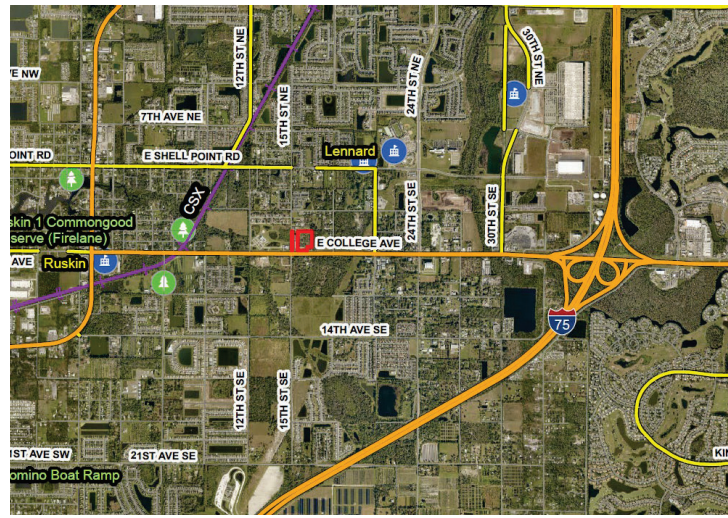




PD Modification Application: MM 24-0674
Zoning Hearing Master Date: August 19, 2024
BOCC Land Use Meeting Date: October 8, 2024

1.0 APPLICATION SUMMARY

Applicant: Abacus Farms, LLC
FLU Category: SMU-6 (Suburban Mixed Use – 6)
Service Area: Urban
Site Acreage: 6.23
Community Plan Area: Ruskin
Overlay: None



Introduction Summary

PD 04-0063 was approved in 2004 to allow the property located at the northwest corner of East College Avenue and 15th Street SE, approximately 1.25 miles east of S US 41, to be developed for CG, CN, and BPO uses with up to 94,500 square feet of gross floor area. The applicant is requesting a modification to combine Parcels B, C and D of the PD, to reconfigure the building envelop and access, change the allowable hours of operation, and allow for a retail, office, warehouse, and distribution uses. The majority of the subject property is currently used as a plant nursery. Parcel A is developed for 22,000 square feet of retail use and is not being modified.

Existing Approval(s)	Proposed Modification(s)
Parcel A: 22,000 SF furniture store	No change
Parcel B: 50,000 SF of office, warehouse, and CG uses	Combine Parcels B, C, and D to allow up to 40,000 SF of retail, warehouse, and distribution uses.
Parcel C: 15,000 SF of restricted CN uses	
Parcel D: 7,500 SF of BPO uses	

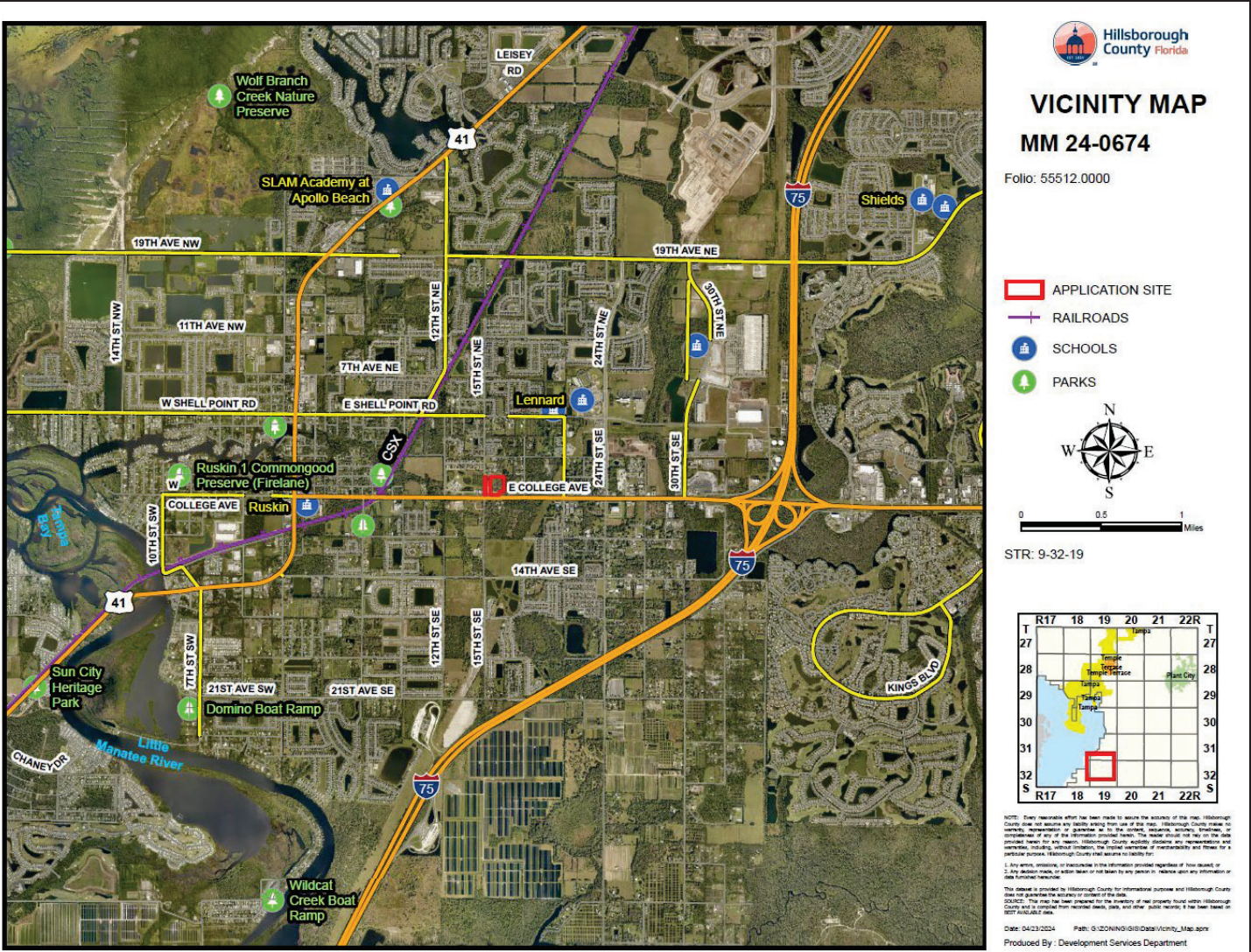
Additional Information

PD Variation(s)	None
Waiver(s) to the Land Development Code	None

Planning Commission Recommendation Consistent	Development Services Recommendation Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

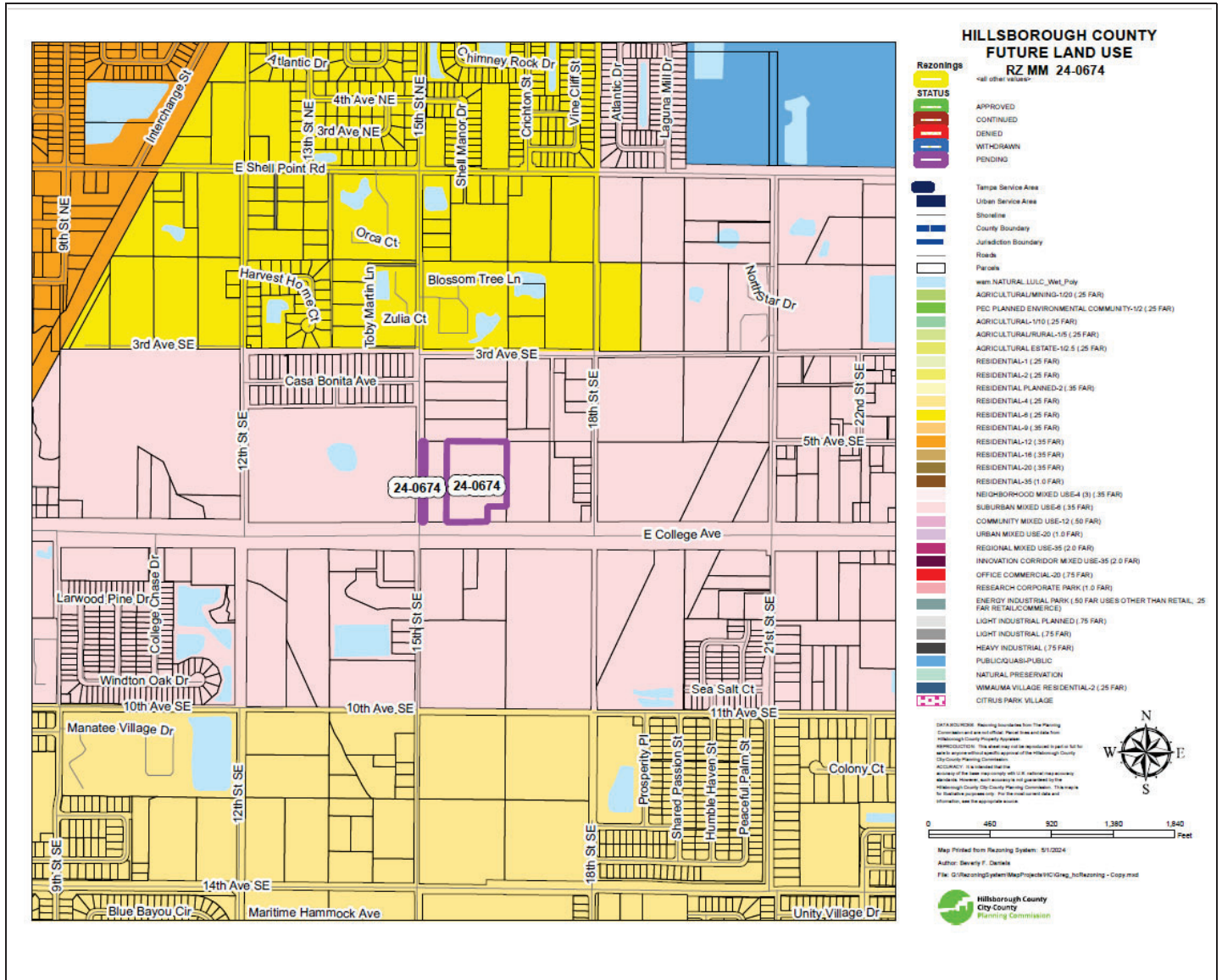


Context of Surrounding Area:

The subject property fronts the north side of a 206-foot-wide E College Avenue Right-of-Way and is located approximately halfway between S US Highway 41 and Interstate 75 in the Ruskin Community Plan Area. The primary uses in the immediate vicinity include single-family and multi-family residential, retail, and a church with a child care facility. Several large properties in the area are undeveloped.

2.0 LAND USE MAP SET AND SUMMARY DATA

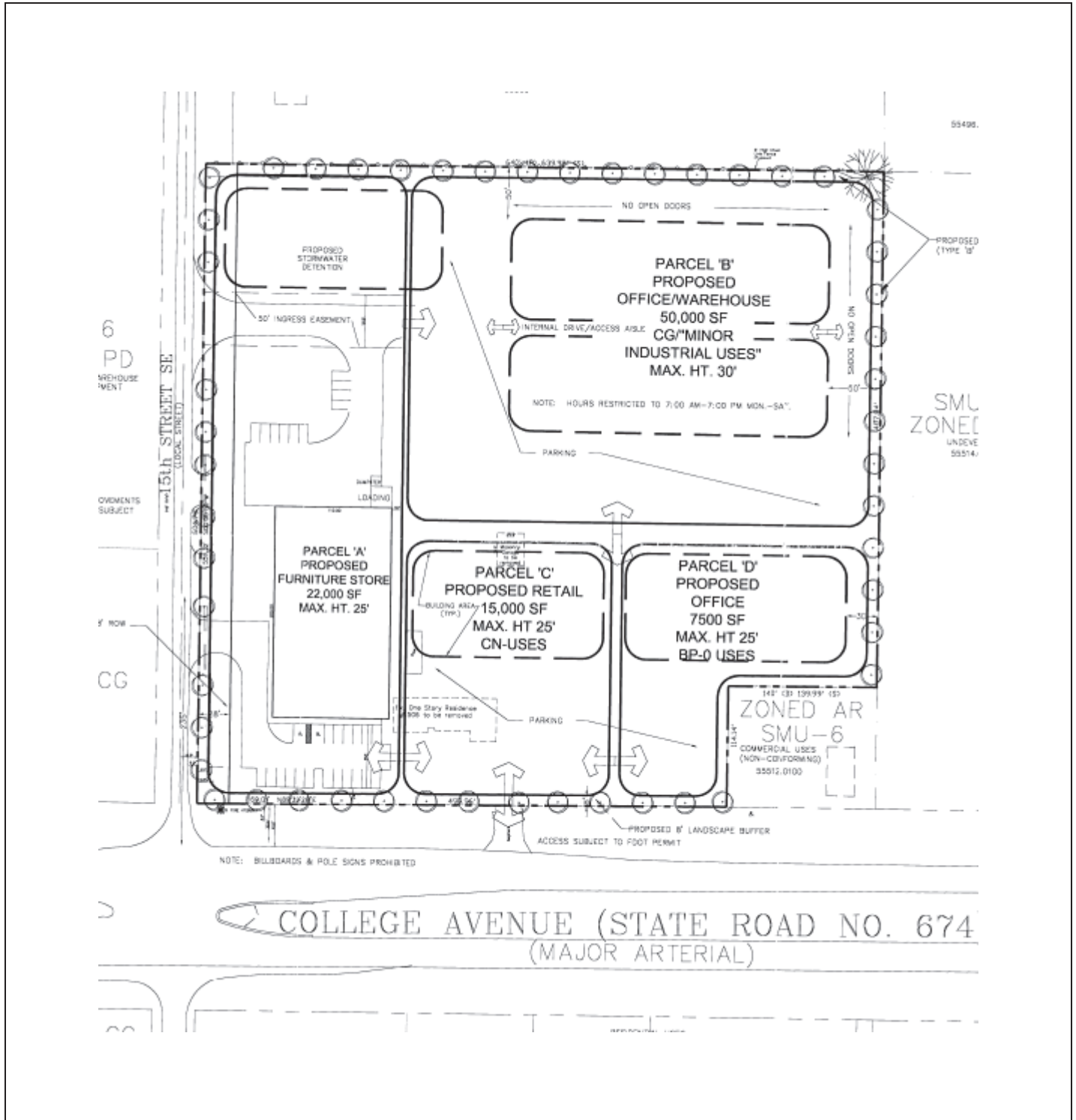
2.2 Future Land Use Map



Subject Site Future Land Use Category	Community Mixed Use – 12 (CMU-12)
Maximum Density/FAR	12 dwelling units per gross acre (du/ga) / 0.50 FAR
Typical Uses	Residential, community scale retail, commercial, office, research corporate park, light industrial multi-purpose and clustered residential and/or mixed use projects.

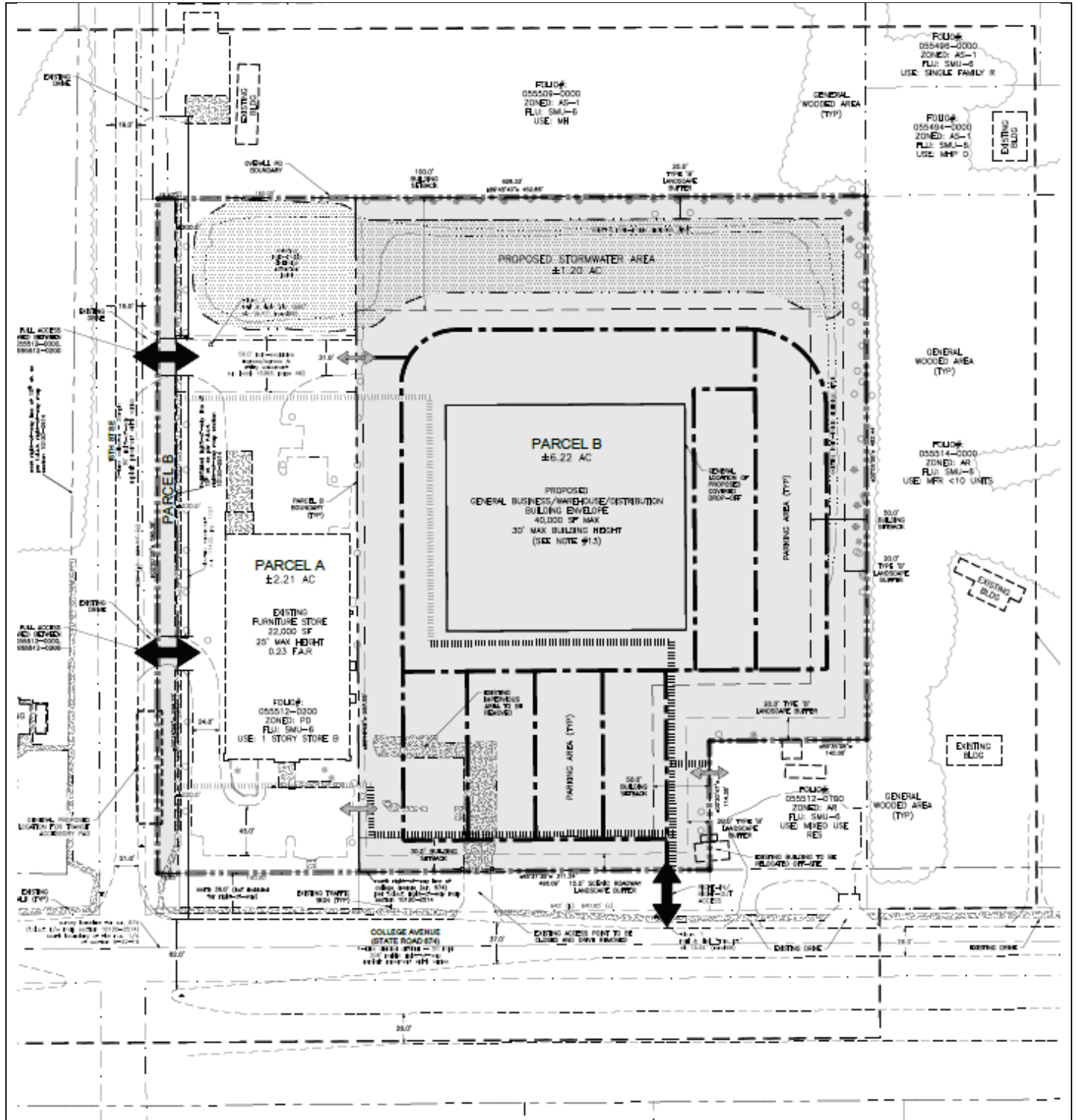
2.0 LAND USE MAP SET AND SUMMARY DATA

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
E. College Ave.	FDOT Arterial - Rural	2 Lanes <input 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 type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
15 th St. SE	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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	4,274	133	374
Proposed	1,144	71	113
Difference (+/-)	(-)3,130	(-)62	(-)134

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
15 th St. SE/Substandard Roadway	Administrative Variance Requested	Approvable
Multiple/Number of Driveways	Administrative Variance Requested	Approvable
Notes:		

4.0 Additional Site Information & Agency Comments Summary

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

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	
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input 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 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 <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report
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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input 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 type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees: Urban Mobility, South Fire - Goodwill warehouse and store, estimated. Warehouse (Per 1,000 SF) Mobility: \$1,337 Fire: \$ 34				
Comprehensive Plan	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Based on the zoning and development pattern in the area, staff finds that the 34 % reduction in nonresidential entitlements, restricted hours and days of outdoor activities, the placement of structures 170 feet from the adjoining residential property to the north and 100 feet from the residential properties to the east that the proposed development plan is sensitive to the adjacent residential uses and compatible with the nonresidential properties in the area. Additionally, staff finds that the proposed use is appropriate for the subject property due to its frontage along College Avenue, a 4-lane divided arterial with a 50 MPH speed limit.

5.2 Recommendation

Based on the above considerations, staff finds the request approvable subject to conditions.

6.0 PROPOSED CONDITIONS

Requirement for Certification:

- 1. Revise the Label "Proposed General Business/Warehouse/Distribution Building Envelope" to Proposed Retail (Shopper's Goods)/Warehouse/Distribution Building Envelope".

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted June 27, 2024.

- 1. The project shall be permitted a maximum of 94,500 62,000 square feet of building area. The specific uses are as follows:
1.1 Parcel A – 22,000 square feet for a furniture store,
1.2 Parcel B – 50,000 40,000 square feet for an office/warehouse (minor industry only), with the option for Commercial, General (CG) uses, excluding outdoor storage and major vehicle repair, Retail (Shopper's Goods), warehouse, and distribution uses such that no more than 20,000 square feet of Retail (Shopper's Goods) or 25,000 square feet of warehouse and distribution use shall be permitted within the 40,000 square footage. Drug stores, drinking establishments, and drive-through facilities shall not be permitted;
1.3 Parcel C – 15,000 square feet for Commercial, Neighborhood (CN) uses, excluding fast food with drive-thru, gas stations, adult uses, liquor stores (a maximum 2,000 square foot sandwich shop/deli may be permitted),
1.4 Parcel D – 7,500 square feet for Business Professional Office (BPO) uses.
1.53 Parcels may be adjusted to accommodate stormwater and access issues during site development review.
2. The project shall be subject to the CG development standards, unless otherwise referenced herein.
2.1 Parcel B – Minimum 50-foot building setback from northern and eastern property boundaries
Maximum height – 30 feet
No open doors/bays or loading docks shall face the northern or eastern property boundaries
Parcel A Maximum Height: 25 feet
2.2 Parcels A, C, and D – Maximum height – 25 feet. Parcel B: Minimum 100 foot building setback from the north, 50-foot setback from the east, and 30-foot setback from the south property boundaries. Maximum height – 30 feet. No open doors/bays or loading docks shall face the eastern property boundary. Drop-off doors as noted on east fact of building are permitted.
3. Subject to Florida Department of Transportation (FDOT) approval, the development may be allowed one access point onto State Road (SR) 674. As a worse case, this access point may be restricted to right in/right-out only. The applicant may be subject to the Rules of the Department of Transportation, Chapter 14-97. The project shall be served by one (1) vehicular and pedestrian access connection to E. College Ave. and two vehicular and pedestrian access connections to 15th St SE, as shown on the PD site plan.
4. If required by a traffic analysis, and if warranted, at projects driveways, the developer shall construct a right turn lane (deceleration) on SR 674 and a right turn lane on 15th Street SE into the site. Left turn lanes into the site

along 15th Street SE shall also be constructed. Vehicular and pedestrian cross access shall be provided to folio # 55512.0100.

5. If required by a traffic analysis, and if warranted, the developer shall construct/extend the left turn lanes for east to northbound traffic and for south to eastbound traffic at the intersection of SR 674/15th Street SE. Prior to or concurrent with the initial increment of development within the area of major modification 24-0674, the developer shall make the following site access improvement, subject to FDOT approval:
 - a. Extend the westbound to northbound right turn lane on College Ave. at 15th St. SE to 350 feet;
 - b. Extend the westbound to southbound left turn lane on College Ave. at 15th St. SE to 425 feet, and,
 - c. Extend the eastbound to northbound left turn lane on College Ave. at 15th St. SE to 400 feet.
- ~~6. If required by a traffic analysis, and if warranted, the developer shall construct a right turn lane (deceleration) into the site, an acceleration lane out of the site, and a left turn lane into the project's driveway. Pending the results of a transportation analysis, other improvements may include building/extending turn lanes at the adjacent intersections. If it is determined by the results of the left turn lane analysis submitted by the developer, that adequate right-of-way does not exist to construct any needed improvements (i.e. turn lanes), then the developer shall re-submit an analysis showing the maximum development that could occur to still enable the needed improvements to be constructed. The development will be limited to the size as shown in the submitted analysis.~~
- ~~7.6.~~ If required by FDOT, and if warranted, the developer shall provide, at his expense, additional left turn storage lanes of sufficient length to accommodate anticipated left turning traffic, for vehicles making U-turns on SR 674 at each median cut adjacent (east/west of the site) to the project where a U-turn is permitted. Prior to detail site plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of storage needed to serve development traffic. The design and construction of these U-turn lanes shall be subject to FDOT approval.
- ~~8.7.~~ The applicant shall convey to Hillsborough County, upon written request of the County of the identified roadway improvements or prior to Construction Plan or Final Plat approval for development in accordance with this application (RZ04-0063), whichever comes first, up to 48 feet of right-of-way from the existing center line of right-of-way on 15th Street SE, to accommodate for the right-of-way as needed for a two lane collector. This shall be up to 28 feet from the existing right-of-way.
- ~~8.~~ If MM 24-0674 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated August 2, 2024), and which was found approvable by the County Engineer (on August 5, 2024) to waive the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L. Approval of this Administrative Variance will waive the substandard roadway improvements on 15th St. SE in association with the proposed development.
- ~~9.~~ If MM 24-0674 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated August 2, 2024), and which was found approvable by the County Engineer (on August 5, 2024) to waive the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.I. Approval of this Administrative Variance will waive the limitation on number of driveways permitted for the project.
- ~~10.~~ Prior to or concurrent with the initial increment of development within area of major modification 24-0674, the developer shall provide a transit accessory pad including: shelter, seating, trash receptacle, and bicycle rack on 15th Street SE, in the area identified on the PD site plan, consistent with LDC, Sec. 6.03.09.C.3.a. Additionally,

the developer shall construct an ADA compliant 5-foot sidewalk connection from the site to the transit accessory pad.

11. Notwithstanding anything herein or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- ~~9~~12. Outdoor lighting shall be full-cutoff light fixtures.
- ~~10~~13. ~~Parcel B hours of operation: are restricted to 7:00 a.m. to 7:00 p.m. Monday through Saturday. No operation on Sundays or Holidays.~~
 - a. Retail (Shopper's Goods) and inside warehouse/distribution uses are restricted to 8:00 a.m. to 10:00 p.m. Monday through Saturday and 9:00 a.m. to 9:00 p.m. on Sundays.
 - b. Outside warehouse/distribution activities, such as truck arrivals, truck departures, loading, and unloading are restricted to Monday through Sunday between 7:00 a.m. and 6:00 p.m.
 - c. Outside warehouse/distribution activities, such as truck arrivals, truck departures, loading, and unloading are prohibited on Sundays.
- ~~11~~14. Prohibited uses shall include billboards and pole signs.
- ~~12~~15. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
- ~~13~~16. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
17. 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.
18. 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).
19. 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.
- ~~14~~20. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- ~~15~~21. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

~~16. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.~~

1722. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

23. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:



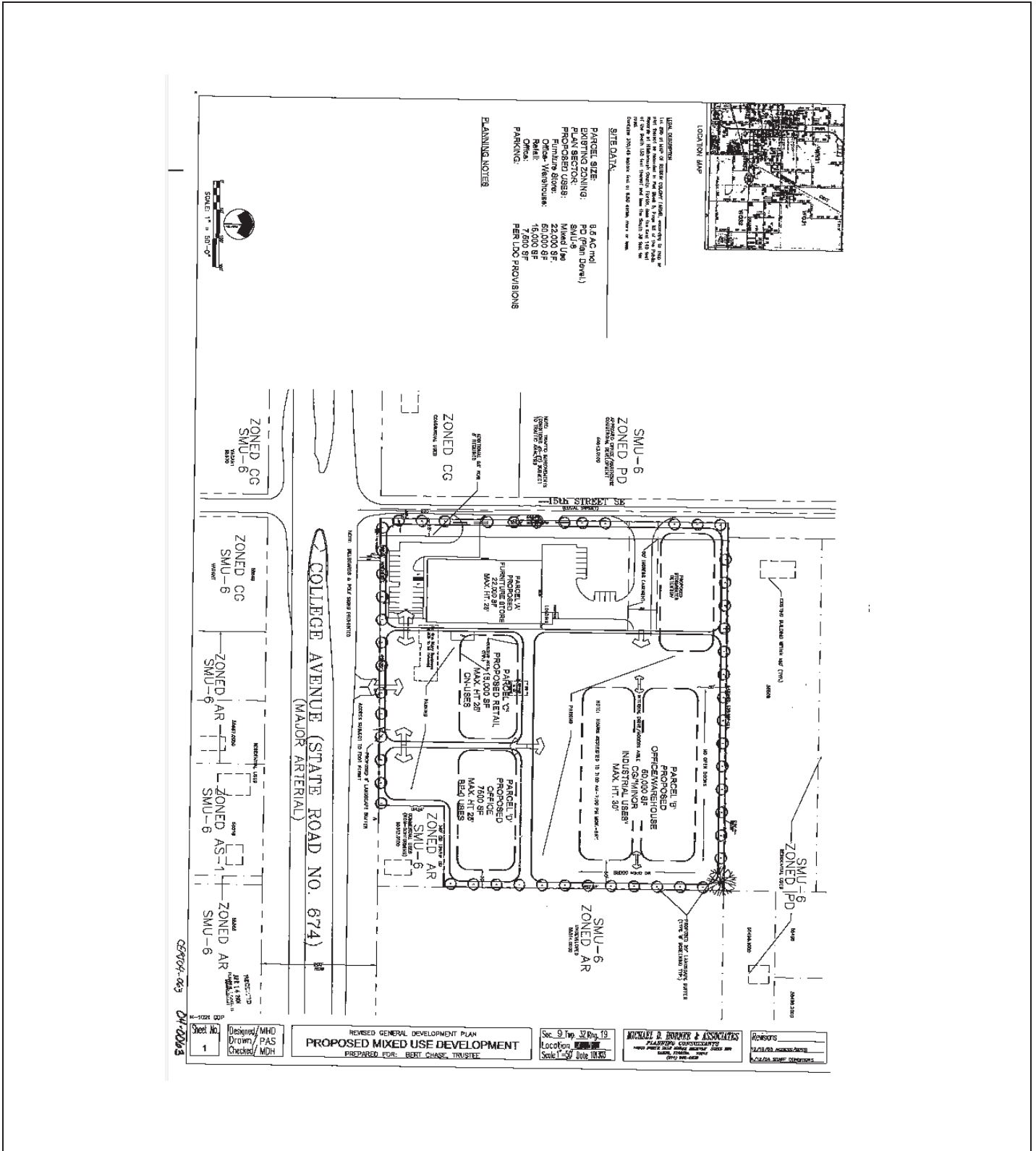
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



APPLICATION NUMBER: MM 24-0674

ZHM HEARING DATE: AUGUST 19, 2024

BOCC LUM MEETING DATE: OCTOBER 8, 2024

CASE REVIEWER: SAM BALL

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 08/08/2024

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Ruskin/South

PETITION NO: MM 24-0674

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

NEW AND REVISED CONDITIONS OF APPROVAL

Revised Conditions

- 1.2 Parcel B – 40,000 square feet for Retail Shopper’s Goods, warehouse, and distribution use such that no more than 20,000 square feet of general business or 25,000 square feet of warehouse and distribution use shall be permitted within the 40,000 square footage. Drug stores, drinking establishments, and drive-thru facilities shall be not be permitted.
3. Subject to Florida Department of Transportation (FDOT) approval, the development may be allowed one access point onto State Road (SR) 674. As a worse case, this access point may be restricted to right in/right out only. The applicant may be subject to the Rules of the Department of Transportation, Chapter 14-97. The project shall be served by one (1) vehicular and pedestrian access connection to E. College Ave. and two vehicular and pedestrian access connections to 15th St. SE, as shown on the PD site plan.
4. If required by a traffic analysis, and if warranted, at projects driveways, the developer shall construct a right turn lane (deceleration) on SR 674 and a right turn lane on 15th Street SE into the site. Left turn lanes into the site along 15th Street SE shall also be constructed. Vehicular and pedestrian cross access shall be provided to folio#55512.0100.
5. If required by a traffic analysis, and if warranted, the developer shall construct/extend the left turn lanes for east to northbound traffic and for south to eastbound traffic at the intersection of SR 674/15th Street SE. Prior to or concurrent with the initial increment of development within area of major modification 24-0674, the developer shall make the following site access improvements, subject to FDOT approval:
 - Extend the westbound to northbound right turn lane on College Ave. at 15th St. SE to 350 feet.

- Extend the westbound to southbound left turn lane on College Ave. at 15 St. SE to 425 feet, and
 - Extend the eastbound to northbound left turn lane on College Ave. at 15 St. SE to 400 feet.
6. ~~If required by a traffic analysis, and if warranted, the developer shall construct a right turn lane (deceleration) into the site, an acceleration lane out of the site, and a left turn lane into the project's driveway. Pending the results of a transportation analysis, other improvements may include building/extending turn lanes at the adjacent intersections. If it is determined by the results of the left turn lane analysis submitted by the developer, that a adequate right of way does not exist to construct any needed improvements (i.e. turn lanes), then the developer shall re-submit an analysis showing the maximum development that could occur to still enable the needed improvements to be constructed. The development will be limited to the size as shown in the submitted analysis.~~
[Staff recommends deletion of this condition. By its nature, a PD is a site plan-controlled zoning district and the applicant's transportation analysis indicates where auxiliary turn lanes are anticipated.]

New Conditions

- If MM 24-0674 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated August 2, 2024), and which was found approvable by the County Engineer (on August 5, 2024) to waive the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L. Approval of this Administrative Variance will waive the substandard roadway improvements on 15th St. SE in association with the proposed development.
- If MM 24-0674 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated August 2, 2024), and which was found approvable by the County Engineer (on August 5, 2024) to waive the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.I. Approval of this Administrative Variance will waive the limitation on number of driveways permitted for the project.
- Prior to or concurrent with the initial increment of development within a area of major modification 24-0674, the developer shall provide a transit accessory pad including: shelter, seating, trash receptacle, and bicycle rack on 15th Street SE, in the area identified on the PD site plan, consistent with LDC, Sec. 6.03.09.C.3.a. Additionally, the developer shall construct an ADA compliant 5-foot sidewalk connection from the site to the transit accessory pad.
- Notwithstanding anything herein or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - Revise the Label “Proposed General Business/Warehouse/Distribution Building Envelope” to Proposed Retail Shopper’s Goods/Warehouse/Distribution Building Envelope”.

PROJECT OVERVIEW & ANALYSIS

The applicant is requesting a Major Modification (MM) to previously approved Planned Development (PD) 04-0063, consisting of two parcels totaling +/- 8.43 ac. The area of modification is approximately 6.22 ac. and has approval for 50,000 s.f. of Commercial General (CG) uses, 15,000 s.f. of Commercial Neighborhood (CN) uses, and 7,500 s.f. of Business Professional Office (BPO) uses. The applicant is seeking this MM to replace the existing entitlements with a mix of 40,000 s.f. of “general business” and warehouse/distribution uses with Commercial General (CG) standards. The future land use designation is Suburban Mixed Use 6 (SMU-6).

Staff finds that the requested “General Business” use is not a clearly defined use in the County Land Development Code (LDC) and may potentially include other uses not contemplated for this application such as office uses, eating and drinking establishments, and drive thru uses. As such, staff is recommending a condition to establish the proposed use as Retail Shopper’s Goods, as defined in the County LDC, with the exclusion of drug stores, drinking establishments, and drive-thru facilities.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a transportation analysis for the subject property. Staff has prepared a comparison of the trips generated by development under the existing and proposed zoning designations, generally consistent with the applicant’s analysis and based upon a generalized worst-case scenario. Information shown was developed using data from the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

Existing Zoning (MM Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 50,000 s.f. Shopping Plaza (ITE LUC 821)	3,376	87	259
PD, 15,000 s.f. Strip Retail (ITE LUC 822)	817	35	104
PD, 7,500 sf General Office (ITE LUC 710)	81	11	11
Subtotal:	4,274	133	374
<i>Less Internal Capture:</i>	<i>Unavailable</i>	<i>0</i>	<i>4</i>
<i>Less Pass-By Trips:</i>	<i>Unavailable</i>	<i>0</i>	<i>123</i>
Net External Trips:	4,274	133	247

Proposed Modification (MM Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 20,000 sf Retail Plaza (ITE LUC 630)	1,074	45	128
PD, 20,000 sf Warehouse (ITE LUC 710)	70	26	29
Subtotal:	1,144	71	157
<i>Less Internal Capture:</i>	<i>Unavailable</i>	<i>0</i>	<i>0</i>
<i>Less Pass-By Trips:</i>	<i>Unavailable</i>	<i>0</i>	<i>44</i>
Net External Trips:	1,144	71	113

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-) 3,130	(-) 62	(-) 134

The proposed modification will result in a decrease in maximum potential trip generation by (-)3,130 daily trips, (-)62 am peak hour trips, and (-)134 pm peak hour trips.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

15th St. SE is a 2-lane, undivided, substandard, county collector roadway. Along the project’s frontage, the roadway sits within a variable width right-of-way (between +/- 43 and +/- 50 feet in width) according to the County’s Right-of-Way Inventory, however, the applicant provided a survey demonstrating +/- 80 feet of right of way including a portion that is designated as County maintained, but not yet dedicated. In the vicinity of the project the roadway 60-foot wide right-of-way. The roadway is characterized by +/- 20 feet of pavement in average condition. There are no bicycle facilities along 15th St. SE in the vicinity of the proposed project. There are +/- 5-foot wide sidewalks on both sides of the 15th St. SE along the project frontage.

E. College Ave. is a 4-lane, divided, arterial roadway owned and maintained by the Florida Department of Transportation (FDOT). Along the project’s frontage, the roadway sits within a +/- 210-foot wide right-of-way and is characterized by +/- 12-foot wide travel lanes in average condition. There are +/- 4 and 5-foot wide bicycle facilities (on paved shoulders) along E. College Ave. in the vicinity of the proposed project. There are +/- 5-foot wide sidewalks along both sides of E. College Ave. in the vicinity of the proposed project.

The segment of E. College Ave. onto which the project has frontage is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway; however, there is sufficient existing right-of-way to accommodate the future roadway expansion. As such, no right-of-way preservation is required.

SITE ACCESS AND CONNECTIVITY

The entire PD has one existing access connection to College Ave. and two (2) existing access connections to 15th St SE. The applicant is proposing to relocate the access to E. College Ave. further to the east and maintain the accesses to 15th St. SE. Vehicular and pedestrian cross access is proposed to the east (folio#55512.0100) consistent with the requirements of LDC, Sec. 6.04.03. Q.

The applicant’s transportation analysis indicates that anticipated traffic warrants turn lane improvements at the intersection of College Ave. and 15th St. SE. As such the developer shall be required, subject to FDOT approval, to extend the westbound to northbound right turn lane on College Ave. at 15th St. SE to 350 feet, extend the westbound to southbound left turn lane on College Ave. at 15 St. SE to 425 feet, and extend the eastbound to northbound left turn lane on College Ave. at 15 St. SE to 400 feet.

Pursuant to LDC, Sec. 6.03.09.C.3.a. Public Transit Facilities, the project meets the threshold at which it is required to provide a transit accessory pad including: shelter, seating, trash receptacle, and bicycle rack. The PD site plan show a general area where the developer will construct the required public transit facilities on 15th St. SE in coordination with existing HART transit services operating on said roadway. Staff is recommending a condition of approval to memorialize this requirement in the PD zoning.

REQUESTED ADMINISTRATIVE VARIANCE – 15TH ST. SE SUBSTANDARD ROAD

As 15th St. SE is a substandard collector roadway, the applicant’s EOR submitted (on August 2, 2024) a Section 6.04.02.B. Administrative Variance request for 15th St. SE requesting relief from the Section 6.04.03.L requirement to improve 15th St SE, between E. College Ave. and the project access, to current County standards for a Type TS-7, Collector Roadway Typical Section as found within the Hillsborough County Transportation Technical Manual (TTM). On August 5, 2024 the County Engineer found the variance approvable. As such, no improvements to that portion of 15th St. SE would be required.

REQUESTED ADMINISTRATIVE VARIANCE – NUMBER OF ACCESS CONNECTIONS

The applicant’s Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated August 12, 2024) from the Section 6.04.03.I. LDC requirement, governing number of driveways which may be permitted. Based upon the functional classification of adjacent roadways, the LDC requires (and permits) only one (1) access connection for the subject PD. The applicant is proposing three (3) access connections to serve the proposed project. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on August 5, 2024. If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for an adjacent roadway segment is provided below; however, because 15st St. SE is not a regulated roadway it was not included within the LOS Report. As such LOS information cannot be provided for that facility.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
College Ave. (SR 674)	US 41	I-75	D	C

Source: Hillsborough County 2020 Level of Service Report.

From: Williams, Michael [WilliamsM@hcfl.gov]
Sent: Monday, August 5, 2024 10:42 AM
To: Steven Henry [shenry@lincks.com]
CC: David Smith [DSmith@stearnsweaver.com]; Carol Walden [cwalden@stearnsweaver.com]; Ball, Fred (Sam) [BallF@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; Tirado, Sheida [TiradoS@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]
Subject: FW: RE MM 24-0674 - Administrative Variance Reviews
Attachments: 24-0674 AVAd 08-02-24_1.pdf; 24-0674 AVAd 08-02-24_2.pdf

Steve,

I have found the two attached Section 6.04.02.B. Administrative Variances (AV) for PD 24 -0674 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hillsboroughcounty.org or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

If the BOCC denies the PD zoning or PD zoning modification request, staff will request that you withdraw the AV/DE. In such instance, notwithstanding the above finding of approvability, if you fail to withdraw the request, I will deny the AV/DE (since the finding was predicated on a specific development program and site configuration which was not approved).

Once I have signed the document, it is your responsibility to submit the signed AV/DE(s) together with your initial plat/site/construction plan submittal. If the project is already in preliminary review, then you must submit the signed document before the review will be allowed to progress. Staff will require resubmittal of all plat/site/construction plan submittals that do not include the appropriate signed AV/DE documentation.

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HCFL.gov
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>

Sent: Friday, August 2, 2024 6:31 PM

To: Williams, Michael <WilliamsM@hcfl.gov>

Cc: Perez, Richard <PerezRL@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>

Subject: RE: RE MM 24-0674 - Administrative Variance Reviews

Hello Mike,

The attached AVs are approvable to me, please include the following people in your response email:

shenry@lincks.com

dsmith@stearnsweaver.com

cwalden@stearnsweaver.com

ballf@hcfl.gov

perezrl@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review Manager

Development Services Department

P: (813) 276-8364

E: tirados@hcfl.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. AV - 15th Street <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. AV - 15th Street - Substandard Road <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
Project Name/ Phase	1506 College Avenue
Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.	
Folio Number(s)	055512.0000 <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Steven J. Henry, P.E.
Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.	
Current Property Zoning Designation	PD 04-0063
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	MM 24-0674
Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



LINCKS & ASSOCIATES, LLC

August 2, 2024

Mr. Michael Williams, PE
County Engineer Development Review Director
Hillsborough County
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: 1506 College Avenue
MM 24-0674
Folio 055512.0000
Lincks Project Number: 24042

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03L of the Hillsborough County Land Development Code, which requires improvement of projects taking access to a substandard road to improve the roadway to current County standards between the project driveway and the nearest standard road.

The developer proposes to modify the existing Planned Development (PD) (04-0663) for the project. The subject property is currently zoned PD to allow the following:

- Parcel A – 22,000 Square Feet of Furniture Store (Existing)
- Parcel B – 50,000 Square Feet of Office/Warehouse or Commercial General (CG) Uses
- Parcel C – 15,000 Square Feet of Commercial Neighborhood (CN) Uses
- Parcel D – 7,500 Square Feet of Business Professional Office (BPO) Uses

A copy of the existing PD plan and conditions are included in the Appendix of this letter.

The access to serve the project is proposed to be as follows:

- Two (2) existing full accesses to 15th Street
- One (1) proposed right-in/right-out access to College Avenue

The PD is proposed to be modified to consolidate Parcels B, C, and D into the following land uses:

- Retail – 20,000 Square Feet
- Warehouse – 20,000 Square Feet

Tables 1, 2, and 3 provide the trip generation comparison between the land uses within the approved PD and the proposed modification. As shown, the proposed PD modification would significantly reduce the project traffic.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
8133 287 0674 Telefax
www.Lincks.com Website

Mr. Michael Williams
August 2, 2024
Page 2

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, 15th Street is a collector roadway.

The following provides a description of the segment of 15th Street from College Avenue to the existing northern access:

- The pavement is approximately 20 feet wide.
- There is sidewalk on the east side of the roadway from College Avenue to the northern property line.
- The existing right of way is approximately 50 feet.

The request is to waive the requirement to improve 15th Street (between the project access and College Avenue) to current County TS-7 standards, the standards for which are found within the Hillsborough County Transportation Technical Manual. The specific waivers are as follows:

1. Right of Way – TS-7 has 96 foot right of way. There is approximately 80 feet of right of way along 15th Street.
2. Lane Width – TS-7 has 12 foot lanes. The existing road has 10 foot lanes.
3. Shoulders – TS-7 has 8 foot shoulders with 5 feet paved. There are unpaved shoulders along the roadway.
4. Sidewalk – TS-7 has 5 foot sidewalk on both sides of the road. There are sidewalks along the subject property.

(a) there is an unreasonable burden on the applicant,

Improving the roadway to TS-7 standards would be an unreasonable burden on the applicant for the following reasons:

1. The access to 15th Street currently exists for the property.
2. The proposed modification is a significant reduction in project traffic.

(b) the variance would not be detrimental to the public health, safety and welfare,

The access to 15th Street currently exists for the project. The proposed modification would be a significant reduction in project traffic. Therefore, the proposed variance would not be detrimental to the public health, safety, and welfare.

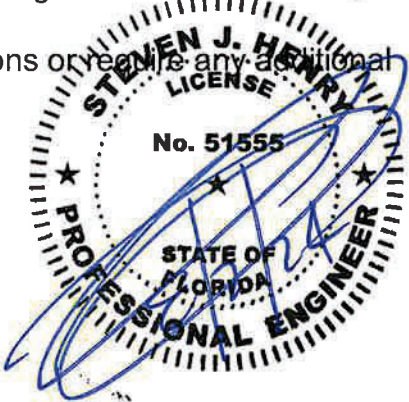
(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

Mr. Michael Williams
August 2, 2024
Page 3

The access to 15th Street currently exists and serves the existing Furniture Store. The Developer of the subject parcel does not control the property and access to 15th Street. Therefore, the developer has no ability to eliminate the existing access to 15th Street.

Please do not hesitate to contact us if you have any questions or require any additional information.

Best Regards



[Handwritten Signature]
Steven J Henry
President
Lincks & Associates, LLC
P.E. #51555

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

- Disapproved**
- Approved**
- Approved with Conditions**

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Michael Williams
August 2, 2024
Page 4

TABLE 1
DAILY TRIP GENERATION COMPARISON

Scenario	Parcel	Land Use	ITE LUC	Size	Daily Trip Ends (1)	Passerby Capture (2)	New Daily Trip Ends
Approved	B	Retail	821	50,000 SF	3,376	1,350	2,026
	C	Retail	822	15,000 SF	817	327	490
	D	Office	710	7,500 SF	81	0	81
				Sub-Total	4,274	1,677	2,597
Proposed	B, C & D	Retail	822	20,000 SF	1,089	436	653
	B, C & D	Warehouse	150	20,000 SF	70	0	70
				Sub-Total	1,159	436	723
				Difference	3,115	1,241	1,874

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

(2) Source: ITE Trip Generation Manual, 11th Edition.

- Passerby Trip Ends:

- Retail - 40%

$(50,000 \text{ SF}) - 3,376 \times 0.40 = 1,350$

$(15,000 \text{ SF}) - 817 \times 0.40 = 327$

$(20,000 \text{ SF}) - 1,089 \times 0.40 = 436$

- Passerby trip should not exceed 10% of adjacent roadway traffic.

$23,356 (a) \times 0.10 = 2,336 > 436$

(a) Based on PM peak hour background traffic at the intersection of SR 674 and 15th Street and $K = 0.09$.

Mr. Michael Williams
August 2, 2024
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TABLE 2
AM PEAK HOUR
PROJECT TRAFFIC COMPARISON

Scenario	Parcel	Land Use	ITE LUC	Size	AM Peak Hour Trip Ends (1)			Passerby Capture (2)			New External AM Peak Hour Trip Ends		
					In	Out	Total	In	Out	Total	In	Out	Total
Approved	B	Retail	821	50,000 SF	54	33	87	22	13	35	32	20	52
	C	Retail	822	15,000 SF	21	14	35	8	6	14	13	8	21
	D	Office	710	7,500 SF	10	1	11	0	0	0	10	1	11
				Sub-Total	85	48	133	30	19	49	55	29	84
Proposed	B, C & D	Retail	822	20,000 SF	28	19	47	11	8	19	17	11	28
	B, C & D	Warehouse	150	20,000 SF	20	6	26	0	0	0	20	6	26
				Sub-Total	48	25	73	11	8	19	37	17	54
				Difference	37	23	60	19	11	30	18	12	30

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

(2) Source: ITE Trip Generation Manual, 11th Edition.

- Passerby Trips Ends:

- Retail - 40%

- (50,000 SF)

- In - $54 \times 0.40 = 22$

- Out - $33 \times 0.40 = 13$

- (15,000 SF)

- In - $21 \times 0.40 = 8$

- Out - $14 \times 0.40 = 6$

- (20,000 SF)

- In - $28 \times 0.40 = 11$

- Out - $19 \times 0.40 = 8$

- Passerby trips should not exceed 10% of the adjacent roadway traffic.

- $2,123(a) \times 0.10 = 212 > 19$

- (a) Based on AM peak hour background traffic at the intersection of SR 674 and 15th Street.

Mr. Michael Williams
August 2, 2024
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TABLE 3
PM PEAK HOUR
PROJECT TRAFFIC COMPARISON

Scenario	Parcel	Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1)			Passerby Capture (2)			New External PM Peak Hour Trip Ends		
					In	Out	Total	In	Out	Total	In	Out	Total
Approved	B	Retail	821	50,000 SF	127	133	260	51	53	104	76	80	156
					52	52	104	21	21	42	31	31	62
					<u>2</u>	<u>9</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>9</u>	<u>11</u>
Proposed	B, C & D	Retail	822	20,000 SF	181	194	375	72	74	146	109	120	229
					64	63	127	26	25	51	38	38	76
					<u>8</u>	<u>21</u>	<u>29</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>21</u>	<u>29</u>
Approved	C	Retail	822	15,000 SF	72	84	156	26	25	51	46	59	105
					52	52	104	21	21	42	31	31	62
					<u>2</u>	<u>9</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>9</u>	<u>11</u>
Proposed	B, C & D	Warehouse	150	20,000 SF	109	110	219	46	49	95	63	61	124
					64	63	127	26	25	51	38	38	76
					<u>8</u>	<u>21</u>	<u>29</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>21</u>	<u>29</u>
Sub-Total					181	194	375	72	74	146	109	120	229
Sub-Total					72	84	156	26	25	51	46	59	105
Difference					109	110	219	46	49	95	63	61	124

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

(2) Source: ITE Trip Generation Manual, 11th Edition.

- Passerby Trips Ends:

- Retail - 40%

- (50,000 SF)

- In - $127 \times 0.40 = 51$

- Out - $133 \times 0.40 = 53$

- (15,000 SF)

- In - $52 \times 0.40 = 21$

- Out - $52 \times 0.40 = 21$

- (20,000 SF)

- In - $64 \times 0.40 = 26$

- Out - $63 \times 0.40 = 25$

- Passerby trips should not exceed 10% of the adjacent roadway traffic.

- $2,102 (a) \times 0.10 = 210 > 51$

- (a) Based on PM peak hour background traffic at the intersection of SR 674 and 15th Street.

APPENDIX



PROPOSED PD PLAN

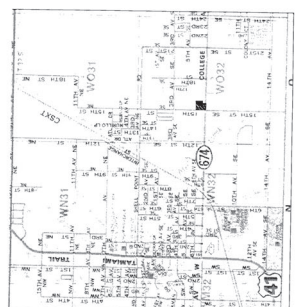


SURVEY



EXISTING ZONING





LOCATION MAP

LEGAL DESCRIPTION:
Lot 285 of MAP OF RUSKIN COLONY FARMS, according to map or plat thereof as recorded in Plat Book 5, Page 63 of the Public Records of Hillsborough County, Florida, less the East 140 feet thereof 130 feet thereon and less the South 35 feet for Contours 370,145 square feet or 8.50 acres, more or less.

SITE DATA:

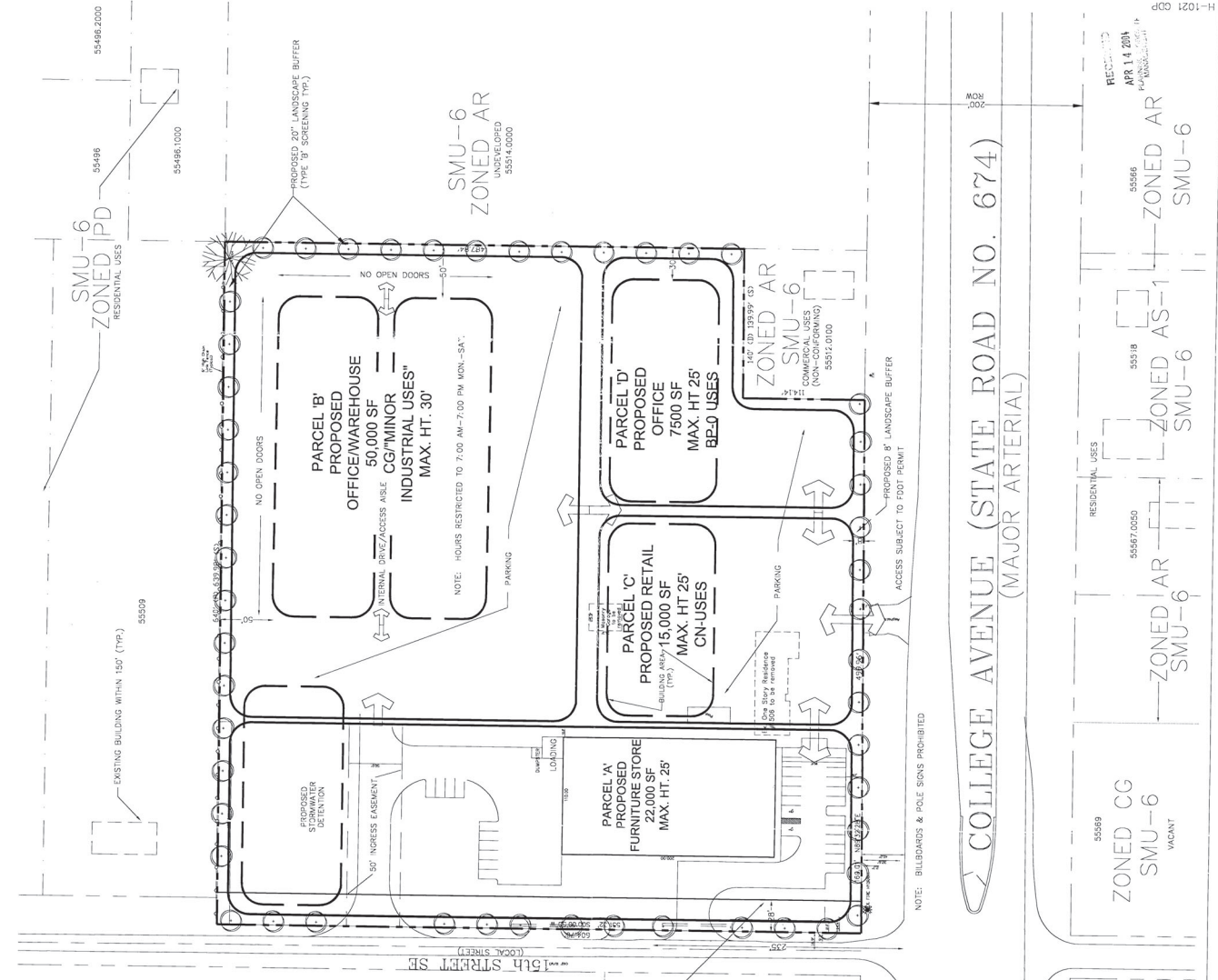
- 8.5 AC mol
- PD (Plan Devel.)
- EXISTING ZONING: SMU-6
- PLAN SECTOR: Mixed Use
- PROPOSED USES:
Furniture Store: 22,000 SF
Office- Warehouse: 50,000 SF
Retail: 15,000 SF
Office: 7,500 SF
- PARKING: PER LDC PROVISIONS

PLANNING NOTES

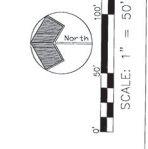
ZONED CC
COMMERCIAL USES
ADDITIONAL 2R ROW
IF REQUIRED

SMU-6
ZONED PD
APPROVED OFFICE/WAREHOUSE
COMMERCIAL DEVELOPMENT
55543.0100

NOTE: TRAFFIC IMPROVEMENTS
APPROVED OFFICE/WAREHOUSE
TO TRAFFIC ANALYSIS
SUBJECT



COLLEGE AVENUE (STATE ROAD NO. 674)
(MAJOR ARTERIAL)



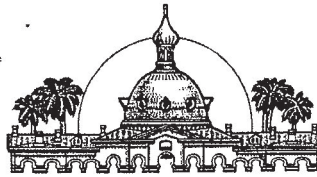
ZONED CC
SMU-6
VACANT
55570

ZONED CC
SMU-6
VACANT
55569

ZONED AR
SMU-6
55567,0050

ZONED AS-1
SMU-6
55519

ZONED AR
SMU-6
55566



Hillsborough County
Florida

Office of the County Administrator
Patricia G. Bean

February 26, 2004

BOARD OF COUNTY COMMISSIONERS

Kathy Castor
Pat Frank
Ken Hagan
Jim Norman
Jan K. Platt
Thomas Scott
Ronda Storms

Assistant County Administrators
Bernardo Garcia
Carl S. Harness

Michael D. Horner
14502 N Dale Mabry Hwy
Suite 200
Tampa FL 33618

RE: PETITION NO. RZ 04-0063 RU

Dear Mr. Horner:

At the regularly scheduled public meeting on February 24, 2004, the Board of County Commissioners granted your request for rezoning of the tract of land described in your application from CG and AR to PD, with the attached conditions.

The approval of a planned development rezoning requires the developer submit a revised General Site Plan reflecting all conditions, within 90 days of zoning approval. Failure to submit the site plans within the time period will place your rezoning in violation.

To comply with this requirement, please complete and submit the enclosed application for General Site Plan Review/Certification, to the Planning and Zoning Division, 20th floor of the County Center, 601 East Kennedy Boulevard. For information concerning the certification process, please contact Diane Gavitt at 272-5920.

Please keep this letter for your records. If we may be of service to you in the future, feel free to contact me at 272-5920.

Sincerely,

Paula M. Harvey, AICP, Director
Planning and Zoning Division

Attachments

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: RZ 04-0063 RU
MEETING DATE: February 24, 2004
DATE TYPED: February 25, 2004

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted December 18, 2003.

1. The project shall be permitted a maximum of 94,500 square feet of building area. The specific uses are as follows:
 - 1.1 Parcel A – 22,000 square feet for a furniture store,
 - 1.2 Parcel B – 50,000 square feet for an office/warehouse (minor industry only), with the option for Commercial, General (CG) uses, excluding outdoor storage and major vehicle repair,
 - 1.3 Parcel C – 15,000 square feet for Commercial, Neighborhood (CN) uses, excluding fast food with drive-thru, gas stations, adult uses, liquor stores (a maximum 2,000-square-foot sandwich shop/deli may be permitted),
 - 1.4 Parcel D – 7,500 square feet for Business Professional Office (BPO) uses.
 - 1.5 Parcels may be adjusted to accommodate stormwater and access issues during site development review.
2. The project shall be subject to the CG development standards, unless otherwise referenced herein.
 - 2.1 Parcel B – Minimum 50-foot building setback from northern and eastern property boundaries
Maximum height – 30 feet
No open doors/bays or loading docks shall face the northern or eastern property boundaries
 - 2.2 Parcels A, C, and D – Maximum height – 25 feet
3. Subject to Florida Department of Transportation (FDOT) approval, the development may be allowed one access point onto State Road (SR) 674. As a worse-case, this access point may be restricted to right-in/right-out only. The applicant may be subject to the Rules of the Department of Transportation, Chapter 14-97.
4. If required by a traffic analysis, and if warranted, at projects driveways, the developer shall construct a right turn lane (deceleration) on SR 674 and a right turn lane on 15th Street SE into the site. Left turn lanes into the site along 15th Street SE shall also be constructed.
5. If required by a traffic analysis, and if warranted, the developer shall construct/extend the left turn lanes for east-to-northbound traffic and for south-to-eastbound traffic at the intersection of SR 674/15th Street SE.

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: RZ 04-0063 RU
MEETING DATE: February 24, 2004
DATE TYPED: February 25, 2004

6. If required by a traffic analysis, and if warranted, the developer shall construct a right turn lane (deceleration) into the site, an acceleration lane out of the site, and a left turn lane into the project's driveway. Pending the results of a transportation analysis, other improvements may include building/extending turn lanes at the adjacent intersections. If it is determined by the results of the left turn lane analysis submitted by the developer, that adequate right-of-way does not exist to construct any needed improvements (i.e. turn lanes), then the developer shall re-submit an analysis showing the maximum development that could occur to still enable the needed improvements to be constructed. The development will be limited to the size as shown in the submitted analysis.
7. If required by FDOT, and if warranted, the developer shall provide, at his expense, additional left turn storage lanes of sufficient length to accommodate anticipated left turning traffic, for vehicles making U-turns on SR 674 at each median cut adjacent (east/west of the site) to the project where a U-turn is permitted. Prior to detail site plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of storage needed to serve development traffic. The design and construction of these U-turn lanes shall be subject to FDOT approval.
8. The applicant shall convey to Hillsborough County, upon written request of the County of the identified roadway improvements or prior to Construction Plan or Final Plat approval for development in accordance with this application (RZ04-0063), whichever comes first, up to 48 feet of right-of-way from the existing center line of right-of-way on 15th Street SE, to accommodate for the right-of-way as needed for a two lane collector. This shall be up to 28 feet from the existing right-of-way.
9. Outdoor lighting shall be full-cutoff light fixtures.
10. Parcel B hours of operation are restricted to 7:00 a.m. to 7:00 p.m. Monday through Saturday. No operation on Sundays or Holidays.
11. Prohibited uses shall include billboards and pole signs.
12. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
13. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
14. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: RZ 04-0063 RU
MEETING DATE: February 24, 2004
DATE TYPED: February 25, 2004

15. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
16. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.
17. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



**HILLSBOROUGH COUNTY
ROADWAYS
FUNCTIONAL CLASSIFICATION**
Infrastructure & Development Services



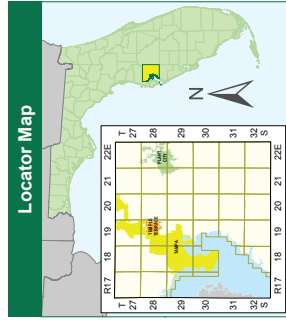
Legend

- Functional Classifications Authority, Classification**
- State, Principal Arterial
 - State, Arterial
 - Hillsborough, Arterial
 - Hillsborough, Collector
 - Urban Service Area Boundary
 - City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
 PART 3.03.00 STATE-90 PLANNED DEVELOPMENT DISTRICTS
 PART 5.03.00 PLANNED DEVELOPMENT DISTRICTS
 PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
 PART 6.07.00 FENCES AND WALLS
 PART 6.08.00 SIGNAGE AND SIGNAGE STANDARDS
 PART 12.01.00 DEFINITIONS
 OTHER PARTS OF THE LDC NOT LISTED ABOVE.

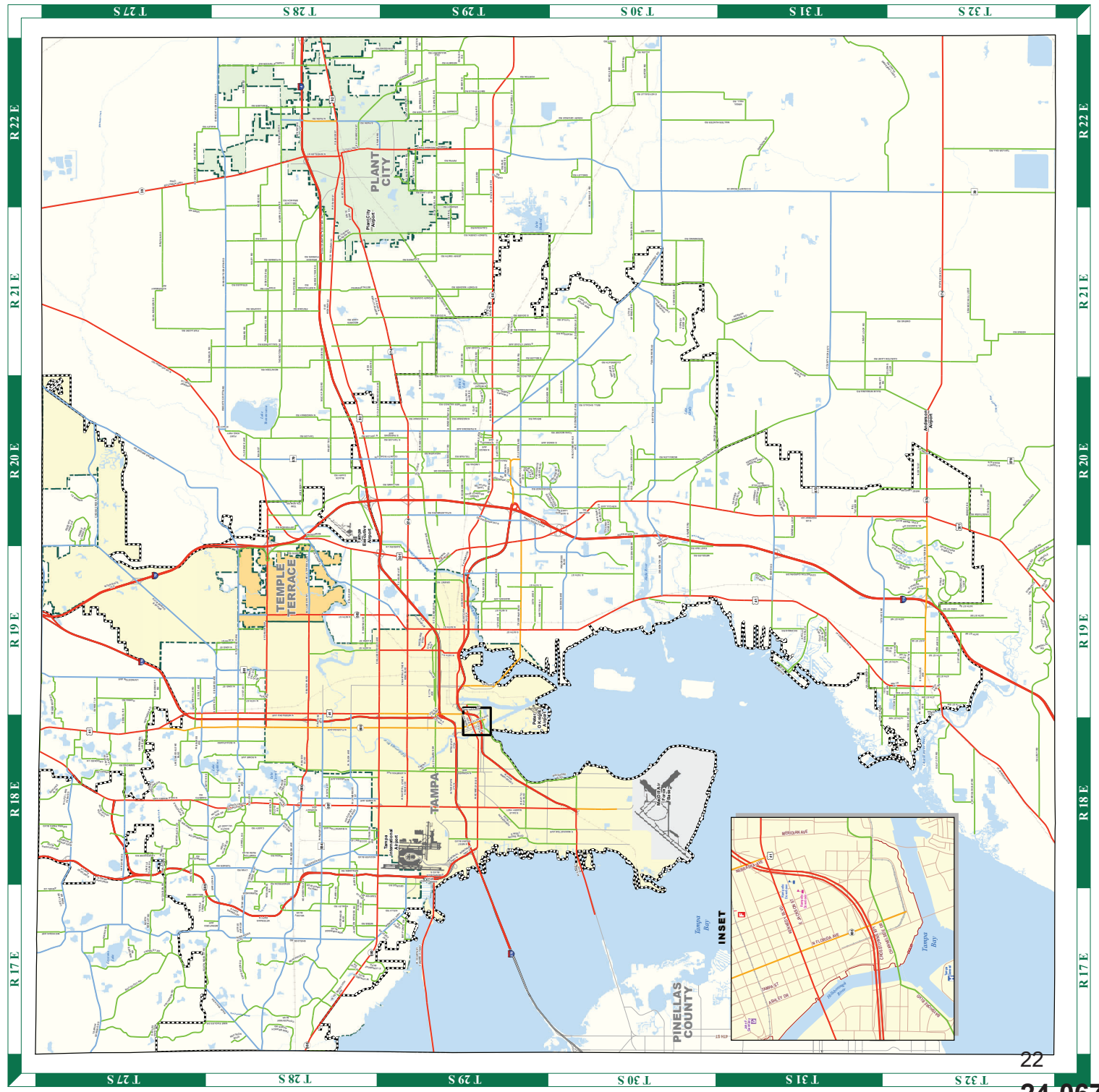
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighbourhood Traffic Calming Program.



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the map, and it is not intended to be used for any purpose other than that for which it was prepared. The map is not to be construed as a guarantee of accuracy or fitness for a particular purpose.

SOURCE: This map was prepared for the inventory of real property towns within Hillsborough County and is not intended to be used for any other purpose. The map is not to be construed as a guarantee of accuracy or fitness for a particular purpose. For verification of the information contained on this map, please contact the Planning and Development Department.

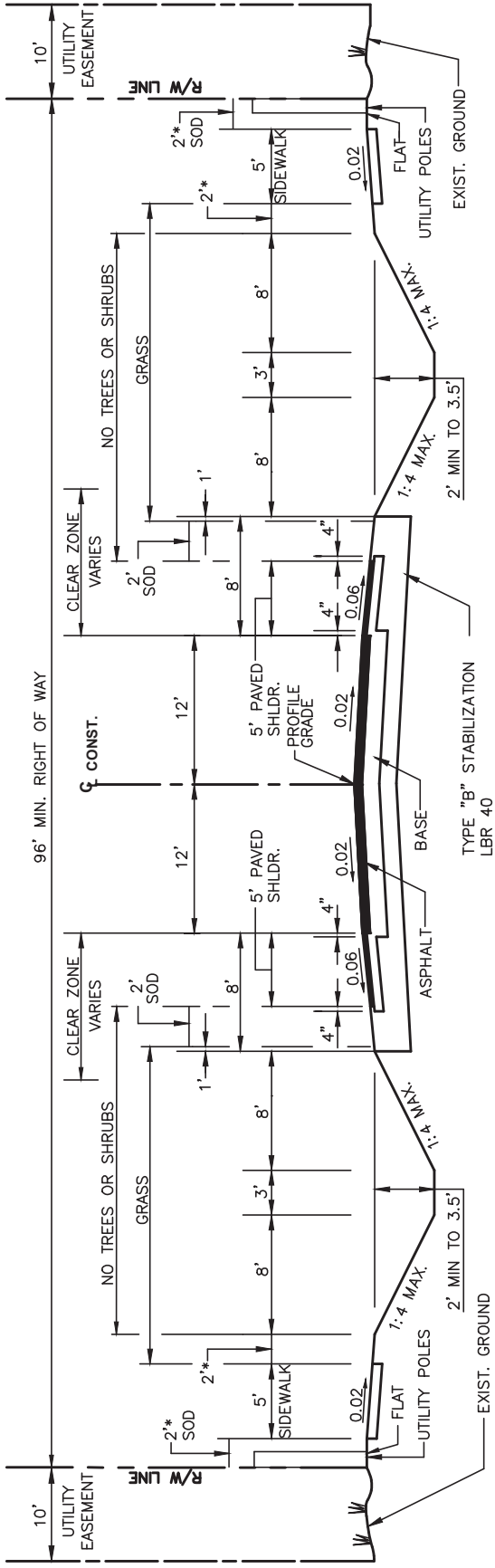
601 E. Kennedy Blvd
 Tampa, FL 33602
 (813) 272-5610
 printroom@hillsboroughcounty.org



TS-7



DRAWING NO. **TS-7**
SHEET NO. 1 OF 1



TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**



**TRANSPORTATION
TECHNICAL
MANUAL**

REVISION DATE:
10/17
24



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Number of Access Connections <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. 15th St. Number of Access Connections <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
Project Name/ Phase	1506 College Avenue
Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.	
Folio Number(s)	055512.0000
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Steven J. Henry, P.E.
Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.	
Current Property Zoning Designation	PD 04-0063
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	MM 24-0674
Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



LINCKS & ASSOCIATES, LLC

August 2, 2024

Mr. Michael Williams, PE
County Engineer Development Review Director
Hillsborough County
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: 1506 College Avenue
MM 24-0674
Folio 055512.0000
Lincks Project Number: 24042

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03I of the Hillsborough County Land Development Code, for the number of accesses to the project.

The developer proposes to modify the existing Planned Development (PD) (04-0063) for the project. The subject property is currently zoned PD to allow the following:

Parcel A – 22,000 Square Feet of Furniture Store (Existing)
Parcel B – 50,000 Square Feet of Office/Warehouse or Commercial General (CG) Uses
Parcel C – 15,000 Square Feet of Commercial Neighborhood (CN) Uses
Parcel D – 7,500 Square Feet of Business Professional Office (BPO) Uses

A copy of the existing PD plan and conditions are included in the Appendix of this letter.

The access to serve the project is proposed to be as follows:

- Two (2) existing full accesses to 15th Street
- One (1) proposed right-in/right-out access to College Avenue

The PD is proposed to be modified to consolidate Parcels B, C, and D into the following land uses:

- Retail – 20,000 Square Feet
- Warehouse – 20,000 Square Feet

Based on the trip generation for the project (Table 1), the adjacent roadways and Section 6.04.03 of the Hillsborough County LDC, one (1) access would be allowed for the project, as shown in Table 2. This letter is to request a waiver to the number of accesses to serve the project from one (1) to three (3).

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
8133 287 0674 Telefax
www.Lincks.com Website

Mr. Mike Williams
August 2, 2024
Page 2

(a) there is an unreasonable burden on the applicant,

There are already two existing accesses to 15th Street serving the existing furniture store. The applicant has an easement to access the existing driveways on 15th Street but does not have the right to eliminate one of the driveways. The two accesses are needed to 15th Street as there is no circulation around the furniture store building. In addition, if there is circulation typically it is not recommended to circulate the trucks in front of retail buildings with pedestrians accessing the building. Finally, the right-in/right-out access to College Avenue is needed to provide access for the proposed retail use.

Based on the above, it would be an unreasonable burden on the applicant to restrict the project to one (1) access.

(b) the variance would not be detrimental to the public health, safety and welfare,

As indicated, the accesses to 15th Street are existing and the access to College Avenue will be limited to right-in/right-out. Therefore, the number of accesses would not be detrimental to the public health, safety and welfare.

(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

To be able to segregate the passenger vehicles and trucks the two (2) accesses to 15th Street are needed. In addition, access to College Avenue is needed for the successful function of the proposed retail use. Therefore, without the variance, reasonable access cannot be provided.

Mr. Mike Williams
August 2, 2024
Page 3

Please do not hesitate to contact us if you have any questions or require any additional information.

Best Regards,

[Handwritten signature of Steven J. Henry]

Steven J Henry
President
Lincks & Associates, LLC
P.E. #51555



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

- Disapproved
- Approved
- Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1
 PROJECT TRIP GENERATION (1)

Parcel	Land Use	ITE LUC	Size	Daily Trip Ends	AM Peak Hour Trip Ends		New External AM Peak Hour Trip Ends		
					In	Out	In	Out	Total
A	Furniture Store	890	22,000 SF	139	4	2	6	6	12
B, C & D	Retail	822	20,000 SF	1,089	28	19	64	63	127
B, C & D	Warehouse	150	20,000 SF	70	20	6	8	21	29
	Total			1,298	52	27	78	90	168

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

Mr. Mike Williams
August 2, 2024
Page 5

TABLE 2
NUMBER OF ACCESS DETERMINATION

<u>Roadway</u>	<u>Classification</u>	<u>Maximum Vehicle/HR</u>	<u>Peak Hour Project Trip Ends (1)</u>	<u>Number of Accesses</u>
15th Street	Collector	300/HR	168	1

(1) See Table 1.
(2) $168/300 = 0.56$ Use 1

APPENDIX



PROPOSED PD PLAN



REVISIONS

NO.	DATE	DESCRIPTION

GENERAL SITE PLAN

MM 24-0674

SHEET NUMBER
GSP
05-149
05-149

PD MAJOR MODIFICATION - 1506 COLLEGE AVE

FOR
PIEDMONT COMPANIES, INC.

LINCOLN, NC 28022
2871 EAST MAIN STREET

LAND OF RECORD
81-3-358-2339
80A 308
8064 108 108 02

NATIVE Engineering, Inc.

VICINITY MAP
N.T.S.

LEGEND

SITE DATA

MAJOR MODIFICATION FOLD NUMBER: 000512-0001
 PAVEMENT TYPE: ASPHALT (P) / CONCRETE (C)
 SITE ADDRESS: 1506 COLLEGE AVE
 EXISTING ZONING: PD 04-0843
 CURRENT COMPREHENSIVE PLAN/TITLE: SMU-4
 EXISTING LAND USE: PLANT NURSERY
 COMMUNITY PLANNING AREA: RUGGON COMMUNITY PLAN
 SPECIAL ZONING: NO
 SERVICE AREA: URBAN SERVICE AREA
 YES - COLLEGE AVE (SR 474)
 SCENIC ROADWAY CORRIDOR: ZONE 'X' / 200' / 200' / 200'
 DATED: 10/07/21
 EXISTING FLOOD ZONE: 1.500 SF / 1.500 SF / 1.500 SF
 EXISTING MAN-MADE WATER BODIES: 1.500 SF / 1.500 SF / 1.500 SF
 EXISTING STRUCTURES ON-SITE: 1.500 SF / 1.500 SF / 1.500 SF
 DEVELOPMENT TYPE: COMMERCIAL
 MINIMUM LOT SIZE: N/A
 MINIMUM LOT WIDTH: 0.27
 MAXIMUM P.L.R.: 0.27
 MAXIMUM BUILDING COVERAGE: 0.27
 MAXIMUM BUILDING HEIGHT: 30 FT
 MINIMUM BUILDING SETBACKS: WEST - 0'; NORTH - 100'; EAST - 50'; SOUTH - 30'
 MINIMUM BUILDING SETBACKS: 22,000 SF
 PARCEL A USES: FURNITURE STORE
 PARCEL B USES: GENERAL MERCHANDISE/DISTRIBUTION 40,000 SF MAX
 GENERAL MERCHANDISE/DISTRIBUTION 40,000 SF MAX
 PARCEL C USES: 8.43 AC (1)
 GENERAL MERCHANDISE/DISTRIBUTION 8.43 AC (1)
 REQUIRED PARKING SPACES FOR RETAIL: 4.0 SPACES PER 1,000 SF GFA
 REQUIRED PARKING SPACES FOR MERCHANDISE: 1.0 SPACES PER 1,000 SF GFA

NOTES

- MAJOR MODIFICATION APPLIES TO THE ENTIRE PARCEL B AREA AS INDICATED ON THE GENERAL SITE PLAN.
- ALL LAND USES AND THE GENERAL LOCATION OF STRUCTURES WITHIN 150 FT OF THE EXISTING STRUCTURES AND EXISTING UTILITIES SHALL BE ENVIRONMENTALLY SENSITIVE AND RECORDED HISTORICAL OR ARCHAEOLOGICAL SITES. ENVIRONMENTALLY SENSITIVE AND RECORDED HISTORICAL OR ARCHAEOLOGICAL SITES SHALL BE IDENTIFIED ON THE PROJECT RECORDATION OF THE PROJECT RECORDATION.
- WHERE ARE ADJACENT PROPERTIES ARE PROPOSED AS OPEN SPACE, THE PROPOSED ACCESS TO ADJACENT PROPERTIES SHALL BE PROVIDED AS OPEN SPACE.
- ADJACENT PROPERTIES AND TYPES OF RIGHTS CONTROL ADVISORS ON ALL ADJACENT PROPERTIES WITHIN 150 FEET OF THE SITE OF THE PROJECT SHALL BE IDENTIFIED AND MARKED WITHIN THE PROJECT RECORDATION.
- NO EXISTING UTILITIES OR RECORDS OR SPECIFIC ARCHITECTURAL DECORS ARE TO BE REMOVED OR ALTERED UNLESS SPECIFICALLY NOTED ON THE PROJECT RECORDATION.
- LOADING DOCKS WILL BE GENERALLY LOCATED ALONG THE NORTH ELEVATION OF THE PARCEL B AREA.
- PARCEL B BUILDING SHALL NOT EXCEED MORE THAN 20,000 SF OF GENERAL BUSINESS AND 20,000 SF OF MERCHANDISE/DISTRIBUTION WITHIN THE 30' FOOTING.

PROJECT CONTACT INFORMATION

OWNER: PIEDMONT COMPANIES, INC.
1506 COLLEGE AVE
LINCOLN, NC 28022
(704) 734-3305

ARCHITECT: NATIVE ENGINEERING, INC.
80A 308
8064 108 108 02
(704) 288-7248

MAJOR MODIFICATION LEGAL DESCRIPTION

PARCEL B (PRT COMMENT FOR FILE HOUSING)
 LOT 295, LESS THE EAST 140 FEET OF THE SOUTH 150 FEET AND LESS THE SOUTH 10 FEET FOR ROAD, MAP OF REGIONAL COUNTY PARKS, HILLSBOROUGH COUNTY, FLORIDA, RECORDED IN PLAT BOOK 5, PAGE 63, IN THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, AND PART OF LOTS 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

OVERALL PD LEGAL DESCRIPTION

LOT 295 OF MAP OF REGIONAL COUNTY PARKS, ACCORDING TO MAP FOR FILE THEREOF AS RECORDED IN PLAT BOOK 5, PAGE 63 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, LESS THE EAST 140 FEET OF THE SOUTH 150 FEET THEREOF AND LESS THE SOUTH 10 FEET FOR ROAD.

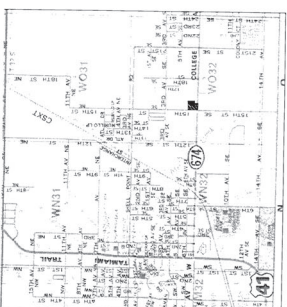
EXISTING ZONING



REVISED GENERAL DEVELOPMENT PLAN
PROPOSED MIXED USE DEVELOPMENT
PREPARED FOR: BERT CHASE, TRUSTEE

Scale: 1" = 50'
Location: 15th Street SE
Date: 10/30/23
Sec. 9 Imp. 32 Rpt. 19

MICHAEL D. HORNER & ASSOCIATES
PLANNING CONSULTANTS
1400 NORTH DADE BLVD. SUITE 200
MIAMI, FLORIDA 33136
(305) 582-2936
FAX: (305) 582-2938
12/18/03 ACCESS/SZES
4/17/04 STAFF CONDITIONS



LOCATION MAP

LEGAL DESCRIPTION:
Lot 285 of MAP OF RUSKIN COLONY FARMS, according to map or plat thereof as recorded in Plat Book 3, Page 63 of the Public Records of Hillsborough County, Florida, less the East 140 feet and the South 130 feet thereof and less the South 35 feet for Contours 370, 435 square feet or 8.50 acres, more or less.

SITE DATA:

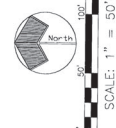
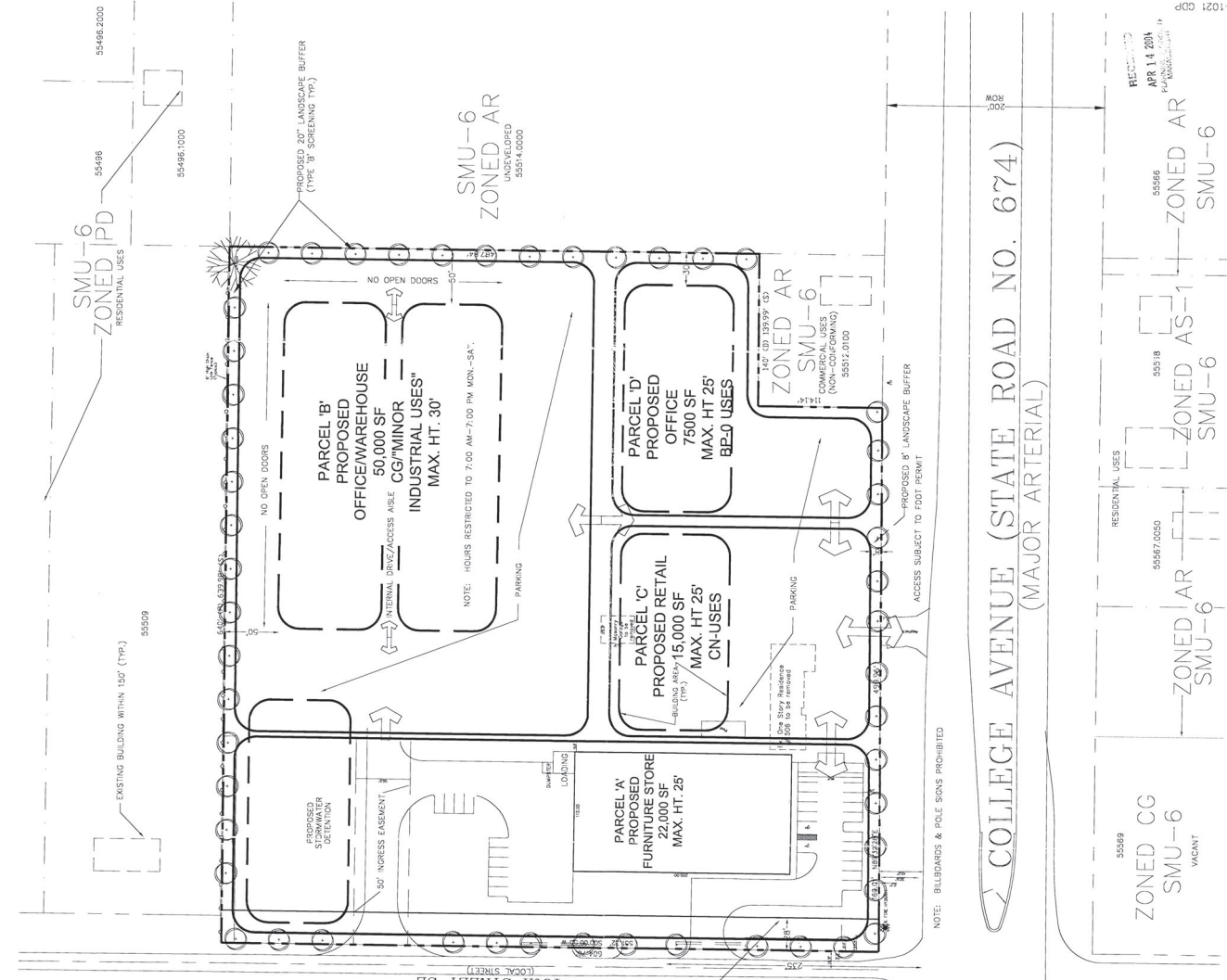
- 8.5 AC mol
- PD (Plan Devel.)
- SMU-6
- Mixed Use
- 22,000 SF.
- Office- Warehouse: 50,000 SF
- Retail: 15,000 SF
- Office: 7,500 SF
- PER LDC PROVISIONS

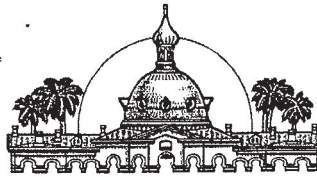
PLANNING NOTES

ZONED CC
COMMERCIAL USES
ADDITIONAL 2R ROW
IF REQUIRED

SMU-6
ZONED PD
APPROVED OFFICE/WAREHOUSE
COMMERCIAL DEVELOPMENT
55543.0100

NOTE: TRAFFIC IMPROVEMENTS
APPROVED OFFICE/WAREHOUSE
TO TRAFFIC ANALYSIS
SUBJECT





Hillsborough County
Florida

Office of the County Administrator
Patricia G. Bean

February 26, 2004

BOARD OF COUNTY COMMISSIONERS

Kathy Castor
Pat Frank
Ken Hagan
Jim Norman
Jan K. Platt
Thomas Scott
Ronda Storms

Assistant County Administrators
Bernardo Garcia
Carl S. Harness

Michael D. Horner
14502 N Dale Mabry Hwy
Suite 200
Tampa FL 33618

RE: PETITION NO. RZ 04-0063 RU

Dear Mr. Horner:

At the regularly scheduled public meeting on February 24, 2004, the Board of County Commissioners granted your request for rezoning of the tract of land described in your application from CG and AR to PD, with the attached conditions.

The approval of a planned development rezoning requires the developer submit a revised General Site Plan reflecting all conditions, within 90 days of zoning approval. Failure to submit the site plans within the time period will place your rezoning in violation.

To comply with this requirement, please complete and submit the enclosed application for General Site Plan Review/Certification, to the Planning and Zoning Division, 20th floor of the County Center, 601 East Kennedy Boulevard. For information concerning the certification process, please contact Diane Gavitt at 272-5920.

Please keep this letter for your records. If we may be of service to you in the future, feel free to contact me at 272-5920.

Sincerely,

Paula M. Harvey, AICP, Director
Planning and Zoning Division

Attachments

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: RZ 04-0063 RU
MEETING DATE: February 24, 2004
DATE TYPED: February 25, 2004

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted December 18, 2003.

1. The project shall be permitted a maximum of 94,500 square feet of building area. The specific uses are as follows:
 - 1.1 Parcel A – 22,000 square feet for a furniture store,
 - 1.2 Parcel B – 50,000 square feet for an office/warehouse (minor industry only), with the option for Commercial, General (CG) uses, excluding outdoor storage and major vehicle repair,
 - 1.3 Parcel C – 15,000 square feet for Commercial, Neighborhood (CN) uses, excluding fast food with drive-thru, gas stations, adult uses, liquor stores (a maximum 2,000-square-foot sandwich shop/deli may be permitted),
 - 1.4 Parcel D – 7,500 square feet for Business Professional Office (BPO) uses.
 - 1.5 Parcels may be adjusted to accommodate stormwater and access issues during site development review.
2. The project shall be subject to the CG development standards, unless otherwise referenced herein.
 - 2.1 Parcel B – Minimum 50-foot building setback from northern and eastern property boundaries
Maximum height – 30 feet
No open doors/bays or loading docks shall face the northern or eastern property boundaries
 - 2.2 Parcels A, C, and D – Maximum height – 25 feet
3. Subject to Florida Department of Transportation (FDOT) approval, the development may be allowed one access point onto State Road (SR) 674. As a worse-case, this access point may be restricted to right-in/right-out only. The applicant may be subject to the Rules of the Department of Transportation, Chapter 14-97.
4. If required by a traffic analysis, and if warranted, at projects driveways, the developer shall construct a right turn lane (deceleration) on SR 674 and a right turn lane on 15th Street SE into the site. Left turn lanes into the site along 15th Street SE shall also be constructed.
5. If required by a traffic analysis, and if warranted, the developer shall construct/extend the left turn lanes for east-to-northbound traffic and for south-to-eastbound traffic at the intersection of SR 674/15th Street SE.

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: RZ 04-0063 RU
MEETING DATE: February 24, 2004
DATE TYPED: February 25, 2004

6. If required by a traffic analysis, and if warranted, the developer shall construct a right turn lane (deceleration) into the site, an acceleration lane out of the site, and a left turn lane into the project's driveway. Pending the results of a transportation analysis, other improvements may include building/extending turn lanes at the adjacent intersections. If it is determined by the results of the left turn lane analysis submitted by the developer, that adequate right-of-way does not exist to construct any needed improvements (i.e. turn lanes), then the developer shall re-submit an analysis showing the maximum development that could occur to still enable the needed improvements to be constructed. The development will be limited to the size as shown in the submitted analysis.
7. If required by FDOT, and if warranted, the developer shall provide, at his expense, additional left turn storage lanes of sufficient length to accommodate anticipated left turning traffic, for vehicles making U-turns on SR 674 at each median cut adjacent (east/west of the site) to the project where a U-turn is permitted. Prior to detail site plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of storage needed to serve development traffic. The design and construction of these U-turn lanes shall be subject to FDOT approval.
8. The applicant shall convey to Hillsborough County, upon written request of the County of the identified roadway improvements or prior to Construction Plan or Final Plat approval for development in accordance with this application (RZ04-0063), whichever comes first, up to 48 feet of right-of-way from the existing center line of right-of-way on 15th Street SE, to accommodate for the right-of-way as needed for a two lane collector. This shall be up to 28 feet from the existing right-of-way.
9. Outdoor lighting shall be full-cutoff light fixtures.
10. Parcel B hours of operation are restricted to 7:00 a.m. to 7:00 p.m. Monday through Saturday. No operation on Sundays or Holidays.
11. Prohibited uses shall include billboards and pole signs.
12. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
13. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
14. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: RZ 04-0063 RU
MEETING DATE: February 24, 2004
DATE TYPED: February 25, 2004

15. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
16. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.
17. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

SURVEY



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



**HILLSBOROUGH COUNTY
ROADWAYS
FUNCTIONAL CLASSIFICATION**
Infrastructure & Development Services



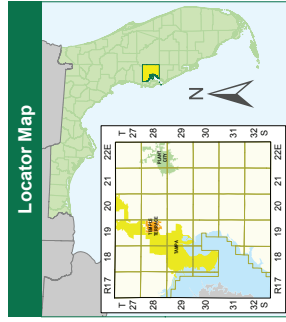
Legend

- Functional Classifications Authority Classification**
- State, Principal Arterial
 - State, Arterial
 - Hillsborough, Arterial
 - Hillsborough, Collector
 - Urban Service Area Boundary
 - City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
 PART 3.03.00 STATE-90 PLANNED DEVELOPMENT DISTRICTS
 PART 5.03.00 PLANNED DEVELOPMENT DISTRICTS
 PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
 PART 6.07.00 FENCES AND WALLS
 PART 12.01.00 DEFINITIONS AND SPECIAL USES
 OTHER PARTS OF THE LDC NOT LISTED ABOVE.

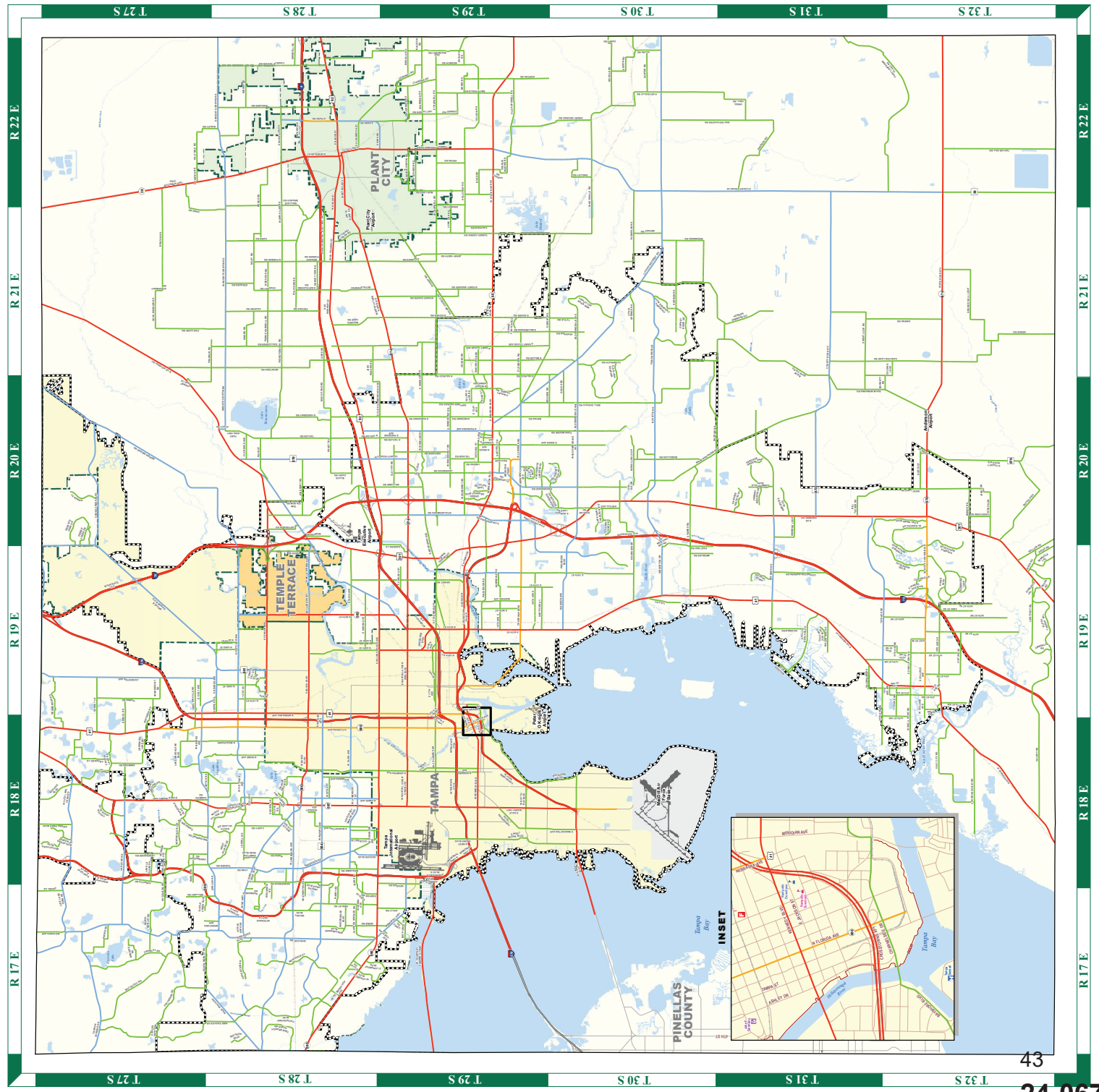
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighbourhood Traffic Calming Program.



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not either express or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

SOURCE: This map has been prepared for the inventory of real property towns within Hillsborough County and is not intended to be used for any other purpose. Hillsborough County does not warrant the accuracy of the information for verification of the information contained on this map.

601 E. Kennedy Blvd
Tampa, FL 33602
(813) 272-5610
printroom@hillsboroughcounty.org



HILLSBOROUGH COUNTY LDC
SECTION 6.04.03



Sec. 6.04.03. - General Access Standards

A. Applicability

The following standards apply to all Connection Types.

B. Access to Residential Property

Direct access from residential property adjacent to arterial streets shall be prohibited when access can be provided via a collector roadway, unless it can be demonstrated by the applicant that access to the arterial roadway will provide a greater public benefit.

C. Primary Access to Non-Residential Property

If non-residential property is located such that access can be provided to either an arterial or collector facility, primary access shall be via the collector facility, unless it can be demonstrated by the applicant that primary access to the arterial roadway will provide a greater public benefit.

D. Shared Access

Shared access facilities onto arterial and collector streets are encouraged when two or more contiguous sites are planned for compatible uses. Shared access is desirable where the trip generation from the anticipated land uses will not be large enough to warrant a traffic signal.

E. Off-site Street Parking

Except for Single Family Residential Units or other types of residential units approved by the County, off-site street parking shall be designed to insure that all vehicles leaving or entering the public street right-of-way shall be traveling in a forward motion.

F. Sight Distance; Visibility At Intersections

1. Sight Distance Access points shall be located along the property frontage in such a manner as to provide adequate sight distance per the requirements of the Hillsborough County Transportation Technical Manual latest edition and Florida Department of Transportation Standard(s).
2. No structure or portion of any structure shall be placed or erected, no motor vehicle, trailer or equipment shall be allowed to park, stand, stop or be stored, and no vegetation shall be maintained, planted or allowed to grow in a manner which materially impedes the visibility from a street, alley or driveway of lawfully oncoming traffic from any direction in the intersecting public street, between heights of two and one-half feet and eight feet, as measured from the pavement edge, of the adjacent roadway across sight distances complying with the Hillsborough County Transportation Technical Manual. Alternatively, the comparable design standards of the Florida Department of Transportation may be utilized.

G. Operational Characteristics of Access

The driveway should be constructed so that all entering and exiting movements can be accomplished with minimum disruption to traffic flow on the intersecting roadway. For developments having drive-in services, the service area should be far enough from the roadway to ensure adequate vehicle storage space within the property limits, i.e., avoid vehicle backups blocking the service operation and interfering with the safe movement of highway traffic. Where possible, a minimum of 50' (for Type II) or 100' (for Type III or higher) of the driveway throat shall remain free of internal connections or parking spaces which might interfere with the movement of vehicles into or out of the access. The applicant may submit an analysis showing that for his particular site, a throat of less than 100' is appropriate and will result in no adverse impact to the public roadway system.

H. Access Along Acceleration/Deceleration Lanes

A driveway shall not be constructed along acceleration or deceleration tapers connecting to interchange ramp terminals, intersecting roadways, bus bays or other driveways unless access would be unreasonably denied and the driveway can be made to function properly, i.e., safe and efficient traffic operation.

I. Number of Access Points

1. The minimum number of driveways should be allowed that will adequately serve the need for the abutting property, and yet not seriously impact the function and capacity of the highway to which access is desired.
- 2.

The number of entrances shall be determined based on the maximum desirable vehicle flow rate at entrances for residential and non-residential land uses based on the street characteristics.

3. All access drives shall be required to comply with access spacing criteria and cross access connections are considered as a driveway connection for the purpose of complying with this section of the LDC. Cross access connections shall be consistent with Section 6.04.03 (Q) of the Land Development Code.
4. Properties that are bordered by physical impediments such as railroad tracks, limited access highways, existing navigable river or government owned property with restrictions may request an Administrative Variance pursuant to Section 6.04.02(B) of the Land Development Code.
5. The applicant may be permitted fewer driveway connections than required by the threshold matrix if through an approved traffic engineering study it is demonstrated that the proposed driveway connections will provide adequate capacity for the project to operate in a safe and efficient manner without causing delays or backups on the impacted roadways.
6. Where Non-Residential development abuts Collector/Arterial and Local roads primary driveway connections shall be at Collector/Arterial roads and Local roads shall be use for secondary access.

Table 1: Function and Driveway Guidelines

Residential Uses

Street Character	Maximum Vehicle Flow
Function	Peak Hour Total
Local	90
Collector/Arterial	180

Table 2: Function and Driveway Guidelines

Non-Residential Uses

Street Character	Maximum Vehicle Flow
Function	Peak Hour Total
Local	180
Collector/Arterial	300

Calculation Formula

Number of Driveways = Peak Hour Total Project Traffic/Maximum Vehicle Flow. Fractional results shall be rounded up to the next highest whole number.

Sample Calculation:

Example: A developer plans to construct a shopping center at a site near the intersection of two arterial roadways, which will house 250,000 square feet leasable area. The developer proposes three arterial connections.

Are three arterial connections adequate for this site? As with the above sample, we start by calculating the number of peak hour trips generated by the site. In this case the ITE trip generation indicates a total of 1,146 peak hour vehicle trips. We reference Table 2 and find the non-residential collector maximum vehicle flow figure. Dividing the peak hour total by 300 results in the need for 3.82 or four driveways. Therefore, the number of collector connections should be four.

J. Spacing of Accesses and Median Openings

The minimum spacing between adjacent access points and between adjacent median openings are a function of the Access Class assigned to the main roadway. The distances shown in 6.04.07 are minimums and may not be sufficient if extensive right or left turn storage is required. Greater distances may be required to provide sufficient site-specific storage. Right turn in/right turn out movement and accesses which do not meet the minimum spacing may be permitted where, due to size, configuration, or location of the parcel, there is no feasible alternative access meeting the desired standard.

K. Drainage Considerations

Access shall be constructed in accordance with the requirements of Hillsborough County Stormwater Management Technical Manual.

L. Existing Facilities

1. Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.
2. Where driveways are constructed within the limits of existing curb and gutter construction, the existing curb and gutter shall be removed either to the nearest joints or to the extent that no remaining section is less than five feet long. If the curb is not removed to the nearest joint, the curb will be cleanly cut with a concrete saw. Driveways materials type should conform to the original construction on a section unless otherwise specifically provided on the permit.

M. Intersections

At an intersection, no driveway shall be allowed within the radius return of the intersecting roadways. An exception for existing developments may be considered when driveways are reconstructed as part of a roadway reconstruction project.

N. Emergency Access

In addition to minimum yard and building spacing requirements specified in this Code, all buildings and other structures, land preparation, and landscaping shall be so located and arranged on lots as to provide safe and convenient access for emergency purposes, fire protection, servicing, and off-street parking and loading located on the premises.

O. Prohibition of Use of Residentially Zoned Private Property for Access to Uses Not Permitted in Residential Districts; Exceptions

No private land which is agriculturally or residentially zoned shall be used for vehicular or pedestrian access to land or structures in other districts used for any purpose not permitted in agricultural or residential districts, except as provided below or otherwise authorized by this Code or other lawful regulations:

1. Where provision does not exist for safe access for emergency and public service vehicles and such access is not reasonably feasible except through privately owned residential or agricultural land, access reserved for and limited to such vehicles may be authorized by the Land Use Hearing Officer, subject to conditions and safeguards designed to protect the tranquility and character of the residential land so traversed.
2. Where convenience and safety would be promoted, walkways and bicycle paths to non-residentially zoned land may be authorized by the Land Use Hearing Officer across privately owned residentially zoned land, subject to conditions and safeguards to protect the tranquility and character of the residential land so traversed.

P. Right-of-Way Protection and Acquisition

1. No development activity (buildings, parking areas, water retention, etc.) shall be permitted within existing right-of-way

corridors, as established and recorded through the Hillsborough County Thoroughfare Plan Regulations.

2. Prior to the development of land contiguous to public transportation corridors, right-of-way shall be reserved or dedicated to the appropriate governmental jurisdiction in accordance with an adopted Hillsborough County Transportation Corridor Map. In the absence of an adopted Corridor Map, right of way shall be reserved or dedicated to the appropriate governmental jurisdiction in accordance with the current MPO Long Range Transportation Needs Assessment Map in effect at the time of the request for reservation or conveyance. No development activity shall be permitted within the designated transportation corridors.

Q. Cross-Access Criteria and Requirements

1. The purpose of requiring cross-access in certain situations is to reduce the necessity to use the public street system in order to move between adjacent and complementary land uses where such interchange of vehicular or pedestrian trips are likely to occur.
2. When each of the following conditions exist, provisions for vehicular and pedestrian cross-access must be provided:
 - a. The site is on at least one roadway with an Access Management Classification of 1 through 6.
 - b. The site has a commercial or office land use or zoning designation, and is adjacent to a parcel which also has a commercial or office land use designation or zoning and which has access on the same roadway.
3. When each of the following conditions exists, provisions for pedestrian cross-access must be provided.
 - a. The site has frontage on at least one roadway with an Access Management Classification of 1 through 6.
 - b. The site has a commercial or office land use or zoning designation and is adjacent to a parcel having frontage on the same roadway which has a land use or zoning designation allowing 12 dwelling units per acre or more, or
 - c. The site has a residential land use or zoning designation allowing 12 dwelling units or more per acre and is adjacent to a parcel having a land use or zoning designation of 12 dwelling units or more per acre or a commercial or office land use or zoning designation and which has access on the same roadway.
4. As used herein, "provisions for cross-access" shall mean that the developer of the property shall design his site in such a manner as to make cross-access possible as provided in this division.
5. When the criteria in 2 or 3 above are met, provisions for cross-access must be provided as established below:
 - a. If the adjacent site is developed and, in the opinion of Hillsborough County, cross-access is feasible, the developer shall design and build the appropriate cross-access to the property line of the adjacent parcel.
 - b. If the adjacent site is developed but, in the opinion of Hillsborough County, cross-access is not feasible at this time, the developer shall design and designate on the site plan the location of future cross access, but will not be required to construct the cross-access at the time of initial site development. The owner shall commit, in writing, to construct and allow cross-access at such time as Hillsborough County determines that cross-access is feasible and desirable.
 - c. If the adjacent site is undeveloped, the developer shall design and build the cross-access to the property line of the adjacent parcel in anticipation of future connection when that site is developed.
 - d. The minimum width of a vehicular cross-access shall be 24 feet. The minimum width of a pedestrian cross-access shall be five feet.

R. Corner Clearance

Corner clearances for all connections shall meet or exceed the minimum connection spacing requirements of 6.04.07 of this division except as provided below:

1. Type I. The minimum corner clearance for a Type I connection shall be ten feet.
2. All Other Types. Isolated Corner Property—A single connection (on each frontage) may be placed closer to the intersection if, due to property size, the applicable minimum spacing standards in Table I cannot be met, and where joint access which meets or exceeds the applicable connection spacing cannot be obtained with a neighboring property or, it is determined by the County that joint access is not feasible based on conflicting land uses or conflicting traffic volumes/characteristics, then the minimum corner clearance given in 6.04.08 can be used. Such properties, for the purpose of this document will be called "isolated corner properties".

3. In cases where connections are permitted under this criteria, the permit will contain the following conditions:
 - a. There will be no more than one connection per frontage.
 - b. When joint or alternative access which meets or exceeds the applicable minimum connection spacing becomes available, the permittee will close the permitted connection, unless the permittee shows that such closure is not feasible because of conflicting land use or conflicting traffic volumes/characteristics or existing structures which preclude a change in the existing connection.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 01-30, § 2, 11-15-01; Ord. No. 02-13, § 2, 8-1-02; Ord. No. 09-62, Item B, 10-26-09, eff. 2-1-2010; Ord. No. 20-17, § 2(Exh. A), 9-24-20, eff. 10-2-20)

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
E. College Ave.	FDOT Arterial - Rural	2 Lanes <input 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 type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
15 th St. SE	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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	4,274	133	374
Proposed	1,144	71	113
Difference (+/-)	(-),130	(-),62	(-),134

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
15 th St. SE/Substandard Roadway	Administrative Variance Requested	Approvable
Multiple/Number of Driveways	Administrative Variance Requested	Approvable
Notes:		

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



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
planhillsborough.org
planner@plancom.org
 813 – 272 – 5940
 601 E Kennedy Blvd
 18th floor
 Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
<p>Hearing Date: August 19, 2024</p> <p>Report Prepared: August 8, 2024</p>	<p>Case Number: MM 24-0674</p> <p>Folio(s): 55512.0000</p> <p>General Location: North side of College Avenue South, south of 3rd Avenue Southeast, east of 15th Street Southeast, and west of 18th Street Southeast.</p>
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Suburban Mixed Use-6 (6 du/ga;0.25 FAR)
Service Area	Urban
Community Plan(s)	Ruskin + SouthShore Areawide Systems
Rezoning Request	Major modification to allow the development of a general business/warehouse/distribution use of up to 40,000 square feet for a Goodwill Retail Store.
Parcel Size	+/- 6.22 acres
Street Functional Classification	3rd Avenue Southeast – Local 15th Street Southeast – County Collector 18th Street Southeast – Local College Avenue South – State Arterial
Commercial Locational Criteria	Not met; Waiver requested

Evacuation Area	Zone B

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed Use-6	PD	Agricultural
North	Suburban Mixed Use-6	AS-1	Single-Family Residential
South	Suburban Mixed Use-6	AR + AS-1	Single-Family Residential + Two Family Residential
East	Suburban Mixed Use-6	AR	Two Family Residential + Light Commercial
West	Suburban Mixed Use-6	CG + PD	Light Commercial + Public / Quasi-Public / Institutions

Staff Analysis of Goals, Objectives and Policies:

The 6.22 +/- acre subject site is located on the north side of College Avenue South, south of 3rd Avenue Southeast, east of 15th Street Southeast, and west of 18th Street Southeast. The subject site is located within the Urban Service Area and is located within the limits of both the Ruskin and SouthShore Community Plans. The applicant is requesting a major modification to the current planned development (PD 04-0063). Specifically, the applicant is requesting to allow a 40,000 +/- square foot Goodwill Retail Store for general business/warehouse/distribution use where previously warehouse, retail and office uses are permitted in Parcels B, C and D of the PD.

The subject site is in the Urban Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the county’s growth is to be directed. Policy 1.4 requires all new developments to be compatible with the surrounding area, noting that “Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” The proposed general business / warehouse / distribution uses are compatible with the existing single family residential character of the area through the use of significant landscape buffers to the north and east and noting that more intensive uses are currently entitled through the

existing PD (04-0063). In addition, the proposed Major Modification reduces the proposed development area square footage by 34%.

The current PD that governs this site is PD 04-0063 which allows a total of 94,500 square feet of buildable area and the Major Modification is asking to reduce that total down to 62,000 square feet. The full break down of uses and square footage allowances can be found in the table below.

PD 04-0063			MM 24-0674		
Parcel	Uses	Square Feet	Parcel	Uses	Square Feet
A	Furniture Store	22,000 SF	Not a part of the request (no changes)		
B	Office/ Warehouse (Minor Industrial Uses)	50,000 SF	B (Combined B, C, & D)	General Business/ Warehouse/ Distribution	40,000 SF
C	Retail (CN Uses)	15,000 SF			
D	Office (BPO Uses)	7,500 SF			
TOTAL: 94,500 SF			TOTAL: 62,000 SF		

Per Objective 8, Future Land Use categories outline the maximum level of intensity or density, and the range of permitted land uses allowed in each category. The applicant requests a maximum of 62,000 square feet. For the 6.22 acre site, a 0.25 FAR allows for a maximum of 67,735 square feet. Appendix A contains a description of the character and intent permitted in each of the Future Land Use categories. The site is within the Suburban Mixed Use-6 (SMU-6) Future Land Use category. The SMU-6 Future Land use category allows the following uses: “residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use projects at appropriate locations.” As the language above states, neighborhood serving commercial uses are allowed in SMU-6. Therefore, the requested modification is consistent with development permitted in the SMU-6 Future Land Use category and meets Objective 8 and its policies.

There are residential uses to the north and to the east of the subject property. To address potential compatibility issues, the applicant has proposed mitigation measures including a 100-foot setback on the north and a 50-foot setback on the east with a 20-foot type B buffer with a fence or wall. A proposed stormwater pond is on the north portion of the site which will act as a buffer. Staff’s only concern is the location of the proposed “drop-off” location noting its proximity to the residential uses to the east where increased vehicle traffic, vehicle idling, and general noise that accompanies unloading/loading materials may be a concern. The applicant should consider relocating the drop-off area to the northern portion of the site where this is a larger setback or a suitable landscape buffer and wall that will help to disperse any potential nuisances. Based upon the increased setbacks on the north and east and the reduction in square footage from the existing entitlements, the proposal is consistent with Objective 16 and its policies.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2). However, at the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The site does not meet Commercial Locational Criteria (CLC) per FLUE Policy 22.2, as the nearest qualifying intersection is located at College Avenue East (a 4-lane roadway) and 15th Street Southeast (a 2-lane roadway), which is approximately 315 feet away. Distance requirements in FLUE Policy 22.2 requires 75% of the subject site to be within 300 feet of a qualifying intersection, which this site does not meet. FLUE Objective 22 seeks to scale new commercial development consistent with the character of the area. A request to waive the CLC criteria, per FLUE policy 22.8, has been submitted. The waiver request states that the request is justified since the CLC was not in effect when the 2004 PD received approval. More specifically, the request is to modify RZ 04-0063 which is approved for: 22,000 sf Furniture Store (built on Parcel A), 50000 sf office/warehouse/ minor industry or 50,000 sf of CG uses (no vehicle repair or outdoor storage) Parcel B, 15,000 sf CN uses Parcel C and 7500 sf of BPO on Parcel D. Approved Entitlements total 94,500 sf. The proposed Major Modification brings the property more into conformance with the current Comprehensive Plan by reducing the currently approved entitlements and providing additional setbacks and modified hours of operation to protect nearby residential uses. Transportation Staff recognize 15th Street as a collector road and the CLC, if applicable would be 900 feet from the intersection placing the entire site of MM 24-0674 within the CLC. Notwithstanding the above, PD 04-0674 and its entitlements are vested entitlements and predate the adoption of the CLC. The Major Modification as filed as stated above brings the approved development into greater compliance with Plans and Policies adopted after its approval. Planning Commission staff supports the CLC waiver request because the applicant is proposing increased setbacks to the north and east to mitigate negative effects of the proposed use, the proposed modification reduces the intensity of uses and the amount of square footage previously approved. Planning Commission staff recommends that the Board of County Commissioners approve the CLC waiver.

The Ruskin Community Plan desires to locate commercial, office, and residential uses from the intersection of 21st Street and College Avenue to the eastern boundary of the Community Plan area and the proposed general business, warehouse, and distribution uses are not within this area. The Ruskin Community Plan also promotes commercial development at a scale and design that reflects the character of the community. It is important to note that the existing PD (04-0063) was approved prior to the adoption of the Ruskin Community Plan. The proposed Major Modification is requesting to modify the PD to allow for fewer entitlements that were previously approved for, thereby creating a less intense and more compatible use in this area.

Overall, staff finds that the proposed Major Modification is compatible with the existing development pattern found within the surrounding area and support the vision of the Ruskin Community Plan and the Southshore Areawide Systems Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

Based upon the above considerations and the following Goals, Objectives and Policies, Planning Commission staff finds the proposed Major Modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions proposed by the Development Services Department.

Staff Identified Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan* Related to the Request:

FUTURE LAND USE ELEMENT

Urban Service Area

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.

Land Use Categories

Objective 8: The Future Land Use Map will include Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area. A table of the land use categories and description of each category can be found in Appendix A.

Policy 8.1: The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.

Relationship to Land Development Regulations

Objective 9: All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.

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

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

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 16.2: 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:

- a) the creation of like uses; or
- b) creation of complementary uses; or
- c) mitigation of adverse impacts; and
- d) 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.

Policy 17.7: New development and redevelopment must mitigate the adverse noise, visual, odor and vibration impacts created by that development upon all adjacent land uses.

Community Design Component (CDC)

4.3 COMMERCIAL CHARACTER

GOAL 9: Evaluate the creation of commercial design standards in a scale and design that complements the character of the community.

Policy 9-1.2: Avoid “strip development patterns for commercial uses.

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

OBJECTIVE 12-1: New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.

Policy 12-1.4: Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.

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 17-1.4: Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.

LIVABLE COMMUNITIES ELEMENT: RUSKIN COMMUNITY PLAN

Goal 7: College Avenue – Ensure that development along College Avenue enhances the appearance of Ruskin, avoids strip commercial patterns, and is compatible with the revitalization of downtown Ruskin.

Strategies:

- Implement the College Avenue Retail Development Guidelines.
- Locate new uses along College Avenue in the following manner:
 - Commercial, office and residential uses from the intersection of 21st Street and College Avenue to the eastern boundary of the Community Plan area.
 - Office and professional services, and residential uses between 12th Street and 21st Street.

LIVABLE COMMUNITIES ELEMENT: SOUTHSHORE AREAWIDE SYSTEMS PLAN

Economic Development Objective

The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.

The community desires to pursue economic development activities in the following areas:

1. Land Use/ Transportation

- a) Analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)
- b) Recognize preferred development patterns as described in individual community plans and implement the communities' desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.
- c) Utilize the Hillsborough County Competitive Sites Program to identify potential competitive sites (e.g. SouthShore Park DRI).
- d) Analyze potential new economic sites, (e.g. Port Redwing) based on development
- e) Support the potential Ferry Study and auxiliary services around Port Redwing
- f) Utilize Hillsborough County Post Disaster Redevelopment Plan

