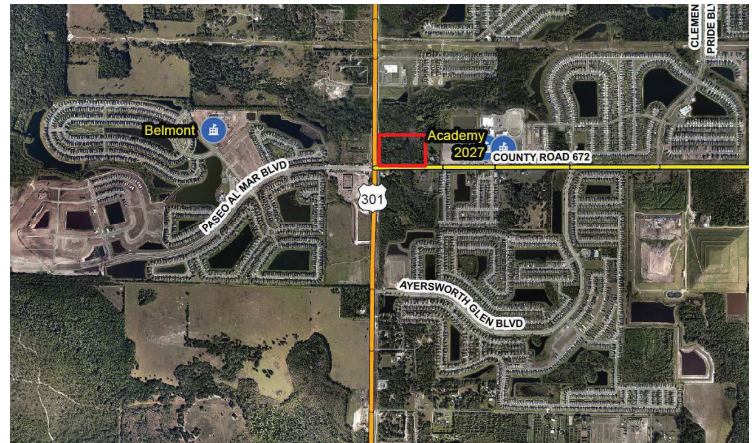


PD Modification Application: MM 21-1090
Zoning Hearing Master Date: December 13, 2021
BOCC Land Use Meeting Date: February 8, 2022

1.0 APPLICATION SUMMARY

Applicant: Boos Development c/o Jose Martinez
FLU Category: RES-4
Service Area: Urban
Site Acreage: 15.0+/-
Community Plan Area: Riverview
Overlay: None



Introduction Summary:

PD 20-1270 was approved in March of 2021 to allow for 150,000 square feet of CG (Commercial General) zoning district uses. Accessory open storage is permitted only in association with a mini-warehouse and in compliance with LDC Section 6.11.60. The applicant requests to increase the square footage using a flex of the SMU-6 Future Land Use Category located to the west within 7.57 acres of the subject site.

The maximum square footage permitted in the RES-4 FLU Category, based upon the distance from the intersection and roadway classifications (locational criteria), is 150,000 square feet. However, in the SMU-6 FLU Category, a light industrial use can be considered at a FAR of 0.50 and is not subject to locational criteria policies. Planning Commission considers mini-warehouse facilities as a light industrial use. Commercial uses remain at a maximum FAR of 0.25 in the SMU-6 FLU Category. The maximum F.A.R. permitted when blending both FLU categories is 0.376 (see Section 7.0).

Existing Approval(s):	Proposed Modification(s):
150,000 square feet (0.22 FAR)	Increase the maximum square footage to 160,362 square feet (0.25 FAR).
CG (Commercial General) zoning district uses with no maximums for any individual use	Maximum of 34,362 sf of CG zoning district uses and maximum of 126,000 sf for mini-warehouse use
No building design requirements for a mini-warehouse use	Building design requirements for a mini-warehouse use (see condition 1.1).

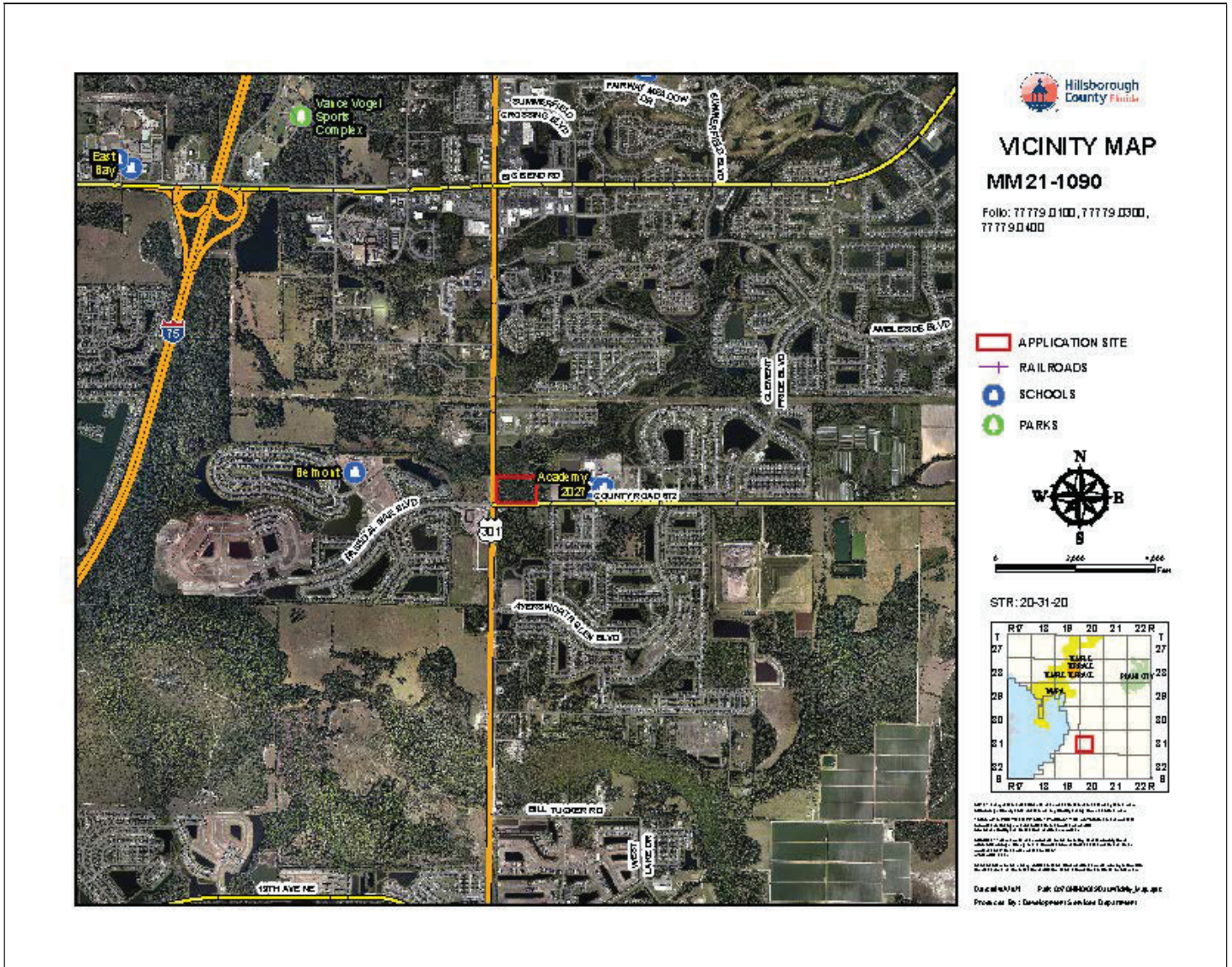
Additional Information:

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: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
--	---

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

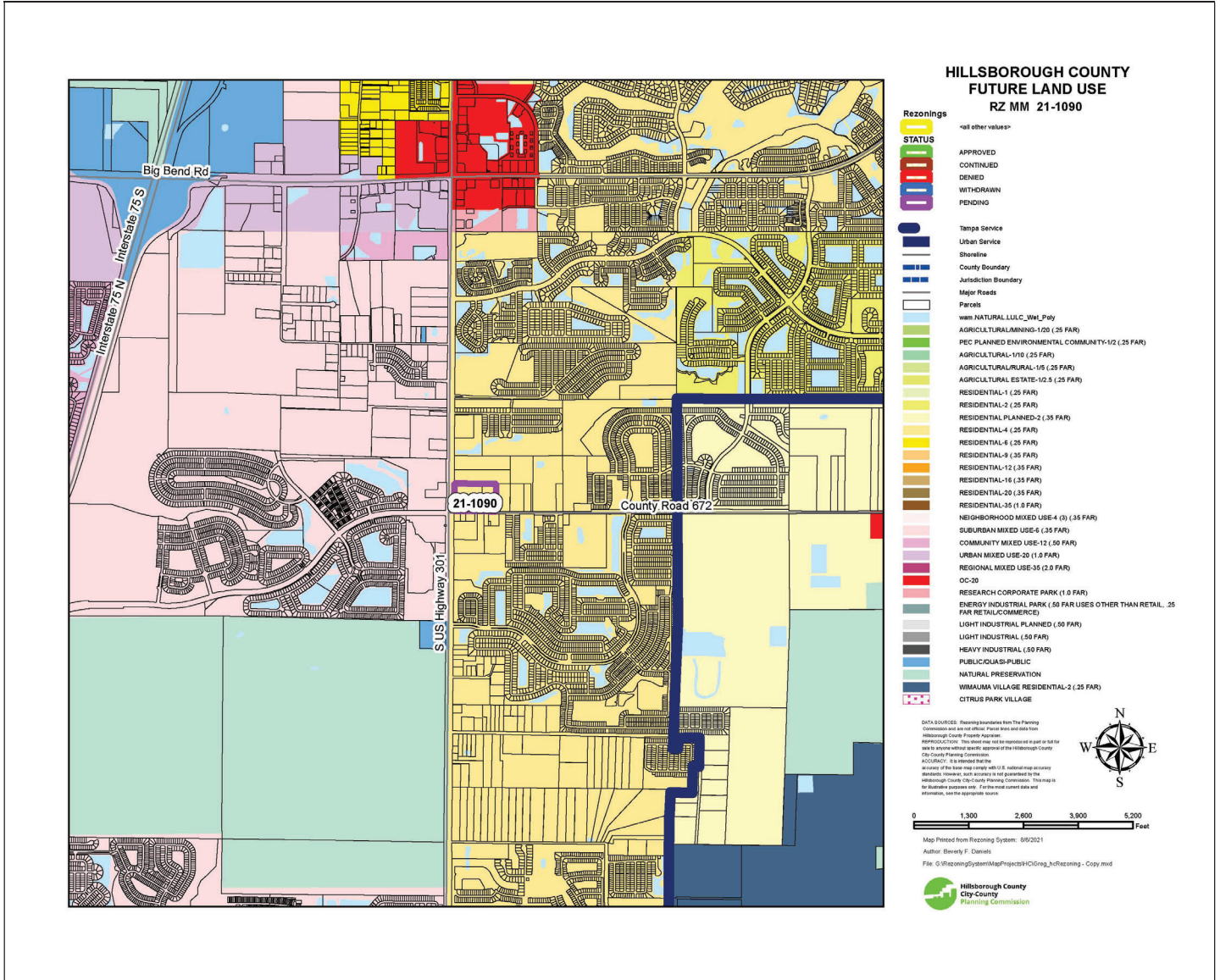


Context of Surrounding Area:

The site is located at the northeast corner of the US Highway 301 and Balm Road/CR 672 intersection. The area is developed in a typical suburban development pattern with the development of non-residential uses at the intersection and along major corridors and master planned residential communities. The general area also features a high school to the east on the north side of CR 672.

2.0 LAND USE MAP SET AND SUMMARY DATA

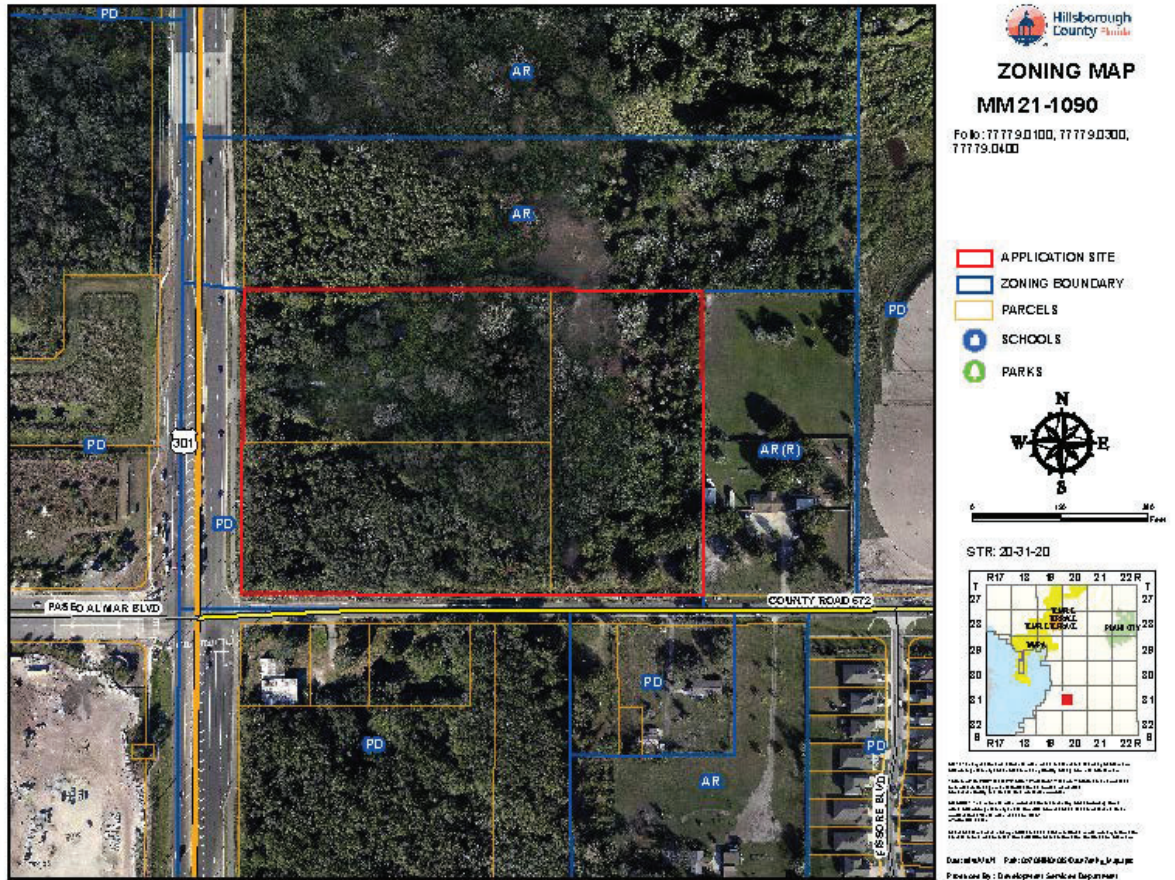
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-4 / SMU-6
Maximum Density/F.A.R.:	0.25 (RES-4) / 0.25 & 0.50 (SMU-6)
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses and multi-purpose projects (RES-4). Residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use projects (SMU-6).

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

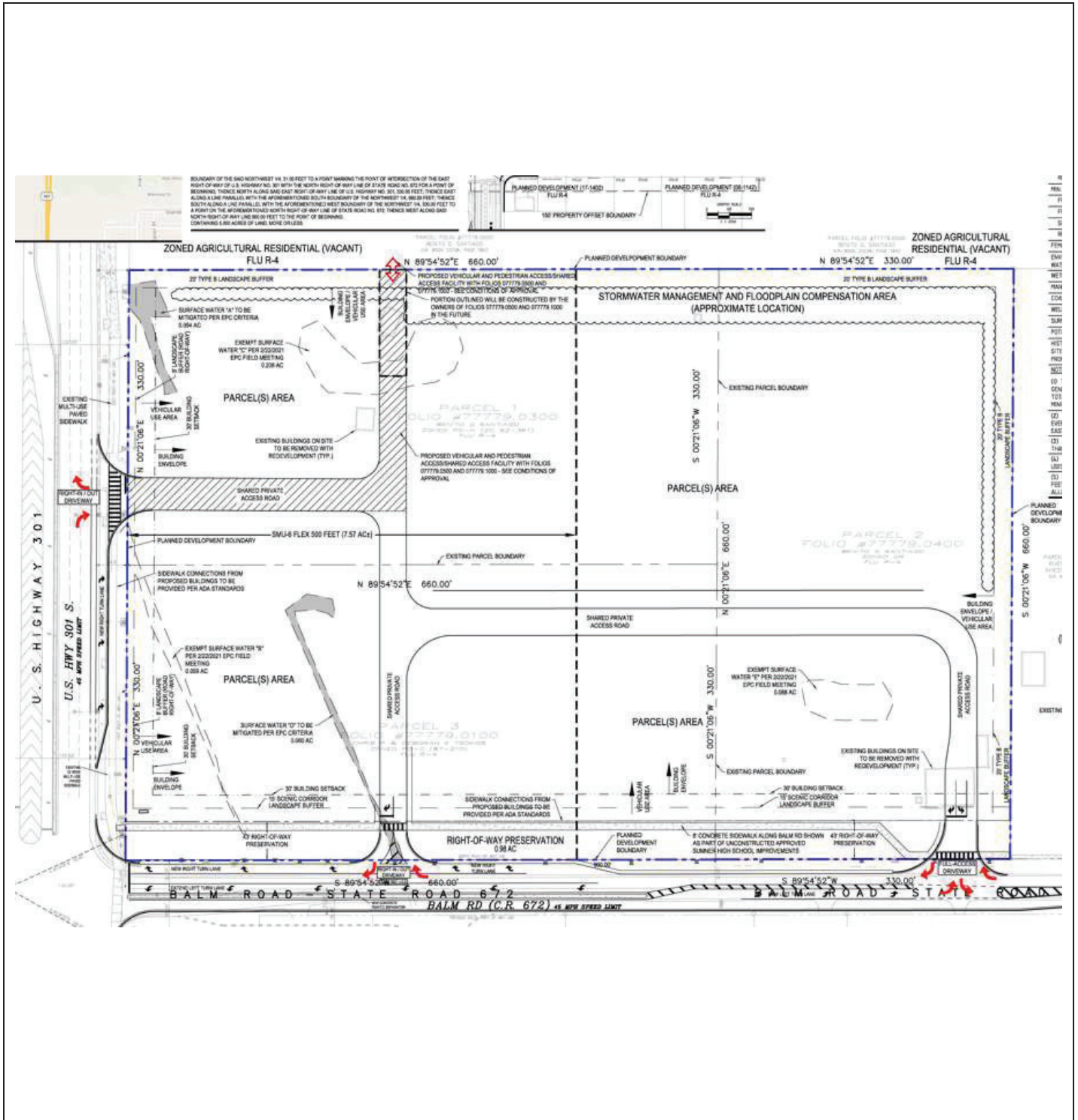


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR	1 unit per 5 acres	Single-Family Residential and Agricultural Uses	Vacant
South	PD (06-1142 and 17-1402)	10,000 sf office (06-1142) 7,500 sf residential support (06-1142) 1,250-student charter school (17-1402)	Office uses, residential support uses and charter school	Single-family residential and warehouse
East	AR	1 unit per 5 acres	Single-Family Residential and Agricultural Uses	Daycare
West	PD (04-0558)	Overall PD: 1,660 single-family detached units, 600 townhomes, 150,000 sf of CN uses including an 80,000 sf mini-warehouse facility	Townhomes, apartments and/or commercial uses (Parcel F)	Vacant (Parcel F)

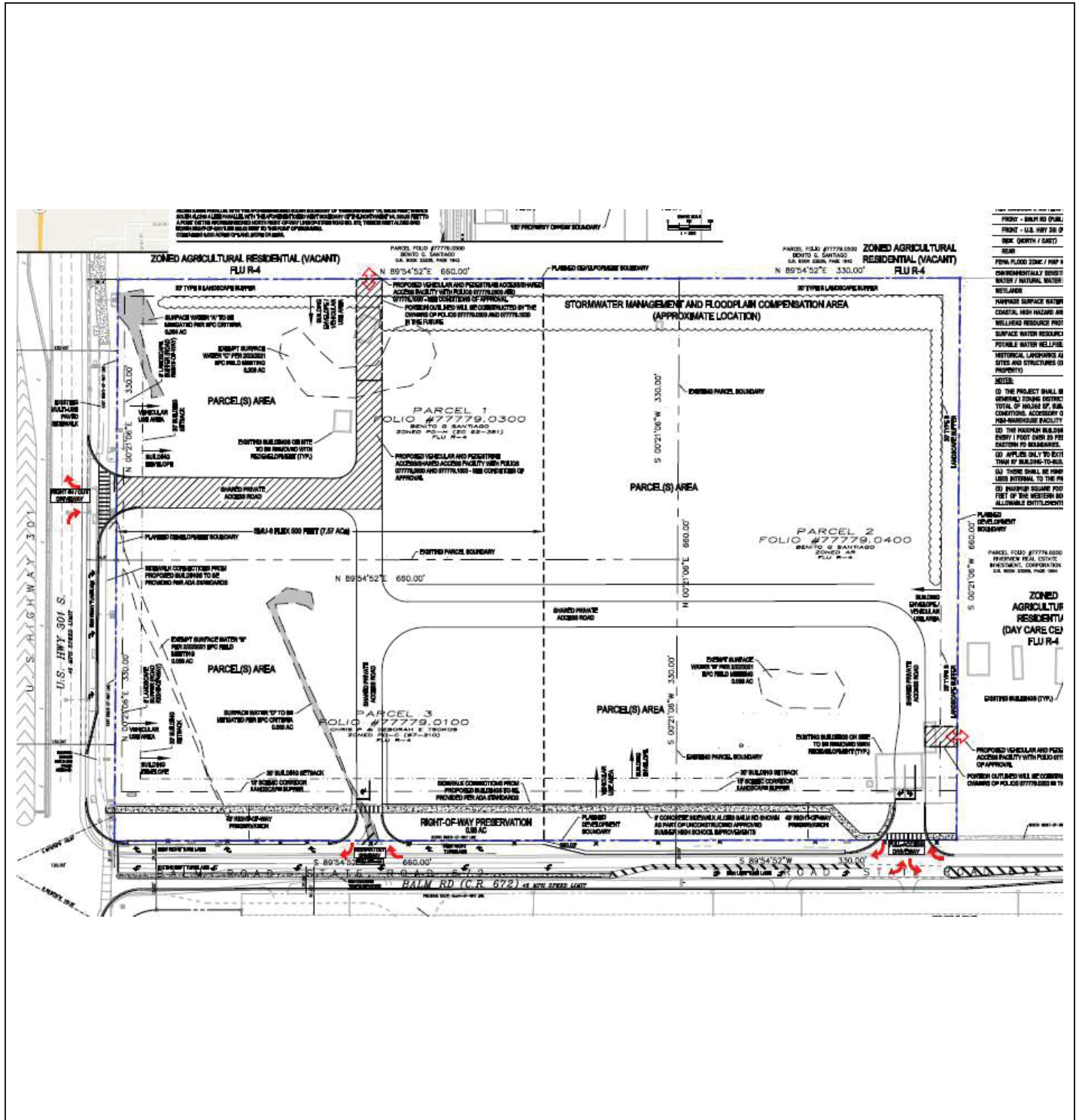
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 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

2.5 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
Balm Rd.	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
US 301	FDOT Principal Arterial - Urban	5 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	5,360	353	190
Proposed	6,855	418	242
Difference (+/-)	(+) 1,495	(+) 65	(+) 52

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

Notes: Although a lack of connectivity to the east meets the LDC, staff believes that vehicular and pedestrian cross access is appropriate given that the site is in commercial use. Additionally, although it does not have a commercial Future Land Use (FLU) designation, it does have a FLU designation which permits up to 0.25 s.f. or 175,000 s.f., whichever is less intense, of suburban scale neighborhood commercial uses.

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wetlands present in the western and northern portions (0.114 acres)				
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 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					
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 checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor (Balm Road-Suburban) <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 checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Water distribution system improvements required prior to connection for newly requested square footage				
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 (Various use types allowed. Estimates are a sample of potential development) <table border="0" style="width: 100%; font-size: small;"> <tr> <td>FF w/DT (Per 1,000 s.f.) Mobility: \$83,595 Fire: \$313</td> <td>Retail - Shopping Center (Per 1,000 s.f.) Mobility: \$10,850 Fire: \$313</td> <td>Mini-Warehouse (Per 1,000 s.f.) Mobility: \$580*126 = \$73,080 Fire: \$32*126 = \$4,032</td> <td>Retail – Gas Station w/ Convenience Market (Mobility/Fueling Position; Fire / 1,000 sf) <2,000 sf market 2,000-9,000 sf market 3,000+ sf market Mobility: \$10,987 Mobility: \$13,127 Mobility \$14,738 Fire: \$313 Fire \$313 Fire \$313</td> </tr> </table> Urban Mobility, South Fire – 126,000 sf mini-warehouse, 34,362 sf CG					FF w/DT (Per 1,000 s.f.) Mobility: \$83,595 Fire: \$313	Retail - Shopping Center (Per 1,000 s.f.) Mobility: \$10,850 Fire: \$313	Mini-Warehouse (Per 1,000 s.f.) Mobility: \$580*126 = \$73,080 Fire: \$32*126 = \$4,032	Retail – Gas Station w/ Convenience Market (Mobility/Fueling Position; Fire / 1,000 sf) <2,000 sf market 2,000-9,000 sf market 3,000+ sf market Mobility: \$10,987 Mobility: \$13,127 Mobility \$14,738 Fire: \$313 Fire \$313 Fire \$313
FF w/DT (Per 1,000 s.f.) Mobility: \$83,595 Fire: \$313	Retail - Shopping Center (Per 1,000 s.f.) Mobility: \$10,850 Fire: \$313	Mini-Warehouse (Per 1,000 s.f.) Mobility: \$580*126 = \$73,080 Fire: \$32*126 = \$4,032	Retail – Gas Station w/ Convenience Market (Mobility/Fueling Position; Fire / 1,000 sf) <2,000 sf market 2,000-9,000 sf market 3,000+ sf market Mobility: \$10,987 Mobility: \$13,127 Mobility \$14,738 Fire: \$313 Fire \$313 Fire \$313					
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments				
Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Staff has not identified any compatibility issues associated with this request. No additional uses are proposed. Additionally, the project will continue to adhere to Land Development Code mini-warehouse requirements regarding accessory open storage, which require the storage area to be shielded by storage buildings and proportionate to the storage building sizes. While the square footage is increasing, the applicant proposes no increase in height, no reduction in setbacks and no variations to required buffering and screening. The PD is currently approved for a maximum of 50 feet in height with the required additional setback of 2' for every 1' over 20' in height applied to the northern and eastern boundaries (non-front yards). As currently approved, buildings will have a minimum 20' setback from the northern and eastern PD boundaries and minimum 30' setback from the southern and western PD boundaries. The required 20' wide buffer with Type B screening will continue to be provided along the northern and and eastern PD boundaries and the 15' wide suburban scenic corridor along Balm Road will also continue to be provided.

The applicant has offered to develop the mini-warehouse facility with an enhanced building design to further community design goals of the Comprehensive Plan, as part of the SMU-6 FLU category flex request.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted November 22, 2021.

1. The project shall be limited to a maximum of ~~150,000~~ 34,362 square feet of CG (Commercial General) zoning district uses and 126,000 square feet for a mini-warehouse storage facility for a total of 160,362 square feet. Accessory open storage is only permissible in association with a mini-warehouse facility and in compliance Land Development Code Section 6.11.60.
 - 1.1 The mini-warehouse facility shall be comprised of one, multi-story primary mini-warehouse structure and multiple, single-story mini-warehouse structures that will screen the related open storage area. The primary mini-warehouse structure shall be architecturally finished to grade on all exterior building facades (north, south, east and west) together with architectural features, such as belt course, changes in material, fenestration, wall plane projections, overhangs and awnings, recesses, or other architectural finishes, that (a) provides a visual base at the ground floor of the structure, and (b) distinguishes the primary entrance into the structure. Parapets terminated with a cornice shall be required for all mini-warehouse facility structures using a flat roof, except for non-primary structure facades facing the open storage area. Non-primary single-story storage mini-warehouse structures shall be constructed using articulated vertical metal panels and have similar or compatible color and tones as the primary mini-warehouse structure on all exterior building facades (north, south, east and west).
2. All buildings shall have a minimum setback of 20 feet from the northern and eastern PD boundaries and a minimum setback of 30 feet from the southern and western PD boundaries, unless otherwise stated. All setbacks shall be taken from the right-of-way preservation line, if applicable.
3. The maximum building height shall be 50 feet. An additional setback of 2 feet for every 1 foot over 20 feet in building height shall be provided along the northern and eastern PD boundaries.
4. A 20 foot wide buffer with Type B screening shall be provided along the northern and eastern PD boundaries, as depicted on the general site plan.
5. A 15 foot wide Suburban Scenic Corridor shall be provided along the southern PD boundary. The buffer width shall be taken from the right-of-way preservation line, if applicable.
6. The internal private access road shall be developed in substantial conformance with the depicted layout depicted on the general site plan. Minor deviations may be permitted when based upon engineering needs.
7. 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.
8. 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.

9. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
10. 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.
11. If PD 20-1270 is approved, the County Engineer will approve the Design Exception (dated February 25, 2021 and found approvable on February 25, 2021), for the Balm Road. substandard road improvements. As Balm Road is a substandard collector roadway, the developer will be required to make certain improvements to Balm Road consistent with the Design Exception.
12. If PD 20-1270 is approved, the County Engineer will approve the Design Exception (dated February 25, 2021 and found approvable on February 25, 2021), for the Balm Road substandard road Improvements as Balm Road is a substandard arterial roadway, the developer will be required to make certain improvements to Balm Road consistent with the Design Exception including:
 - a. Install a minimum 4-foot wide concrete separator between US 301 to the beginning of the taper for the proposed eastbound to northbound left turn lane into the easternmost project driveway.
 - b. Install a type-F curbing along the south side of Balm Rd. between US 301 and the end of the transition east of the easternmost project driveway; and,
 - c. Widen the existing paved shoulder on the north side such that there is a 5-foot wide bicycle lane (on paved shoulder) between US 301 and the easternmost project driveway.
13. With regard to required site access improvements, the developer shall:
 - a. Construct an eastbound to northbound left turn lane on Balm Road at the project's entrance;
 - b. Construct a westbound to northbound right turn lane on Balm Road at US Hwy 301, to extend a minimum of 240 feet east of the westernmost project access;
 - c. Construct a northbound to eastbound right turn lane on US Hwy 301 at the project's entrance;
 - d. Extend the existing westbound to southbound left turn lane on Balm Road at US Hwy 301 to a distance of 630 feet.
14. In accordance with the Hillsborough County Corridor Preservation Plan, the Developer shall dedicate preserve up to forty-three (43) feet of right-of-way on along its CR 672 (Balm Rd.) frontage, such that a minimum of 74 feet is preserved north of the existing right-of-way centerline. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans and building setbacks shall be calculated from the future right-of-way line.
15. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.

16. The developer shall provide for access/cross-access to its northern property boundary as shown on the PD site plan. This access, together with the drive aisles between this access and the project's US 301 access, shall be considered a Shared Access Facility with folios 77779.0500 and 77779.1000.
- Drive aisles and sidewalk connections need not be constructed to the northern project boundary at the time of plat/site/construction plan review; however, the developer shall, with the initial increment of development, record in the Official Records of Hillsborough County a construction easement and any other easements necessary to permit the developer of adjacent properties (with which access is being shared) to construct vehicular and pedestrian access/cross-access connection(s) within the Shared Access Facility upon development of the adjacent properties without further consultation. The design and location of all connections shall be subject to the review and approval of Hillsborough County.
17. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, cumulative project trip generation shall not exceed 436 p.m. peak hour trips. Should certain high trip generated uses be constructed by a developer, this cap will potentially result in an inability to construct the maximum approved entitlements, and/or could result in the inability to construct on certain outparcels. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on site, as well as a trip generation analysis of the existing, approved, and to be constructed uses in order to demonstrate that this cap has not been exceeded. Transportation impacts shall be quantified based on data from the latest edition of Institute of Transportation Engineer's Trip Generation Manual, or as otherwise approved by Development Services Staff where the Trip Generation Manual does not contain appropriate data.
18. The developer shall provide for cross-access to its eastern property boundary with folio 77779.0200 as shown on the PD site plan.
19. Prior to or concurrent with the initial increment of development, the developer shall record in the Official Records of Hillsborough County a construction easement and any other easements necessary to permit the developer of adjacent properties to construct the vehicular and pedestrian cross-access connections. The design and location of all connections shall be subject to the review and approval of Hillsborough County.
20. Water distribution system improvements will need to be completed prior to connection to the County's water system for the additional 10,362 square feet approved as part of this Major Modification. The improvements include two funded CIP projects that are currently under construction - C32001-South County Potable Water Repump Station Expansion and C32011-Potable Water In-Line Booster Pump Station – and will need to be completed by the County prior to the issuance of any building permits that will create additional demand on the system.
- ~~1721.~~ If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

Zoning Administrator Sign Off:

A handwritten signature in black ink, appearing to read 'J. Brian Grady', is written over a faint 'IntegrSign Desktop' watermark.

J. Brian Grady
Mon Dec 6 2021 10:47:19

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

The site is 15 acres in size. Using the flex of the SMU-6 FLU category, 7.57 acres can be considered at a maximum F.A.R. of 0.50 (164,874.6 sf). The remaining acreage in the RES-4 FLU category (7.43 acres) can be considered at a maximum F.A.R. of 0.25 (80,912.7 sf). The blended F.A.R. for the flexed parcel results in 245,787.3 sf, or a 0.376 F.A.R. The applicant's request of 160,362 square feet (0.245 F.A.R.) does not exceed this maximum.

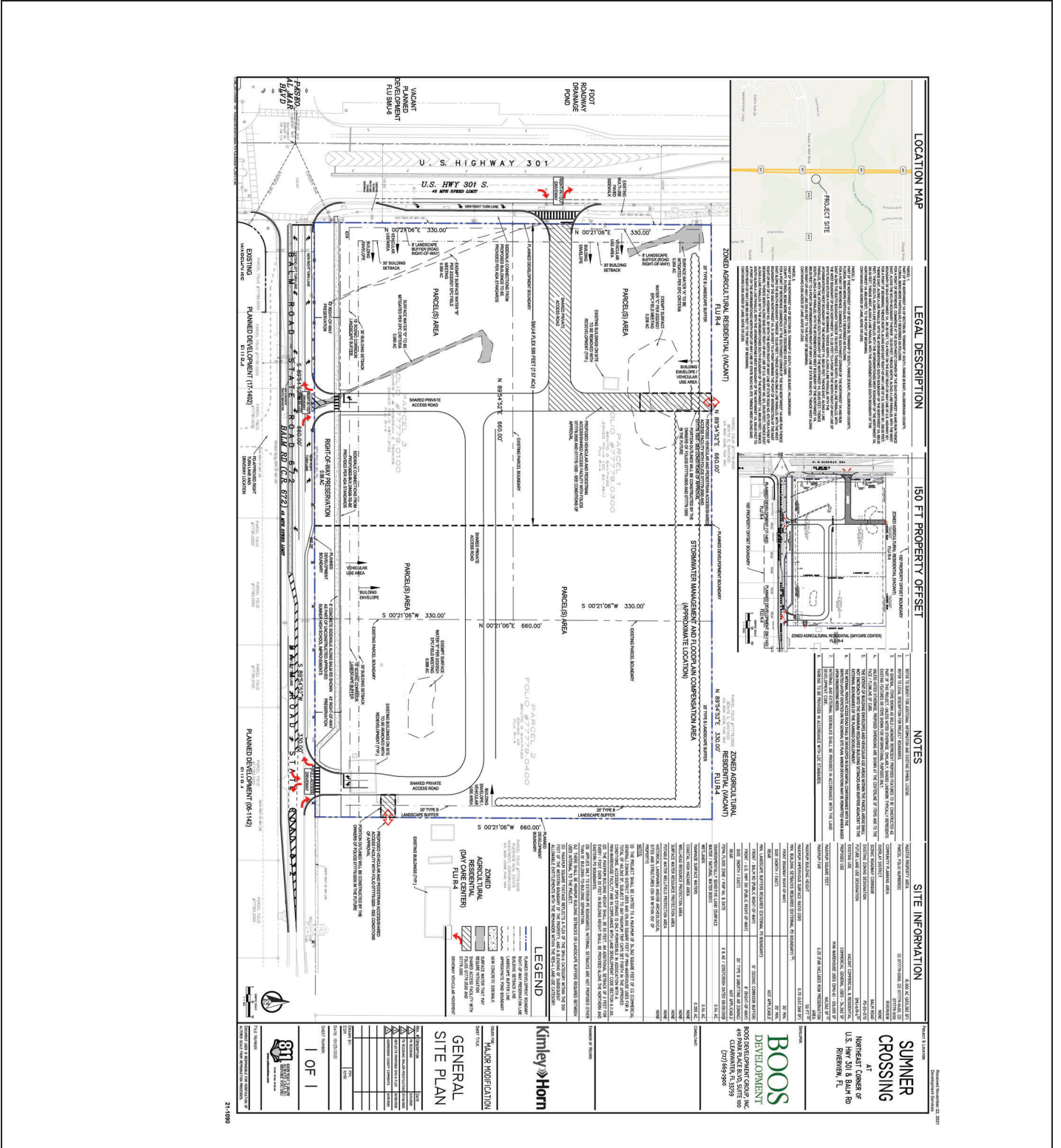
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/08/2021

Revised: 12/07/2021

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Riverview (RV)

PETITION NO: MM 21-1090

This agency has no comments.

This agency has no objection.

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

This agency objects, based on the listed or attached conditions.

CONDITIONS OF APPROVAL

All previous transportation conditions of approval shall carry forward. Additionally, the following new conditions shall be added:

1. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, cumulative project trip generation shall not exceed 436 p.m. peak hour trips. Should certain high trip generated uses be constructed by a developer, this cap will potentially result in an inability to construct the maximum approved entitlements, and/or could result in the inability to construct on certain outparcels. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on site, as well as a trip generation analysis of the existing, approved, and to be constructed uses in order to demonstrate that this cap has not been exceeded. Transportation impacts shall be quantified based on data from the latest edition of Institute of Transportation Engineer's Trip Generation Manual, or as otherwise approved by Development Services Staff where the Trip Generation Manual does not contain appropriate data.
2. The developer shall provide for cross-access to its eastern property boundary with folio 77779.0200 as shown on the PD site plan.
3. Prior to or concurrent with the initial increment of development, the developer shall record in the Official Records of Hillsborough County a construction easement and any other easements necessary to permit the developer of adjacent properties to construct the vehicular and pedestrian cross-access connections. The design and location of all connections shall be subject to the review and approval of Hillsborough County.

PROJECT OVERVIEW & ANALYSIS

The applicant is requesting a Major Modification (MM) to existing PD 20-1270, consisting of +/- 14.98 acres with entitlements for 150,000 s.f. of Commercial General (CG) uses. The applicant is seeking entitlements for 34,362 s.f. of CG uses and 126,000 s.f. of mini-warehouse uses (an overall increase of 10,362 s.f.).

The applicant failed to submit a sufficient trip generation and site access analysis for the subject property as required per the Development Review Procedures Manual (DRPM) and staff. Consistent with Section 6.2.1.C. of the Development Review Procedures Manual (DRPM), the Administrator waived the required transportation analysis. The applicant is proposing a condition with a maximum trip cap, based upon its own analysis, which will govern maximum p.m. trip impacts of the site (but will not control the a.m. peak hour impacts). The Administrator supports the use of this condition, as such staff has included it in the proposed conditions hereinabove.

Staff has prepared a comparison of the trips generated by development under the existing and proposed zoning designations, Information shown was developed using Institute of Transportation Engineer's Trip Generation Manual, 10th Edition.

Existing Zoning: PD 20-1270

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
15,000 SF of Pharmacy with Drive-Through (ITE LUC 881)	1,637	58	154
4,280 SF of Office Medical (ITE LUC 720)	149	12	15
2,500 SF of Coffee Shop with Drive-Through (ITE LUC 937)	2,051	222	108
143,030 SF of Mini Warehouse (ITE LUC 151)	216	14	24
2,350 SF of Fast Food with Drive-Through (ITE LUC 934)	1,107	94	77
7,000 SF of Tire Store (ITE LUC 848)	200	19	28
Subtotal:	5,360	419	406
<i>Less Internal Capture:</i>	<i>Not Available</i>	-22	-136
<i>Less Pass-By Trips:</i>	<i>Not Available</i>	-44	-80
Net External Trips:	5,360	353	190

Proposed Zoning: MM 21-1090

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
15,000 SF of Pharmacy with Drive-Through (ITE LUC 881)	1,637	58	154
4,280 SF of Office Medical (ITE LUC 720)	149	12	15
2,500 SF of Coffee Shop with Drive-Through (ITE LUC 937)	2,051	222	108
126,000 SF of Mini Warehouse (ITE LUC 151)	190	13	21
5,582 SF of Fast Food with Drive-Through (ITE LUC 934)	2,628	224	182

7,000 SF of Tire Store (ITE LUC 848)	200	19	28
Subtotal:	6,855	548	508
<i>Less Internal Capture:</i>	<i>Not Available</i>	-22	-150
<i>Less Pass-By Trips:</i>	<i>Not Available</i>	-108	-116
Net External Trips:	6,855	418	242

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference:	(+) 1,495	(+) 65	(+) 52

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

US Hwy 301 is a 6-lane, divided principal arterial roadway, characterized by +/-12-foot travel lanes with 5-foot paved shoulders, curb and gutter, within an existing right-of-way of +/- 180 feet. There is a 12-foot multimodal trail adjacent to the proposed project and a 4-foot sidewalk along the western side of the right-of-way. This roadway is under the jurisdiction of the Florida Department of Transportation (FDOT).

Balm Rd. (CR 672) is a 2-lane, substandard arterial roadway, characterized by +/-12-foot travel lanes with 3-foot paved shoulders, with pavement in average condition. The existing right-of-way on Balm Rd. in the vicinity of the project is +/- 62 feet. There are no bicycle facilities or sidewalks along Balm Rd. adjacent to the proposed project.

Balm Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane roadway along the project's frontage. The Type TS-6 typical section (found within the Hillsborough County Transportation Technical Manual) requires a minimum 110 feet of right-of-way to accommodate future improvements. The Department of Community and Infrastructure Planning conducted a Synchro Analysis at the intersection, consistent with procedures used to develop the Hillsborough County Synchro Network. Project volumes at the intersection were based on the proposed development traffic on Balm Rd. and the Tampa Bay Regional Planning Model. It was determined that, based upon the data shown, a minimum of 146 feet of right-of-way will be required for Balm Rd. at its intersection with US 301 (110 feet for the future 4-lane improvements plus an additional 12 feet for a second westbound to southbound left turn lane and an additional 24 feet for two westbound to northbound right turn lanes). Only those interim uses permitted by Section 5.11.09 of the LDC are permitted within the preservation area. Together, the developer will be required to preserve/dedicate up to a total of 43 feet north of the existing northern right-of-way line.

Per the Florida Department of Transportation (FDOT) and Hillsborough County Capital Improvement Program, there is a widening project on US 301 from SR 674 to Balm Road that is under construction. The project will continue the six (6) lane, divided urban roadway south from Balm Road to SR 674. The project also includes signaling the intersection of US 301 and Balm Road.

Please note there are two projects in the Hillsborough County CIP that affect the adjacent roadways: CIP #69638040, which will add pedestrian and bike facilities along the Balm Road from US 301 to the new Sumner High School, and CIP #69643000, which will complete the 4-lane divided Paseo al Mar from US 41 to US 301.

SITE ACCESS AND CONNECTIVITY

The applicant is requesting two access connections to Balm Road and one to US Hwy 301. The proposed connections to Balm Road consist of one right-in/right-out connection and one full access connection that will align with the existing access to Folio #77783.1000 to the south. The proposed connection to US Hwy 301 consists of one right-in/right-out access point.

Required site access improvements proposed by the applicant include:

- Construction of an eastbound to northbound left turn lane on Balm Road at the project's easternmost entrance;
- Construction of a northbound to eastbound right turn lane on US Hwy 301 at the project's entrance;
- Extension of the existing westbound to southbound left turn lane on Balm Road at US Hwy 301 to a distance of 630 feet; and
- Construction of a 4-foot wide raised traffic separator on Balm Road to prevent in-bound/out-bound left turning movements at the westernmost project driveway.

Consistent with Section 6.04.03.Q, vehicular and pedestrian cross access is not required along the project's northern or eastern boundaries. Florida Department of Transportation (FDOT) staff is requiring access/cross-access to the northern project boundary as a Shared Access Facility. Further discussion of this issue is contained in the "FDOT Concerns" section, below.

Staff believes that cross access to the east is appropriate given the future 4-laning of Balm Rd., intensification of the project driveway and fact that the project access does not meet minimum spacing requirements per Section 6.04.07 of the LDC (nor was an Administrative Variance obtained during the previous zoning action during which this access was conceptually approved). Staff notes that the

FDOT CONCERNS

FDOT staff provided revised/updated comments dated February 16, 2021. Transportation Review Section staff previously followed up with the FDOT to review and discuss the issues, and how to characterize these comments for the purposes of the 20-1270 staff report. Notable issues included in the FDOT report included:

1. The US 301 access was considered by FDOT to be a non-conforming driveway due to the spacing of the proposed access to presumed future access from two parcels to the north of the project (folios 077779.0500 and 077779.1000). It should be noted that these parcels are owned by the same person as the parcels within the subject PD; however, these parcels were not included within the subject PD. Although there are not existing driveways serving these parcels, FDOT considered this project's US 301 access to be substandard due to the future access spacing being substandard. In consideration of this, FDOT had required this project to make accommodations within the PD such that a Shared Access Facility is provided to serve the two parcels to the north.
2. FDOT staff was requiring the proposed westbound to northbound right turn lane be extended beyond the limits shown on the PD site plan, such that it extends eastward to the easternmost project access driveway. Transportation Review Section staff previously discussed this requirement with FDOT. Based upon the data and analysis contained within the applicant's original (submitted as a part of the 20-1270 transportation analysis, staff believed that the existing turn lane was appropriate. It should be noted that turn lanes being constructed were not warranted at the project access driveways pursuant to Section 6.04.04.D.; however, the turn lane(s) are being constructed by the applicant in order to address operational considerations at the intersection without which would impact the safe and efficient operation of proposed site access driveways. Transportation Review Section staff did not believe that further extension of the westbound right turn lane was supported by the data or under

our regulatory authority during the 20-1270 zoning action. FDOT had indicated that they objected to the turn lane not being extended. It should be noted that FDOT operates under different rules and regulations than Hillsborough County, and potentially has more latitude with respect to its permit authority under Florida Statutes. As such, staff previously informed the applicant and FDOT that it would not object to the rezoning request because of this issue; however, to the extent that the applicant is unable to receive permits for required modifications to Balm Rd. that necessitate work with the US 301 right-of-way, the applicant would be unable to obtain the necessary approvals necessary to obtain site/construction plan approvals from Hillsborough County and would therefore have what amounts to an unconstructible project. The applicant had indicated that they intended to continue to engage with FDOT on this issue.

It does not appear that continued coordination has taken place between the applicant and FDOT. No additional FDOT comments were obtained from the applicant to support this zoning action.

PREVIOUSLY REQUESTED DESIGN EXCEPTION

As Balm Road is a substandard arterial roadway, the applicant’s Engineer of Record (EOR) previously submitted a Design Exception request for Balm Road (dated February 25, 2021) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer had found the Design Exception request approvable (on February 25, 2021). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 Typical Section (for 2-Lane, Undivided, Local and Collector Rural Roadways) include:

- The developer will be permitted to utilize 11-foot wide travel and turns lanes (the westbound left turn lane, westbound through lane, westbound right turn lane on Balm Road, and the eastbound through lane) in lieu of the 12-foot wide travel and turn lanes required by TS-7; and,
- The developer will be permitted to utilize Type-F curbing along the south side of the roadway, in lieu of the 8-foot stabilized shoulders and 5-foot wide bicycle lane (on paved shoulder), as required by TS-7.

The applicant did not submit a revised Design Exception based upon the additional project trips; however, the previous approval was written with sufficient flexibility that a revision is not technically needed. Upon his review of the project, the County Engineer supported continued use of the existing approved Design Exception.

2019 ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
BALM RD	US HWY 301	BALM RIVERVIEW	D	B
* US HWY 301	SR 674	BALM RD	D	F
US HWY 301	BALM RD	RHODINE RD	D	C

Source: 2019 Hillsborough County Level of Service (LOS) Report

**It should be noted that the 2019 Hillsborough County LOS Report is based on the existing roadway configuration and does not take into account the positive impacts to the LOS that will be conferred upon completion of the current 6-lane widening project (#415489-3-52-01) currently under construction between CR 674 and Balm Rd.*

2020 ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
BALM RD	US HWY 301	BALM RIVERVIEW	D	B
* US HWY 301	SR 674	BALM RD	D	C
US HWY 301	BALM RD	RHODINE RD	D	C

Source: 2020 Hillsborough County Level of Service (LOS) Report

**It should be noted that the 2020 Hillsborough County LOS Report is based on the existing roadway configuration and does not take into account the positive impacts to the LOS that will be conferred upon completion of the current 6-lane widening project (#415489-3-52-01) currently under construction between CR 674 and Balm Rd.*

Data for both 2019 and 2020 were included, as 2020 counts were significantly depressed due to COVID-19 and resulted in Levels of Service (LOS) which do not accurately depict pre-COVID or anticipated post-COVID conditions.

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
Balm Rd.	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
US 301	FDOT Principal Arterial - Urban	5 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	5,360	353	190
Proposed	6,855	418	242
Difference (+/-)	(+) 1,495	(+) 65	(+) 52

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

Notes: Although a lack of connectivity to the east meets the LDC, staff believes that vehicular and pedestrian cross access is appropriate given that the site is in commercial use. Additionally, although it does not have a commercial Future Land Use (FLU) designation, it does have a FLU designation which permits up to 0.25 s.f. or 175,000 s.f., whichever is less intense, of suburban scale neighborhood commercial uses.

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

Notes:

Transportation Comment Sheet

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

COUNTY OF HILLSBOROUGH

**RECOMMENDATION OF THE
LAND USE HEARING OFFICER**

APPLICATION NUMBER: MM 21-1090

DATE OF HEARING: December 13, 2021

APPLICANT: Boos Development / Jose Martinez

PETITION REQUEST: The Major Modification request is to modify PD 20-1270

LOCATION: Northeast corner of S. US 301 & County Road 672

SIZE OF PROPERTY: 14.98 acres, m.o.l.

EXISTING ZONING DISTRICT: PD 20-1270

FUTURE LAND USE CATEGORY: RES-4

SERVICE AREA: Urban

COMMUNITY PLAN: Riverview

DEVELOPMENT REVIEW STAFF REPORT

*NOTE: Formatting issues prevented the entire staff report from being included in the Recommendation. Therefore, please refer to the County's website for the complete Development Services Department staff report.

1.0 APPLICATION SUMMARY

Development Services Department



Applicant: Boos Development c/o Jose Martinez

FLU Category: RES-4

Service Area: Urban

Site Acreage: 15.0+/-

Community Plan Area: Riverview

Overlay: None



Introduction Summary:

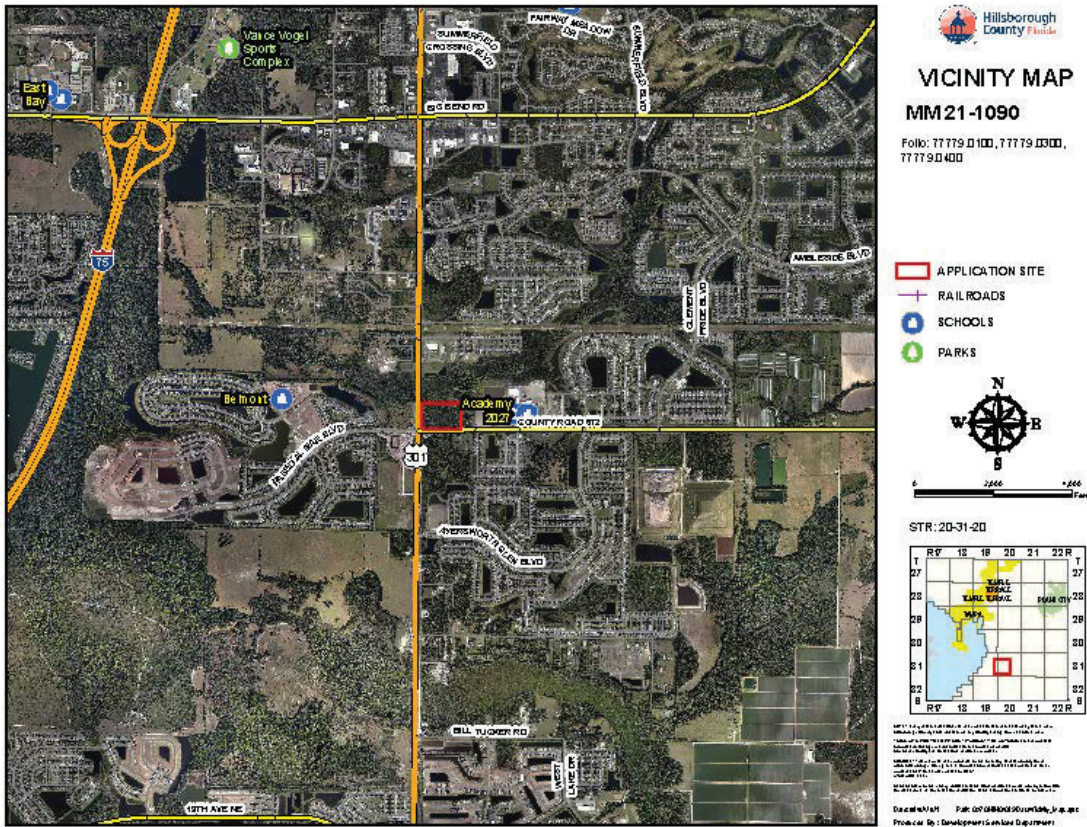
PD 20-1270 was approved in March of 2021 to allow for 150,000 square feet of CG (Commercial General) zoning district uses. Accessory open storage is permitted only in association with a mini-warehouse and in compliance with LDC Section 6.11.60. The applicant requests to increase the square footage using a flex of the SMU-6 Future Land Use Category located to the west within 7.57 acres of the subject site.

The maximum square footage permitted in the RES-4 FLU Category, based upon the distance from the intersection and roadway classifications (locational criteria), is 150,000 square feet. However, in the SMU-6 FLU Category, a light

industrial use can be considered at a FAR of 0.50 and is not subject to locational criterial policies. Planning Commission considers mini-warehouse facilities as a light industrial use. Commercial uses remain at a maximum FAR of 0.25 in the SMU-6 FLU Category. The maximum F.A.R. permitted when blending both FLU categories is 0.376 (see Section 7.0).

Existing Approval(s):	Proposed Modification(s):
150,000 square feet (0.22 FAR)	Increase the maximum square footage to 160,362 square feet (0.25 FAR).
CG (Commercial General) zoning district uses with no maximums for any individual use	Maximum of 34,362 sf of CG zoning district uses and maximum of 126,000 sf for mini-warehouse use
No building design requirements for a mini-warehouse use	Building design requirements for a mini-warehouse use (see condition 1.1).
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: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions

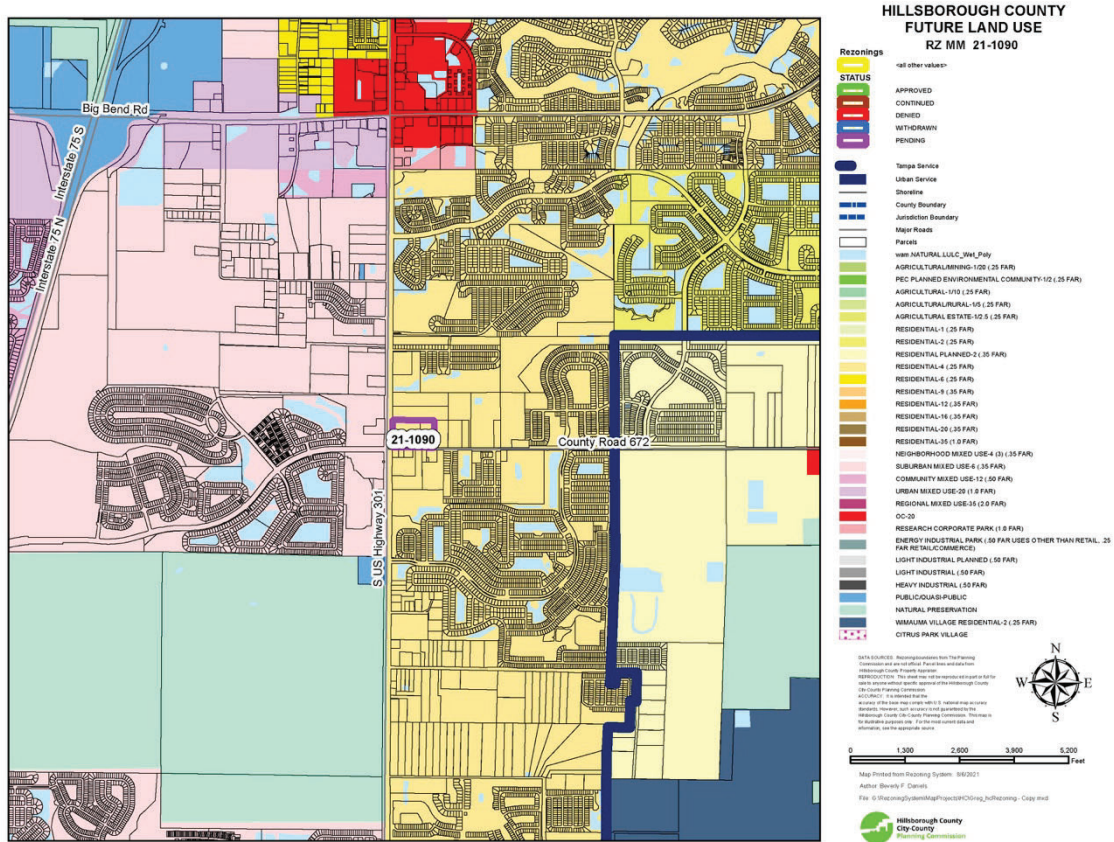
2.0 LAND USE MAP SET AND SUMMARY DATA 2.1 Vicinity Map



Context of Surrounding Area:

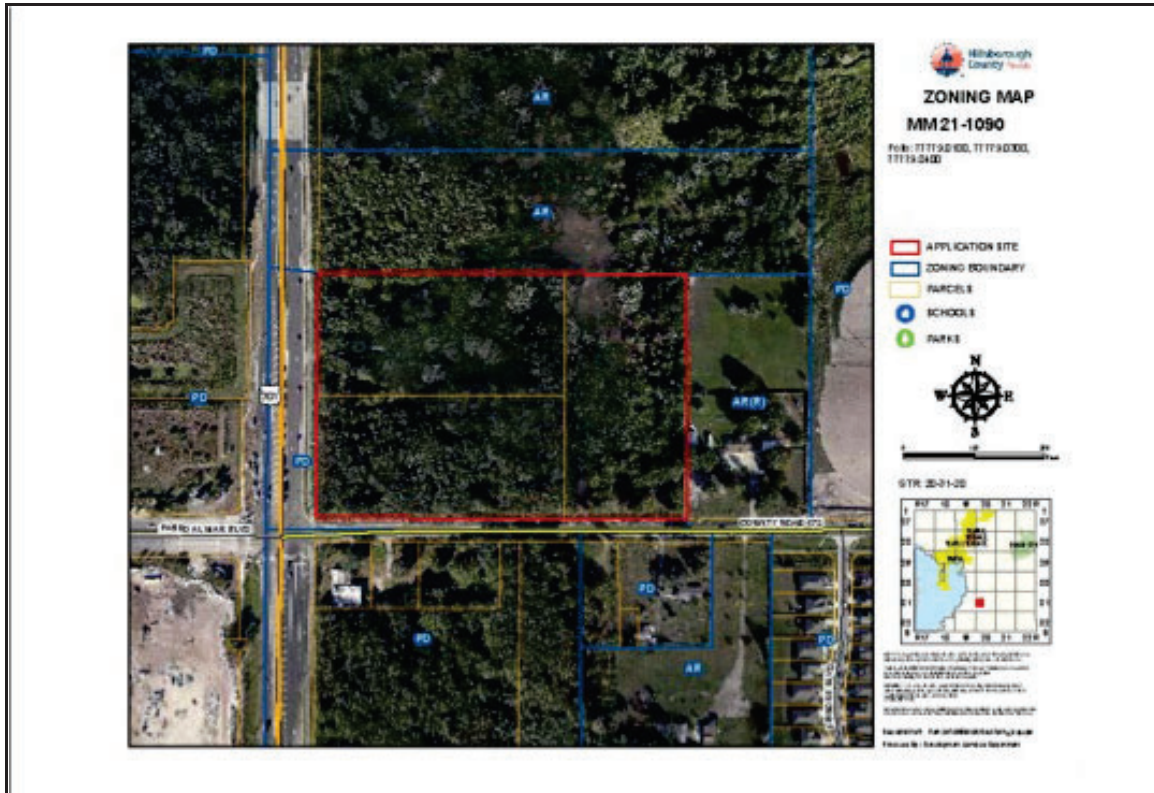
The site is located at the northeast corner of the US Highway 301 and Balm Road/CR 672 intersection. The area is developed in a typical suburban development pattern with the development of non-residential uses at the intersection and along major corridors and master planned residential communities. The general area also features a high school to the east on the north side of CR 672.

2.0 LAND USE MAP SET AND SUMMARY DATA 2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-4 / SMU-6
Maximum Density/F.A.R.:	0.25 (RES-4) / 0.25 & 0.50 (SMU-6)
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses and multi-purpose projects (RES-4). Residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use projects (SMU-6).

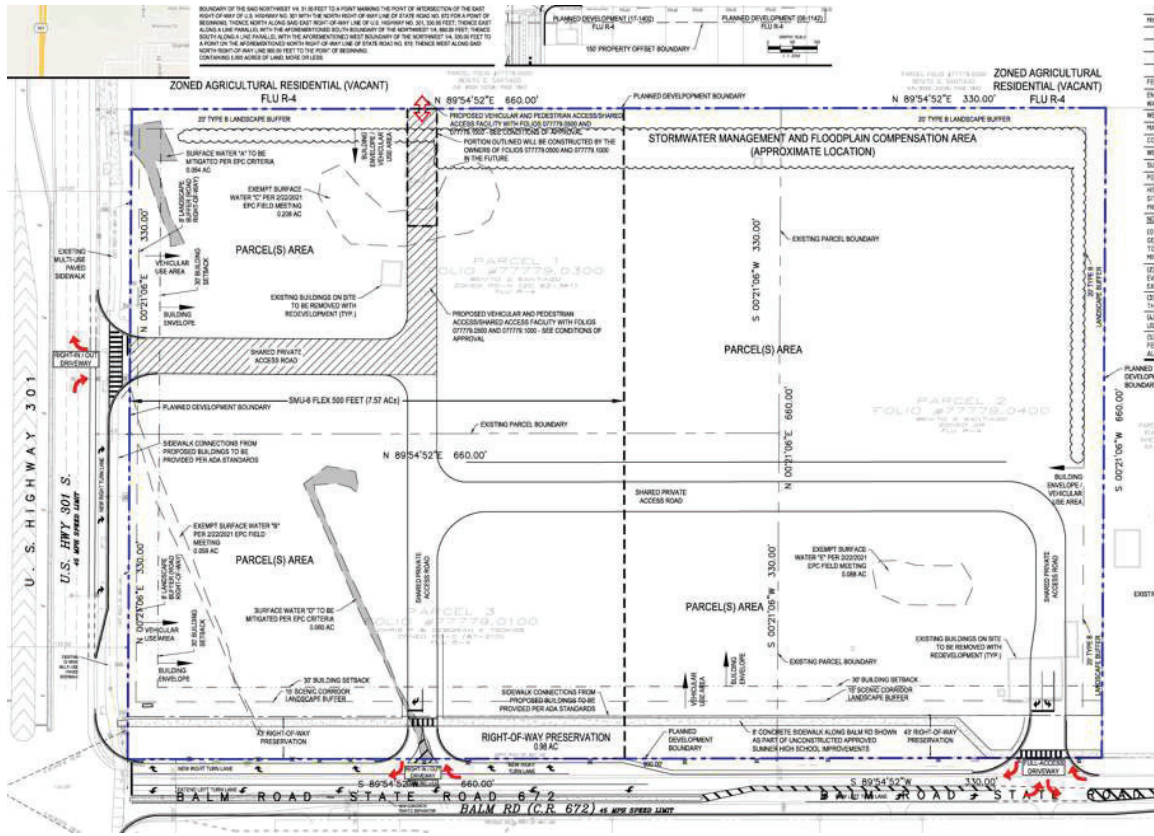
2.0 LAND USE MAP SET AND SUMMARY DATA 2.3 Immediate Area Map



Adjacent Zonings and Uses				
Location :	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR	1 unit per 5 acres	Single-Family Residential and Agricultural Uses	Vacant
South	PD (06-1142 and 17-1402)	10,000 sf office (06-1142) 7,500 sf residential support (06-1142) 1,250-student charter school (17-1402)	Office uses, residential support uses and charter school	Single-family residential and warehouse
East	AR	1 unit per 5 acres	Single-Family Residential and Agricultural Uses	Daycare
West	PD (04-0558)	Overall PD: 1,660 single-family detached units, 600 townhomes, 150,000 sf of CN uses including an 80,000 sf mini-warehouse facility	Townhomes, apartments and/or commercial uses (Parcel F)	Vacant (Parcel F)

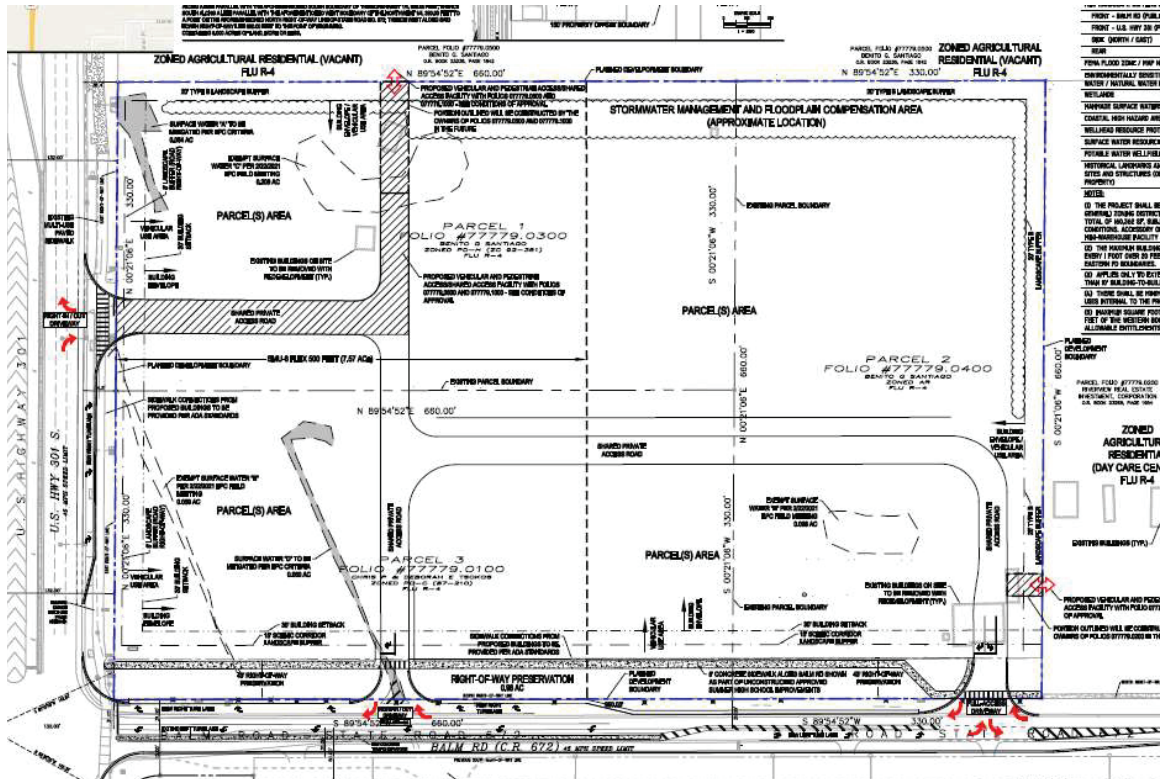
2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 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

2.5 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
Balm Rd.	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
US 301	FDOT Principal Arterial - Urban	5 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	5,360	353	190
Proposed	6,855	418	242
Difference (+/-)	(+) 1,495	(+) 65	(+) 52

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

Notes: Although a lack of connectivity to the east meets the LDC, staff believes that vehicular and pedestrian cross access is appropriate given that the site is in commercial use. Additionally, although it does not have a commercial Future Land Use (FLU) designation, it does have a FLU designation which permits up to 0.25 s.f. or 175,000 s.f., whichever is less intense, of suburban scale neighborhood commercial uses.

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY				
INFORMATION/REVIEWING AGENCY	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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wetlands present in the western and northern portions (0.114 acres)

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 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	
Check if Applicable: <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 checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor (Balm Road-Suburban) <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 checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater				Water distribution system improvements required prior to connection for newly requested square footage
<input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" 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 (Various use types allowed. Estimates are a sample of potential development)

FF w/DT
(Per 1,000 s.f.) Mobility: \$83,595 Fire: \$313

Retail - Shopping Center (Per 1,000 s.f.)

Mobility: \$10,850 Fire: \$313

Mini-Warehouse

(Per 1,000 s.f.)

Mobility: \$580*126 = \$73,080 Fire: \$32*126 = \$4,032

Retail – Gas Station w/ Convenience Market (Mobility/Fueling Position; Fire / 1,000 sf)

Urban Mobility, South Fire – 126,000 sf mini-warehouse, 34,362 sf CG

<2,000 sf market Mobility: \$10,987 Fire: \$313

2,000-9,000 sf market Mobility: \$13,127 Fire \$313

3,000+ sf market Mobility \$14,738 Fire \$313

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

Density Bonus Requested

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Staff has not identified any compatibility issues associated with this request. No additional uses are proposed. Additionally, the project will continue to adhere to Land Development Code mini-warehouse requirements regarding accessory

open storage, which require the storage area to be shielded by storage buildings and proportionate to the storage building sizes. While the square footage is increasing, the applicant proposes no increase in height, no reduction in setbacks and no variations to required buffering and screening. The PD is currently approved for a maximum of 50 feet in height with the required additional setback of 2' for every 1' over 20' in height applied to the northern and eastern boundaries (non-front yards). As currently approved, buildings will have a minimum 20' setback from the northern and eastern PD boundaries and minimum 30' setback from the southern and western PD boundaries. The required 20' wide buffer with Type B screening will continue to be provided along the northern and eastern PD boundaries and the 15' wide suburban scenic corridor along Balm Road will also continue to be provided.

The applicant has offered to develop the mini-warehouse facility with an enhanced building design to further community design goals of the Comprehensive Plan, as part of the SMU-6 FLU category flex request.

5.2 Recommendation

Approvable, subject to proposed conditions.

Zoning conditions were presented to the Zoning Hearing Master at the hearing and are hereby incorporated into the Zoning Hearing Master's recommendation.

SUMMARY OF HEARING

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on December 13, 2021. Mr. Brian Grady of the Hillsborough County Development Services Department introduced the petition.

Mr. Michael Brooks 400 North Tampa Street Unit 1910 Tampa testified on behalf of the applicant. Mr. Brooks stated that the Planned Development was approved early in the spring of this year. The development is a commercial project known as Sumner Crossing which is located at the intersection of Balm Road and US 301. The project is approved for 150,000 square feet of commercial. It is being modified to 126,000 square feet of self-storage mini warehouse and 34,362 square feet of Commercial General for a total of 163,362 square feet. He added that it is an increase of 10,000 square feet. A flex is proposed to allow the self-storage facility to be considered an industrial use under the Comprehensive Plan. Mr. Brooks discussed the cap on vehicular trips which will not be changed. He concluded his presentation by stating that there are no revisions to the height, buffering or screening.

Ms. Michelle Heinrich of the Development Services Department, testified regarding the County staff report. Ms. Heinrich testified that the request is for a

modification to the recently approved PD 20-1270. Specifically, the request is an increase to the maximum square footage from 150,000 to slightly over 160,000 square feet. As a part of the modification, the applicant is limiting the square footage for CG uses and limiting the square footage that would be allowed for the self-storage mini warehouse land use. The applicant has also committed to enhanced building design for the self-storage use. A flex of the SMU-6 Future Land Use category to the west is requested to allow the self-storage facility to be classified as light industrial and not subject to locational criteria. Ms. Heinrich described the property location and stated that the area is developing rapidly with commercial uses in all directions. The modification also includes a cross access stub out to the east which was not previously required. She concluded her presentation by stating that based upon the Planning Commission's support of the requested flex and that the increase in square footage does not exceed the maximum FAR combined with the compatibility of the proposed project with the surrounding development, staff finds the modification approvable.

Ms. Yenika Mills of the Planning Commission testified regarding the Planning Commission staff report. Ms. Mills stated that the property is designated RES-4 by the Future Land Use Map and is located within the Urban Service Area and the Riverview Community Plan. She states that Comprehensive Plan limits commercial development to 150,000 square feet and it must meet commercial locational criteria. The applicant has requested a flex per Policy 7.3 to enable an increase to over 160,000 square feet. The site can be considered for an FAR of up to 0.50 for light industrial. The Planning Commission supports the requested flex and concurs that the development meets the intent of Objective 17 which encourages a unified commercial development through the use of coordinated site planning. Ms. Mills concluded her presentation by stating that the Planning Commission found the request consistent with the Riverview Community Plan and the Comprehensive Plan.

Hearing Master Finch asked audience members if there were any proponents of the application. No one replied.

Hearing Master Finch asked audience members if there were any opponents of the application. None replied.

Mr. Brooks testified during the rebuttal period that he did not receive any comments in opposition or from any surrounding property owner during the notification of the Major Modification or the prior Planned Development rezoning application.

Hearing Master Finch then concluded the hearing.

EVIDENCE SUBMITTED

No documents were submitted into the record.

PREFACE

All matters that precede the Summary of Hearing section of this Decision are hereby incorporated into and shall constitute a part of the ensuing Findings of Fact and Conclusions of Law.

FINDINGS OF FACT

1. The subject site is 14.98 acres in size and is zoned Planned Development (20-1270). The property is designated RES-4 by the Comprehensive Plan and located in the Urban Service Area and the Riverview Community Planning Area.
2. The Planned Development (PD) is currently approved for a maximum of 150,000 square feet of Commercial General (CG) uses.
3. The Major Modification request proposes to increase the maximum square footage from 150,000 square feet to 160,362 square feet (a maximum of 126,000 square feet for self-storage mini-warehouse and a maximum of 34,362 square feet for CG land uses).
4. A flex of the Suburban Mixed Use-6 (SMU-6) Future Land Use category located to the west. The SMU-6 land use category permits light-industrial uses to be considered at an FAR of 0.50 and not subject to commercial locational criteria.
5. The Planning Commission considers mini-warehouse as a light-industrial use and supports the requested flex of the SMU-6 land use category. The Planning Commission found the development meets the intent of Objective 17 which encourages a unified commercial development through the use of coordinated site planning techniques. Finally, the Planning Commission stated that the request is consistent with the Riverview Community Plan and the and the Comprehensive Plan.
6. No testimony in opposition was provided at the Zoning Hearing Master hearing.
7. The modification does not propose to change the height, buffering or screening or required setbacks approved in the Planned Development.

8. The applicant has committed to enhanced building design for the mini-warehouse facility as well as providing a cross access stub out to the east which was not previously required.
9. The proposed modification for the increase in square footage from 150,000 square feet to 160,362 square feet (a maximum of 126,000 square feet for self-storage mini-warehouse and a maximum of 34,362 square feet for CG land uses) which includes a flex of the SMU-6 Future Land Use category is compatible with the surrounding area and consistent with the Land Development Code and Comprehensive Plan.

FINDINGS OF COMPLIANCE/NON-COMPLIANCE WITH THE HILLSBOROUGH COUNTY COMPREHENSIVE PLAN

The Major Modification request is in compliance with and does further the intent of the Goals, Objectives and the Policies of the Future of Hillsborough Comprehensive Plan.

CONCLUSIONS OF LAW

Based on the Findings of Fact cited above, there is substantial competent evidence to demonstrate that the requested Major Modification to the Planned Development zoning is in conformance with the applicable requirements of the Land Development Code and with applicable zoning and established principles of zoning law.

SUMMARY

Planned Development 20-1270 is currently approved for a maximum of 150,000 square feet of Commercial General (CG) uses.

The Major Modification proposes to increase the maximum square footage from 150,000 square feet to 160,362 square feet (a maximum of 126,000 square feet for self-storage mini-warehouse and a maximum of 34,362 square feet for CG land uses).

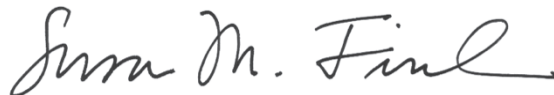
A flex of the Suburban Mixed Use-6 (SMU-6) Future Land Use category located to the west. The SMU-6 land use category permits light-industrial uses to be considered at an FAR of 0.50 and not subject to commercial locational criteria. The Planning Commission supports the flex of the SMU-6 category and the Major Modification.

The applicant has committed to enhanced building design for the mini-warehouse facility as well as providing a cross access stub out to the east which was not previously required.

The Major Modification is compatible with the surrounding area and consistent with the Land Development Code and Comprehensive Plan.

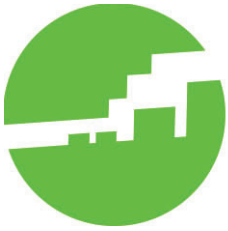
RECOMMENDATION

Based on the foregoing, this recommendation is for **APPROVAL** of the Major Modification to Planned Development 20-1270 as indicated by the Findings of Fact and Conclusions of Law stated above subject to the zoning conditions prepared by the Development Services Department.

A handwritten signature in black ink that reads "Susan M. Finch". The signature is written in a cursive style with a large initial 'S' and a long, sweeping underline.

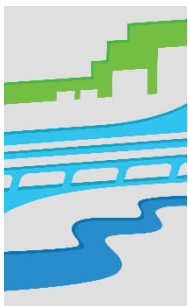
**Susan M. Finch, AICP
Land Use Hearing Officer**

Date January 05, 2022



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: December 13, 2021	Petition: MM 21-1090
Report Prepared: December 2, 2021	<i>Within the northeast quadrant of the U.S. Highway 301 and Balm Road/CR 672 intersection, also known as Sumner Crossing</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Residential-4 (4 du/ga; 0.25 FAR)
Service Area:	Urban
Community Plan:	Riverview, Southshore Areawide Systems
Rezoning Request:	Major Modification (MM) to Planned Development (PD 21-1270) to flex the adjacent SMU-6 (Suburban Mixed-Use-6) to increase to 126,000 square feet of Light Industrial Mini-Warehouse Uses and 34,362 square feet of Commercial General (CG) uses
Parcel Size (Approx.):	15 +/- acres
Street Functional Classification:	U.S. Highway 301 South – Arterial Balm Road/CR 672 – Arterial
Locational Criteria:	Meets
Evacuation Area:	None



Context

- The subject property is located on approximately 15 acres within the northeast quadrant of the U.S. Highway 301 South and County Road 672/Balm Road intersection. The subject property is located in the Urban Service Area (USA). It falls within the limits of the Riverview Community Plan, specifically within the Highway 301 Corridor District. The property is located within the Southshore Areawide Systems Community Plan.
- The subject property is designated Residential-4 (RES-4) on the Future Land Use Map. Typical uses such as residential, suburban scale neighborhood commercial, office uses, multi-purpose projects. Non-residential uses are required to meet established locational criteria for specific land uses. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- The subject property is surrounded by Residential-4 (RES-4) to the north, east and south. Suburban Mixed Use-6 (SMU-6) is located to the west across U.S. Highway 301.
- The subject property is currently comprised of vacant and single-family lots. The subject property is currently zoned Planned Development (PD) and Agricultural Rural (AR). The parcels located to the north are classified as vacant with Planned Development (PD) and Agricultural Rural (AR) zoning. Properties to the east are operating as a daycare and the parcels further east are owned by Hillsborough County Schools classified as future school sites. These properties are zoned Agricultural Rural (AR) and Planned Development (PD), respectively. Properties to the south across Balm Road include heavy industrial uses, vacant property and single-family parcels with Planned Development (PD) and Agricultural Rural (AR) zoning. Properties to the west across Highway 301 include public/quasi-public uses and vacant lots with Planned Development (PD) zoning.
- The application requests a Major Modification (MM) to the existing Planned Development (PD 20-1270) to flex the SMU-6 directly adjacent on the west side of the subject site to permit 126,000 square feet of Light Industrial mini warehouse uses and 34,362 square feet of Commercial General (CG) Uses for a total of 160,362 square feet.

Compliance with Comprehensive Plan:

The following Goals, Objectives and Policies apply to this request and are used as a basis for a consistency finding.

Future Land Use Element

Urban Service Area (USA)

Objective 1: Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

Policy 1.4: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian

or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Relationship to the Future Land Use Map

Objective 7: The Future Land Use Map is a graphic illustration of the county's policies governing the determination of its pattern of development in the unincorporated areas of Hillsborough County through the year 2025.

Policy 7.1: The Future Land Use Map shall be used to make an initial determination regarding the permissible locations for various land uses and the maximum possible levels of residential densities and/or non-residential intensities, subject to any special density provisions, locational criteria and exceptions of the Future Land Use Element text.

Policy 7.2: All land use category boundaries on the Future Land Use Map coinciding with and delineated by man-made or natural features, such as but not limited to roads, section lines, property boundaries, surface utility rights-of-way, railroad tracks, rivers, streams or other water bodies or wetlands are precise lines.

Policy 7.3: The land use category boundaries may be considered for interpretation as flexible boundaries in accordance with the Flex Provision as follows:

- Through application of the flex provision, the land use category boundaries shall be deemed to extend beyond the precise line to include property adjoining or separated by a man made or natural feature from the existing boundary line.
- The line may be relocated a maximum of 500 feet from the existing land use boundary of the adopted Land Use Plan Map. Right-of-Way is not included in the measurement of the 500 foot flex.
- No new flexes can be extended from an existing flexed area.
- All flexes must be parallel to the land use category line.
- Flexes are not permitted in the Rural Area or in areas specified in Community Plans. Flexes are also not permitted from the Urban Service Area into the Rural Area. All flexes in the Rural Area approved prior to July 2007 are recognized and are not to be considered non-conforming.
- Flexes to increase residential density are not permitted in the Coastal High Hazard Area.
- Flexes are not permitted from a municipality into the unincorporated county.
- A flex must be requested as part of planned development or site plan oriented rezoning application. Major Modification to approved zoning that changes the intensity, density or the range of uses will require that the previous flex request be re-evaluated for consistency and a new flex request may be required.
- Applicants requesting a flex must provide written justification that they meet the criteria for a flex as outlined below.
- The Board of County Commissioners may flex the plan category boundary to recognize or grant a zoning district which is not permitted in the land use category but lies within the distance of a conforming land use category, as described above. Prior to the determination by the Board of County Commissioner, the staff of the Planning Commission shall make a recommendation on the consistency of the request with the Comprehensive Plan.

Policy 7.4: The criteria for consideration of a flex request are as follows:

- The availability and adequacy of public facilities to serve the proposed development accommodated by the flex;
- The compatibility with surrounding land uses and their density and intensity;
- The utilization of the flex furthers other goals, objectives and policies of the Future Land Use Element.

Neighborhood/Community Development

Objective 16: Neighborhood Protection *The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.*

Policy 16.1: *Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as:*

- locational criteria for the placement of non-residential uses as identified in this Plan,*
- limiting commercial development in residential land use categories to neighborhood scale;*
- requiring buffer areas and screening devices between unlike land uses;*

Policy 16.2: *Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering and screening techniques and control of specific land uses.*

Policy 16.3: *Development and redevelopment shall be integrated with the adjacent land uses through:*

- the creation of like uses; or*
- creation of complementary uses; or*
- mitigation of adverse impacts; and*
- transportation/pedestrian connections*

Policy 16.5: *Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.*

Objective 22: *To avoid strip commercial development, locational criteria for neighborhood serving commercial uses shall be implemented to scale new commercial development consistent with the character of the areas and to the availability of public facilities and the market.*

Policy 22.1: *The locational criteria for neighborhood serving non-residential uses in specified land uses categories will:*

- *provide a means of ensuring appropriate neighborhood serving commercial development without requiring that all neighborhood commercial sites be designated on the Future Land Use Map;*
- *establish a maximum square footage for each proposed neighborhood serving commercial intersection node to ensure that the scale of neighborhood serving commercial development defined as convenience, neighborhood, and general types of commercial uses, is generally consistent with surrounding residential character; and*

- establish maximum frontages for neighborhood serving commercial uses at intersections ensuring that adequate access exists or can be provided.

Policy 22.7: *Neighborhood commercial activities that serve the daily needs of residents in areas designated for residential development in the Future Land Use Element shall be considered provided that these activities are compatible with surrounding existing and planned residential development and are developed in accordance with applicable development regulations, including phasing to coincide with long range transportation improvements.*

The locational criteria outlined in Policy 22.2 are not the only factors to be considered for approval of a neighborhood commercial or office use in a proposed activity center. Considerations involving land use compatibility, adequacy and availability of public services, environmental impacts, adopted service levels of effected roadways and other policies of the Comprehensive Plan and zoning regulations would carry more weight than the locational criteria in the approval of the potential neighborhood commercial use in an activity center. The locational criteria would only designate locations that could be considered, and they in no way guarantee the approval of a particular neighborhood commercial or office use in a possible activity center.

Policy 22.8: *The Board of County Commissioners may grant a waiver to the intersection criteria for the location of commercial uses outlined in Policy 22.2. The waiver would be based on the compatibility of the use with the surrounding area and would require a recommendation by the Planning Commission staff. Unique circumstances and specific findings should be identified by the staff or the Board of County Commissioners which would support granting a waiver to this section of the Plan. The Board of County Commissioners may reverse or affirm the Planning Commission staff's recommendation through their normal review of rezoning petitions. The waiver can only be related to the location of the neighborhood serving commercial or agriculturally oriented community serving commercial zoning or development. The square footage requirement of the plan cannot be waived..*

Community Design Component:

7.0 SITE DESIGN

7.1 DEVELOPMENT PATTERN

GOAL 17: *Develop commercial areas in a manner which enhances the County's character and ambiance.*

OBJECTIVE 17-1: *Facilitate patterns of site development that appear purposeful and organized.*

Policy 17-1.1: *Coordinate site planning between properties.*

Policy 17-1.2: *Coordinate building patterns that cross property lines. This should include the following considerations:*

- *Facades that are aligned.*
- *Similar landscape.*
- *Continuous sidewalks and landscape along the building fronts.*
- *Compatible scale, materials, signage, and details.*

Policy 17-1.3: *To maximize street frontages of buildings, buildings should be orientated so the long side fronts the street corridor*

Policy 17-1.5: *Orient building entrances and roadways toward transit stops, if present.*

Policy 17-2.1: *Provide a sense of vertical enclosure with relatively similar building heights, building recesses, and/or street trees.*

GOAL 19: *Encourage design of façades that capture street-level attention.*

OBJECTIVE 19-1: *Provide for context-sensitive design of building façades.*

Policy 19-1.2: *Buildings with facades greater than 100 feet in length should be broken down in scale by means of the articulation of well-proportioned and separate volumes. Strategic elements include the variation of architectural treatment and elements such as colors, materials, heights, setbacks.*

Policy 19-1.6: *Allow architectural conditions to be applied during the site plan review process.*

Livable Communities Element: Riverview Community Plan

III. Vision Statements

Community Vision

As the community has grown, Riverview's small town charm and atmosphere has been maintained. The community has a town center containing a peaceful, family-oriented and pedestrian-friendly atmosphere in which all safely live, work and play.

A strong sense of “community identity” and spirit, with versatile recreational and economic opportunities as well as cultural and educational resources, stimulates both the young and elderly. The recreational and economic opportunities uniquely afforded them by the Alafia River were maximized while also prioritizing the protection of it and other natural resources.

Vision Concept

Physically, Riverview is a diverse community sharing the characteristics of both suburban and rural areas, loosely defined by historical development patterns and predominant land uses. The Advisory Committee and the Planning Team addressed these issues and illustrated their vision graphically by developing the “Riverview District Concept Map”. See attached figure 10.

It identifies distinct visions for the Riverfront, Downtown, Highway 301, Residential, Industrial, Open Space, and Mixed-Use districts. These unique districts reflect community assets and guide development.

1. Highway 301 Corridor District Vision

Visitors and residents know they have arrived in Riverview as they pass through gateway entrances. This is a mixed-use area with high densities and a variety of businesses. The gateways are the beginning of a pleasant drive or walk along well- maintained, tree lined streets with center medians, bike lanes, sidewalks, crosswalks, adequate lighting and traffic signals. Strict traffic laws are enforced to protect the pedestrian and bicycle-friendly environment. The retail and commercial businesses have benefited from the redesign of the US 301 corridor. The historical buildings have been marked and maintained to indicate their historical importance.

IV. Goals

The plan's vision is supported by the following thirteen goals (listed in priority order) with accompanying strategies:

Goal 1 Achieve better design and densities that are compatible with Riverview's vision.

- *Develop Riverview district-specific design guidelines and standards.*

The standards shall build on recognizable themes and design elements that are reflective of historic landmarks, architecture and heritage of Riverview. The mixed-use, residential, non-residential and roadway design standards shall include elements such as those listed.

Mixed Use-Commercial-Residential

- *Incorporate traditional neighborhood development (TND) and Crime Prevention through Environmental Design (CPTED) techniques and principles in design standards.*
- *Develop visually pleasing sign standards that prohibit pole signs and require monument signs. It also is the desire of the community to limit or keep out any additional billboard signs.*
- *Avoid "strip" development patterns for commercial uses.*
- *Enhance the ability to walk or bike between adjoining commercial areas.*
- *Promote aesthetically pleasing subdivision entrances, formal and manicured landscapes and other amenities such as street furniture, public art, and creative paving techniques.*
- *Promote diversity in housing type and style to counter generic subdivision look.*
- *Provide appropriate and compatible buffers and transitions to existing, adjacent land uses particularly with agricultural operations and the lands acquired for preservation and/or open space.*
- *Require natural and attractive stormwater retention facilities, such as standards for gently sloping grass sides/banks and prohibiting hard (i.e. concrete, asphalt) surfaces and aeration techniques: screen and buffer ponds with natural vegetation or berms or at a minimum vinyl fencing with vines, prohibit plain exposed chain link fencing. Encourage master stormwater facilities.*

Staff Analysis of Goals, Objectives, and Policies:

The subject property is located on approximately 15 acres within the northeast quadrant of the U.S. Highway 301 South and County Road 672/Balm Road intersection. The subject property is located in the Urban Service Area (USA). It falls within the limits of the Riverview Community Plan within the Highway 301 Corridor District. The property is also located within the limits of the Southshore Areawide Systems Community Plan.

The applicant is requesting a Major Modification to the existing Planned Development (PD 20-1270) to flex the SMU-6 (Suburban Mixed-Use -6) Future Land Use category located directly adjacent to the west of the the subject property to permit an increase the square footage from 150,000 sq. ft. of Commercial General (CG) uses to 126,000 sq. ft. of Industrial Mini-Warehouse Uses and 34,362 sq. ft. of Commercial General (CG) uses for a total of 160,362 sq. ft. The total increase in square footage being requested in this Major Modification is 10,362 sq. ft.

The subject site is designated as Residential-4 (RES-4) on the Future Land Use Map. The Comprehensive Plan limits commercial development that meets Commercial Locational Criteria in this Future Land Use Designation to 150, 000 sq. ft. The applicant has requested a flex as per Policy 7.3 of the FLUE, of the western adjacent Future Land Use of SMU-6 in order to be able to increase the total square footage to 160, 362 sq. ft.

According to the applicant's justification, a flex is requested because the applicant can be considered for up to a 0.50 FAR for Light Industrial Uses. The applicant has stated that they meet the criteria for the flex because they are in the Urban Service Area and will be utilizing public utilities as well as provide improvements to the existing public facilities (via CIP # project 69638040). The proposed development is also compatible with the surrounding land uses which include various uses such as educational, commercial, office uses to the east and a larger mixed use development pattern directly to the west of the site. The applicant has also demonstrated that the flex furthers the other goals, objectives and policies of the Future Land Use Element by agreeing to conditions that further the vision for commercial design that are outlined in the community design component of the Future Land Use Element. Planning Commission Staff have reviewed the flex request and concur with the applicant that they meet the justification criteria for the flex and advise the BOCC to grant approval of the flex request.

The blending of densities and/or intensities is permitted for projects that encompass more than one land use category as per Policy 8.8 of the Future Land Use Element. Planning Commission Staff have determined that the proposed use is within the acceptable blended maximum FAR when looking at the RES-4 portion of the site alongside the flexed SMU-6 portion of the site. The calculations are as follows:

- Total Acreage of the site is 15 acres (653,400 sq. ft.)
- The total acreage of the SMU-6 are that is being flexed is 7.57 (329,749.2 sq. ft.)
- $329,749.2 \text{ sq. ft.} \times 0.50 \text{ FAR} = 164,874.6 \text{ sq. ft.}$ (maximum amount of light industrial uses that can be considered)
- The total acreage of the remaining RES-4 portion that is not being flexed is 7.43 acres (323,650.8 sq. ft.)
- $323,650.8 \text{ sq. ft.} \times 0.25 \text{ FAR} = 80,912.7 \text{ sq. ft.}$ (maximum amount of commercial uses that can be considered)
- Total Blended FAR that can be considered: $164,874.6 \text{ sq. ft.} + 80,912.7 \text{ sq. ft.} = 245,787.3 \text{ sq. ft.} / 653,400 = 0.376 \text{ FAR}$

- Requested FAR: 126, 000 sq. ft. + 34 362 sq. ft. = 160,362 sq. ft. /653 400 sq.ft. = 0.245 FAR

The FAR being requested, 160,362, is below the maximum that can be considered with the proposed flex request and is therefore consistent with policy direction on flexes and blending of intensities.

The applicant is proposing to increase the square footage of the portion of the PD that will be a mini storage warehouse in the northeast portion of the subject property by 10,362 square feet and has agreed to architectural conditions that demonstrate consistency with Objective 16 and Policies 16.1, 16.2 and 16.3. The proposed development is internally connected and will provide access to U.S Highway 301 and to Balm Road/CR 672, both arterial roads and meets the intent of Policy 16.5 that requires higher intensity land uses adjacent to established neighborhoods be restricted to collector and arterial roads. There is also a proposed access to the north of the site as well as a shared access to the east with folio # 077779.0220.

The applicant is proposing conditions to provide an architecturally finished site. Planning Commission Staff concur that the proposed condition meets the intent of Goal 17, Objective 17.1 and Policies 17-1.1, 17-1.2, 17-1.3 and 17-2.1 that encourage unified commercial development projects and compatibility with the surrounding area through the use of coordinated site planning, alignment of facades, continuous side walks and a compatible scale to surrounding development where applicable. The proposed project is to include commercial general uses such as a CVS Pharmacy and Starbucks that will be internally connected. Uniform landscaping throughout the project will also be provided and the orientation of commercial buildings will be such that frontages will be maximized along Balm Road and US Highway 301. The condition also furthers the intent of Goal 19, Objective 19-1 and Policy 19-1.2 of the Community Design Component that requires context-sensitive facades. Specifically that structures greater than 100 feet in length be broken down in scale through the use of architectural features such as: colors, materials, height and setbacks. Finally the condition meets the intent of Policy 19-1.6 that allows architectural conditions to be applied during the site plan review process. The above condition has been reviewed by Planning Commission Staff for its implementability and is supported by Planning Commission Staff as an example of the proposed flex furthering the Goals, Objectives and Policies of the FLUE.

The proposed major modification is consistent with intent of the Riverview Community Plan. The subject site is located within the Highway 301 Corridor district of the Riverview Community Plan. The Plan seeks to achieve better design and densities that are compatible with Riverview's vision by requiring that non-residential development avoid "strip" development patterns for commercial uses. The applicant is proposing a mix of Commercial General (CG) uses and Light Industrial uses within an interconnected and unified commercial project. The subject property is located within and consistent with the Riverview Community Plan's Highway 301 Corridor District. The district envisions a mixed-use area with high densities and a variety of businesses. The request will facilitate the vision of the Highway 301 Corridor District.

There are less than 25% wetlands present on the property. The Environmental Protection Commission (EPC) Wetlands Division has reviewed the request. The EPC has determined a resubmittal is not necessary for the site plan's current configuration subject to certain

conditions. If the site plan changes, EPC staff will need to review the zoning again. Planning Commission staff finds this request consistent given that there is a separate approval process for wetland impacts with the Environmental Protection Commission.

Overall, staff finds that the proposed Major Modification would facilitate growth within the Urban Service Area and supports the vision of the Riverview Community Plan. The request would allow for a development that is consistent with the Goals, Objectives and Policies of the Future Land Use Element of the *Future of Unincorporated Hillsborough County Comprehensive Plan for Unincorporated Hillsborough County*.

Recommendation

Based upon the above considerations, Planning Commission staff finds the proposed Major Modification **CONSISTENT** with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*, subject to conditions proposed by the Department of Development Services.

HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 21-1090

<all other values>

Rezoning

Color	STATUS
Yellow	APPROVED
Green	CONTINUED
Red	DENIED
Blue	WITHDRAWN
Purple	PENDING

Tampa Service

Urban Service

Shoreline

County Boundary

Jurisdiction Boundary

Major Roads

Parcels

WATER NATURAL LULC, Wet Poly

AGRICULTURAL/MINING-120 (.25 FAR)

PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)

AGRICULTURAL-1/10 (.25 FAR)

AGRICULTURAL-RURAL-1/5 (.25 FAR)

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

OC-20

RESEARCH CORPORATE PARK (1.0 FAR)

ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)

LIGHT INDUSTRIAL PLANNED (.50 FAR)

LIGHT INDUSTRIAL (.50 FAR)

HEAVY INDUSTRIAL (.50 FAR)

PUBLIC/QUASIPUBLIC

NATURAL PRESERVATION

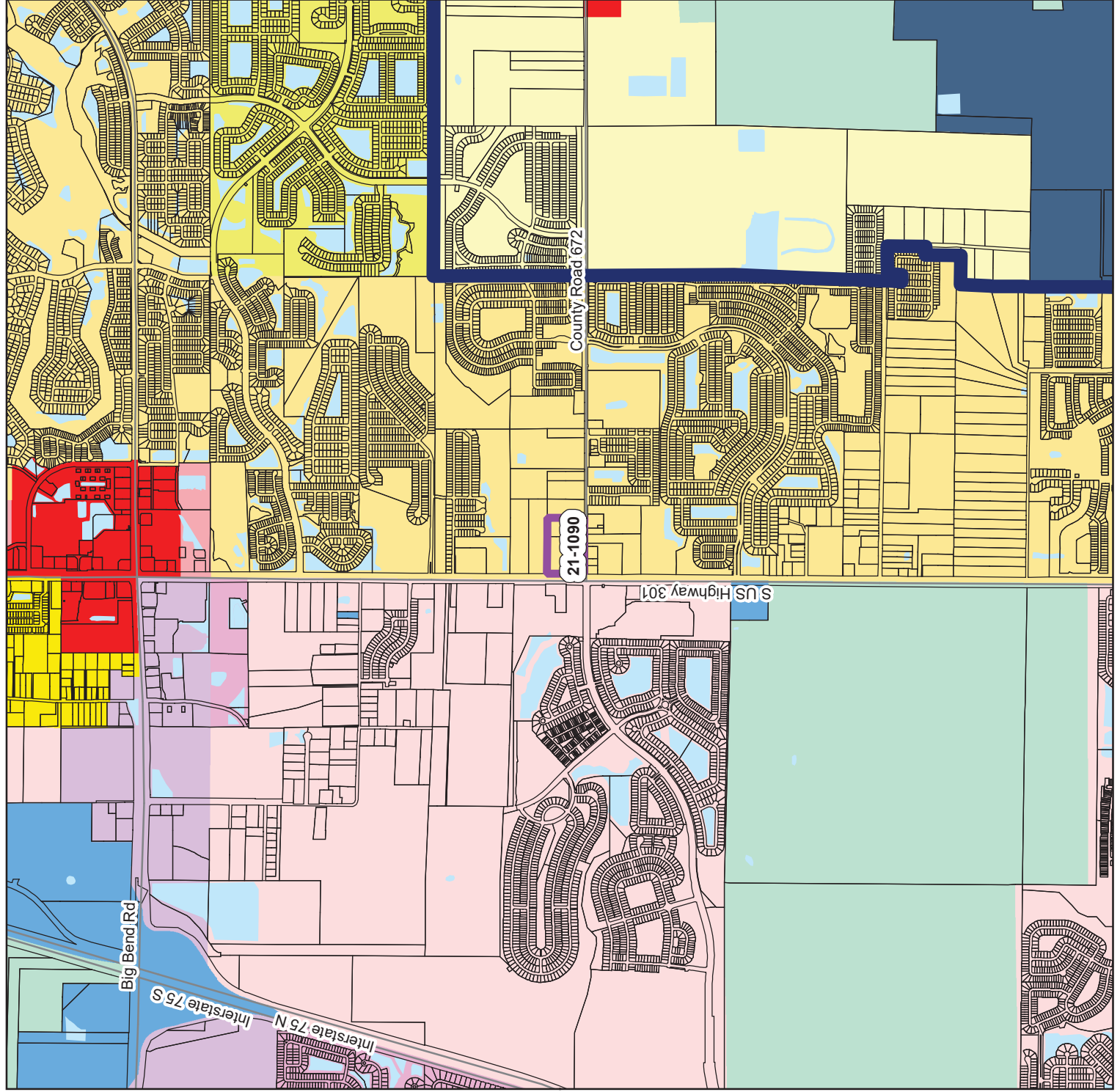
WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning boundaries are subject to approval without specific approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended that this map be used for informational purposes only. The most current data and information, use the appropriate source.

Map Printed from Rezoning System: 8/6/2021
 Author: Beverly F. Daniels
 File: C:\Rezoning\System\MapProjects\HC\Rezoning_Copy.mxd



21-1090

County Road 672

S US Highway 301

Big Bend Rd

Interstate 75 S

Interstate 75 N



**GENERAL
SITE PLAN
FOR
CERTIFICATION**



DEVELOPMENT SERVICES

PO Box 1110, Tampa, FL 33601-1110
(813) 272-5600

**HILLSBOROUGH COUNTY
DEVELOPMENT SERVICES DEPARTMENT**

GENERAL SITE PLAN REVIEW/CERTIFICATION

**BOARD OF COUNTY
COMMISSIONERS**

Harry Cohen
Ken Hagan
Pat Kemp

Gwendolyn "Gwen" Myers
Kimberly Overman
Mariella Smith
Stacy R. White

COUNTY ADMINISTRATOR

Bonnie M. Wise

COUNTY ATTORNEY

Christine M. Beck

INTERNAL AUDITOR

Peggy Caskey

DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Project Name: sumner Crossing (Boos Development)

Zoning File: RZ-PD (20-1270) Modification: MM (21-1090)

Atlas Page: None Submitted: 01/18/22

To Planner for Review: 01/18/22 Date Due: 01/25/22

Contact Person: Michael Brooks Phone: 813-543-5900/ mbrooks@bsrfirm.com

Right-Of-Way or Land Required for Dedication: Yes No

The Development Services Department HAS NO OBJECTION to this General Site Plan.

The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:

Reviewed by: Michelle Heinrich Date: 1/18/22

Date Agent/Owner notified of Disapproval: _____



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/08/2021

Revised: 12/07/2021

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Riverview (RV)

PETITION NO: MM 21-1090

This agency has no comments.

This agency has no objection.

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

This agency objects, based on the listed or attached conditions.

CONDITIONS OF APPROVAL

All previous transportation conditions of approval shall carry forward. Additionally, the following new conditions shall be added:

1. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, cumulative project trip generation shall not exceed 436 p.m. peak hour trips. Should certain high trip generated uses be constructed by a developer, this cap will potentially result in an inability to construct the maximum approved entitlements, and/or could result in the inability to construct on certain outparcels. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on site, as well as a trip generation analysis of the existing, approved, and to be constructed uses in order to demonstrate that this cap has not been exceeded. Transportation impacts shall be quantified based on data from the latest edition of Institute of Transportation Engineer's Trip Generation Manual, or as otherwise approved by Development Services Staff where the Trip Generation Manual does not contain appropriate data.
2. The developer shall provide for cross-access to its eastern property boundary with folio 77779.0200 as shown on the PD site plan.
3. Prior to or concurrent with the initial increment of development, the developer shall record in the Official Records of Hillsborough County a construction easement and any other easements necessary to permit the developer of adjacent properties to construct the vehicular and pedestrian cross-access connections. The design and location of all connections shall be subject to the review and approval of Hillsborough County.

PROJECT OVERVIEW & ANALYSIS

The applicant is requesting a Major Modification (MM) to existing PD 20-1270, consisting of +/- 14.98 acres with entitlements for 150,000 s.f. of Commercial General (CG) uses. The applicant is seeking entitlements for 34,362 s.f. of CG uses and 126,000 s.f. of mini-warehouse uses (an overall increase of 10,362 s.f.).

The applicant failed to submit a sufficient trip generation and site access analysis for the subject property as required per the Development Review Procedures Manual (DRPM) and staff. Consistent with Section 6.2.1.C. of the Development Review Procedures Manual (DRPM), the Administrator waived the required transportation analysis. The applicant is proposing a condition with a maximum trip cap, based upon its own analysis, which will govern maximum p.m. trip impacts of the site (but will not control the a.m. peak hour impacts). The Administrator supports the use of this condition, as such staff has included it in the proposed conditions hereinabove.

Staff has prepared a comparison of the trips generated by development under the existing and proposed zoning designations, Information shown was developed using Institute of Transportation Engineer's Trip Generation Manual, 10th Edition.

Existing Zoning: PD 20-1270

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
15,000 SF of Pharmacy with Drive-Through (ITE LUC 881)	1,637	58	154
4,280 SF of Office Medical (ITE LUC 720)	149	12	15
2,500 SF of Coffee Shop with Drive-Through (ITE LUC 937)	2,051	222	108
143,030 SF of Mini Warehouse (ITE LUC 151)	216	14	24
2,350 SF of Fast Food with Drive-Through (ITE LUC 934)	1,107	94	77
7,000 SF of Tire Store (ITE LUC 848)	200	19	28
Subtotal:	5,360	419	406
<i>Less Internal Capture:</i>	<i>Not Available</i>	-22	-136
<i>Less Pass-By Trips:</i>	<i>Not Available</i>	-44	-80
Net External Trips:	5,360	353	190

Proposed Zoning: MM 21-1090

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
15,000 SF of Pharmacy with Drive-Through (ITE LUC 881)	1,637	58	154
4,280 SF of Office Medical (ITE LUC 720)	149	12	15
2,500 SF of Coffee Shop with Drive-Through (ITE LUC 937)	2,051	222	108
126,000 SF of Mini Warehouse (ITE LUC 151)	190	13	21
5,582 SF of Fast Food with Drive-Through (ITE LUC 934)	2,628	224	182

7,000 SF of Tire Store (ITE LUC 848)	200	19	28
Subtotal:	6,855	548	508
<i>Less Internal Capture:</i>	<i>Not Available</i>	<i>-22</i>	<i>-150</i>
<i>Less Pass-By Trips:</i>	<i>Not Available</i>	<i>-108</i>	<i>-116</i>
Net External Trips:	6,855	418	242

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference:	(+) 1,495	(+) 65	(+) 52

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

US Hwy 301 is a 6-lane, divided principal arterial roadway, characterized by +/-12-foot travel lanes with 5-foot paved shoulders, curb and gutter, within an existing right-of-way of +/- 180 feet. There is a 12-foot multimodal trail adjacent to the proposed project and a 4-foot sidewalk along the western side of the right-of-way. This roadway is under the jurisdiction of the Florida Department of Transportation (FDOT).

Balm Rd. (CR 672) is a 2-lane, substandard arterial roadway, characterized by +/-12-foot travel lanes with 3-foot paved shoulders, with pavement in average condition. The existing right-of-way on Balm Rd. in the vicinity of the project is +/- 62 feet. There are no bicycle facilities or sidewalks along Balm Rd. adjacent to the proposed project.

Balm Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane roadway along the project's frontage. The Type TS-6 typical section (found within the Hillsborough County Transportation Technical Manual) requires a minimum 110 feet of right-of-way to accommodate future improvements. The Department of Community and Infrastructure Planning conducted a Synchro Analysis at the intersection, consistent with procedures used to develop the Hillsborough County Synchro Network. Project volumes at the intersection were based on the proposed development traffic on Balm Rd. and the Tampa Bay Regional Planning Model. It was determined that, based upon the data shown, a minimum of 146 feet of right-of-way will be required for Balm Rd. at its intersection with US 301 (110 feet for the future 4-lane improvements plus an additional 12 feet for a second westbound to southbound left turn lane and an additional 24 feet for two westbound to northbound right turn lanes). Only those interim uses permitted by Section 5.11.09 of the LDC are permitted within the preservation area. Together, the developer will be required to preserve/dedicate up to a total of 43 feet north of the existing northern right-of-way line.

Per the Florida Department of Transportation (FDOT) and Hillsborough County Capital Improvement Program, there is a widening project on US 301 from SR 674 to Balm Road that is under construction. The project will continue the six (6) lane, divided urban roadway south from Balm Road to SR 674. The project also includes signaling the intersection of US 301 and Balm Road.

Please note there are two projects in the Hillsborough County CIP that affect the adjacent roadways: CIP #69638040, which will add pedestrian and bike facilities along the Balm Road from US 301 to the new Sumner High School, and CIP #69643000, which will complete the 4-lane divided Paseo al Mar from US 41 to US 301.

SITE ACCESS AND CONNECTIVITY

The applicant is requesting two access connections to Balm Road and one to US Hwy 301. The proposed connections to Balm Road consist of one right-in/right-out connection and one full access connection that will align with the existing access to Folio #77783.1000 to the south. The proposed connection to US Hwy 301 consists of one right-in/right-out access point.

Required site access improvements proposed by the applicant include:

- Construction of an eastbound to northbound left turn lane on Balm Road at the project's easternmost entrance;
- Construction of a northbound to eastbound right turn lane on US Hwy 301 at the project's entrance;
- Extension of the existing westbound to southbound left turn lane on Balm Road at US Hwy 301 to a distance of 630 feet; and
- Construction of a 4-foot wide raised traffic separator on Balm Road to prevent in-bound/out-bound left turning movements at the westernmost project driveway.

Consistent with Section 6.04.03.Q, vehicular and pedestrian cross access is not required along the project's northern or eastern boundaries. Florida Department of Transportation (FDOT) staff is requiring access/cross-access to the northern project boundary as a Shared Access Facility. Further discussion of this issue is contained in the "FDOT Concerns" section, below.

Staff believes that cross access to the east is appropriate given the future 4-laning of Balm Rd., intensification of the project driveway and fact that the project access does not meet minimum spacing requirements per Section 6.04.07 of the LDC (nor was an Administrative Variance obtained during the previous zoning action during which this access was conceptually approved). Staff notes that the

FDOT CONCERNS

FDOT staff provided revised/updated comments dated February 16, 2021. Transportation Review Section staff previously followed up with the FDOT to review and discuss the issues, and how to characterize these comments for the purposes of the 20-1270 staff report. Notable issues included in the FDOT report included:

1. The US 301 access was considered by FDOT to be a non-conforming driveway due to the spacing of the proposed access to presumed future access from two parcels to the north of the project (folios 077779.0500 and 077779.1000). It should be noted that these parcels are owned by the same person as the parcels within the subject PD; however, these parcels were not included within the subject PD. Although there are not existing driveways serving these parcels, FDOT considered this project's US 301 access to be substandard due to the future access spacing being substandard. In consideration of this, FDOT had required this project to make accommodations within the PD such that a Shared Access Facility is provided to serve the two parcels to the north.
2. FDOT staff was requiring the proposed westbound to northbound right turn lane be extended beyond the limits shown on the PD site plan, such that it extends eastward to the easternmost project access driveway. Transportation Review Section staff previously discussed this requirement with FDOT. Based upon the data and analysis contained within the applicant's original (submitted as a part of the 20-1270 transportation analysis, staff believed that the existing turn lane was appropriate. It should be noted that turn lanes being constructed were not warranted at the project access driveways pursuant to Section 6.04.04.D.; however, the turn lane(s) are being constructed by the applicant in order to address operational considerations at the intersection without which would impact the safe and efficient operation of proposed site access driveways. Transportation Review Section staff did not believe that further extension of the westbound right turn lane was supported by the data or under

our regulatory authority during the 20-1270 zoning action. FDOT had indicated that they objected to the turn lane not being extended. It should be noted that FDOT operates under different rules and regulations than Hillsborough County, and potentially has more latitude with respect to its permit authority under Florida Statutes. As such, staff previously informed the applicant and FDOT that it would not object to the rezoning request because of this issue; however, to the extent that the applicant is unable to receive permits for required modifications to Balm Rd. that necessitate work with the US 301 right-of-way, the applicant would be unable to obtain the necessary approvals necessary to obtain site/construction plan approvals from Hillsborough County and would therefore have what amounts to an unconstructible project. The applicant had indicated that they intended to continue to engage with FDOT on this issue.

It does not appear that continued coordination has taken place between the applicant and FDOT. No additional FDOT comments were obtained from the applicant to support this zoning action.

PREVIOUSLY REQUESTED DESIGN EXCEPTION

As Balm Road is a substandard arterial roadway, the applicant’s Engineer of Record (EOR) previously submitted a Design Exception request for Balm Road (dated February 25, 2021) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer had found the Design Exception request approvable (on February 25, 2021). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 Typical Section (for 2-Lane, Undivided, Local and Collector Rural Roadways) include:

- The developer will be permitted to utilize 11-foot wide travel and turns lanes (the westbound left turn lane, westbound through lane, westbound right turn lane on Balm Road, and the eastbound through lane) in lieu of the 12-foot wide travel and turn lanes required by TS-7; and,
- The developer will be permitted to utilize Type-F curbing along the south side of the roadway, in lieu of the 8-foot stabilized shoulders and 5-foot wide bicycle lane (on paved shoulder), as required by TS-7.

The applicant did not submit a revised Design Exception based upon the additional project trips; however, the previous approval was written with sufficient flexibility that a revision is not technically needed. Upon his review of the project, the County Engineer supported continued use of the existing approved Design Exception.

2019 ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
BALM RD	US HWY 301	BALM RIVERVIEW	D	B
* US HWY 301	SR 674	BALM RD	D	F
US HWY 301	BALM RD	RHODINE RD	D	C

Source: 2019 Hillsborough County Level of Service (LOS) Report

**It should be noted that the 2019 Hillsborough County LOS Report is based on the existing roadway configuration and does not take into account the positive impacts to the LOS that will be conferred upon completion of the current 6-lane widening project (#415489-3-52-01) currently under construction between CR 674 and Balm Rd.*

2020 ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
BALM RD	US HWY 301	BALM RIVERVIEW	D	B
* US HWY 301	SR 674	BALM RD	D	C
US HWY 301	BALM RD	RHODINE RD	D	C

Source: 2020 Hillsborough County Level of Service (LOS) Report

**It should be noted that the 2020 Hillsborough County LOS Report is based on the existing roadway configuration and does not take into account the positive impacts to the LOS that will be conferred upon completion of the current 6-lane widening project (#415489-3-52-01) currently under construction between CR 674 and Balm Rd.*

Data for both 2019 and 2020 were included, as 2020 counts were significantly depressed due to COVID-19 and resulted in Levels of Service (LOS) which do not accurately depict pre-COVID or anticipated post-COVID conditions.

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
Balm Rd.	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
US 301	FDOT Principal Arterial - Urban	5 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	5,360	353	190
Proposed	6,855	418	242
Difference (+/-)	(+) 1,495	(+) 65	(+) 52

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

Notes: Although a lack of connectivity to the east meets the LDC, staff believes that vehicular and pedestrian cross access is appropriate given that the site is in commercial use. Additionally, although it does not have a commercial Future Land Use (FLU) designation, it does have a FLU designation which permits up to 0.25 s.f. or 175,000 s.f., whichever is less intense, of suburban scale neighborhood commercial uses.

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

Notes:

Transportation Comment Sheet

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

COMMISSION

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



DIRECTORS

Janet L. Dougherty EXECUTIVE DIRECTOR
 Elaine S. DeLeeuw ADMIN DIVISION
 Sam Elrabi, P.E. WATER DIVISION
 Rick Muratti, Esq. LEGAL DEPT
 Andy Schipfer, P.E. WETLANDS DIVISION
 Steffanie L. Wickham WASTE DIVISION
 Sterlin Woodard, P.E. AIR DIVISION

AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: October 18, 2021</p> <p>PETITION NO.: 21-1090</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: August 10, 2021</p> <p>PROPERTY ADDRESS: 14206 US Hwy 301 & 10602 672 Hwy, Riverview, FL 33578</p> <p>FOLIO #: 077779.0100; 077779.0300; 077779.0400</p> <p>STR: 20-31S-20E</p>
<p>REQUESTED ZONING: Major Mod. To PD</p>	
FINDINGS	
<p>WETLANDS PRESENT</p>	<p>YES</p>
<p>SITE INSPECTION DATE</p>	<p>12/28/2020</p>
<p>WETLAND LINE VALIDITY</p>	<p>Valid through 12/28/2025</p>
<p>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</p>	<p>Wetlands located in the western and northern portions of property.</p>
<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. 	

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

- Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

INFORMATIONAL COMMENTS:

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

- The site plan depicts wetland impacts that have not been authorized by the Executive Director of the EPC. The wetland impacts are indicated for commercial development and stormwater. Chapter 1-11, prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan. If you choose to proceed with the wetland impacts depicted on the plan, a separate wetland impact/mitigation proposal and appropriate fees must be submitted to this agency for review.
- 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.

jpc/mst

cc: jmartinez@boosdevelopment.com
mbrooks@bsrfirm.com



AGENCY REVIEW COMMENT SHEET

NOTE: THIS IS ONLY FOR ESTIMATE PURPOSES, BASED ON THE FEES AT THE TIME THE REVIEW WAS MADE. ACTUAL FEES WILL BE ASSESSED BASED ON PERMIT APPLICATIONS RECEIVED AND BASED ON THE FEE SCHEDULE AT THE TIME OF BUILDING PERMIT APPLICATION.

TO: Zoning Review, Development Services **DATE:** 11/02/2021

REVIEWER: Ron Barnes, Impact & Mobility Fee Coordinator

APPLICANT: Boos Development c/o Jose Martinez **PETITION NO:** 21-1090

LOCATION: NE Corner of US 301 and Balm Rd

FOLIO NO: 77779.0100, .0300, .0400

Estimated Fees:

(Various use types allowed. Estimates are a sample of potential development)

FF w/DT (Per 1,000 s.f.)	Retail - Shopping Center (Per 1,000 s.f.)	Mini-Warehouse (Per 1,000 s.f.)
Mobility: \$83,595	Mobility: \$10,850	Mobility: \$580*126 = \$73,080
Fire: \$313	Fire: \$313	Fire: \$32*126 = \$4,032

Retail - Gas Station w/Convenience Market (Mobility/ fueling position; Fire/1,000 s.f.)		
<2,000 s.f. market	2,000-2,999 s.f. market	3,000+ s.f. market
Mobility: \$10,987	Mobility: \$13,127	Mobility: \$14,738
Fire: \$313	Fire: \$313	Fire: \$313

Project Summary/Description:

Urban Mobility, South Fire - 126,000 s.f. mini warehouse, 34,362 s.f. CG

WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: PD21-1090 REVIEWED BY: John McCary DATE: 9/2/2021

FOLIO NO.: 77779.0100 & 77779.0300

WATER

- The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.

- A 12 inch water main exists (adjacent to the site), (approximately feet from the site) and is located within the north Right-of-Way of County Road 672. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include two funded CIP projects that are currently under construction, C32001 - South County Potable Water Repump Station Expansion and C32011 - Potable Water In-Line Booster Pump Station, and will need to be completed by the County prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.

- A 20 inch wastewater force main exists (adjacent to the site), (approximately feet from the site) and is located within the east Right-of-Way of S. US Highway 301. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water and wastewater systems.

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 28 July 2021

REVIEWER: Bernard W. Kaiser, Conservation and Environmental Lands Management

APPLICANT: Michael Brooks

PETITION NO: MM 21-1090

LOCATION: Riverview, FL 33579

FOLIO NO: 77779.0100, 77779.0300, 77779.0400

SEC: 20 TWN: 31 RNG: 20

- This agency has no comments.

- This agency has no objection.

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

- This agency objects, based on the listed or attached conditions.

COMMENTS: _____.



VERBATIM TRANSCRIPT

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

```

-----X
)
IN RE: )
)
ZONE HEARING MASTER )
HEARINGS )
)
-----X

```

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: SUSAN FINCH
Land Use Hearing Master

DATE: Monday, December 13, 2021

TIME: Commencing at 6:00 p.m.
Concluding at 10:10 p.m.

PLACE: Cisco Webex

Reported By:

Christina M. Walsh, RPR
Executive Reporting Service
Ulmerton Business Center
13555 Automobile Blvd., Suite 130
Clearwater, FL 33762
(800) 337-7740

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

ZONING HEARING MASTER HEARINGS
December 13, 2021
ZONING HEARING MASTER: SUSAN FINCH

D3:
Application Number: MM 21-1090
Applicant: Boos Development, José Martinez
Location: NE corner of S US Hwy 301 &
County Road 672
Folio Number: 077779.0100, 077779.0300 &
077779.0400
Acreage: 14.98 acres, more or less
Comprehensive Plan: R-4
Service Area: Urban
Existing Zoning: PD 20-1270
Request: Major Modification to a Planned
Development

**Note: Words in brackets [...] are a suggestion only
for what the speaker may have incorrectly
stated.

1 MR. GRADY: The next item is agenda item
2 D-3, Major Mod Application 21-1090. The applicant
3 is Boos Development and José Martinez. The request
4 is for a Major Modification to existing Planned
5 Development.

6 Michelle Heinrich will provide staff
7 recommendation after recommendation by the
8 applicant -- staff recommendation after
9 presentation by the applicant.

10 HEARING MASTER FINCH: All right. Is the
11 applicant here? Good evening.

12 MR. BROOKS: Good evening, Madam Hearing
13 Officer. These are our makeshift dais. I will be
14 brief this evening. This is --

15 HEARING MASTER FINCH: Give us your name.

16 MR. BROOKS: Sorry. Michael Brooks, 400
17 North Tampa Street, Unit 1910, Tampa, 33602, here
18 on behalf of the applicant.

19 Anyways I will keep this brief. This was a
20 Planned Development that was approved early in the
21 spring of this year. This is a modification to
22 that Planned Development.

23 It's a commercial project, Sumner Crossing
24 at the intersection of Balm Road and U.S. 301. You
25 know the area. Belmont is on the west side of 301

1 there. Paseo Al Mar with the flyover will be
2 coming -- is under construction right now. This is
3 on the northwest corner.

4 The modification is fairly straightforward.
5 The project is approved for 150,000 square feet of
6 commercial as it is. The basic form of the project
7 is -- well, the form of the project is remaining
8 the same.

9 The most significant change is that the
10 150,000 square feet of commercial is being modified
11 to 126,000 square feet of self-storage mini
12 warehouse and then 34,362 square feet of Commercial
13 General for 163,362. It's a total increase of
14 10,000 square feet; 362, as I said, the
15 configuration is staying the same.

16 There is a flex that's being used in
17 conjunction with this that is -- will allow the
18 self-storage facility to be considered as an
19 industrial use under the Comprehensive Plan.
20 Ultimately, Balm Road I think we all anticipated it
21 is in the long-range plans. It just hasn't quite
22 made it into the CIP. So all this will be
23 consistent with the future build-out of the
24 intersection.

25 There is a cap on trips as far as the

1 conditions that are significant one. The prior
2 traffic analysis that was done by Michael Yates at
3 Palm Traffic, who is in the audience with me this
4 evening.

5 So the total number of trips for this
6 project will not change. They'll be capped at the
7 a.m. peaks or roughly at the a.m. peak. The --
8 there are significant design standards for this
9 self-storage facility that had been -- that have
10 been added. Near paragraph 4, there is an
11 additional cross access that the developer is
12 voluntarily agreeing to add at the -- the eastern
13 access point that will connect to a property that
14 is now currently approved for and being used as a
15 day care that's between the -- the shopping center
16 site and the Sumner High School site.

17 There's no changes being made to revisions
18 to the height, to new variations in the buffer, to
19 variations in the screening, et cetera. The
20 project is currently in for construction plan
21 review together with a roadway -- significant
22 roadway improvements that were approved pursuant to
23 design exception that was part of the -- the prior
24 PD.

25 The part of those roadway improvements

1 include construction of a county CIP project for a
2 sidewalk. All of this is really not part of this
3 Major Mod, but it helps give you a favor for -- for
4 what's exactly happening out there. And I think
5 further mitigates for the additional 10,000 square
6 feet.

7 So with that, I'll answer any questions.

8 HEARING MASTER FINCH: I don't have any
9 questions.

10 MR. BROOKS: As I said, we've got Michael
11 Yates here if you have any questions as well.

12 HEARING MASTER FINCH: Thank you. If you
13 could please sign in.

14 Development Services.

15 MS. HEINRICH: Good evening, Ms. Finch.

16 This is Michelle with Development Services.

17 I'm going to go ahead and share my screen.

18 And, hopefully, you're able to see that, Ms. Finch.

19 HEARING MASTER FINCH: I can.

20 MS. HEINRICH: Okay. Great. Again, this is
21 Michelle Heinrich with Development Services for
22 Major Mod 21-1090.

23 As you heard from Mr. Brooks, this is a
24 modification to a recently approved PD, PD 20-1270.
25 Specifically, what's being requested is an increase

1 in the maximum square footage from 150,000 to
2 slightly over 160,000 square feet; and as part of
3 that, they are limiting the square footage that
4 would be allowed for CG uses and limiting the
5 square footage that would be allowed for the
6 self-storage mini warehouse uses.

7 Also, as part of this modification, the
8 applicant's are committed to enhanced building
9 design for the self-storage uses. Also, you heard
10 that this is a flex of the SMU-6 Future Land Use
11 Category, which is, I believe, located to the west.
12 And this allows the self-storage to be classified
13 as Light Industrial and did not subject to
14 locational criteria.

15 The site remains as previously in size
16 approximately 15 acres. It's located in the
17 Riverview community and at the northeast corner of
18 U.S. Highway 301 and County Road 672.

19 So presently, the site is in the RES-4
20 Future Land Use Category, and some of the property
21 will be then covered by the SMU-6 Future Land Use
22 Category under the flex request. Both of these are
23 suburban Land Use categories allowing residential
24 and nonresidential uses.

25 And commercial uses in both RES-4 and SMU-6

1 are limited to a maximum FAR of 0.25. In the SMU-6
2 for the self-storage, which is considered Light
3 Industrial as you heard, that does increase to an
4 FAR of .50.

5 So taking that all into account, we're doing
6 the flexing and the blending on the parcel, the
7 maximum FAR that they could request is .376.

8 As you heard Mr. Brooks describe, the area is
9 rapidly developing with very commercial uses in all
10 directions. Property to the north is vacant, and
11 it's zoned AR. However, to the south and west and
12 east, you do have commercial uses that are either
13 planned or have not been developed yet.

14 Again, this is an increase in square footage,
15 and while it does allow that .376 with the
16 additional square footage, the intensity will
17 remain at a 0.25 FAR. There are no changes in the
18 previously approved development standards as you
19 heard Mr. Brooks state, and that includes the
20 20-foot setback along the north and east, 30-foot
21 setback along the south and west.

22 The height restriction of 50 feet with the
23 additional 2-to-1 setback along the north and east.
24 The provision of a 20-foot-wide buffer with Type B
25 screening along the north and east. There is no

1 changes to the perimeter accesses or the northern
2 cross-access stub-out, but as Mr. Brooks stated
3 under this modification, they are providing eastern
4 cross-access stub-out which previously was not
5 required.

6 Based upon the Planning Commission staff's
7 support of the flex and the fact that they are not
8 going over the maximum FAR, the continued
9 compatibility with the other surrounding properties
10 and no objections from reviewing agencies, we have
11 found this approvable subject to conditions, and
12 I'm available if you have any questions.

13 HEARING MASTER FINCH: Planning Commission.

14 MS. MILLS: Yeneka Mills, Planning
15 Commission staff.

16 The subject property is located within the
17 Residential-4 Future Land Use classification, the
18 Urban Service Area, and the Riverview Southshore
19 Areawide Systems Community Planning Areas.

20 The subject site is designated Residential-4
21 in the Future Land Use Map. The Comprehensive Plan
22 limits commercial development that meets commercial
23 locational criteria in this Future Land Use
24 designation to 150,000 square feet.

25 The applicant has requested a flex as per

1 Policy 7.3 of the Future Land Use Element of the
2 western adjacent Future Land Use of SMU-6, enable
3 to be able to increase the total square footage to
4 over 160,000 square feet.

5 According to the justification as per the
6 applicant, a flex is requested because the site can
7 be considered for up to a .50 FAR for Light
8 Industrial uses. The applicant has stated that
9 they meet the criteria for the flex because,
10 additionally, they are located within the Urban
11 Service Area and will be utilizing public
12 facilities.

13 The applicant has also demonstrated that the
14 flex furthers other goals, objectives, and policies
15 of the Future Land Use Element by agreeing to
16 conditions that further the vision of Commercial
17 Design Component of the Future Land Use Element.

18 Planning Commission staff has reviewed the
19 flex request and concur with the applicant. They
20 meet the justification criteria for the flex and
21 advised that the BOCC approved the flex request.

22 The blending of densities and/or intensities
23 is permitted for projects that encompass more than
24 one land use category as per Policy 8.8 of the
25 Future Land Use Element.

1 Planning Commission staff has determined
2 that the proposed use is within the acceptable
3 blended maximum FAR when looking at the
4 Residential-4 portion of the site along the flex
5 SMU-6 portion of the site.

6 The applicant is proposing to increase the
7 square footage of the portion of the site that will
8 be mini warehouse in the northeast portion of the
9 subject site by approximately a little over
10 10,000 square feet.

11 Objective 16; Policy 16.1, 16.2, and 16.3,
12 the applicant's request is consistent with those
13 policies due to agreeing to meet architectural
14 conditions.

15 Planning Commission staff concurs that the
16 proposed conditions meet the intent of goal 17,
17 Objective 17.1, Policy 17-1.2 that encourages
18 unified commercial development projects and
19 compatibility with the surrounding area through the
20 use of coordinated site planning. A line of
21 facades, continued sidewalks, and compatible scale
22 of surrounding development.

23 The proposed modification is also consistent
24 with the Riverview Community Plan. The subject
25 site is located within the Highway 301 corridor

1 district of Riverview Community Plan which seeks to
2 achieve better design and densities that are
3 compatible with the Riverview's vision by requiring
4 nonresidential development to avoid strip
5 development patterns.

6 And based on those considerations, Planning
7 Commission staff finds the proposed Major
8 Modification consistent with the Future of
9 Hillsborough Comprehensive Plan subject to
10 conditions proposed by Development Services. Thank
11 you.

12 HEARING MASTER FINCH: Thank you.

13 Is there anyone in the room or online that
14 would like to speak in support of this application?

15 Seeing no one, anyone in opposition? All
16 right.

17 County Staff, Mr. Grady, anything else?

18 MR. GRADY: Nothing further.

19 HEARING MASTER FINCH: All right.

20 Mr. Brooks, you get the last word.

21 MR. BROOKS: I'll just take 30 seconds.

22 Thank you for your time this evening. We'll tell
23 you that we did not have any contact from any
24 opposition or the surrounding property owners,
25 neither in this petition, nor in the prior

1 petition. Went all the way through the process
2 without any. So with that, we thank you for your
3 time.

4 HEARING MASTER FINCH: Thank you.

5 And with that, we'll close Major
6 Modification 21-1090 and go to the next case.

7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

```

-----X
                                          )
IN RE:                               )
                                          )
ZONE HEARING MASTER                   )
HEARINGS                              )
-----X

```

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: SUSAN FINCH
 Land Use Hearing Master

DATE: Monday, November 15, 2021

TIME: Commencing at 6:00 p.m.
 Concluding at 9:16 p.m.

PLACE: Cisco Webex

Reported By:

Christina M. Walsh, RPR
Executive Reporting Service
Ulmerton Business Center
13555 Automobile Blvd., Suite 130
Clearwater, FL 33762
(800) 337-7740

1 P R O C E E D I N G S

2 HEARING MASTER FINCH: Good evening. If you
3 could please stand for the Pledge of Allegiance.

4 (Pledge of Allegiance.)

5 HEARING MASTER FINCH: Thank you. Please be
6 seated. Good evening, everyone. I want to welcome
7 you to the November 15th, 2021, Zoning Hearing
8 Master Hearing.

9 My name is Susan Finch and I will be
10 presiding as the Hearing Officer over today's
11 cases. Let me start by introducing Mr. Brian
12 Grady. He's to my left. He's with the Development
13 Services Department, and he will go -- introduce
14 other staff members as well as go over any changes
15 we have for tonight's agenda. Mr. Grady.

16 MR. GRADY: Good evening. Again, for the
17 record, Brian Grady, Hillsborough County
18 Development Services. Madam Hearing Officer, we
19 have two changes to the published agenda.

20 The first change is on page 8, item D-2,
21 Major Mod Application 21-1090. Boos Development is
22 the applicant. The staff is requesting this item
23 be continued to the December 13th, 2021, Zoning
24 Hearing Master Hearing.

25 There was some late-filed comments that came

1 in as part of the agency review. So in order to
2 give ample time for the applicant to respond, that
3 we're asking for the item be continued.

4 HEARING MASTER FINCH: Okay. Is the
5 applicant here?

6 MR. GRADY: I'm not sure if they are.

7 HEARING MASTER FINCH: Is there anyone here
8 that was hoping to address item D-2 on page 8?
9 It's Major Modification Application 21-1090.
10 Anybody in the audience or online? No. All right.

11 Seeing none, then we will continue Major
12 Modification 21-1090 to the December 13th, 2021,
13 Zoning Hearing Master Hearing at 6:00 p.m.

14 MR. GRADY: And the other change on the
15 published agenda is on page 4, item A-6,
16 Rezoning-PD 21-0650. This is from the continuance
17 section. This applicant is now being withdrawn
18 from the Zoning Hearing Master process. And so
19 it's on page 4, item A-6, Rezoning-PD 21-0650.

20 That's the only change to the agenda. I
21 will now go through the published withdrawals and
22 continuances beginning on page 4 of the agenda.

23 The first item is Rezoning-PD, Planned
24 Development 18-0798. This application is out of
25 order to be heard and is being continued to the

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

-----X
)
 IN RE:)
)
 ZONE HEARING MASTER)
 HEARINGS)
)
 -----X

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: PAMELA JO HATLEY and SUSAN FINCH
 Land Use Hearing Master

DATE: Monday, October 18, 2021

TIME: Commencing at 6:00 p.m.
 Concluding at 10:33 p.m.

PLACE: Cisco Webex

Reported By:

Christina M. Walsh, RPR
 Executive Reporting Service
 Ulmerton Business Center
 13555 Automobile Blvd., Suite 130
 Clearwater, FL 33762
 (800) 337-7740

1 Rezoning-PD 21-1076 is being withdrawn.

2 Item A-17, Major Mod Application 21-1090.

3 This application is being continued by the
4 applicant to November 15, 2021, Zoning Hearing
5 Master Hearing.

6 Item A-18, Rezoning-PD 21-1092. This
7 application is continued by the applicant to the
8 November 15, 2021, Zoning Hearing Master Hearing.

9 Item A-19, Major Mod Application 21-1106.
10 This application is being continued by the
11 applicant to the November 15, 2021, Zoning Hearing
12 Master Hearing.

13 Item A-20, Major Mod Application 21-1108.
14 This application is out of order to be heard and is
15 being continued to the November 15, 2021, Zoning
16 Hearing Master Hearing.

17 Item A-21, Rezoning-Standard 21-1193. This
18 application is being withdrawn from the Zoning
19 Hearing Master process.

20 And item A-22, Rezoning-Standard 21-1208.
21 This application is being continued by the
22 applicant to the November 15, 2021, Zoning Hearing
23 Master Hearing.

24 That concludes all withdrawals and
25 continuances.



**EXHIBITS SUBMITTED
DURING THE ZHM HEARING**

NONE



**PARTY OF
RECORD**

NONE