 foot setback from the southern PD boundary, 0 foot setback from the western PD boundary, 0 foot setback from the Pod B northern boundary and 5 foot setback from the eastern PD boundary, unless otherwise depicted on the general site plan.
 - 3.3 Maximum building height in this option may be up to 60 feet with an additional setback of 2 feet for every 1 foot over 20 feet applied to the southern PD boundary only.
 - 3.4 The Community Residential Home shall be limited to a maximum of 255-beds The Community Residential Home shall be designed and built to appear as similar to a residential structure as possible. This shall include, at a minimum, a pitched roof. This use is regulated by density as a multi-family use and not by intensity.
 - 3.5 Buffering and screening along PD boundaries shall be provided as required per Land Development Code Section 6.06.06. No internal buffering and screening between uses within the same pod shall be required. Additionally, no buffering and screening between Pods A and B shall be required unless a Community Residential Home is developed within one of the pods. Should a Community Residential Home be developed in one of the pods, a 10 foot wide buffer shall be provided between Pods A and B with the provision of a cross access point for vehicular

and pedestrian access within the buffer. This buffer may be placed within the pod containing the Community Residential Home. Screening within this buffer shall consist of a 6 foot high fence or 6 foot high landscaping with a minimum opacity of at least 75%, exclusive of the cross access area.

3.6 For this option, in accordance with Comprehensive Plan Policy 19.3, a developer may develop the property with density and/or intensity bonuses. If a density bonus is utilized, a maximum density of 16 units per acre is permitted, unless otherwise stated. If an intensity bonus is utilized, the maximum FAR shall be 0.75, unless otherwise stated. The density and intensity bonuses are not assigned to either Pod and may be permitted if the specific use's project acreage can sustain the request. At no time shall the project exceed a maximum overall square footage of 139,461 (0.75 FAR) and/or maximum of 68 residential units (16 units per acre) over the 4.26 acre site. To ensure these maximums are not exceeded, each site development plan and/or plat for development within this PD under this option shall provide a table providing the acreage, square footage (if applicable) and/or number of residential units (if applicable) associated with the proposed use and any previously approved uses to demonstrate that adequate acreage and entitlements are available.

3.6.1 To permit this bonus, a minimum of three land uses shall be provided with horizontal integration. Under a horizontal integration scenario, all land uses are eligible for density and intensity bonuses within the pod or pod(s) they are proposed in that demonstrate both internal vehicular and pedestrian integration, providing acreage is available and maximum entitlements have not been exceeded.

3.6.2 Alternatively, a bonus may be permitted should a minimum of two land uses be provided in one building with vertical integration. The second land use within a vertically integrated building shall contain at least 10% of the total building square footage. Under a vertical integration scenario, land uses that are vertically integrated are eligible for density and intensity bonuses. Subsequent development in in this project that contains a vertically integrated use may not be eligible for density and intensity bonuses should adequate acreage not be available, should entitlements propose to be exceeded and/or should subsequent development not demonstrate internal vehicular and pedestrian integration to the vertically integrated building.

4. Option 4 (Pod-Specific Mixed Use with Density/Intensity Bonuses) shall permit the following uses in Pod A: warehouse, mini-warehouse/climate controlled self-storage facility, contractor's office, business/professional services, hotel, child care facility (maximum of 180 children), a Community Residential Home (maximum of 255 beds), retail uses allowed in the CN zoning district (maximum of 5,000 sf) and/or a rehabilitation center. Pod B shall permit multi-family or townhome units.

4.1 Pod A uses shall be developed where depicted on the general site plan. Buildings shall provide a minimum 0 foot setback from the northern PD boundary, 0 foot setback from the western PD boundary, 5 foot setback from the Pod A southern boundary and 5 foot setback from the eastern PD boundary.

4.1.1 Open storage shall be permitted in connection with the following uses in Pod A only: warehouse, mini-warehouse/climate controlled self-storage facility or contractor's office. The open storage shall be limited to recreational and/or commercial vehicles. The

open storage shall be located where generally shown on the general site plan and screened in accordance with Land Development Code Section 6.06.06.C.7.b.

- 4.1.2 The Community Residential Home shall be limited to a maximum of 255-beds. The Community Residential Home shall be designed and built to appear as similar to a residential structure as possible. This shall include, at a minimum, a pitched roof. This use is regulated by density as a multi-family use and not by intensity.
- 4.3 Building height in Pod A shall be limited to a maximum of 60 feet. Building height in Pod B shall be limited to a maximum of 45 feet. In Pod B, an additional setback of 2 feet for every 1 foot over 20 feet in height shall be provided along the southern PD boundary only.
- 4.4 Buffering and screening along PD boundaries shall be provided as required per Land Development Code Section 6.06.06. No internal buffering and screening between uses within the same pod shall be required. A 10 foot wide buffer shall be provided between Pods A and B. This buffer shall permit a cross access point for vehicular and pedestrian access. This buffer may be placed entirely within one of the Pods or partially within both Pods to when combined result in 10 feet. Screening within this buffer shall consist of a 6 foot high fence or 6 foot high landscaping with a minimum opacity of at least 75%, exclusive of the cross access point.
- 4.5 For this option, in accordance with Comprehensive Plan Policy 19.3, a developer may develop the property with density and/or intensity bonuses. If a density bonus is utilized, a maximum density of 16 units per acre is permitted, unless otherwise stated. If an intensity bonus is utilized, the maximum FAR shall be 0.75, unless otherwise stated. The density and intensity bonuses are not assigned to either Pod and may be permitted if the specific use's project acreage can sustain the request. At no time shall the project exceed a maximum overall square footage of 139,461 (0.75 FAR) and/or maximum of 68 residential units (16 units per acre) over the 4.26 acre site. To ensure these maximums are not exceeded, each site development plan and/or plat for development within this PD under this option shall provide a table providing the acreage, square footage (if applicable) and/or number of residential units (if applicable) associated with the proposed use and any previously approved uses to demonstrate that adequate acreage and entitlements are available.
- 4.5.1 To permit this bonus, a minimum of three land uses shall be provided with horizontal integration within Pods A and B. Under a horizontal integration scenario, all land uses are eligible for density and intensity bonuses within the pod or pod(s) they are proposed in that demonstrate both internal vehicular and pedestrian horizontal integration, providing acreage is available and maximum entitlements have not been exceeded. Should Pod B be developed first with a request to develop at a density of over 12 units per acre, platting approval shall not be granted until Pod A has been developed with at least two other land uses to provide the overall PD with the horizontal integration of three land uses.
- 4.5.2 Alternatively, a bonus may be permitted should a minimum of two land uses be provided in one building with vertical integration in Pod B. The second land use within a vertically integrated building shall contain at least 10% of the total building square footage. Under a vertical integration scenario, land uses that are vertically integrated are eligible for density and intensity bonuses. Subsequent development in this PD that

contains a vertically integrated use may not be eligible for density and intensity bonuses should adequate acreage not be available, should entitlements propose to be exceeded and/or should subsequent development not demonstrate internal vehicular and pedestrian integration to the vertically integrated building.

5. As Patterson Road is a substandard local roadway, the developer will be required to make the following improvements to Patterson Road consistent with the Design Exception approved by the County Engineer (dated July 24,2019), including:
 - 11' wide travel lanes (22' of pavement)
 - 5' sidewalk on the western side with 2' clearance to on both sides of the road
 - 4.5' of sod from the sidewalk to the back of Miami Curb
 - 2' curb and gutter on the west side of Patterson
 - 2' Miami curb on the east side of Patterson Rd
 - 5.8' grass (adjacent to FDOT 8' cmu wall)
6. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
7. Notwithstanding anything shown on the site plan, the applicant is required to meet Hillsborough County Land Development Code (LDC) Section 6 "*Design standards and Improvements Requirements*", interconnectivity requirements and Hillsborough County Transportation Technical Manual (TTM) for all cross access, parking and driveway dimension requirements.
8. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in any 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: 1/28/2024

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: NWH/TNC

PETITION NO: PRS 24-0205

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

NEW AND REVISED CONDITIONS

Revised Conditions

5. As Patterson Road is a substandard local roadway, the developer will be required to make the following improvements to Patterson Road consistent with the Design Exception approved by the County Engineer (dated July 24,2019), including:

- 11' wide travel lanes (22' of pavement)
- 5' sidewalk on the western side with 2' clearance to on both sides of the road
- 4.5' of sod from the sidewalk to the back of Miami Curb
- 2' curb and gutter on the west side of Patterson
- 2' Miami curb on the east side of Patterson Rd
- 5.8' grass (adjacent to FDOT 8'cmu wall)

The County Engineer rereviewed the Design Exception and determined that the changes proposed for PRS 24-0205 were de minimis. If the BOCC approves PRS 24-0205, the County Engineer will approve a de minimis exception for the previously approved and above referenced Design Exception, allowing it to stand as-is.

New Conditions

- Notwithstanding anything shown on the PD site plan to the contrary:
 - The developer shall construct a minimum of one (1) and a maximum of two (2) vehicular and pedestrian access connections to Patterson Rd.;
 - Access to Patterson Rd. shall be constructed with the initial increment of development;
 - The developer shall construct a vehicular and pedestrian stubout to the western project boundary as generally shown on the PD site plan; and,
 - All development (regardless of where in the same or different Pods) shall be constructed with internal vehicular and pedestrian connectivity, regardless of development type or phasing (i.e. all access points must serve all uses within the project).

Other Conditions

- Prior to PD site plan certification, the developer shall revise Option 4 and the leftmost Option 2 graphic to show the internal transportation system connecting to the proposed western stubout.

PROJECT OVERVIEW & TRIP GENERATION

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS) to Planned development (PD) 19-0745). That PD currently has approvals for 4 separate development options as follows:

- Option 1: (*Single-Use Non-Residential Option*) One of the following uses is permitted: warehouse, mini-warehouse/climate controlled self-storage facility, contractor's office, business and professional services or a hotel. Limited open storage is permitted in connection with the warehouse, mini-warehouse/climate controlled self-storage facility or contractor's office uses only. Maximum intensity permitted is a 0.5 FAR (92,780 sf).
- Option 2: (*Single-Use Residential Option*) One of the following uses is permitted: multi-family units, townhome units or a Community Residential Home. Maximum density permitted is 12 units per acre (51 units / 255 beds).
- Option 3: (*Non-Pod Specific Mixed Use Option with Density/Intensity Bonuses*) A mixture of warehouse, mini-warehouse/climate controlled self-storage facility, contractor's office, business/professional services, hotel, Community Residential Home, child care facility (maximum of 180 children) and/or retail uses allowed in the CN zoning district (maximum of 5,000 sf). Limited open storage associated with the warehouse, mini-warehouse/climate controlled self-storage facility and/or contractor's office is proposed. Uses can be developed in either of the two development pods. Maximum intensity with the bonus to be a 0.75 FAR (139,174 sf). The Community Residential Home is to be capped at 255 beds (51 units), a density of 12 units per acre.
- Option 4: (*Pod- Specific Mixed Use Option with Density/Intensity Bonuses*) A mixture of residential and non-residential uses. One pod proposes a warehouse, mini-warehouse/climate-controlled self-storage facility, contractor's office, business/professional services, hotel, child care (maximum of 180 children), Community Residential Home, retail uses allowed in the CN zoning district (maximum of 5,000 sf) and/or a rehabilitation center. Limited open storage associated with the warehouse, mini-warehouse/climate controlled self-storage facility and/or contractor's office is proposed. The second pod will allow for multi-family or townhome units. Maximum intensity with the bonus to be a 0.75 FAR (139,174 sf). Maximum density with the bonus to be 16 units per acre for the townhome or multi-family uses. The Community Residential Home is limited to a maximum of 255 beds (51 units) at a density of 12 units per acre.

The applicant stated their intent to modify the PD to accomplish the following:

- Providing connectivity and conductivity through cross access to W Sitka Street provided for under the conditions of approval for PD 19-1329.
- Increase the maximum building height on nonresidential uses from 60 feet to 65 feet
- Modify screening requirements internally between mixed-use development pods (permitting alternative more aesthetically pleasing screening during site review)
- Correct the Option 1 (Nonresidential Single Use) site plan by removing the 20 foot maximum height restriction along the southern boundary.
- Remove garages as a required condition of townhome development. LDC parking requirements will be met for all approved land uses.
- Increase the current limitation of 8 townhomes for each building, to 10 allowed per building.
- Providing flexibility for up to two separate access points from Patterson Road into the site

The 2019 staff report indicated that Option 3 was the most trip intensive of the various options (and therefore represented the worst-case scenario for development of the project). Trip impacts reported in the 2019 report are shown below for reference. Staff notes that the proposed uses remain unchanged; therefore, there will be no change in the maximum trip generation potential of the subject project as a result of the proposed PD request.

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 176 Hotel Rooms (ITE Code 310)	1560	83	106
PD: 180 Students Day Care (ITE Code 565)	736	140	142
PD: 5000 SF Retail Shopping Center (ITE Code 820)	189	5	19
Total Number of Trips	2485	228	267

EXISTING AND PROPOSED TRANSPORTATION INFRASTRUCTURE SERVING THE SITE AND 2019 APPORVED DESIGN EXCPETION

Information from the 2019 Transportation Reivew Section staff report is provided below. This describes the condition of Patterson Rd., which is the primary access for the subject site, as well as a Design Excpetion approved in 2019. The County Engineer has reviewed the requeust and determined the PD changes to be have no impact (i.e. they are de minimis) on the Design Exception approved in 2019, as such, the County Engineer is recertifying this DE through the de minimis review process, in order to bring the zonign nubmer into conformance and maintain applicability of the Design Excpeiton despite the zoning number change.

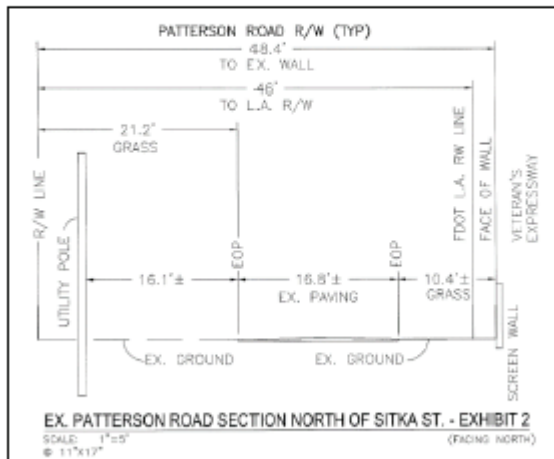
TRANSPORTATION INFRASTRUCTURE ANALYSIS:

The property is located 0.10 of a mile southwest of the intersection of W. Waters Avenue/Veteran's Expressway. It is located on Patterson Road, which does not connect to W. Waters Avenue and dead ends approximately 420 ft north of the property.

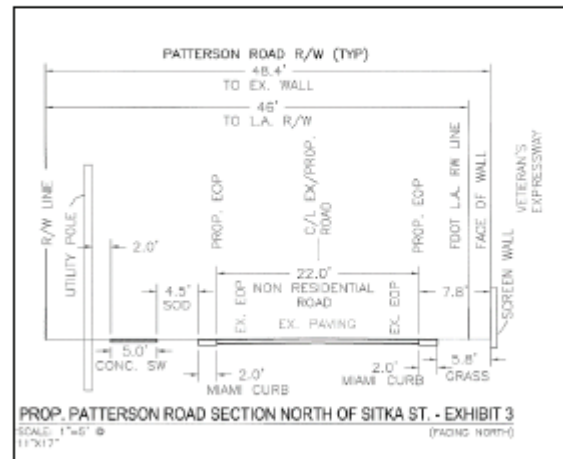
Patterson Road a 2-lane, undivided, local roadway characterized by +/- 9 foot travel lanes. There are no paved shoulders or curb and gutter, no bike lanes on the side of the project. There are no sidewalks in the vicinity of the project. The pavement condition is fair. Adjacent to the project site, Patterson Road lies within a +/- 43 foot wide right-of-way. Patterson Road is not on the Hillsborough Corridor preservation plan. No additional ROW preservation is required.

Given that Patterson Road is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for Patterson Road to determine the specific improvements that would be required by the County Engineer. Given existing right-of-way limitations and based on other factors, the County Engineer approved a Roadway Design Exception (dated July 24, 2019) authorizing deviations from the TS-3 Typical Section (for 2-lane Undivided, Urban Local Road) including:

- The developer shall be permitted to utilize 11-foot wide travel lanes (for both through lanes and turn lanes) in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual's (TTM) TS- 3 Typical Section; and,
- 5' sidewalk on the western side with 2' clearance to on both sides of the road
- 4.5' of sod from the sidewalk to the back of Miami Curb
- 2' curb and gutter on the west side of Patterson
- 2' Miami curb on the east side of Patterson Rd
- 5.8' grass (adjacent to FDOT 8' cmu wall)



Existing Typical Section



Proposed Typical Section- Approved by Design Exception

SITE ACCESS CONSIDERATIONS

The developer is proposing flexibility for up to 2 access points on Patterson Rd., as well as adding the access stubout along the project's western boundary to match allowances for access made via the adjacent project's 19-1329 zoning action.

Staff cannot support full flexibility. Staff notes that while the additional access to the west may count as access for the purposes of Sec. 6.04.03.I., the developer does not have an easement or assured right of access to/through this project. Additionally, there are a variety of development options with various levels of development/intensity which could be developed.

As such, in order to maintain the need for legal access to the parcel, comply with Sec. 6.04.03.I, and distribute trips as envisioned in the original analysis/Design Exception, staff has proposed a clarifying condition which will require a minimum of one vehicular access connection to Patterson Rd.

Lastly, staff notes that improvements to Sitka, including a southbound left turn lane into the adjacent project, are already a requirement of that adjacent PD.

LEVEL OF SERVICE (LOS) INFORMATION

Patterson Rd. is not included within the 2020 Hillsborough County Level of Service Report. As such, LOS information for the facility cannot be provided.

From: PW-CEIntake
Sent: Thursday, July 25, 2019 5:13 PM
To: Dick LaRosa; PW-CEIntake
Cc: 'Abbye Feeley'; 'David Nguyen'; 'Brian Dickhaus'; Kniesly, Benjamin; Williams, Michael
Subject: APPROVED - RE: Design Exception - PD 19-0745 (Patterson Road) - Submittal 2
Attachments: APPROVED - Patterson Road (8010 and 8102) DE.pdf

Please see attached approval.

Regards,

Carolyn Kamermayer
Administrative Specialist
Development Services

P: (813) 307-1707
E: KamermayerC@HCFLGov.net
W: HCFLGov.net

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

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

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

From: Dick LaRosa [<mailto:dick.larosa@outlook.com>]
Sent: Tuesday, July 23, 2019 10:14 AM
To: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; 'Brian Dickhaus' <brian@diahouse.com>; Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Subject: Design Exception - PD 19-0745 (Patterson Road) - Submittal 2

[External]

Good morning,

Please find attached the revised design exception request. Hard copies will be dropped off on the 19th floor to Carolyn Kamermayer's attention before noon today. Thank you for your assistance on this request.

Dick LaRosa, Jr., P.E.
LaRosa Civil
3907 S. Drexel Ave.

Tampa, FL 33611
(813) 701-4552
Dick.LaRosa@Outlook.com



From: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Sent: Monday, July 22, 2019 3:30 PM
To: Dick LaRosa <dick.larosa@outlook.com>
Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; 'Brian Dickhaus' <brian@diahouse.com>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

This should be ready for the County Eng review, one additional change.

- Please combine all DE files into one pdf file

Thanks Ben

From: Dick LaRosa [<mailto:dick.larosa@outlook.com>]
Sent: Monday, July 22, 2019 3:01 PM
To: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; 'Brian Dickhaus' <brian@diahouse.com>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

[External]

Thank you Benjamin,

I've adjusted the sidewalk to provide the required 2' clearance and will resubmit.

Dick LaRosa, Jr., P.E.
LaRosa Civil
3907 S. Drexel Ave.
Tampa, FL 33611
(813) 701-4552
Dick.LaRosa@Outlook.com



From: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Sent: Monday, July 22, 2019 1:40 PM
To: Dick LaRosa <dick.larosa@outlook.com>
Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; 'Brian

Dickhaus' <brian@diahouse.com>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>

Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

See below **red text** responses,

Please submit the updated DE to PW-CEIntake@hillsboroughcounty.org, cc me. Thanks, Ben

From: Dick LaRosa [<mailto:dick.larosa@outlook.com>]

Sent: Monday, July 22, 2019 11:06 AM

To: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>

Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; 'Brian Dickhaus' <brian@diahouse.com>

Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

[External]

Good morning Benjamin,

I'm following up to see if you needed anything else or had any comments on my proposed responses and revised sketch. If they look acceptable, I'd like to formally resubmit signed and sealed copies for approval.

Thank you,

Dick LaRosa, Jr., P.E.

LaRosa Civil

3907 S. Drexel Ave.

Tampa, FL 33611

(813) 701-4552

Dick.LaRosa@Outlook.com



From: dick.larosa@gmail.com <dick.larosa@gmail.com>

Sent: Tuesday, July 16, 2019 10:37 AM

To: 'Kniesly, Benjamin' <KnieslyB@HillsboroughCounty.ORG>

Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; dick.larosa@outlook.com; 'Brian Dickhaus' <brian@diahouse.com>

Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

Benjamin,

Thank you for your quick review and comments on our Design Exception Submittal. I've revised the proposed section and am hoping you don't mind taking a quick look before we formally resubmit. My responses to your comments are below and updated exhibits attached. If this is acceptable, we will amend our request to reflect the agreed upon section.

- Shift the proposed sidewalk to provide 2 ft. flat area between the back of sidewalk and RoW line, 1 ft. is possible if it helps with existing power pole conflicts.
Response: The poles only impact the sidewalk by approximately 0.8', leaving 4.2' of clearance which meets ADA standards. It is my professional opinion that the sidewalk will work along the RW line. See TS-3 note 3, 2 ft. flat is specified, can go to 1 ft. flat (both sides of sidewalk) if added as a DE element.
- Exhibit 3, label curb type, assume miami.
*Response: The curb has been labeled as Miami Cub. **Confirmed***
- Recommend shifting the roadway alignment west to provide 6 ft. min from the EoP (not back of curb) to the cmu wall, considering its 10.4 ft. today and the added traffic.
*Response: Given the reduced lane widths indicated below, we can maintain the existing road center line and provide over 7' from the eop to the face of the wall. Maintaining the center line will make for a better transition from the new to the existing road way as Patterson Road continues north and ties into W. Sitka Street south of the project. **Good idea***
- May want to consider 11 ft. travel lanes, can act to calm traffic/reduce speeds – unless heavy truck traffic is expected, I don't recall.
*Response: The PD has restrictions on heavy truck traffic & we agree that 11' travel lanes are appropriate for the project and have implemented the change. **Confirmed***
- Its noted, due to the Veterans, there are no pedestrian destination on the east side of Patterson Rd within the improvement limits, supporting no east side sidewalk.
*Response: We agree and appreciate your support for the exception. **Confirmed***
- As originally requested, add the below County signature block to the DE, on the same page as the EoR seal. Also cc me when submitting to PW-CEIntake <PW-CEIntake@hillsboroughcounty.org
*Response: The County signature block will be added to the DE request once we formally resubmit. **Confirmed***

Thank you again for your assistance,

Dick LaRosa, Jr., P.E.
LaRosa Civil
3907 S. Drexel Ave.
Tampa, FL 33611
(813) 701-4552
Dick.LaRosa@Outlook.com



From: Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>
Sent: Tuesday, July 09, 2019 5:24 PM
To: dick.larosa@gmail.com; 'Brian Dickhaus' <brian@diahouse.com>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; dick.larosa@outlook.com
Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

The Design Exception (DE) is well organized and supported, particularly the narrative and exhibits of the existing and proposed typical sections. Please see below comments.

- Shift the proposed sidewalk to provide 2 ft. flat area between the back of sidewalk and RoW line, 1 ft. is possible if it helps with existing power pole conflicts.
- Exhibit 3, label curb type, assume miami.
- Recommend shifting the roadway alignment west to provide 6 ft. min from the EoP (not back of curb) to the cmu wall, considering its 10.4 ft. today and the added traffic.
- May want to consider 11 ft. travel lanes, can act to calm traffic/reduce speeds – unless heavy truck traffic is expected, I don't recall.
- Its noted, due to the Veterans, there are no pedestrian destination on the east side of Patterson Rd within the improvement limits, supporting no east side sidewalk.
- As originally requested, add the below County signature block to the DE, on the same page as the EoR seal. Also cc me when submitting to PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>

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

_____ Disapproved

_____ Approved

Michael J. Williams, P.E.

Hillsborough County Engineer

Recommend responding to comments with the updated DE. Should be ready for the County Eng consideration at that point. Call me with questions.

Benjamin R. Kniesly, P.E.

Manager

P: (813) 307-1758

C: (813) 734-4010

E: KnieslyB@HillsboroughCounty.org

W: HillsboroughCounty.org

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#)

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

From: PW-CEIntake

Sent: Tuesday, July 9, 2019 1:56 PM

To: dick.larosa@gmail.com; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>; 'Brian Dickhaus' <brian@diahouse.com>; Kniesly, Benjamin <KnieslyB@HillsboroughCounty.ORG>

Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; dick.larosa@outlook.com

Subject: RE: Design Exception - PD 19-0745 (Patterson Road)

Hello Ben,

Please see below e-mail from Dick Larosa regarding this Design Exception and advise. Thank you!

Carolyn Kamermayer

Administrative Specialist

Development Services

P: (813) 307-1707

E: KamermayerC@HCFLGov.net

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: dick.larosa@gmail.com [<mailto:dick.larosa@gmail.com>]

Sent: Tuesday, July 9, 2019 12:07 PM

To: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>; 'Brian Dickhaus' <brian@diahouse.com>

Cc: 'Abbye Feeley' <afeeley@stearnsweaver.com>; 'David Nguyen' <david@diahouse.com>; dick.larosa@outlook.com

Subject: RE: Design Exception - PD 19-0745

[External]

Good afternoon Carolyn,

I'm following up on our submittal for a design exception for PD 19-0745. Do you know if there is a due date and/or if it has been assigned to a Public Works staff member for review?

Dick LaRosa, Jr., P.E.

LaRosa Civil

3907 S. Drexel Ave.
Tampa, FL 33611
(813) 701-4552
Dick.LaRosa@Outlook.com



From: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Sent: Thursday, June 20, 2019 10:52 AM
To: Brian Dickhaus <brian@diahouse.com>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Cc: Dickie LaRosa <dick.larosa@gmail.com>; Abbye Feeley <afeeley@stearnsweaver.com>; David Nguyen <david@diahouse.com>
Subject: RE: Design Exception - PD 19-0745

Wonderful, thanks :0)

Carolyn Kamermayer
Administrative Specialist
Development Services

P: (813) 307-1707
E: KamermayerC@HCFLGov.net
W: HCFLGov.net

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

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

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

From: Brian Dickhaus [<mailto:brian@diahouse.com>]
Sent: Thursday, June 20, 2019 10:49 AM
To: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Cc: Dickie LaRosa <dick.larosa@gmail.com>; Abbye Feeley <afeeley@stearnsweaver.com>; David Nguyen <david@diahouse.com>
Subject: RE: Design Exception - PD 19-0745

[External]

Hi Carolyn:

The folio #s are 027363-0050, 027371-0000, 027370-0000

Thanks,

Brian

From: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Sent: Thursday, June 20, 2019 10:47 AM
To: Brian Dickhaus <brian@diahouse.com>; PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Cc: Dickie LaRosa <dick.larosa@gmail.com>; Abbye Feeley <afeeley@stearnsweaver.com>; David Nguyen <david@diahouse.com>
Subject: RE: Design Exception - PD 19-0745

Do you the PI# and/or folio for this project?

Thanks,

Carolyn Kamermayer
Administrative Specialist
Development Services

P: (813) 307-1707
E: KamermayerC@HCFLGov.net
W: HCFLGov.net

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

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

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

From: Brian Dickhaus [<mailto:brian@diahouse.com>]
Sent: Wednesday, June 19, 2019 5:16 PM
To: PW-CEIntake <PW-CEIntake@hillsboroughcounty.org>
Cc: Dickie LaRosa <dick.larosa@gmail.com>; Abbye Feeley <afeeley@stearnsweaver.com>; David Nguyen <david@diahouse.com>
Subject: FW: Design Exception - PD 19-0745

[External]

I am revising the original package to also include a recent traffic study for the subject property.

Thanks,

Brian

From: Brian Dickhaus

Sent: Wednesday, June 19, 2019 4:30 PM

To: 'pw-ceintake@hillsboroughcounty.org' <pw-ceintake@hillsboroughcounty.org>

Cc: Dickie LaRosa <dick.larosa@gmail.com>; Abbye Feeley <afeeley@stearnsweaver.com>; David Nguyen <david@diahouse.com>

Subject: Design Exception - PD 19-0745

Dear Hillsborough County Public Works Intake:

Attached you will find a Design Exception request related to our pending PD application (PD 19-0745), together with related exhibits and survey of the subject property.

Should you have any questions or concerns related to the request, please reach out to myself or Dick LaRosa (Dick.LaRosa@gmail.com or 813-701-4552).

Thank you,

Brian K Dickhaus

David Alexander Fine Jewelry

3161 South Dale Mabry Hwy

Tampa, Florida 33629

Direct Line: 813-579-1572

Main Office: 813-251-0844

brian@diahouse.com

A black and white photograph of a signature that reads "David Alexander" in a cursive script, set against a dark rectangular background.

This email is from an **EXTERNAL** source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.

This email is from an **EXTERNAL** source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.

This email is from an **EXTERNAL** source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.

This email is from an **EXTERNAL** source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.

This email is from an **EXTERNAL** source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.

This email is from an **EXTERNAL** source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.



3161 S. Dale Mabry Hwy.
Tampa, FL 33629
O: (813) 321-4044
C: (813) 701-4552
Dick.LaRosa@Outlook.com

July 23, 2019

Messrs. Mike Williams, P.E. and Benjamin Kniesly, P.E.
Hillsborough County Public Works Department
601 E. Kennedy Boulevard
Tampa, Florida 33602

RE: Design Exception – RZ 19-0745
8010 and 8102 Patterson Road

Gentlemen:

Thank you for meeting with our team on May 30, 2019 to discuss the proposed redevelopment of 8010 and 8102 Patterson Road ("Patterson"). We are currently in the process of rezoning this property to a Planned Development (PD 19-0745) with a variety of uses/development alternatives proposed. Each of the proposed scenarios will require the improvement of approximately 800' of Patterson Road beginning at W. Sitka Street through the northernmost boundary of 8102 Patterson Road.

Location and Right-of-Way

The property is located on the west side of Patterson, north of W. Sitka Street and south of W. Waters Avenue. Patterson is a local street running parallel to the Veteran's Expressway adjacent to the southbound on-ramp at Waters Avenue, terminating approximately 65' south of Waters Avenue.

Patterson Road has a 60' right-of-way recorded from the eastern boundary of the property. The Florida Department of Transportation (FDOT) has an easement within the right-of-way related to the Veteran's Expressway, including an 8' concrete masonry wall running along the eastern side of Patterson. This limits the actual right-of-way in this location from the eastern boundary of the property, extending 48.4' to the wall and 45.7' to the FDOT limited access right-of-way line.

Existing Conditions

The segment of Patterson Road north of W. Sitka St. is classified as a local urban road and serves a single-family residence, the subject site and four (4) other commercial sites before dead ending at Waters Avenue. Three parcels to the north, all in common ownership, are zoned Commercial General and Commercial Intensive. Current use of these property includes a single-family residence, commercial business and auto repair shop. Primary access of the repair shop is through an entrance located on Waters Avenue.



An aerial photograph including uses and notes of existing conditions has been included for your reference (Exhibit 1). Also included for your reference is an existing cross section of Patterson Road (Exhibit 2). Current conditions of the roadway reflect 21.2' of grass extending east from the private property line to the edge of the existing pavement. The width of the existing roadway is 16.8', followed by 10.4' of grass to the existing FDOT 8' cmu wall, for a total right-of-way of 48.4'.

Proposed Improvements to the Existing Roadway

Proposed improvements reflected in the attached cross section reflect the 48.4' existing right-of-way width (Exhibit 3) and include:

- 5.0' sidewalk with 2' clearance to on both sides per the TTM TS-3 note 3
- 4.5' of sod from the sidewalk to the back of Miami Curb
- 2' gutter/curb on the west side of Patterson
- 22' two-lane paved roadway
- 2' Miami curb on the east side of Patterson
- 5.8' grass (adjacent to FDOT 8' cmu wall)

Transportation Analysis

A site access transportation analysis was completed for this project in May 21, 2018, with an update completed June 14, 2019 to account for the impacts associated with the most intensive alternative development scenario for the property. The property will solely access Patterson Road.

The following are findings of the traffic analysis:

- The project site is anticipated to generate 1,838 weekday daily trips, with 133 vehicles per hour during the AM peak hour and 137 vehicles per hour during the PM peak hour.
- The study intersections and project site driveway connection are anticipated to operate acceptably for post-development traffic conditions.
- The adjacent roadway segments are anticipated to operate acceptably for post-development traffic conditions.
- New site access turn lanes were found to not be warranted pursuant to the Hillsborough County Land Development Code.

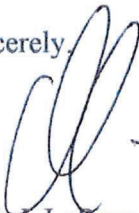
Design Exception

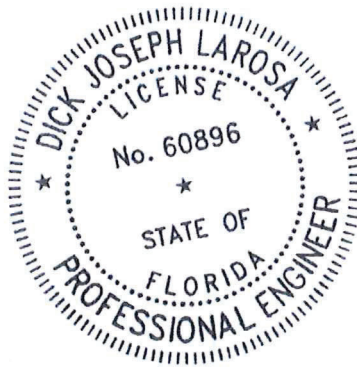
The aforementioned proposed improvements satisfy most design requirements for a TS-3 type roadway for a Non Residential Road.

Based on the location of the FDOT limited access right-of-way line and limited distance from the proposed edge of pavement to the existing 8' cmu wall adjacent to the southbound Veteran's Expressway on-ramp, the ability to meet the design requirements for the eastern portion of proposed Patterson Road improvements is restricted. **Therefore, we hereby request a Design Exception to allow a 22' wide Non Residential Road and relief from the 5' sidewalk required along the eastern side of the right- of-way as required by Standard Detail TS-3 for Local Urban Roads (2 Lane Undivided) Typical Section in the Hillsborough County Transportation Technical Manual.**

It is my professional opinion that the proposed design as described above improves Patterson Road right-of-way and can sufficiently accommodate the vehicular and pedestrian traffic generated by the project and limited commercial uses that will share the right-of-way.

Sincerely,


7-23-19
Dick J. LaRosa, Jr., P.E. No. 60896
Civil Engineer



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

_____ Disapproved

24-0205

✓
_____ Approved


Michael J. Williams, P.E.

Hillsborough County Engineer

07/24/19



Teco Facilities

RaceTrac Gas Station

Dead End / unpaved road

Commercial uses

Contractor's Office with access to Waters & Patterson

Project Site

12' from power poles to EOP

16.8' +/- wide asphalt road. No curb or sidewalks, 10' +/- to face of Veteran's Expressway Wall along east side, 21' +/- from eop to r/w line on west side.

Ex. Single Family Residential

Raised curb & gutter with sidewalk on west side

End of sidewalk from North Sitka

W Sitka St & Patterson Rd

Miami curb but no sidewalks along this section of Sitka

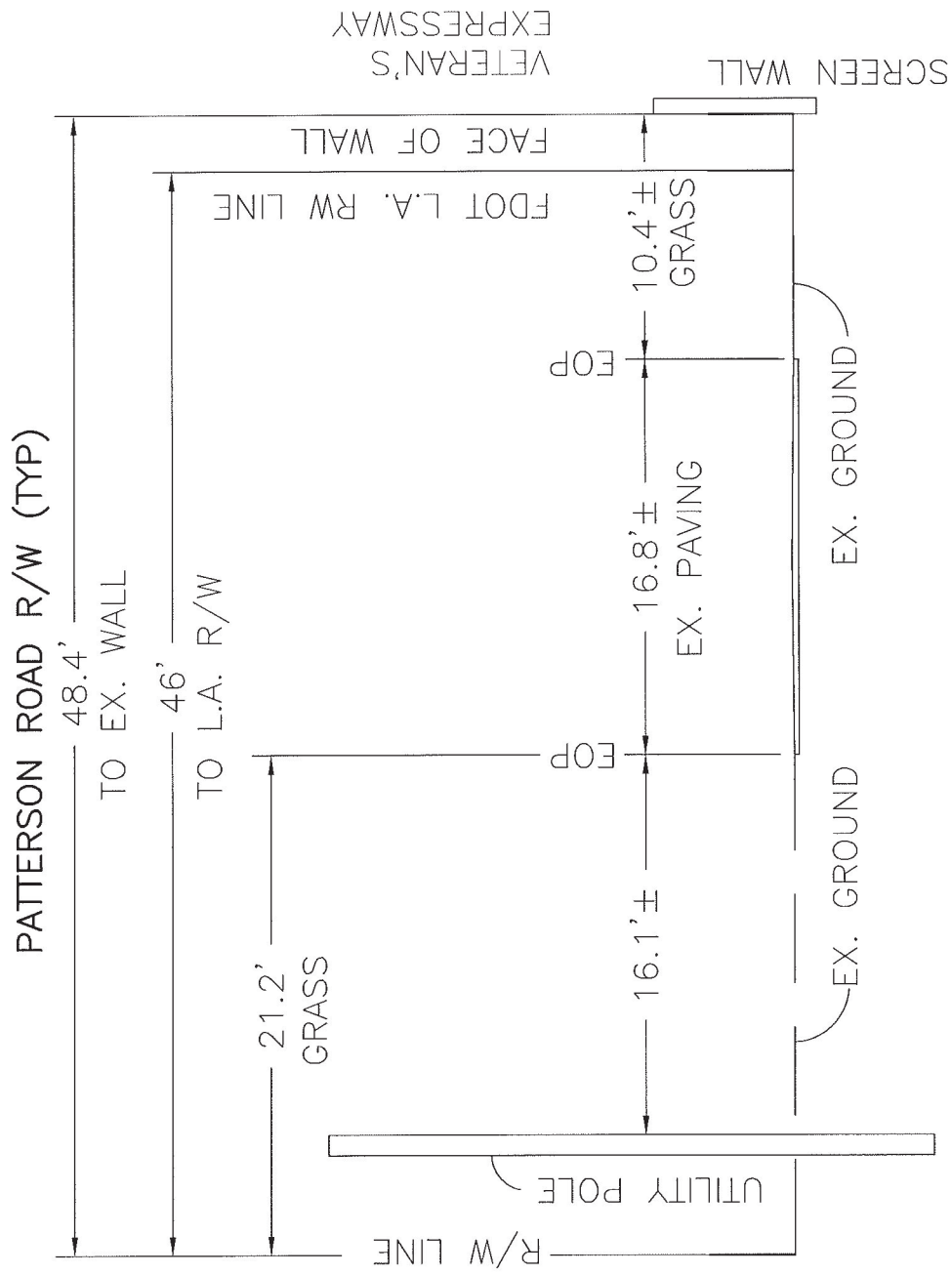
End Miami Curb from Sitka

EXHIBIT 1

Google earth

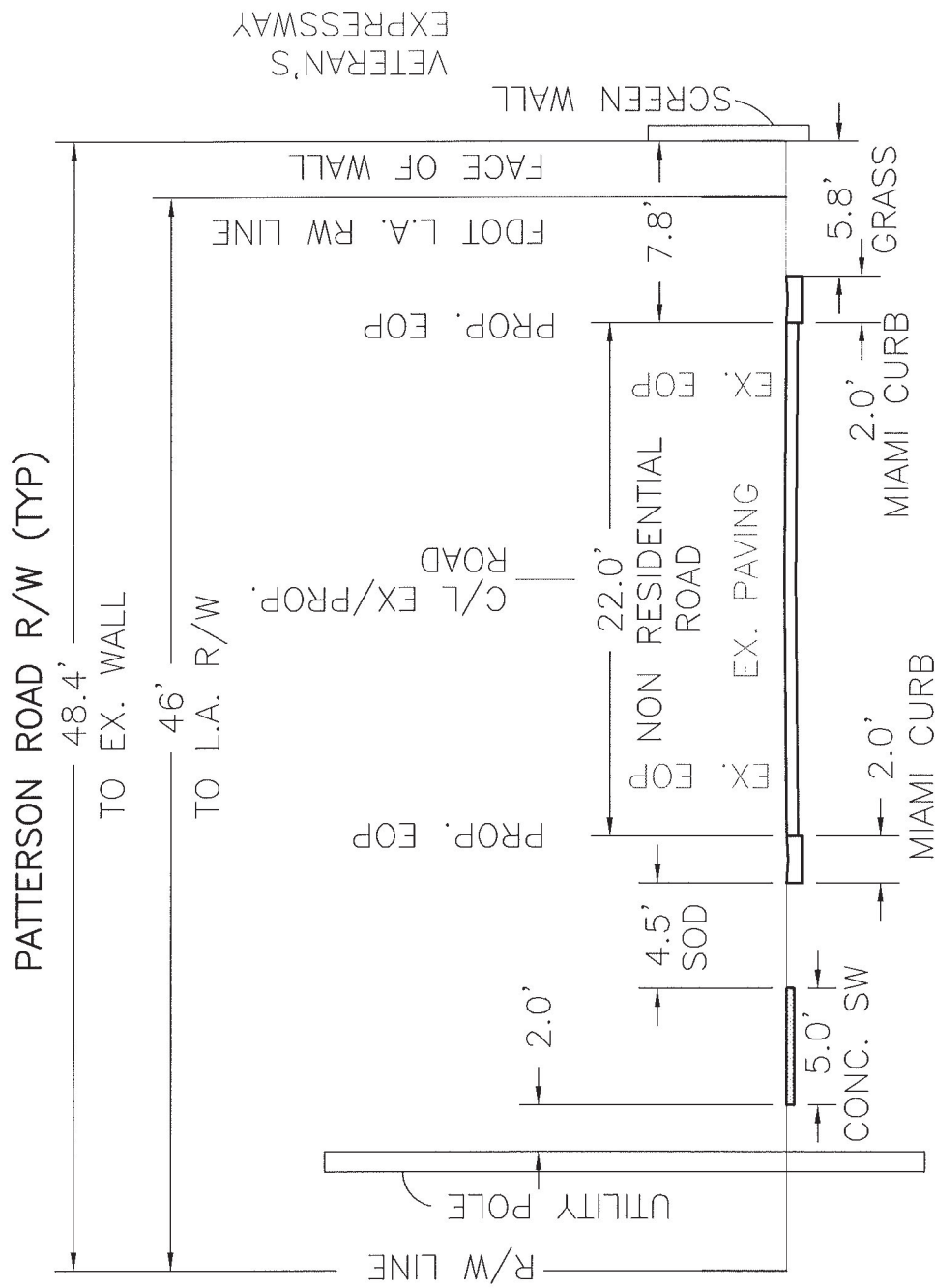
Imagery Date: 2/19/2015 28°01'25.54" N 82°32'41.58" W elev 25 ft eye alt 2558 ft

1995



EX. PATTERSON ROAD SECTION NORTH OF SITKA ST. - EXHIBIT 2

SCALE: 1"=5'
@ 11"X17" (FACING NORTH)



PROP. PATTERSON ROAD SECTION NORTH OF SITKA ST. - EXHIBIT 3

SCALE: 1"=5' @
11"x17"

(FACING NORTH)

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Patterson Rd.	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Option 3, Highest Trip Generating Option) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,485	228	267
Proposed	2,485	228	267
Difference (+/-)	No Change	No Change	No Changes

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Patterson Rd./ Substandard Rd.	Design Exception	Previously Approved
	Choose an item.	Choose an item.
Notes: The County Engineer will approve a de minimis exception for the previously approved Design Exception if the BOCC approves this PRS.		

Transportation Comment Sheet

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

COMMISSION

Gwendolyn “Gwen” W. Myers CHAIR
Harry Cohen VICE-CHAIR
Donna Cameron Cepeda
Ken Hagan
Pat Kemp
Michael Owen
Joshua Wostal



DIRECTORS

Janet D. Lorton EXECUTIVE DIRECTOR
Elaine S. DeLeeuw ADMIN DIVISION
Sam Elrabi, P.E. WATER DIVISION
Diana M. Lee, P.E. AIR DIVISION
Michael Lynch WETLANDS DIVISION
Rick Muratti, Esq. LEGAL DEPT
Steffanie L. Wickham WASTE DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: 02/13/2024	COMMENT DATE: 1/11/2024
PETITION NO.: 24-0205	PROPERTY ADDRESS: 8010, 8102 Patterson Rd, Tampa, FL 33629
EPC REVIEWER: Melissa Yanez	FOLIO #: 0273630050, 0273700000, and 0273710000
CONTACT INFORMATION: (813) 627-2600 X 1360	STR: 30-28S-18E
EMAIL: yanezm@epchc.org	
REQUESTED ZONING: Minor Mod to PD	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Desktop Review- aerial review, soil survey and EPC Files
<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.</p> <p>INFORMATIONAL COMMENTS:</p> <p>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.</p> <ul style="list-style-type: none">Wetlands Division staff of the Environmental Protection Commission of Hillsborough County (EPC) inspected the above referenced site in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using the methodology described within Chapter 62-340, Florida Administrative Code, and adopted into Chapter 1-11. The site inspection revealed that no wetlands or other surface waters exist within the above referenced parcel.	

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

- Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a "WDR30 - Delineation Request Application". Once approved, the formal wetland delineation would be binding for five years.

my / cb

ec: David Nguyen - David@diahouse.com, and Brian@diahouse.com



Agency Review Comment Sheet

NOTE: Wellhead Resource Protection Areas (WRPA), Potable Water Wellfield Protection Areas (PWWPA), and Surface Water Resource Protection Areas (SWRPA) reviews are based on the most current available data on the Hillsborough County maps, as set forth in Part 3.05.00 of the Land Development Code.

TO: Zoning Review, Development Services **REQUEST DATE:** 12/11/2023

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 12/20/2023

APPLICANT: David Nguyen, Managing Member **PID:** 24-0205

LOCATION: 8010 Patterson Road Tampa, FL 33629
8102 Patterson Road Tampa, FL 33629

FOLIO NO.: 27363.0050, 27370.0000, 27371.0000

AGENCY REVIEW COMMENTS:

Based on the most current data, the project is not located within a Wellhead Resource Protection Area (WRPA), Potable Water Wellfield Protection Area (PWWPA), and/or Surface Water Resource Protection Area (SWRPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

Hillsborough County Environmental Services Division (EVSD) has no objection.

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

PETITION NO.: PRS 24-0205 REVIEWED BY: Clay Walker, E.I. DATE: 12/11/2023

FOLIO NO.: 27363.0050, 27370.0000, 27371.0000

WATER

- ☒ The property lies within the City of Tampa Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☐ A inch water main exists ☐ (adjacent to the site), ☐ (approximately feet from the site) . This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include and will need to be completed by the prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- ☐ The property lies within the Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☒ A 4 inch wastewater forcemain exists ☐ (adjacent to the site), ☒ (approximately 360 feet from the site) and is located west of the subject property within the west Right-of-Way of West Sitka Street. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include and will need to be completed by the prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's wastewater system. The subject area is located within the Hillsborough County Wastewater Service Area and will be served by the Northwest Regional Water Reclamation Facility.