

PD Modification Application 21-0255

Zoning Hearing Master Date: NA

BOCC Land Use Meeting Date: July 20, 2021



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Patterson Place LLC

FLU Category: CMU-12

Service Area: Urban

Site Acreage 4.26 Acres

Community Plan Area: Town N' Country

Overlay: None

Request Minor Modification of PD



Existing Approvals:

The project is approved for four different development option on Pods A and B as Planned Development 19-0745

Option 1 is approved for Single Use – Non Residential including the following uses: warehouse, mini-warehouse/climate controlled self-storage facility or contractor's office.

Option 2 is approved for Single Use Residential including one of the following: multi-family units, townhome units or a 255 bed Community Residential Home (Type C).

Option 3 is approved for Non-Pod Specific Mixed Use with Density/Intensity Bonuses including 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).

Option 4 is approved (Pod-Specific Mixed Use with Density/Intensity Bonuses) including 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 SD sf) and/or a rehabilitation center. Pod B shall permit multi-family or townhome units.

Proposed Modifications:

The applicant seeks modification of existing approvals as follows for **Option 1:**

- Increase Maximum building height from 60’ to 65’.
- Modify the required additional setback of 2 feet for 1 foot over 20 feet in height to 30 feet along the southern boundary only.
- Permit variance of the buffering and screening requirements along the western boundary in the event of a shared stormwater retention area with the project to the west (PD 19-1329).
- Proposed Vehicular and Pedestrian Stub out along western boundary of project.

The applicant seeks modification of existing approvals as follows for **Option 2:**

- Increase Maximum number of townhomes per building from 8 to 10.
- Modify the required additional setback of 2 feet for 1 foot over 20 feet in height to 30 feet along the southern boundary only.
- Permit variance of the buffering and screening requirements along the western boundary in the event of a shared stormwater retention area with the project to the west (PD 19-1329).
- Proposed Vehicular and Pedestrian Stub out along western boundary of project.

The applicant seeks modification of existing approvals as follows for **Option 3:**

- Increase Maximum building height from 60’ to 65’.
- Modify the required additional setback of 2 feet for 1 foot over 20 feet in height to 30 feet along the southern boundary only.
- Permit variance of the buffering and screening requirements along the western boundary in the event of a shared stormwater retention area with the project to the west (PD 19-1329).
- Proposed Vehicular and Pedestrian Stub out along western boundary of project.

The applicant seeks modification of existing approvals as follows for **Option 4:**

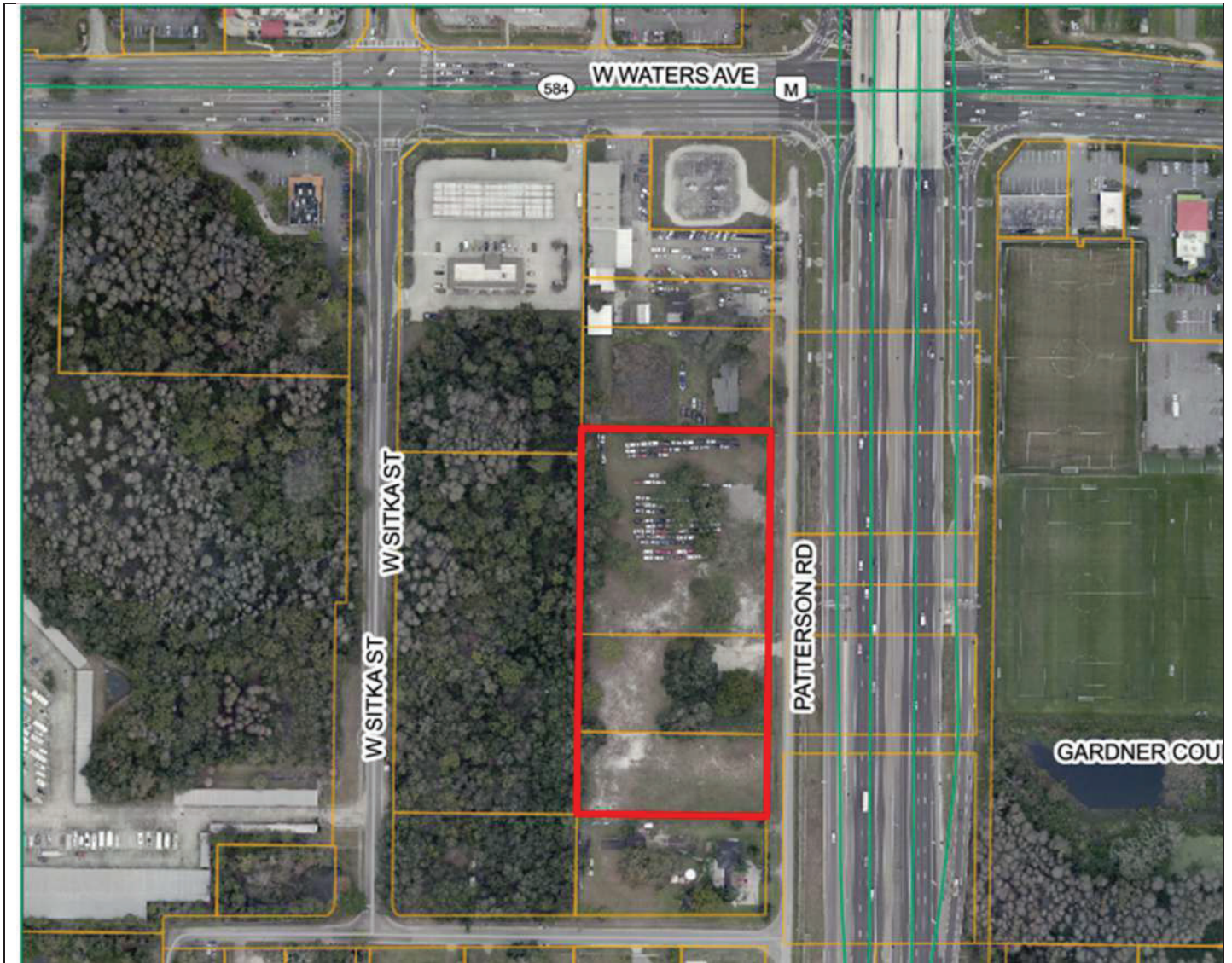
- Increase Maximum building height from 60’ to 65’.
- Modify the required additional setback of 2 feet for 1 foot over 20 feet in height to 30 feet along the southern boundary only.
- Permit variance of the buffering and screening requirements along the western boundary in the event of a shared stormwater retention area with the project to the west (PD 19-1329).
- Proposed Vehicular and Pedestrian Stub out along western boundary of project.
- A conditions 4.2 through 4.2.2 for option 4 were included in the staff report that went to the ZHM and BOCC and then were inadvertently dropped from the final conditions as approved have been reinstated.

Additional Information:

PD Variations	None
Waivers	None
Planning Commission Recommendation	Not Applicable
Development Services Department Recommendation	Non-Supported

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



Context of Surrounding Area:

The project is located within an area zoned primarily for non-residential uses, which are located south of the Waters Avenue corridor and west of the Veteran's Expressway (an elevated 6 lane highway).

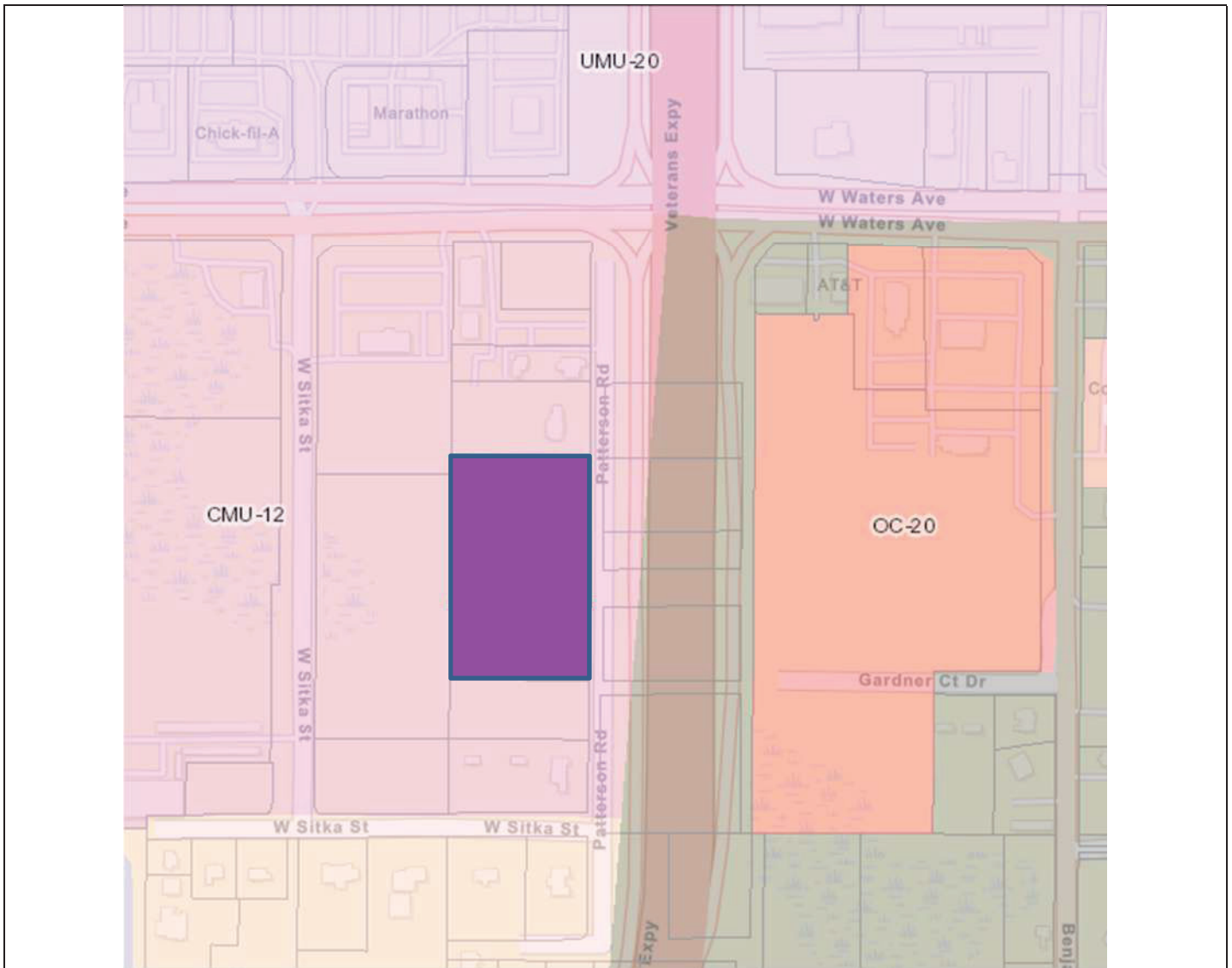
- Properties to the north are zoned CG-R (Commercial General- Restricted) and CI (Commercial Intensive). Neither property is redeveloped at this time.
- Property to the south is zoned AS-1 (Agricultural Single-Family) and is developed with a single family residence oriented to the east facing the Veteran's Expressway.

Context of Surrounding Area:

- Properties to the west are zoned PD (PD 05-0097, as most recently modified by MM 19-1329). This PD is approved for a 124-room hotel and 37,000 square feet of office space and 5,700 square feet of retail in two phases. The maximum building height is 65 feet. The site is currently vacant.
- Both Patterson Road and the Veteran's Expressway are located east of the site. Patterson Road is a 2-lane, undivided roadway that dead-ends north of the project area. 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 Future Land Use Map



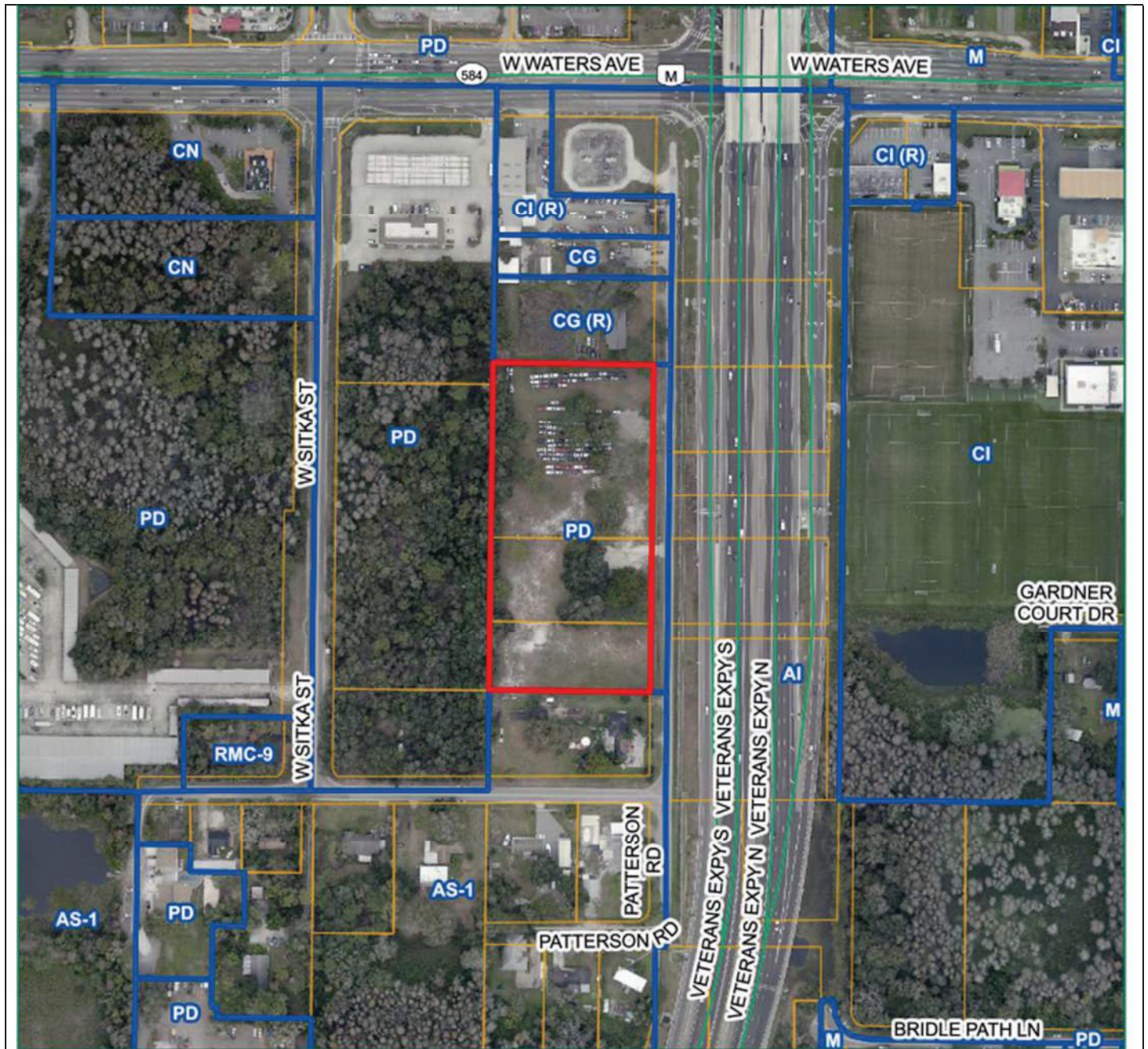
Future Land Use Category Description:

Maximum FAR: an intensity of up to 0.5 Floor Area Ratio (FAR) shall be allowed for any single mixed. The retail component of a project cannot exceed 650,000 square feet.

Maximum Density: twelve dwelling units per acre.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

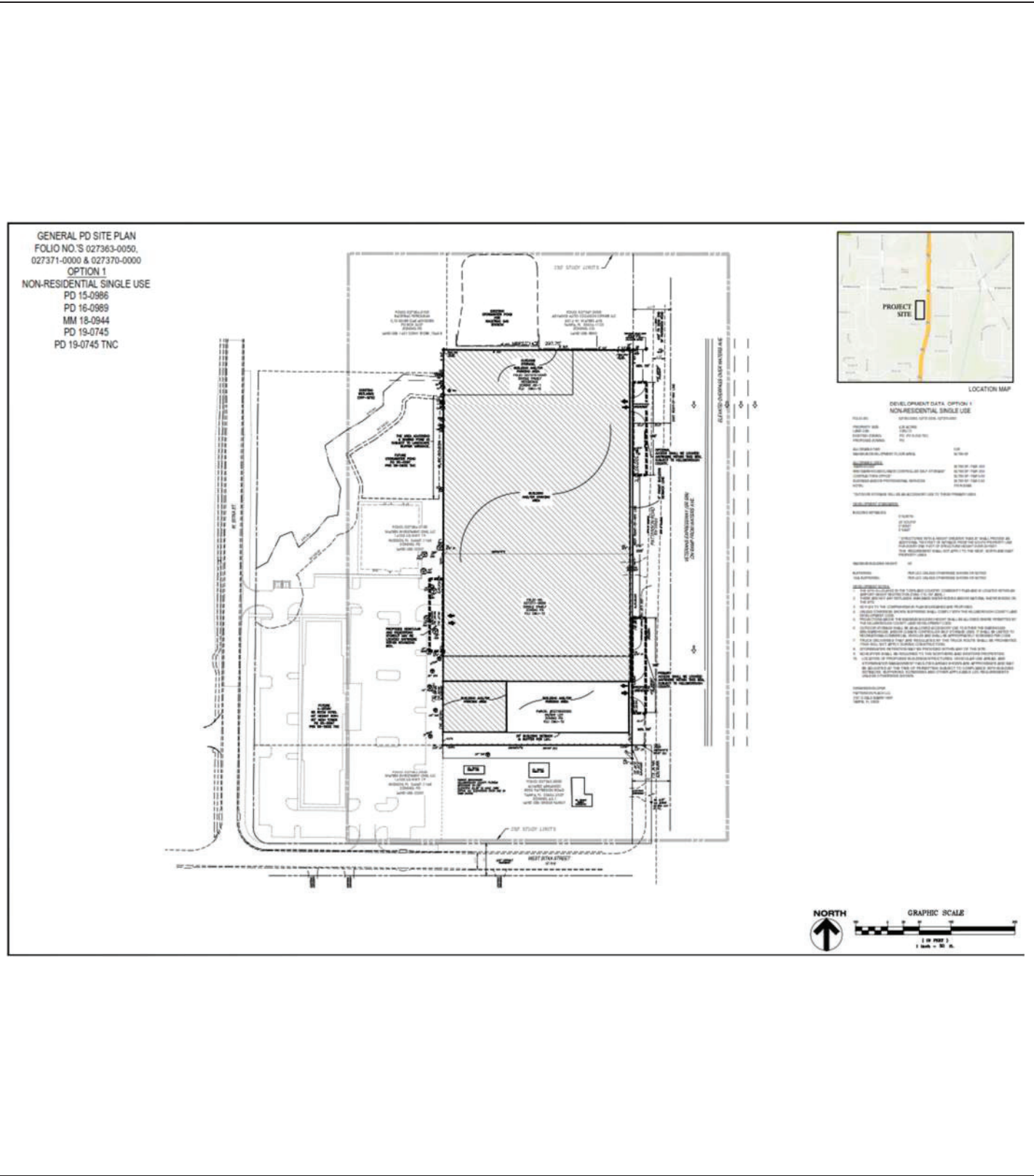


Adjacent Zonings and Uses					
Location:	Zoning:	Future Land Use:	Density/F.A.R.	Permitted Use:	Existing Use:
North	CG(R)	CMU-12	12 DU per Acre 0.5 FAR	CG Uses with no access to Patterson Road	Single Family Home
South	AS-1	CMU-12	12 DU per Acre 0.5 FAR	AG, Single Family	Single Family Home

West	PD 05-0097	CMU-12	12 DU per Acre 0.5 FAR	124 Room Hotel, 37,000 sf Office	Vacant
East	CI	OC - 20	0.75 FAR up to a max 600,000 sf	CI uses	Institutional

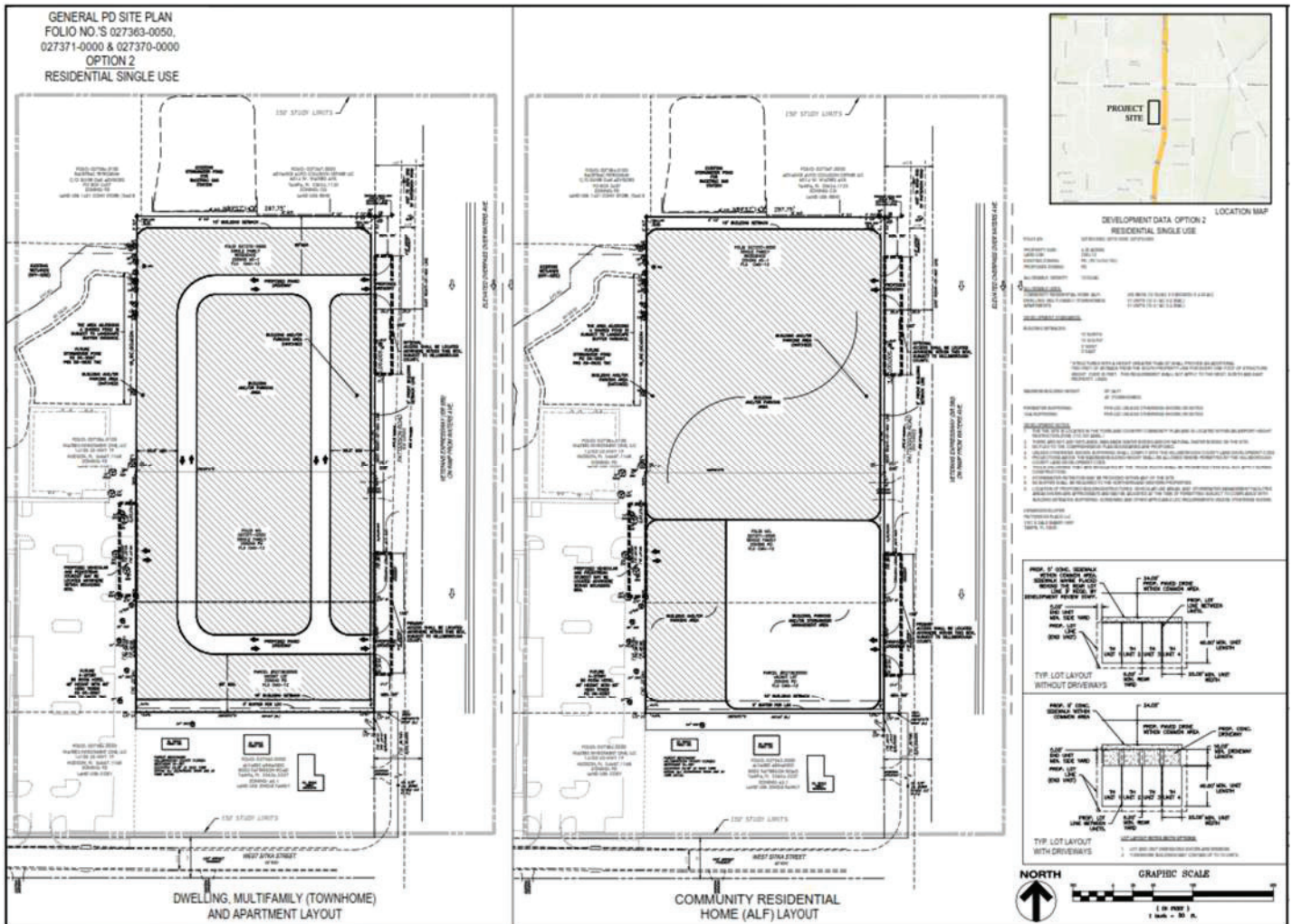
2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan – Option 1 Non Residential Single Use



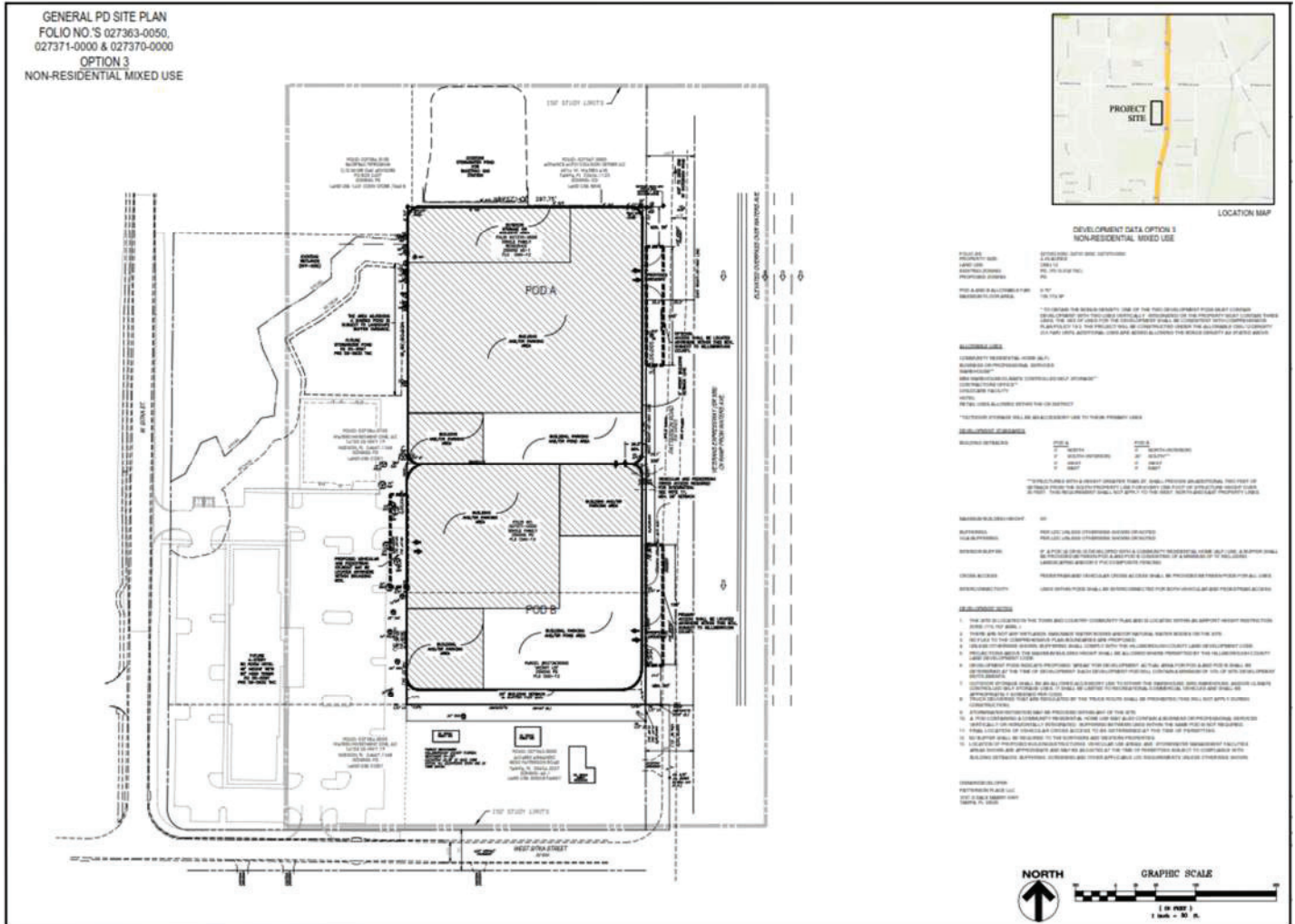
2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan – Option 2 Residential Single Use



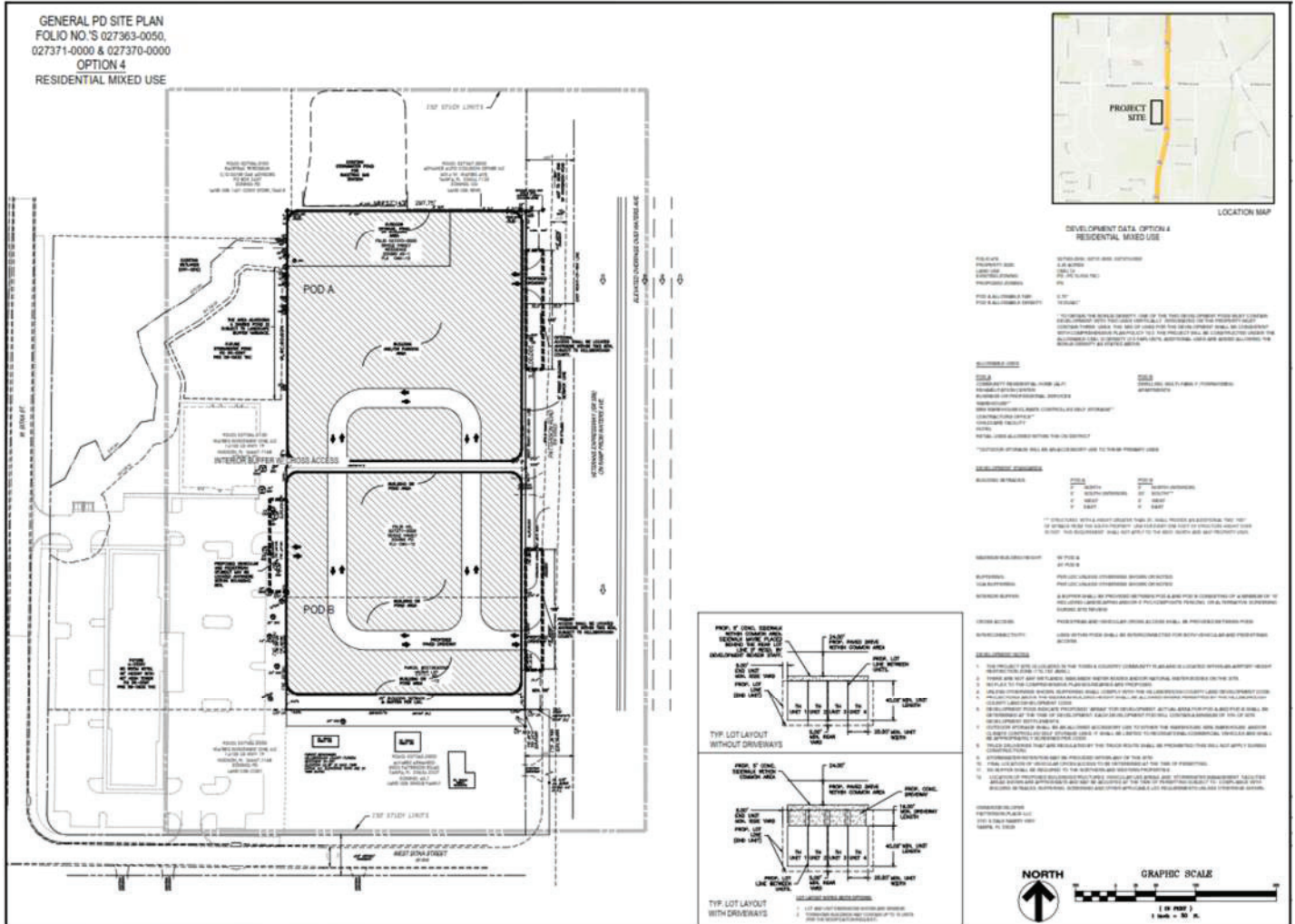
2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan – Option 3 Non- Residential Mixed Use



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan – Option 4 Residential Mixed Use



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 Road	County Local - Rural	3 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 Required <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other:
	FDOT Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Required <input type="checkbox"/> Proposed Vehicular Access <input type="checkbox"/> Other:

Project Trip Generation Not applicable for this request

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

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

Required Connectivity Not applicable for this request

Project Boundary	Status
North	Required and Proposed
South	Required and Not Proposed, PD Variation Requested
East	Not Required yet Proposed
West	Not Required and Not Proposed
Other:	

Connectivity and Cross Access 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	Vehicular & Pedestrian	Meets LDC
West		Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC

Notes: Connectivity and cross access varies by development option.

Design Exceptions/Administrative Variance Not applicable for this request

Road Name	Type	Finding
Patterson Road/Substandard Roadway	Design Exception	Previously Approved
	Choose an item.	Choose an item.

Notes:

Cross Access Not applicable for this request

Type of Cross Access	Required	If Yes, Location(s)	If Yes, Proposed by Applicant
Vehicular and Pedestrian Cross Access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West	<input type="checkbox"/> Yes <input type="checkbox"/> No, see above for Adm. Variance
Pedestrian Only Cross Access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> North <input checked="" type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, see above for Adm. Variance

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY	OBJECTIONS	CONDITIONS REQUESTED	ADDITIONAL INFORMATION/COMMENTS
Environmental:			
Environmental Protection Commission	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Site Inspection 4/17/19
Natural Resources	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environmental Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Other _____			
Public Facilities:			
Utilities Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> No			
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A <input type="checkbox"/> Yes <input type="checkbox"/> Yes Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A <input type="checkbox"/> No <input type="checkbox"/> No			
Aviation Authority <u>The proposed site falls within Zone "A" on the Airport Height Zoning Map. Any structure including construction equipment that exceeds 110 feet Above Mean Sea Level may require an Airport Height Zoning Permit and must be reviewed by the Airport Zoning Director.</u>			
Comprehensive Plan:			

<p>Planning Commission</p> <p><input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Locational Criteria Waiver Requested</p> <p><input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A</p>	<p><input type="checkbox"/> Inconsistent</p> <p><input type="checkbox"/> Consistent</p> <p><input type="checkbox"/> N/A</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	
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5.0 IMPLEMENTATION RECOMMENDATION

5.1 Compatibility

The subject project includes multiple development scenarios containing non-residential development options as well as residential development and mixed-use options. The proposed project is located within an area zoned primarily for non-residential uses, which are located south of the Waters Avenue corridor and west of the Veteran's Expressway (an elevated 6 lane highway). Development of the project under one of the non-residential options (Options 1 and 3) would be similar to the development or development potential of the surrounding properties. The development of the parcels under the two non-residential scenarios would not introduce new incompatibles to the area. Previous approvals have supported that compatibility of the project with surrounding area.

The exception to the pattern of commercially zoned parcels surrounding the subject project is the parcel to the south of the project and north of Sitka Street which is zoned AS-1 and occupied by a single-family home. There are also several parcels south of Sitka Street zoned AS-1 and developed with single family residences. Development of the project under one the residential or mixed-use residential scenarios (Options 2 and 4) would provide a transitions to the AS-1 zoned properties located south of the project. Previous approvals have supported that compatibility of the project with surrounding area.

The proposed modifications to the project include establishing a cross access connection with the project to the west as well as modifying buffering and screening requirement to allow the potential for shared stormwater retention with the adjacent project and to mirror maximum height limitations. Staff finds these proposal do not create new incompatibilities with the surrounding area.

However, as part of the subject application and in all development scenarios, the applicant seeks relief from the code requirement of LDC Section 6.01.01 that structures with a permitted height greater than 20 feet shall be set back an additional two feet for every one foot of structure over 20 feet. The applicant seeks the setback adjustment applied beginning at 30 feet instead of 20 feet. The applicant has not proposed any form of mitigation to offset this request to reduce setback requirements. This proposed change is not compatible with previous approvals for this project and is not supported by staff.

5.2 Recommendation

Staff recommendation is for non-support due to the request to change the requirement that an additional two feet for every one foot of structure over 20 feet be changed beginning at 30 feet instead of beginning at 20 feet.

Other proposed modifications to the PD conditions are supported by staff.


6.0 APPLICANT PROPOSED CONDITIONS

Not included due to non-support recommendation.

1.1 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:



IntegriSign[®]
Desktop
J. Brian Grady
Tue Jul 6 2021 13:26:04

7.0 ADDITIONAL INFORMATION

8.0 FULL TRANSPORTATION REPORT

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 6/28/2021

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: TNC/Northwest

PETITION NO: PRS 21-0255

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

REPORT SUMMARY AND CONCLUSIONS

- The proposed rezoning will not result in an increase of trips potentially generated by development of the subject parcel.
- To enhance connectivity, the developer is required to stub out a vehicular and pedestrian cross access to the adjacent property to the west.
- Transportation Review Section staff has no objection to the proposed request, subject to the conditions of approval provided hereinbelow.

CONDITIONS OF APPROVAL

Revised Conditions:

#6. Notwithstanding anything herein or shown on the PD site plan to the contrary, additional bicycle and pedestrian access, separate from the “bounding box” area identified on the site plan options, may be permitted anywhere along the PD boundaries.

New Conditions:

- Cross access points shall be provided to the western property (MM 19-1329) as depicted on the site plans, per the criteria set forth in LDC 6.04.03Q. If adjacent property to the west develops first, the subject property’s proposed vehicular and pedestrian cross access shall align and connect with the adjacent property’s cross access connection stubout.
- Site Plan Option 4 – The internal road connection between Patterson Rd. and the adjacent Planned Development (MM 19-1329) to the west shall be constructed with sidewalks on both sides.
- Notwithstanding anything shown on the PD site plan options or herein these conditions to the contrary, ADA/sidewalk connections shall be provided from all site access and cross access points to all building entrances, parking areas and amenities.

Other Conditions:

Prior to Site Plan Certification, the developer shall modify the PD site plan as follows:

- Add note to all site plan development options that “All existing driveways shall be removed.”
- Add note to all site plan development options that “All internal circulation shall be served by private driveways.”
- PD site plan option 1, 3 and 4 Allowable Uses to state “Business and/or Professional Services (excludes Medical Offices and Clinics)
- PD site plan option 3 and 4 Allowable Uses to state “Retail Uses allowed within the CD district (maximum of 5,000 Square Feet)”

PROJECT SUMMARY AND ANALYSIS

The applicant is seeking to modify existing Planned Development zoning (PD 19-0750) to coordinate cross access and shared stormwater retention with the adjacent Planned Development (MM 19-1329), to the west; and revise other zoning performance standards. The existing PD consists of 4.25 Acres of property approved for 4 development options as specified below. Future land use is CMU-12.

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.

Existing Development Entitlements:

Development Option	Maximum Floor Area Ratio or Dwelling Units/Acre	Allowed Uses
Option 1	0.50 FAR	Either <ul style="list-style-type: none"> • Warehouse 92,780 SF • MiniWarehouse 92,780 SF • Contractors Office 92,780 SF • Business and/or Professional- Services- 92,780 SF • Hotel -176 Rooms
Option 2	12 DU/AC	Or <ul style="list-style-type: none"> • Community ALF 254 Beds • Townhomes 51 Units • Apartments 51 units
Option 3	0.75 FAR* *Nonresidential Mixed-Use Development with Vertical Integration	<ul style="list-style-type: none"> • ALF- 160 beds max • Business or Professional Services- SF not specified • Mini Warehouse • Childcare Facility- 180 kids max • Hotel- # of rooms not specified • Retail within CN District- 5,000 SF
Option 4	<ul style="list-style-type: none"> • Pod A: 0.75* *Nonresidential Mixed-Use Development with Vertical Integration	Pod A <ul style="list-style-type: none"> • ALF • Rehab Center • Business professional Services • Mini Warehouse • Childcare Facility

	<ul style="list-style-type: none"> Pod B: 16 DU/AC 	<ul style="list-style-type: none"> Hotel Retail within CN District- 5,000 SF POD B: <ul style="list-style-type: none"> Dwelling, Multi Family (townhomes)/ Apartments- 36 Units maximum.
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The applicant previously submitted a transportation analysis to support the proposed uses for PD 19-0750 and is not proposing to introduce any new uses as part of this modification. Staff has prepared a comparison of the potential trips generated by development permitted, based upon the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition, under the existing and proposed Development Option 3 (as it is the most intense development option) utilizing a generalized worst-case scenario. Note, that Development Options 3 and 4 Commercial Neighborhood (CN) uses area limited to a 5,000 square foot maximum. Business and professional services does not include medical offices and clinics.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 176 Hotel Rooms (ITE Code 310)	1471	83	106
PD: 180 Students Day Care (ITE Code 565)	736	140	142
PD: 5000 SF Drive-In Bank (ITE Code 912)	500	48	19
Total Trips Generated	2707	228	267
Passerby Trips	N/A*	14	36
Net Trips	2,347	214	231

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 176 Hotel Rooms (ITE Code 310)	1471	83	106
PD: 180 Students Day Care (ITE Code 565)	736	140	142
PD: : 5000 SF Drive-In Bank (ITE Code 912)	500	48	19
Total Trips Generated	2707	228	267
Passerby Trips	N/A*	14	36
Net Trips	2,347	214	231

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 0	(+) 0	(+) 0

Note: * ITE does not provide 24 Hour passerby trip generation for the proposed use scenario.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Patterson Road is 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.

At the time of approval of the subject property Planned Development (PD 19-0745) a Roadway Design Exception was found approvable by the County Engineer that authorizes deviations from the TS-3 Typical Section (for 2-lane Undivided, Urban Local Road) including:

- 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

SITE ACCESS AND CONNECTIVITY

PD 19-0745 was approved with access to the site provided via full access driveways connection to Patterson Road.

The proposed modification identifies a floating vehicular and pedestrian stubout area on the western boundary shared with the adjacent Planned Development (MM 19-1329) to allow for flexibility to align the respective projects' site design. In the event the adjacent property to the west develops first, the subject property's proposed vehicular and pedestrian cross access shall align with the adjacent property's cross access point of connection.

The site plan option 4 includes an internal road connection between Patterson Rd. and the adjacent Planned Development (MM 19-1329) to the west. If site plan option 4 is constructed, the developer shall construct sidewalks on both sides consistent with LDC, Section 6.02.03. A.

A 5 ft sidewalk is required to be constructed from the external sidewalk to the buildings. At the time of construction/site plan review, the applicant will be required to show ADA/sidewalk connections from all site access points to all building entrances, parking areas and amenity areas consistent with Section 6.02.03. B. of the LDC.

ROADWAY LEVEL OF SERVICE

This segment of Patterson Rd. is not addressed in the Hillsborough County 2019 Level of Service Report.

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

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

*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	Vehicular & Pedestrian	Meets LDC
West		Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC

Notes: Connectivity and cross access varies by development option.

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Patterson Rd/Substandard Roadway	Design Exception	Previously Approved
	Choose an item.	Choose an item.

Notes:

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input 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	See Staff Report

**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

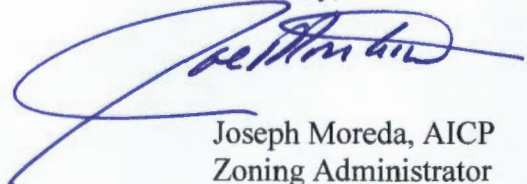
Abbye Feeley
Stearns Weaver Miller
401 E. Jackson St., Ste. 2100
Tampa, FL 33602

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

JM/mn
Attachment

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

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: 6/28/2021

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: TNC/Northwest

PETITION NO: PRS 21-0255

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

REPORT SUMMARY AND CONCLUSIONS

- The proposed rezoning will not result in an increase of trips potentially generated by development of the subject parcel.
- To enhance connectivity, the developer is required to stub out a vehicular and pedestrian cross access to the adjacent property to the west.
- Transportation Review Section staff has no objection to the proposed request, subject to the conditions of approval provided hereinbelow.

CONDITIONS OF APPROVAL

Revised Conditions:

#6. Notwithstanding anything herein or shown on the PD site plan to the contrary, additional bicycle and pedestrian access, separate from the “bounding box” area identified on the site plan options, may be permitted anywhere along the PD boundaries.

New Conditions:

- Cross access points shall be provided to the western property (MM 19-1329) as depicted on the site plans, per the criteria set forth in LDC 6.04.03Q. If adjacent property to the west develops first, the subject property’s proposed vehicular and pedestrian cross access shall align and connect with the adjacent property’s cross access connection stubout.
- Site Plan Option 4 – The internal road connection between Patterson Rd. and the adjacent Planned Development (MM 19-1329) to the west shall be constructed with sidewalks on both sides.
- Notwithstanding anything shown on the PD site plan options or herein these conditions to the contrary, ADA/sidewalk connections shall be provided from all site access and cross access points to all building entrances, parking areas and amenities.

Other Conditions:

Prior to Site Plan Certification, the developer shall modify the PD site plan as follows:

- Add note to all site plan development options that “All existing driveways shall be removed.”
- Add note to all site plan development options that “All internal circulation shall be served by private driveways.”
- PD site plan option 1, 3 and 4 Allowable Uses to state “Business and/or Professional Services (excludes Medical Offices and Clinics)
- PD site plan option 3 and 4 Allowable Uses to state “Retail Uses allowed within the CD district (maximum of 5,000 Square Feet)”

PROJECT SUMMARY AND ANALYSIS

The applicant is seeking to modify existing Planned Development zoning (PD 19-0750) to coordinate cross access and shared stormwater retention with the adjacent Planned Development (MM 19-1329), to the west; and revise other zoning performance standards. The existing PD consists of 4.25 Acres of property approved for 4 development options as specified below. Future land use is CMU-12.

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.

Existing Development Entitlements:

Development Option	Maximum Floor Area Ratio or Dwelling Units/Acre	Allowed Uses
Option 1	0.50 FAR	Either <ul style="list-style-type: none"> • Warehouse 92,780 SF • MiniWarehouse 92,780 SF • Contractors Office 92,780 SF • Business and/or Professional- Services- 92,780 SF • Hotel -176 Rooms
Option 2	12 DU/AC	Or <ul style="list-style-type: none"> • Community ALF 254 Beds • Townhomes 51 Units • Apartments 51 units
Option 3	0.75 FAR* *Nonresidential Mixed-Use Development with Vertical Integration	<ul style="list-style-type: none"> • ALF- 160 beds max • Business or Professional Services- SF not specified • Mini Warehouse • Childcare Facility- 180 kids max • Hotel- # of rooms not specified • Retail within CN District- 5,000 SF
Option 4	<ul style="list-style-type: none"> • Pod A: 0.75* *Nonresidential Mixed-Use Development with Vertical Integration	Pod A <ul style="list-style-type: none"> • ALF • Rehab Center • Business professional Services • Mini Warehouse • Childcare Facility

	<ul style="list-style-type: none"> Pod B: 16 DU/AC 	<ul style="list-style-type: none"> Hotel Retail within CN District- 5,000 SF POD B: <ul style="list-style-type: none"> Dwelling, Multi Family (townhomes)/ Apartments- 36 Units maximum.
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The applicant previously submitted a transportation analysis to support the proposed uses for PD 19-0750 and is not proposing to introduce any new uses as part of this modification. Staff has prepared a comparison of the potential trips generated by development permitted, based upon the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition, under the existing and proposed Development Option 3 (as it is the most intense development option) utilizing a generalized worst-case scenario. Note, that Development Options 3 and 4 Commercial Neighborhood (CN) uses area limited to a 5,000 square foot maximum. Business and professional services does not include medical offices and clinics.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 176 Hotel Rooms (ITE Code 310)	1471	83	106
PD: 180 Students Day Care (ITE Code 565)	736	140	142
PD: 5000 SF Drive-In Bank (ITE Code 912)	500	48	19
Total Trips Generated	2707	228	267
Passerby Trips	N/A*	14	36
Net Trips	2,347	214	231

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 176 Hotel Rooms (ITE Code 310)	1471	83	106
PD: 180 Students Day Care (ITE Code 565)	736	140	142
PD: : 5000 SF Drive-In Bank (ITE Code 912)	500	48	19
Total Trips Generated	2707	228	267
Passerby Trips	N/A*	14	36
Net Trips	2,347	214	231

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 0	(+) 0	(+) 0

Note: * ITE does not provide 24 Hour passerby trip generation for the proposed use scenario.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Patterson Road is 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.

At the time of approval of the subject property Planned Development (PD 19-0745) a Roadway Design Exception was found approvable by the County Engineer that authorizes deviations from the TS-3 Typical Section (for 2-lane Undivided, Urban Local Road) including:

- 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

SITE ACCESS AND CONNECTIVITY

PD 19-0745 was approved with access to the site provided via full access driveways connection to Patterson Road.

The proposed modification identifies a floating vehicular and pedestrian stubout area on the western boundary shared with the adjacent Planned Development (MM 19-1329) to allow for flexibility to align the respective projects' site design. In the event the adjacent property to the west develops first, the subject property's proposed vehicular and pedestrian cross access shall align with the adjacent property's cross access point of connection.

The site plan option 4 includes an internal road connection between Patterson Rd. and the adjacent Planned Development (MM 19-1329) to the west. If site plan option 4 is constructed, the developer shall construct sidewalks on both sides consistent with LDC, Section 6.02.03. A.

A 5 ft sidewalk is required to be constructed from the external sidewalk to the buildings. At the time of construction/site plan review, the applicant will be required to show ADA/sidewalk connections from all site access points to all building entrances, parking areas and amenity areas consistent with Section 6.02.03. B. of the LDC.

ROADWAY LEVEL OF SERVICE

This segment of Patterson Rd. is not addressed in the Hillsborough County 2019 Level of Service Report.

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

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

*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	Vehicular & Pedestrian	Meets LDC
West		Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC

Notes: Connectivity and cross access varies by development option.

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Patterson Rd/Substandard Roadway	Design Exception	Previously Approved
	Choose an item.	Choose an item.

Notes:

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input 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	See Staff Report

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 Sterlin Woodard, P.E. AIR DIVISION

AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: March 9, 2021</p> <p>PETITION NO.: 21-0255</p> <p>EPC REVIEWER: Jackie Perry Cahanin</p> <p>CONTACT INFORMATION: (813) 627-2600 X 1241</p> <p>EMAIL: cahaninj@epchc.org</p>	<p>COMMENT DATE: February 3, 2021</p> <p>PROPERTY ADDRESS: 8010, 8102 Patterson Rd, Tampa</p> <p>FOLIO #: 0273630050; 0272700000; 0273710000</p> <p>STR: 30-28S-18E</p>
<p>REQUESTED ZONING: PD Minor Mod.</p>	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	04/17/2019
WETLAND LINE VALIDITY	N/A
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	N/A
<p>INFORMATIONAL COMMENTS:</p> <p>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.</p> <p>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.</p>	

Jpc/mst



AVIATION AUTHORITY LAND USE REVIEW

Hillsborough County - OPTIX

DATE: January 7, 2021

PROPOSED USE INFORMATION:

Case No.: 21-0255 Reviewer: Tony Mantegna

Location: 8010 Patterson Rd

Folio: 27363.0050

Current use of Land: Vacant

Zoning: PD

REQUEST: Townhomes

COMMENTS:

The proposed site falls within Zone "A" on the Airport Height Zoning Map. Any structure including construction equipment that exceeds 110 feet Above Mean Sea Level may require an Airport Height Zoning Permit and must be reviewed by the Airport Zoning Director.

Compatible without conditions (see comments above) - _____

Not compatible (comments) - _____

Compatible with conditions (see comments above) – This project would require an FAA Determination and HCAA Height Zoning Permit. Potential buyers should be informed this location is in close proximity to Tampa International Airport and will be subject to aircraft overflight. The property falls outside of the 65 dnl noise contour around the airport and is a compatible but occupants may be subjected to noise from aircraft operating to and from the airport. the Aviation Authority suggests a noise reduction level of at least 25 db be incorporated into design. An Avigation Easement may be requested.

cc: Aviation Authority Zoning Director/Legal/Records Management/Central Records

Latitude: Deg M S

Longitude: Deg M S

Horizontal Datum:

Site Elevation (SE): (nearest foot)

Structure Height : (nearest foot)

Traverseway:

(Additional height is added to certain structures under 77.9(c))
 User can increase the default height adjustment for
 Traverseway, Private Roadway and Waterway

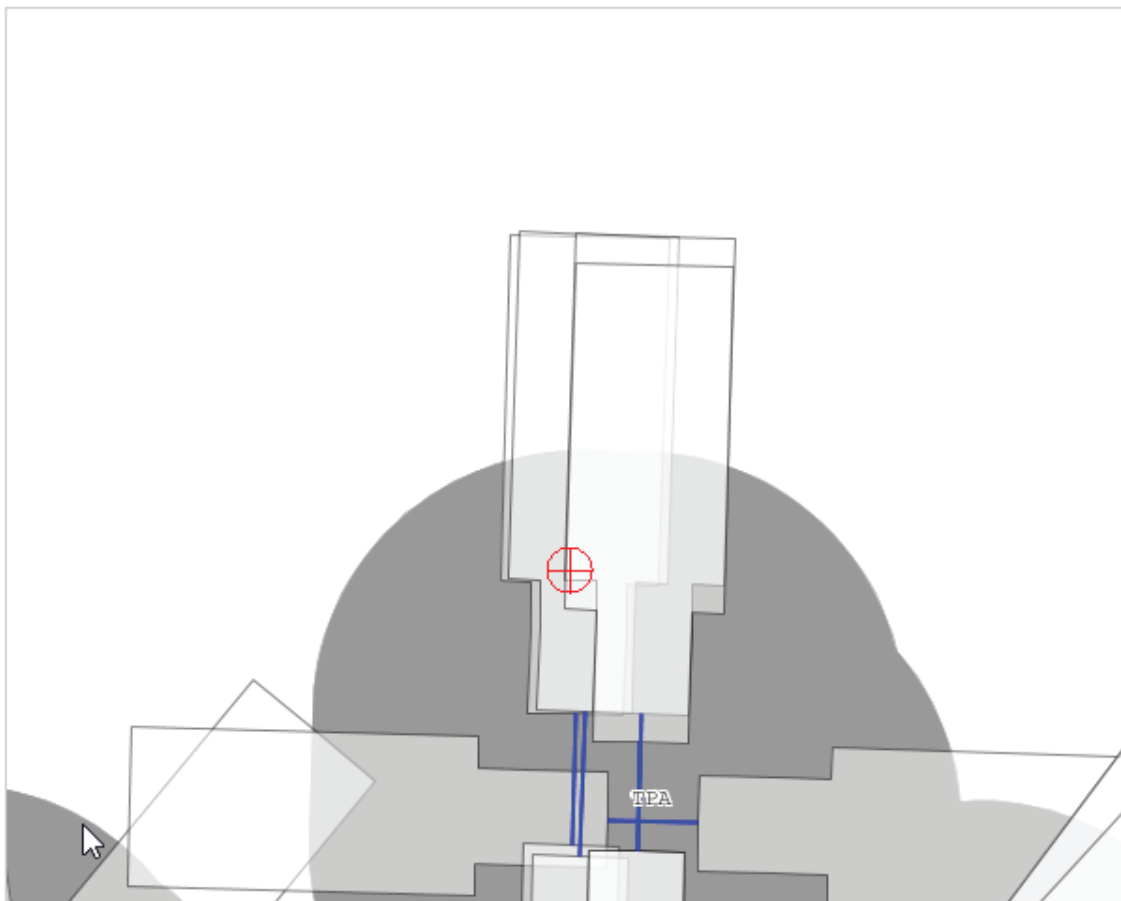
Is structure on airport: No Yes

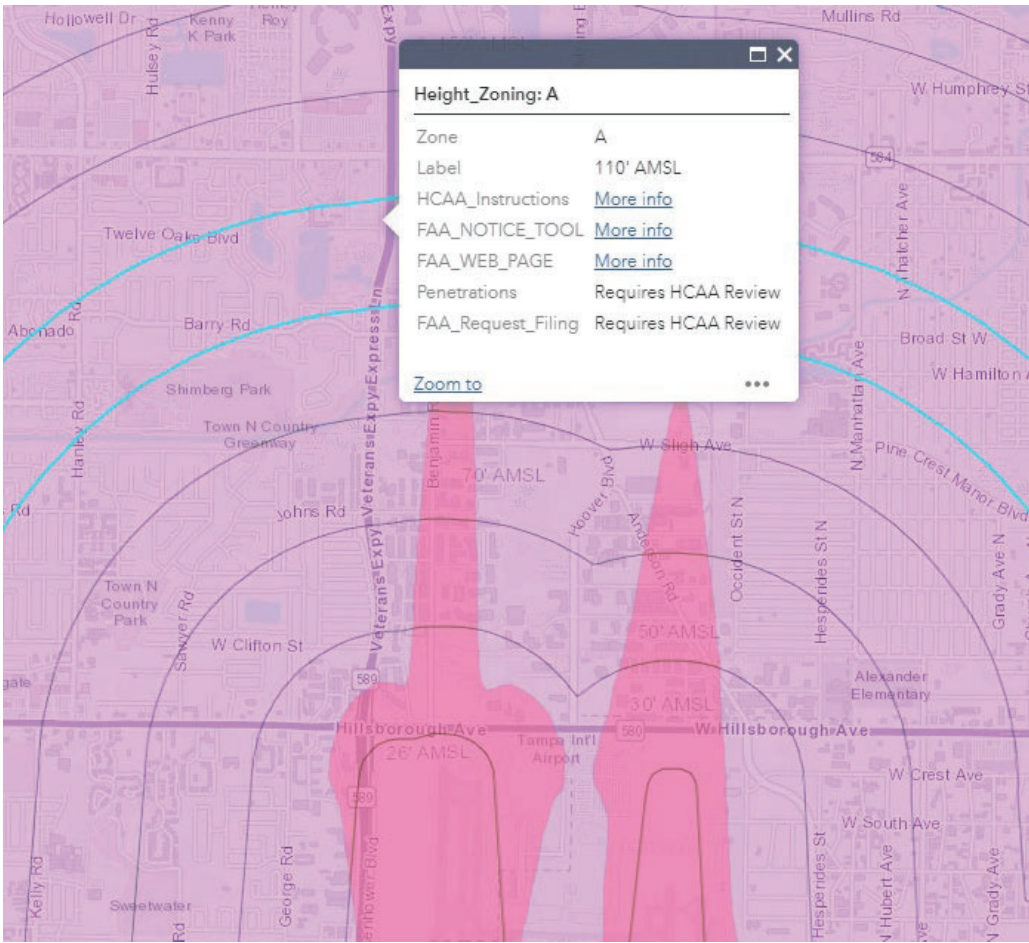
Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file







Request for Review Fee Payment

Date: April 28, 2021

The Hillsborough County School District has implemented review fees that apply to this application. Specifically, this application requires an adequate facilities analysis, which details school capacity in the area of your project. Please submit your payment online through the following link:

<https://hillsborough-county-school-district--growth-management-planni.square.site/product/adequate-facilities-analysis-rezoning-initial-submittal-1st-revision-included-/3?cp=true&sa=true&sbp=false&q=false>

Please do not hesitate to contact me with any questions.

Sincerely,

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

