

PD Modification Application: PRS 23-0502

Zoning Hearing Master Date: N/A

BOCC Land Use Meeting Date: August 8, 2023

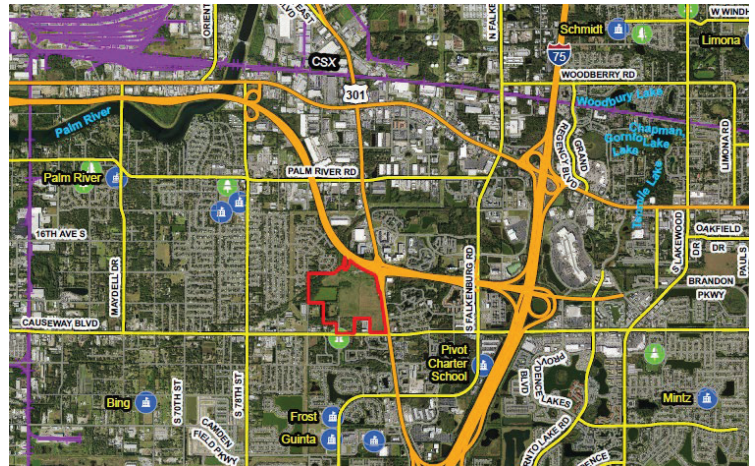


Hillsborough County Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Colonnade Crosstown LLC
FLU Category: RES-9, CMU-12 & UMU-20
Service Area: Urban
Site Acreage: 158 +/-
Community Plan Area: Greater Palm River
Overlay: None



Introduction Summary:

The subject site is zoned PD 19-1445 and approved for 1,870,000 sf for a mixed use project consisting of manufacturing, processing, distribution, commercial, office and hotel uses. The PD was approved with a flex of the UMU-20 FLU category. The applicant requests a modification to remove a sidewalk requirement and to remove FAR references. No square footage or use changes are proposed.

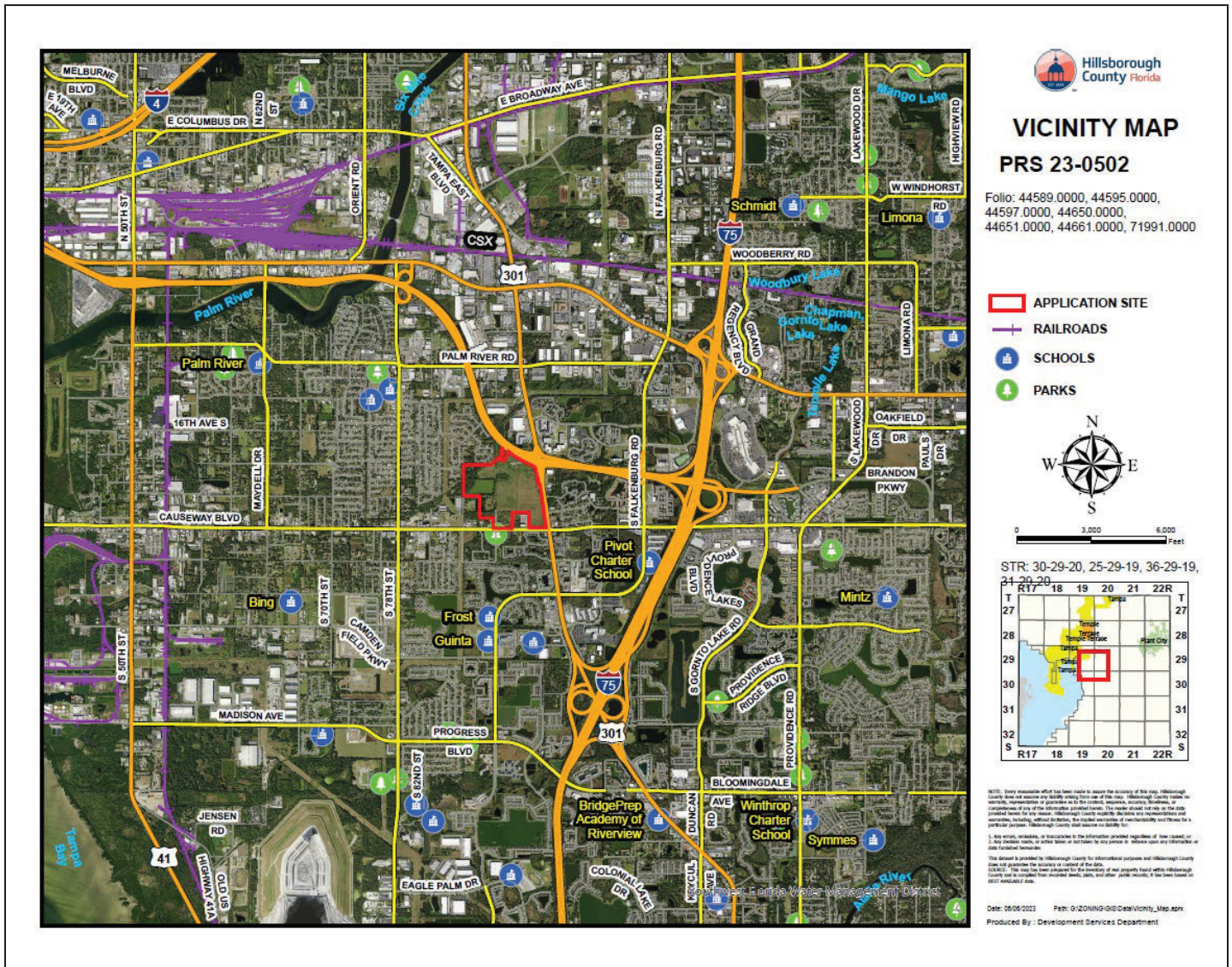
| Existing Approval(s): | Proposed Modification(s): |
|---|---|
| Developer to construct a minimum 5 foot wide sidewalk along the entirety of the project's US Hwy 301 and South 86 th Street frontages. | Developer to construct a minimum 5 foot wide sidewalk along the entirety of the project's US Hwy 301 frontage only. No sidewalk construction along South 86 th Street. |
| Parcel A limited to 1,400,000 sf (0.28 FAR) Parcel B limited to 45,000 sf (0.23 FAR) Parcel C limited to 425,000 sf (0.43 FAR) | Parcel A limited to 1,400,000 sf (no FAR) Parcel B limited to 45,000 sf (no FAR) Parcel C limited to 425,000 sf (no FAR) |

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

| | |
|---|--|
| Planning Commission Recommendation: N/A | Development Services Recommendation: Approvable, Subject to Conditions |
|---|--|

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

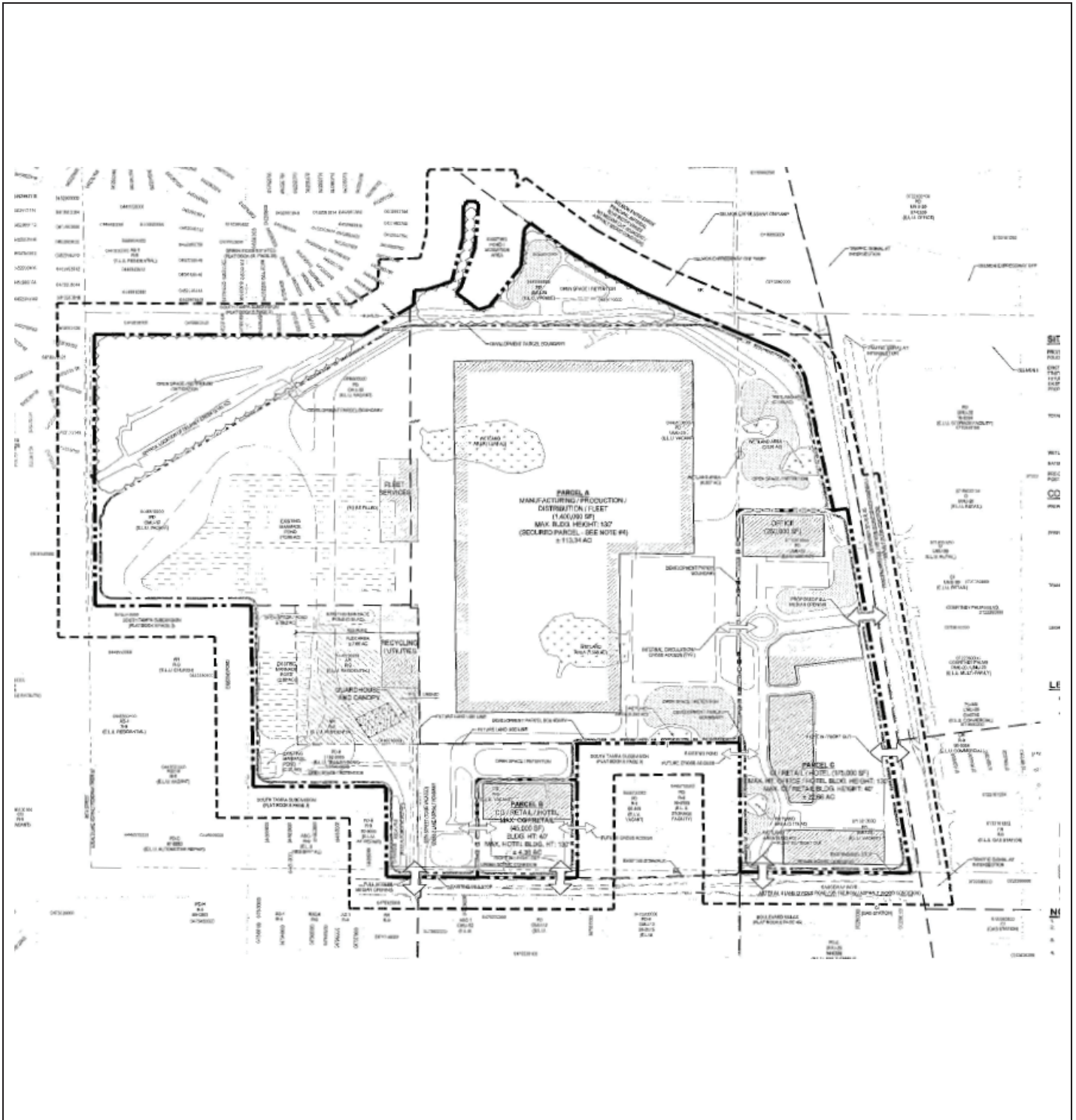


Context of Surrounding Area:

The site is located in the Greater Palm River community, east of US Highway 301 and north of Causeway Boulevard. The area contains both residential and non-residential uses in an area planned for urban scale mixed use projects. The Causeway Boulevard corridor is developed primarily with non-residential uses at varying intensities.

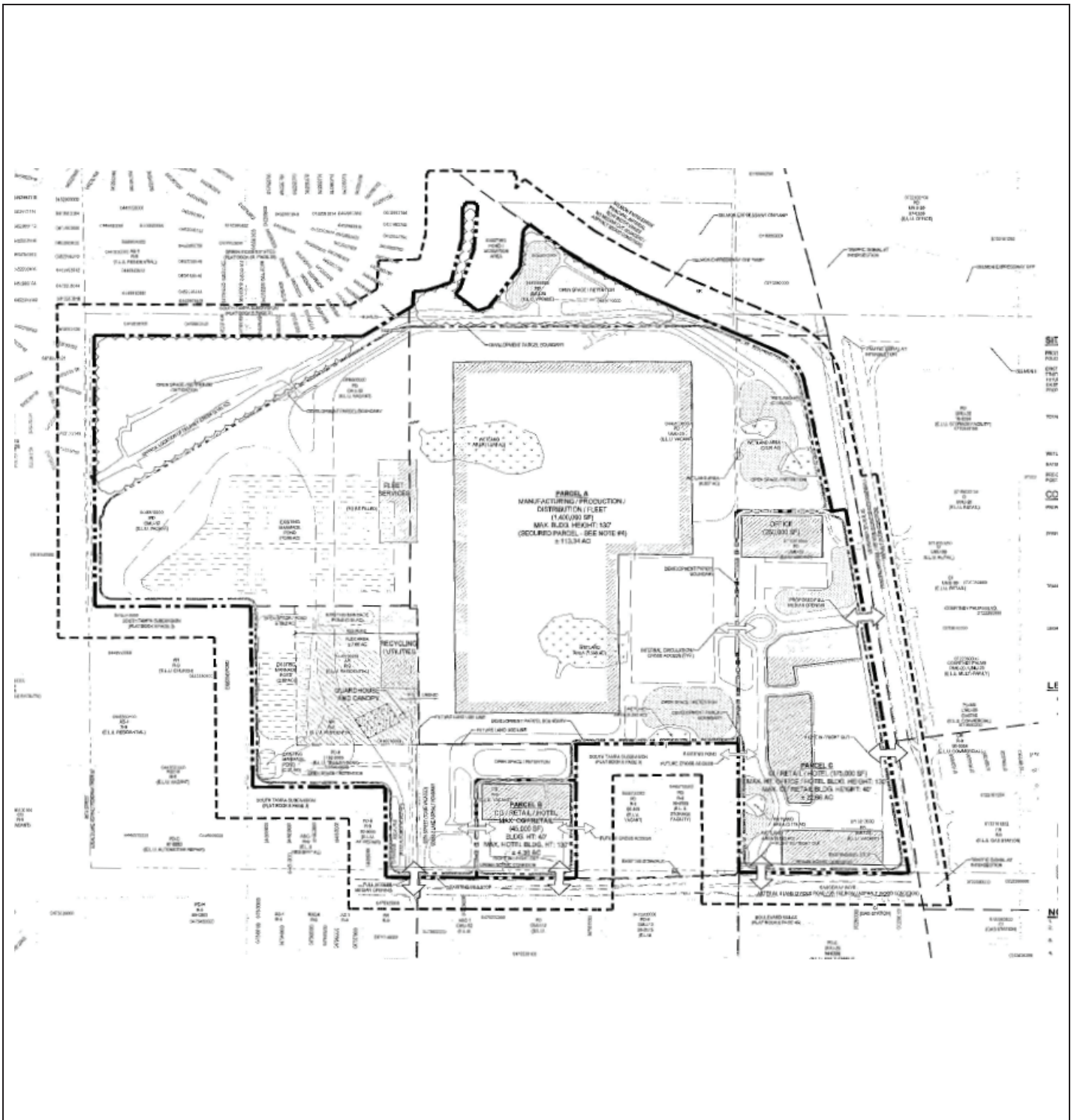
2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

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



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 |
| US 301 | FDOT Principal Arterial - Urban | 6 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other - TBD |
| Causeway Blvd. | FDOT Principal Arterial - Urban | 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 <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |
| S 86 th Street | County Local - Rural | 2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |
| S 90 th Street | Private | 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 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 | 12,468 | 917 | 1,448 |
| Proposed | 12,468 | 917 | 1,448 |
| Difference (+/-) | +0 | +0 | +0 |

*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 | X | Vehicular & Pedestrian | None | Meets LDC |
| East | X | Vehicular & Pedestrian | None | Meets LDC |
| West | | None | None | Meets LDC |

| Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request | | |
|--|-----------------|-----------------|
| Road Name/Nature of Request | Type | Finding |
| | Choose an item. | Choose an item. |
| | Choose an item. | Choose an item. |
| Notes: | | |

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

| INFORMATION/REVIEWING AGENCY | | | | |
|---|--|---|--|---------------------------------|
| Environmental: | Comments Received | Objections | Conditions Requested | Additional Information/Comments |
| Environmental Protection Commission | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Natural Resources | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| Conservation & Environ. Lands Mgmt. | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| Check if Applicable: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ | | | | |
| Public Facilities: | Comments Received | Objections | Conditions Requested | Additional Information/Comments |
| Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Yes (revised) <input type="checkbox"/> No | |
| Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa (to the west) <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace | <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 | |
| 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 Not available at the time of filing this staff report. | | | | |
| Comprehensive Plan: | Comments Received | Findings | Conditions Requested | Additional Information/Comments |
| Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent <input checked="" type="checkbox"/> N/A | <input type="checkbox"/> Yes <input type="checkbox"/> No | |

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

No use, intensity or development standards are proposed for modification. Therefore, no compatibility issues have been identified.

5.2 Recommendation

Supported, subject to proposed conditions of approval.

The applicant states that providing the sidewalk is difficult due to existing conditions and necessary related improvements. Existing drainage swales limit the ability to provide the sidewalk adjacent to the roadway. To improve the roadway drainage, from the existing drainage swales, it will require a complete rebuilding of the roadway pavement section, the addition of an underground stormwater conveyance system, and the installation of concrete curbing. The alternative of providing the sidewalk further into the property, on the other side of drainage swale, would place the sidewalk on private property and the removal of existing oak trees.

Should the sidewalk be provided, it would need to cross Delany Creek, which has insufficient width to provide the sidewalk. Therefore, a separate pedestrian bridge would be needed. The pedestrian bridge would need to be designed in a manner that would not impede the creek's flow or decrease the floodplain storage volume. This would prohibit the use of piers and instead require the construction of a metal bridge section. Construction of such a bridge would require the use of a large crane. The presence of overhead power lines and existing trees would pose safety concerns when operating the crane in this area.

Transportation staff has reviewed the request and applicant's justification and has no objections to removal of the sidewalk requirement.

Staff is supportive of the removal of the referenced FAR numbers. The site is approximately 158 acres in size with the total approved square footage of 1,870,000 (0.27 FAR) – which is significantly lower than the maximum which could have been approved. The site is within three Future Land Use (FLU) categories – UMU-20, CMU-12 and RES-9. Additionally, a flex of the UMU-20 FLU category was approved. The resulting maximum square footage for the 158 acre project with these three FLU categories, and the flex, is 5,573,937 (0.80 FAR). Given this, the parcel specific FAR requirements are not necessary and when project land is dedicated and conveyed for roadways per FDOT, a project may be misinterpreted as exceeding the Planned Development's FAR maximums.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

1. Site Plan submitted for certification to include only plan sheets (conditions sheets to not be included).
2. Site Plan submitted for certification to be legible. Submitted site plan is illegible in many areas.
3. Site Plan submitted for certification to remove or cross out "19-1445" and "Received Feb 21, 2020."

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 9, 2023.

1. The project shall be limited to the following:
 - 1.1 Parcel A shall be limited to a maximum of 1,400,000 square feet (~~0.28 FAR~~) of manufacturing/production/distribution/fleet uses. Buildings, retention ponds, open space and internal circulation areas shall be located where generally depicted on the general site plan.
 - 1.2 Parcel B shall be limited to a maximum of 45,000 square feet (~~0.23~~) of restricted CG zoning district, retail and hotel uses. Buildings, parking and internal circulation areas shall be located where generally depicted on the general site plan. The following CG zoning district uses shall be prohibited: furniture refinishing, repair and upholstery; vehicle auctions (retail or wholesale); airport related services and all uses listed under the category of Solid Waste Facilities.
 - 1.3 Parcel C shall be limited to a maximum of 425,000 square feet (~~0.43~~) of restricted CI zoning district, retail, office and hotel uses. Buildings, parking, retention ponds, open space and internal circulation areas shall be located where generally depicted on the general site plan. The following CI zoning district uses shall be prohibited: contractor's offices with open storage; furniture refinishing, repair and upholstery; industrial laundry; livestock auction facilities; printing and publishing (large scale); sexually oriented businesses; storage yards for building and trade contractor vehicles, equipment and supplies; truck stops; vehicle auctions (retail or wholesale); vehicle recycling; all uses listed under the category of Industrial, Manufacturing and Distribution Uses, except that land excavations shall be allowed subject to Special Use Permit approval; ultralight flight park; airport related services; and all uses listed under the category of Solid Waste Facilities.
2. The maximum building height within Parcel A shall be 130 feet with no additional setback required for buildings in excess of 20 feet in height.
3. The maximum building height within Parcel B shall be 40 feet for restricted CG zoning district and retail uses and 130 feet for hotel uses with no additional setback required for buildings in excess of 20 feet in height.
4. The maximum building height within Parcel C shall be 40 feet for restricted CI zoning district and retail uses and 130 feet for hotel and office uses with no additional setback required for buildings in excess of 20 feet in height.
5. No internal buffering and screening between Parcels A, B and C shall be required.
6. Within in Parcel A, buffering and screening shall be provided along the northern, western and southern parcel boundaries which do not abut a right-of-way of 50 feet or more in width and do not abut Parcels B or C. No buffering and screening along Causeway Boulevard or the Selmon Expressway shall be required. Existing vegetation may be credited to meet the landscaping component of the required screening, subject to review

and approval by Natural Resources staff. Screening walls shall comply with wetland setback requirements and may be located internal to the site to avoid any natural water bodies or man-made water bodies that exist along the perimeter of the PD. No pedestrian boardwalks, paths or trails shall be permitted within required buffers.

7. Portions of the project are within the UMU-20 and CMU-12 future land use categories that require the provision of 2 or more land uses with horizontal and/or vertical integration per Comprehensive Plan Policy 19.1. Uses within these plan categories shall provide horizontal and/or vertical integration between land uses and between parcels. Compliance with this requirement shall not prevent Parcel A from providing secured access to and from Parcel A.
8. Open space areas, which are not within a required perimeter buffer, may contain pedestrian boardwalks, paths and trails.
9. The following access points shall be required to serve the proposed development as illustrated on the General Site Plan, unless otherwise approved by Hillsborough County or FDOT:
 - a. Project Access A - One (1) full access connection into the project at the northern terminus of S. 90th St.
 - b. Project Access B - One (1) right-in/right-out connection to Causeway Blvd. from Parcel B; and
 - c. Project Access C - One (1) right-in/right-out connection to Causeway Blvd. from Parcel C; and
 - d. Project Access D - One (1) right-in/right-out connection to US 301 from Parcel C; and
 - e. Project Access E - One (1) full access connection to US 301 aligning with Courtney Palms Blvd.


Except where exact locations are specified above, access locations may be slightly adjusted at the time of development plan review as necessary to accommodate driveway spacing or other site access requirements per the Hillsborough County Land Development Code and/or as otherwise required by the Florida Department of Transportation (FDOT).

10. Based on the detailed analysis submitted by the applicant the following site access improvements are required:
 - The developer shall construct a westbound right turn on Causeway Boulevard at Project Access C.
 - The developer shall construct a southbound right turn lane on U. S. Highway 301 at Project Access D.
 - The developer shall construct dual northbound left turn lanes, a southbound right turn lane and southbound left turn lane at the U. S. Highway 301 and Courtney Palms Boulevard/ Project Access E.
11. All internal roadways shall be constructed to Hillsborough County standards. Internal roadways may be public or private and may be gated. The PD shall provide inter connectivity throughout the site.
12. Prior to initial development plan approval, the developer shall meet with Hillsborough County Public Works to develop a methodology for a required detailed traffic analysis, which shall be signed and sealed by a Professional Engineer and show the length of the left and right turn lanes needed to serve development traffic.
13. Turn lanes shall be constructed to FDOT and/or Hillsborough County standards using FDOT Standard Index 301 & 526, and an asphalt overlay shall be applied over the entire portion of the roadway where any turn lane is provided. The developer shall construct the turn lanes at its expense.
14. Any modification to the location and number of access points shall be reviewed by Hillsborough County during the construction plan review phase. The general design, number and location of access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code. Access points may be restricted in movements.

15. Pedestrian and bicycle interconnectivity shall be provided throughout the PD.
16. The developer shall install traffic signals at the intersections of S. 90th St. and Causeway Blvd., and US 301 and Courtney Palms Blvd., when warranted and approved by Hillsborough County and the FDOT. Prior to construction plan approval, the developer shall submit a traffic signal warranty study to determine when signalization is warranted. Once warrants are established, the developer shall submit preliminary design plans for the signal concurrent with the design plans for the intersection. The developer shall be responsible for the cost of the design and installation of the traffic signals and appropriate interconnect with adjacent signals. Any appurtenant median closing/openings shall also be constructed at the developer's expense.
17. The developer shall construct a minimum 5-foot-wide sidewalk along the entirety of the project's U.S. Highway 301 only and ~~South 86th Street~~. Subject to Hillsborough County and FDOT approval, a minimum 5-foot wide boardwalk may be permitted in lieu of the sidewalk along Highway 301 provided such facility meets ADA requirements.
18. The developer shall cooperate with Hillsborough Area Regional Transit (HART) in the future placement of bus stops and related facilities along the major corridors through/along the project.
19. The developer shall coordinate with HART and the Tampa Bay Area Regional Transportation Authority to promote multi-modal alternatives by distributing ridesharing information to be provided by HART and TBARTA to the project residents and employees.
20. The developer shall provide cross access to the adjacent PDs RZ 00-0445 and RZ 06-2105.
21. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approval.
22. The construction and location of any proposed wetland impacts are not approved by EPC's review comments of this application, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
23. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line," and the wetland must be labeled as "Wetland Conservation Area" pursuant to the LDC.
24. Final design of the site, including the location of buildings, storm water retention areas, and ingresses/egresses, is subject to formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
25. If the notes and/or graphics on the site plan are in conflict with these zoning conditions and/or Land Development Code (LDC) regulations, the more restrictive regulation and/or greater requirement shall prevail, unless specifically conditioned otherwise herein. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

26. Approval of this PD shall be effective upon approval of Vacation Petition #V 20-0011 by the Hillsborough County Board of County Commissioners.

Zoning Administrator Sign Off:



J. Brian Grady
Mon Jul 31 2023 11:27:01

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

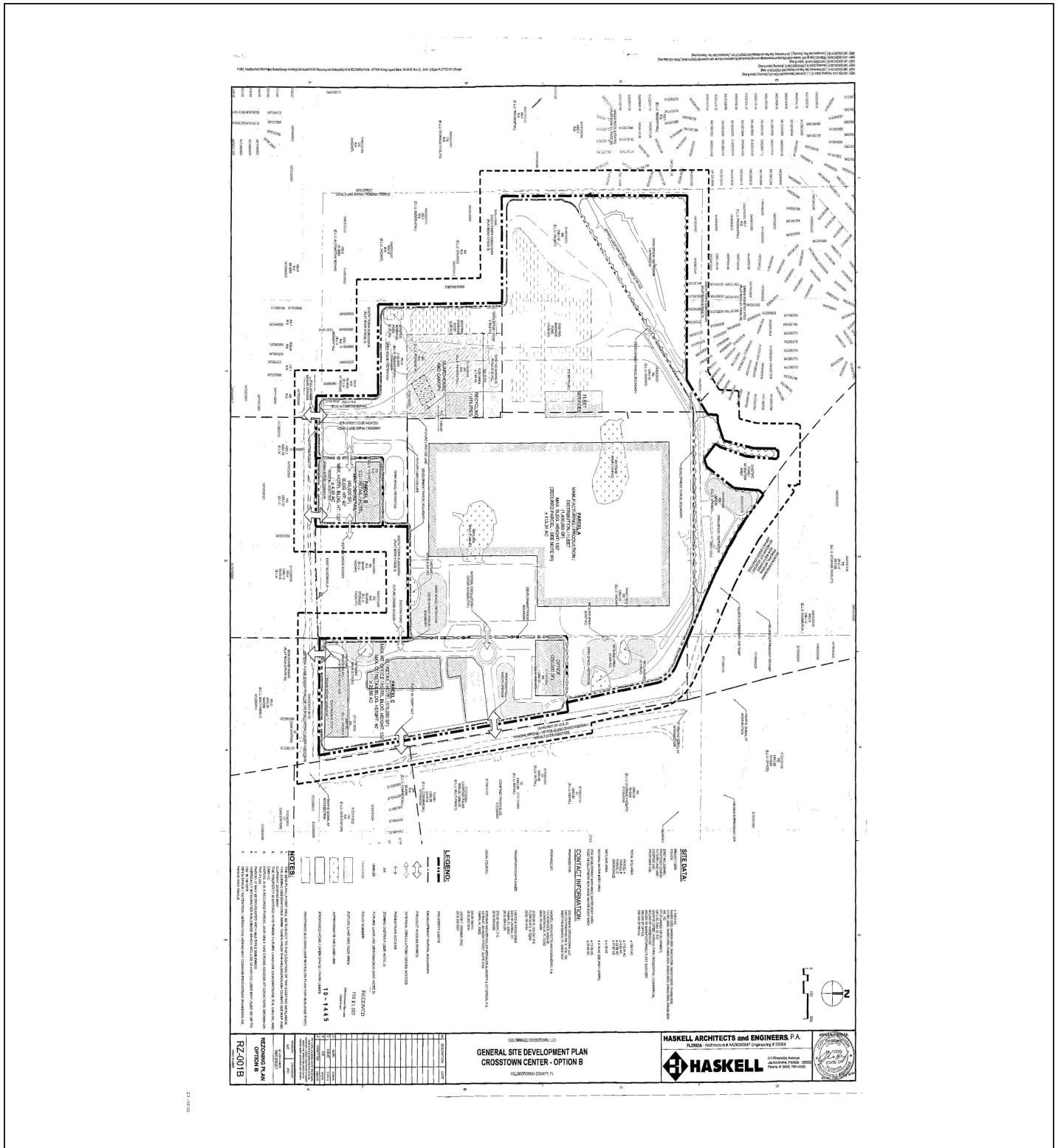
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

None.

8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)

LEGAL DESCRIPTION

GENERAL NOTES

TABLE NOTES

EXISTING ZONING MAP

EXISTING FEMA MAP

FUTURE LAND USE

VICINITY MAP

HASKELL ARCHITECTS and ENGINEERS P.A.

GENERAL SITE DEVELOPMENT PLAN
CROSSTOWN CENTER - OPTION B

RECEIVED
FILED
19-1443

21-16-03

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 06/30/2023

REVIEWER: Alex Steady, AICP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: Central/ Greater Palm River

PETITION NO: PRS 23-0502

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

REVISED CONDITION

17. The developer shall construct a minimum 5-foot-wide sidewalk along the entirety of the project's U.S. Highway 301 ~~only and South 86th Street~~. Subject to Hillsborough County and FDOT approval, a minimum 5-foot wide boardwalk may be permitted in lieu of the sidewalk along Highway 301 provided such facility meets ADA requirements.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Minor Modification, also called a Personal Appearance (PRS) to PD 19-1445 to revise conditions 1.1, 1.2, and 1.3 to delete references to FAR and to modify condition #17 to remove required construction of sidewalk along the project's frontage on 86th Street. The subject minor modification does not propose any changes to previously approved entitlements. The applicant submitted justification as to the reasoning for the removal of the sidewalk 86th and based off review of the submitted material, staff does not object to the proposed modification.

FLOOR AREA RATIO CONDITION MODIFICATION

The subject minor modification proposes to modify conditions 1.1, 1.2, and 1.3 to remove references to FAR in the approved conditions. This modification is proposed in order to eliminate confusion with the square footage already included in the condition. It is also meant to provide flexibility based on conveyances required by FDOT for future roadway improvements. Staff has reviewed the proposed modification and does not object.

SIDEWALK CONDITION MODIFICATION

The subject minor modification also includes a revision to condition #17 that removes the requirement for the developer to construct a sidewalk along the project's frontage on 86th street. The applicant submitted documentation providing justification concerning the proposed modification. The applicant indicated that based on existing site and roadway conditions, the currently required sidewalk on 86th Street is cost prohibitive. The applicant indicated that building the sidewalk would require costly modifications due to the existing drainage configuration. The applicant also indicated that the sidewalk requirement would require building a pedestrian only bridge to cross Delaney Creek. Staff has reviewed the request and do not object to the proposed minor modification.

Trip Generation Analysis

A detailed traffic study was not required because the project does not propose any changes to the existing entitlements. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario.

Approved Zoning:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|---|------------------------|-----------------------|-------|
| | | AM | PM |
| Warehouse, 800,000 s.f. (ITE Code 150) | 1310 | 121 | 124 |
| Manufacturing, 600,000 s.f. (ITE Code 140) | 2,058 | 372 | 402 |
| Office 250,000 s.f. (ITE Code 710) | 2,581 | 261 | 272 |
| Retail 176,000 s.f. (ITE Code 820) | 8,830 | 240 | 826 |
| Retail 44,000 s.f. (ITE Code 820) | 3,440 | 174 | 296 |
| Less Pass-By Trips | -3849 | -119 | -362 |
| Less Internal Capture | -1902 | -132 | -110 |
| Net Trips | 12,468 | 917 | 1,448 |

Proposed Zoning:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|---|------------------------|-----------------------|-------|
| | | AM | PM |
| Warehouse, 800,000 s.f. (ITE Code 150) | 1310 | 121 | 124 |
| Manufacturing, 600,000 s.f. (ITE Code 140) | 2,058 | 372 | 402 |
| Office 250,000 s.f. (ITE Code 710) | 2,581 | 261 | 272 |
| Retail 176,000 s.f. (ITE Code 820) | 8,830 | 240 | 826 |
| Retail 44,000 s.f. (ITE Code 820) | 3,440 | 174 | 296 |
| Less Pass-By Trips | -3849 | -119 | -362 |
| Less Internal Capture | -1902 | -132 | -110 |
| Net Trips | 12,468 | 917 | 1,448 |

Trip Generation Difference:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|-----------------------|------------------------|-----------------------|-----------|
| | | AM | PM |
| Difference | +0 | +0 | +0 |

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on US Hwy 301, Causeway Blvd, S 90th Street, and 86th Street. US HWY 301 is a 6-lane, divided principal arterial FDOT roadway. There are no sidewalks on either side of US 301 within the portion of the above referenced segment south of the Selmon Expressway. Causeway Blvd. is a 4-lane, divided, principal arterial FDOT roadway. There are +/- 6-foot wide sidewalks on both sides of Causeway Blvd. within the vicinity of the project. Additionally, there are dedicated +/- 4-foot bicycle lanes along both sides of Causeway Blvd. in the vicinity of the project. S. 90th St. is a 2-lane, undivided, unregulated, substandard local private roadway without pavement markings and which runs north for +/-960 feet from Causeway Blvd. The roadway is characterized by +/- 16 feet of pavement in average condition, and is located within an approximately 40-foot wide right-of-way. S. 86th St. is a 2-lane, undivided, unregulated, substandard Hillsborough County local roadway without pavement markings. The roadway is characterized by +/- 20 feet of pavement in average condition, and is located within an approximately 50-foot wide right-of-way.

SITE ACCESS

The site is currently approved for 2 right in right out access connections and one full access connection to Causeway Blvd. The site also approved for one right in right out access connection and one full access connection to US Hwy 301.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

S 90th Street and 86th Street are both unregulated roadways and as such were not included in the Hillsborough County Level of Service Report.

| Roadway | From | To | LOS Standard | Peak Hour Directional LOS |
|---------------|---------------|----------------|--------------|---------------------------|
| US HWY 301 | CAUSEWAY BLVD | CROSSTOWN RAMP | C | C |
| CAUSEWAY BLVD | 50TH STREET | US HWY 301 | C | C |

Source: Hillsborough County 2020 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 |
| US 301 | FDOT Principal Arterial - Urban | 6 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other - TBD |
| Causeway Blvd. | FDOT Principal Arterial - Urban | 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 <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |
| S 86 th Street | County Local - Rural | 2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |
| S 90 th Street | Private | 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 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 | 12,468 | 917 | 1,448 |
| Proposed | 12,468 | 917 | 1,448 |
| Difference (+/-) | +0 | +0 | +0 |

*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 | X | Vehicular & Pedestrian | None | Meets LDC |
| East | X | Vehicular & Pedestrian | None | Meets LDC |
| West | | None | None | Meets LDC |

| Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request | | |
|--|-----------------|-----------------|
| Road Name/Nature of Request | Type | Finding |
| | Choose an item. | Choose an item. |
| | Choose an item. | Choose an item. |
| Notes: | | |

Transportation Comment Sheet

| 4.0 Additional Site Information & Agency Comments Summary | | | |
|--|---|--|---------------------------------|
| Transportation | Objections | Condition 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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APPROVED**

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Hillsborough County Florida

DEVELOPMENT SERVICES

PO Box 1110 Tampa, FL 33601-1110

March 11, 2020

RE: RZ-PD 19-1445

Jacob T. Cremer, Stearns Weaver Miller

Causeway Blvd. & S. US Hwy. 301

44589.0000, 44595.0000, 44597.0000, 44650.0000,

44651.0000, 44652.0000, 44653.0000, 44670.0000,

71991.0000, 44661.0000, 44669.0000

Jacob T. Cremer
Stearns Weaver Miller
401 E. Jackson St., Ste. 2100
Tampa, FL 33602

Dear Applicant:

At the regularly scheduled Land Use public meeting on March 10, 2020, the Board of County Commissioners approved your request for rezoning the tract of land described in your application from AR, PD (15-0439), PD (92-0085) & ASC-1 (Agricultural Rural, Planned Development (15-0439, 92-0085) & Agricultural, Single-Family Conventional) to PD (Planned Development) with the attached conditions. Please keep this letter for your records.

If you have any questions regarding your petition or the public meeting, 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

HCFLGOV.NET

BOARD OF COUNTY COMMISSIONERS

Ken Hagan

Pat Kemp

Lesley "Les" Miller, Jr.

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INTERNAL AUDITOR

Peggy Caskey

DEPUTY COUNTY ADMINISTRATOR

Lucia E. Garsys

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted November 25, 2019.

1. The project shall be limited to the following:
 - 1.1 Parcel A shall be limited to a maximum of 1,400,000 square feet (0.28 FAR) of manufacturing/production/distribution/fleet uses. Buildings, retention ponds, open space and internal circulation areas shall be located where generally depicted on the general site plan.
 - 1.2 Parcel B shall be limited to a maximum of 45,000 square feet (0.23) of restricted CG zoning district, retail and hotel uses. Buildings, parking and internal circulation areas shall be located where generally depicted on the general site plan. The following CG zoning district uses shall be prohibited: furniture refinishing, repair and upholstery; vehicle auctions (retail or wholesale); airport related services and all uses listed under the category of Solid Waste Facilities.
 - 1.3 Parcel C shall be limited to a maximum of 425,000 square feet (0.43) of restricted CI zoning district, retail, office and hotel uses. Buildings, parking, retention ponds, open space and internal circulation areas shall be located where generally depicted on the general site plan. The following CI zoning district uses shall be prohibited: contractor's offices with open storage; furniture refinishing, repair and upholstery; industrial laundry; livestock auction facilities; printing and publishing (large scale); sexually oriented businesses; storage yards for building and trade contractor vehicles, equipment and supplies; truck stops; vehicle auctions (retail or wholesale); vehicle recycling; all uses listed under the category of Industrial, Manufacturing and Distribution Uses, except that land excavations shall be allowed subject to Special Use Permit approval; ultralight flight park; airport related services; and all uses listed under the category of Solid Waste Facilities.
2. The maximum building height within Parcel A shall be 130 feet with no additional setback required for buildings in excess of 20 feet in height.
3. The maximum building height within Parcel B shall be 40 feet for restricted CG zoning district and retail uses and 130 feet for hotel uses with no additional setback required for buildings in excess of 20 feet in height.
4. The maximum building height within Parcel C shall be 40 feet for restricted CI zoning district and retail uses and 130 feet for hotel and office uses with no additional setback required for buildings in excess of 20 feet in height.
5. No internal buffering and screening between Parcels A, B and C shall be required.
6. Within in Parcel A, buffering and screening shall be provided along the northern, western and southern parcel boundaries which do not abut a right-of-way of 50 feet or more in width and do not abut Parcels B or C. No buffering and screening along Causeway Boulevard or the Selmon Expressway shall be required. Existing vegetation may be credited to meet the landscaping component of the required screening, subject to review and approval by Natural Resources staff. Screening walls shall comply with wetland setback requirements and may be located internal to the site to avoid any natural water bodies or man- made water bodies that exist along the perimeter of the PD. No pedestrian boardwalks, paths or trails shall be permitted within required buffers.

7. Portions of the project are within the UMU-20 and CMU-12 future land use categories that require the provision of 2 or more land uses with horizontal and/or vertical integration per Comprehensive Plan Policy 19.1. Uses within these plan categories shall provide horizontal and/or vertical integration between land uses and between parcels. Compliance with this requirement shall not prevent Parcel A from providing secured access to and from Parcel A.
8. Open space areas, which are not within a required perimeter buffer, may contain pedestrian boardwalks, paths and trails.
9. The following access points shall be required to serve the proposed development as illustrated on the General Site Plan, unless otherwise approved by Hillsborough County or FDOT:
 - a. Project Access A - One (1) full access connection into the project at the northern terminus of S. 90th St.
 - b. Project Access B - One (1) right-in/right-out connection to Causeway Blvd. from Parcel B; and
 - c. Project Access C - One (1) right-in/right-out connection to Causeway Blvd. from Parcel C; and
 - d. Project Access D - One (1) right-in/right-out connection to US 301 from Parcel C; and
 - e. Project Access E - One (1) full access connection to US 301 aligning with Courtney Palms Blvd.

Except where exact locations are specified above, access locations may be slightly adjusted at the time of development plan review as necessary to accommodate driveway spacing or other site access requirements per the Hillsborough County Land Development Code and/or as otherwise required by the Florida Department of Transportation (FDOT).

10. Based on the detailed analysis submitted by the applicant the following site access improvements are required:
 - The developer shall construct a westbound right turn on Causeway Boulevard at Project Access C.
 - The developer shall construct a southbound right turn lane on U. S. Highway 301 at Project Access D.
 - The developer shall construct dual northbound left turn lanes, a southbound right turn lane and southbound left turn lane at the U. S. Highway 301 and Courtney Palms Boulevard/ Project Access E.
11. All internal roadways shall be constructed to Hillsborough County standards. Internal roadways may be public or private and may be gated. The PD shall provide inter connectivity throughout the site.
12. Prior to initial development plan approval, the developer shall meet with Hillsborough County Public Works to develop a methodology for a required detailed traffic analysis, which shall be signed and sealed by a Professional Engineer and show the length of the left and right turn lanes needed to serve development traffic.
13. Turn lanes shall be constructed to FDOT and/or Hillsborough County standards using FDOT Standard Index 301 & 526, and an asphalt overlay shall be applied over the entire portion of the roadway where any turn lane is provided. The developer shall construct the turn lanes at its expense.

14. Any modification to the location and number of access points shall be reviewed by Hillsborough County during the construction plan review phase. The general design, number and location of access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code. Access points may be restricted in movements.
15. Pedestrian and bicycle interconnectivity shall be provided throughout the PD.
16. The developer shall install traffic signals at the intersections of S. 90th St. and Causeway Blvd., and US 301 and Courtney Palms Blvd., when warranted and approved by Hillsborough County and the FDOT. Prior to construction plan approval, the developer shall submit a traffic signal warranty study to determine when signalization is warranted. Once warrants are established, the developer shall submit preliminary design plans for the signal concurrent with the design plans for the intersection. The developer shall be responsible for the cost of the design and installation of the traffic signals and appropriate interconnect with adjacent signals. Any appurtenant median closing/openings shall also be constructed at the developer's expense.
17. The developer shall construct a minimum 5-foot-wide sidewalk along the entirety of the project's U.S. Highway 301 and South 86th Street. Subject to Hillsborough County and FDOT approval, a minimum 5-foot wide boardwalk may be permitted in lieu of the sidewalk along Highway 301 provided such facility meets ADA requirements.
18. The developer shall cooperate with Hillsborough Area Regional Transit (HART) in the future placement of bus stops and related facilities along the major corridors through/along the project.
19. The developer shall coordinate with HART and the Tampa Bay Area Regional Transportation Authority to promote multi-modal alternatives by distributing ridesharing information to be provided by HART and TBARTA to the project residents and employees.
20. The developer shall provide cross access to the adjacent PDs RZ 00-0445 and RZ 06-2105.
21. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approval.
22. The construction and location of any proposed wetland impacts are not approved by EPC's review comments of this application, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
23. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line," and the wetland must be labeled as "Wetland Conservation Area" pursuant to the LDC.
24. Final design of the site, including the location of buildings, storm water retention areas, and ingresses/egresses, is subject to formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

25. If the notes and/or graphics on the site plan are in conflict with these zoning conditions and/or Land Development Code (LDC) regulations, the more restrictive regulation and/or greater requirement shall prevail, unless specifically conditioned otherwise herein. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

26. Approval of this PD shall be effective upon approval of Vacation Petition #V 20-0011 by the Hillsborough County Board of County Commissioners.

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AGENCY COMMENTS

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AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 06/30/2023

REVIEWER: Alex Steady, AICP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: Central/ Greater Palm River

PETITION NO: PRS 23-0502

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

REVISED CONDITION

17. The developer shall construct a minimum 5-foot-wide sidewalk along the entirety of the project's U.S. Highway 301 ~~only and South 86th Street~~. Subject to Hillsborough County and FDOT approval, a minimum 5-foot wide boardwalk may be permitted in lieu of the sidewalk along Highway 301 provided such facility meets ADA requirements.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Minor Modification, also called a Personal Appearance (PRS) to PD 19-1445 to revise conditions 1.1, 1.2, and 1.3 to delete references to FAR and to modify condition #17 to remove required construction of sidewalk along the project's frontage on 86th Street. The subject minor modification does not propose any changes to previously approved entitlements. The applicant submitted justification as to the reasoning for the removal of the sidewalk 86th and based off review of the submitted material, staff does not object to the proposed modification.

FLOOR AREA RATIO CONDITION MODIFICATION

The subject minor modification proposes to modify conditions 1.1, 1.2, and 1.3 to remove references to FAR in the approved conditions. This modification is proposed in order to eliminate confusion with the square footage already included in the condition. It is also meant to provide flexibility based on conveyances required by FDOT for future roadway improvements. Staff has reviewed the proposed modification and does not object.

SIDEWALK CONDITION MODIFICATION

The subject minor modification also includes a revision to condition #17 that removes the requirement for the developer to construct a sidewalk along the project's frontage on 86th street. The applicant submitted documentation providing justification concerning the proposed modification. The applicant indicated that based on existing site and roadway conditions, the currently required sidewalk on 86th Street is cost prohibitive. The applicant indicated that building the sidewalk would require costly modifications due to the existing drainage configuration. The applicant also indicated that the sidewalk requirement would require building a pedestrian only bridge to cross Delaney Creek. Staff has reviewed the request and do not object to the proposed minor modification.

Trip Generation Analysis

A detailed traffic study was not required because the project does not propose any changes to the existing entitlements. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario.

Approved Zoning:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|---|------------------------|-----------------------|-------|
| | | AM | PM |
| Warehouse, 800,000 s.f. (ITE Code 150) | 1310 | 121 | 124 |
| Manufacturing, 600,000 s.f. (ITE Code 140) | 2,058 | 372 | 402 |
| Office 250,000 s.f. (ITE Code 710) | 2,581 | 261 | 272 |
| Retail 176,000 s.f. (ITE Code 820) | 8,830 | 240 | 826 |
| Retail 44,000 s.f. (ITE Code 820) | 3,440 | 174 | 296 |
| Less Pass-By Trips | -3849 | -119 | -362 |
| Less Internal Capture | -1902 | -132 | -110 |
| Net Trips | 12,468 | 917 | 1,448 |

Proposed Zoning:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|---|------------------------|-----------------------|-------|
| | | AM | PM |
| Warehouse, 800,000 s.f. (ITE Code 150) | 1310 | 121 | 124 |
| Manufacturing, 600,000 s.f. (ITE Code 140) | 2,058 | 372 | 402 |
| Office 250,000 s.f. (ITE Code 710) | 2,581 | 261 | 272 |
| Retail 176,000 s.f. (ITE Code 820) | 8,830 | 240 | 826 |
| Retail 44,000 s.f. (ITE Code 820) | 3,440 | 174 | 296 |
| Less Pass-By Trips | -3849 | -119 | -362 |
| Less Internal Capture | -1902 | -132 | -110 |
| Net Trips | 12,468 | 917 | 1,448 |

Trip Generation Difference:

| Zoning, Lane Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|-----------------------|------------------------|-----------------------|-----------|
| | | AM | PM |
| Difference | +0 | +0 | +0 |

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on US Hwy 301, Causeway Blvd, S 90th Street, and 86th Street. US HWY 301 is a 6-lane, divided principal arterial FDOT roadway. There are no sidewalks on either side of US 301 within the portion of the above referenced segment south of the Selmon Expressway. Causeway Blvd. is a 4-lane, divided, principal arterial FDOT roadway. There are +/- 6-foot wide sidewalks on both sides of Causeway Blvd. within the vicinity of the project. Additionally, there are dedicated +/- 4-foot bicycle lanes along both sides of Causeway Blvd. in the vicinity of the project. S. 90th St. is a 2-lane, undivided, unregulated, substandard local private roadway without pavement markings and which runs north for +/- 960 feet from Causeway Blvd. The roadway is characterized by +/- 16 feet of pavement in average condition, and is located within an approximately 40-foot wide right-of-way. S. 86th St. is a 2-lane, undivided, unregulated, substandard Hillsborough County local roadway without pavement markings. The roadway is characterized by +/- 20 feet of pavement in average condition, and is located within an approximately 50-foot wide right-of-way.

SITE ACCESS

The site is currently approved for 2 right in right out access connections and one full access connection to Causeway Blvd. The site also approved for one right in right out access connection and one full access connection to US Hwy 301.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

S 90th Street and 86th Street are both unregulated roadways and as such were not included in the Hillsborough County Level of Service Report.

| Roadway | From | To | LOS Standard | Peak Hour Directional LOS |
|---------------|---------------|----------------|--------------|---------------------------|
| US HWY 301 | CAUSEWAY BLVD | CROSSTOWN RAMP | C | C |
| CAUSEWAY BLVD | 50TH STREET | US HWY 301 | C | C |

Source: Hillsborough County 2020 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 |
| US 301 | FDOT Principal Arterial - Urban | 6 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other - TBD |
| Causeway Blvd. | FDOT Principal Arterial - Urban | 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 <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |
| S 86 th Street | County Local - Rural | 2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |
| S 90 th Street | Private | 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 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 | 12,468 | 917 | 1,448 |
| Proposed | 12,468 | 917 | 1,448 |
| Difference (+/-) | +0 | +0 | +0 |

*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 | X | Vehicular & Pedestrian | None | Meets LDC |
| East | X | Vehicular & Pedestrian | None | Meets LDC |
| West | | None | None | Meets LDC |

| Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request | | |
|--|-----------------|-----------------|
| Road Name/Nature of Request | Type | Finding |
| | Choose an item. | Choose an item. |
| | Choose an item. | Choose an item. |
| Notes: | | |

Transportation Comment Sheet

| 4.0 Additional Site Information & Agency Comments Summary | | | |
|--|---|--|---------------------------------|
| Transportation | Objections | Condition 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. |

COMMISSION

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 Steffanie L. Wickham WASTE DIVISION
 Sterlin Woodard, P.E. AIR DIVISION

AGENCY COMMENT SHEET

| REZONING | |
|--|---|
| <p>HEARING DATE: July 18, 2023</p> <p>PETITION NO.: 23-0502</p> <p>EPC REVIEWER: Christina Bryant</p> <p>CONTACT INFORMATION: (813) 627-2600 X 1218</p> <p>EMAIL: bryantc@epchc.org</p> | <p>COMMENT DATE: June 15, 2023</p> <p>PROPERTY ADDRESS: Tampa, FL 33619</p> <p>FOLIO #: 044589, 044595, 044597, 044650, 044651, 044661, 071991</p> <p>STR: 25-29S-19E, 30-29S-20E</p> |
| <p>REQUESTED ZONING: PD - minor modification</p> | |
| FINDINGS | |
| WETLANDS PRESENT | Yes |
| SITE INSPECTION DATE | 01/31/2018 |
| WETLAND LINE VALIDITY | Conceptual Authorization exp July 31, 2025 |
| WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES) | Wetlands present throughout the site |
| <p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"> • Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals. • The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property. • Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland | |

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

must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

INFORMATIONAL COMMENTS:

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

- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

cb

ec: jcremer@stearnsweaver.com, cwalden@stearnsweaver.com,

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