**Rezoning Application:** PD 21-0749

**Zoning Hearing Master Date:** September 13, 2021

**BOCC Land Use Meeting Date:** October 12, 2021



#### **Development Services Department**

#### **REVISED**

#### 1.0 APPLICATION SUMMARY

Chery Currie Kilcoyne,

Applicant: Double E Land Company , LLC

Currie Investments, Inc.

FLU Category: OC-20

Service Area: Urban

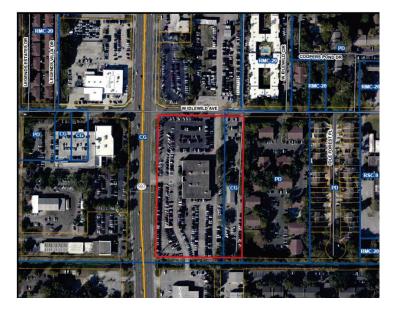
Site Acreage: 6.5 AC +/-

Community

Plan Area: Egypt Lake

Overlay: None

Request: Rezoning to Planned Development



#### Request Summary:

The existing zoning is CG (Commercial General) which permits general commercial uses pursuant to the development standards in the table below. The proposed zoning for Planned Development (site plan controlled district) to allow a car dealership and ancillary uses pursuant to the development standards in the table below and site plan depicted in 2.4 of the report.

Zoning:		
	Current CG Zoning	Proposed PD Zoning
Uses	Commercial General Zoning District uses (which includes care sales and motor vehicle repair, excluding body work and painting)	Domestic Car Sales and accessory Motor Vehicle Repair, Major (No Body Work or Painting shall be permitted)
Mathematical Maximums *	79,623 square feet	101,869 square feet

<sup>\*</sup>Mathematical Maximums may be reduced due to roads, stormwater and other improvements

Development Standards:			
	Current CG Zoning	Proposed PD Zoning	
Density / Intensity	Existing building square footage is approximately 31,727 square feet. Under the existing CG zoning districts for the two parcels a maximum of 79,623 square feet is allowable (based on 0.27 FAR).	Under the proposed PD 21-0749 for the two parcels, a maximum of 101,869 square footage is allowable (based in 0.36 FAR in OC-20)	
Lot Size / Lot Width	10,000 sf / 75'	10,000 sf / 75'	

APPLICATION NUMBER:	PD 21-0749
---------------------	------------

ZHM Hearing Date: September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

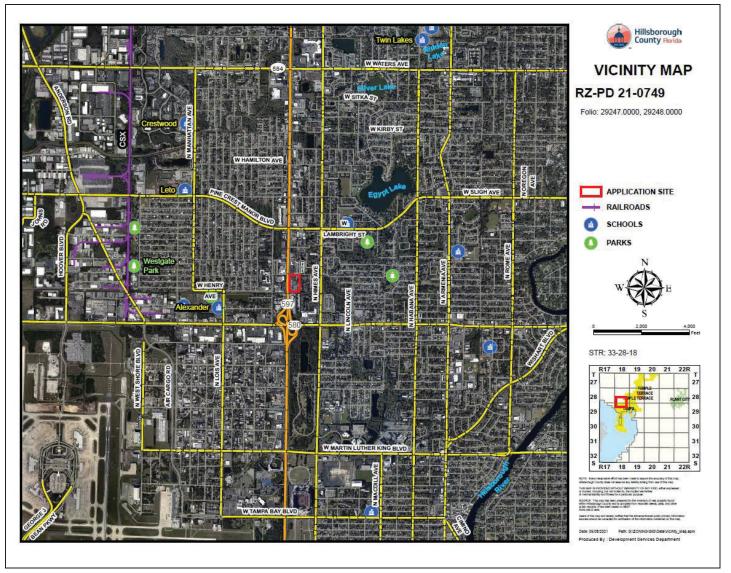
	30' Front	30' Front	
Setbacks/Buffering and Screening	20' feet buffer, Type B screening to	0-feet the eastern property line.	
	Residential	Type A screening to residential.	
	50 feet, except as defined in LDC		
Height	6.01.01 Lot Development standards,	37 feet Max.	
	Endnotes 8 and 11.		

Additional Information:	
	Allow a buffer/screening decrease from 20-feet, Type B to 0-feet, Type A screening along eastern PD boundary (LDC Section 6.06 06- Buffer and Screening requirements).
PD Variations	Allow a buffer decrease from 8-feet to 2-feet along the north and west PD boundaries (LDC Sec. 6.06.04 Off-Street Parking requirements).
	Allow a buffer decrease from 8-feet to 20-feet along the north and west south PD boundaryies (LDC Sec. 6.06.04 Off-Street Parking requirements).
Waiver(s) to the Land Development Code	Allow a building height increase from 20 feet to 37 feet within the required 20 feet setback (LDC 6.01.01 Endnotes 8 and 11)

Planning Commission Recommendation	Consistent
Development Services Department Recommendation	Approvable, subject to conditions

#### 2.0 LAND USE MAP SET AND SUMMARY DATA

#### 2.1 Vicinity Map



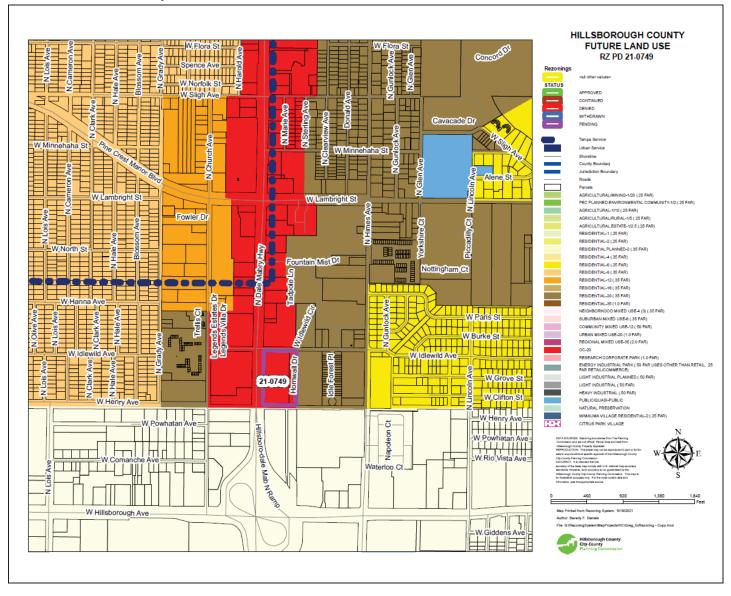
Case Reviewer: Tania C Chapela

#### **Context of Surrounding Area:**

The parcel is located along North Dale Mabry Hwy, a 6 lane divided arterial highway, with commercial zoning to the north, south and west along the Dale Mabry frontage. The residentially zoned parcel to the east is developed with 2-story multi-family buildings. To the south is a strip approximately 90 feet in width zoned CG that contains wetlands and a ditch. The applicant has submitted documentation of an approved variance to wetland setbacks provisions applicable along the southern property line.

#### 2.0 LAND USE MAP SET AND SUMMARY DATA

#### 2.2 Future Land Use Map

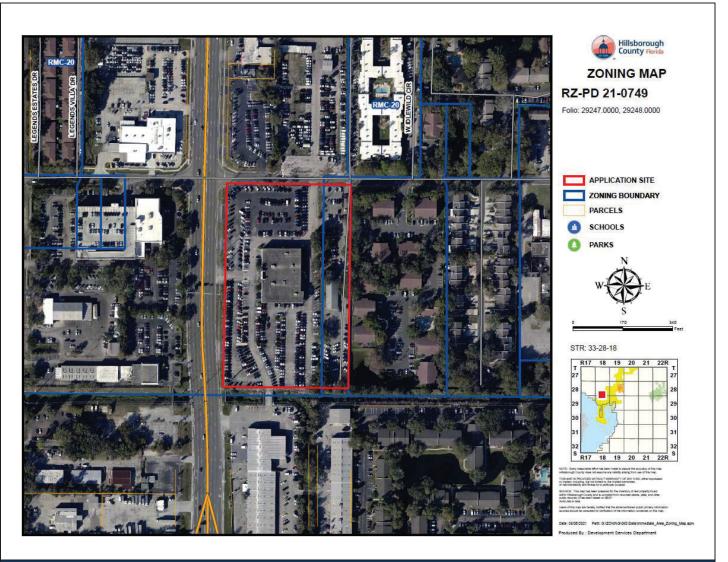


Case Reviewer: Tania C Chapela

Subject Site Future Land Use Category:	Office Commercial-20
Maximum Density/F.A.R.:	0.75 FAR
Typical Uses:	Community Commercial, offices, mixed-use developments, compatible residential.

#### 2.0 LAND USE MAP SET AND SUMMARY DATA

#### 2.3 Immediate Area Map



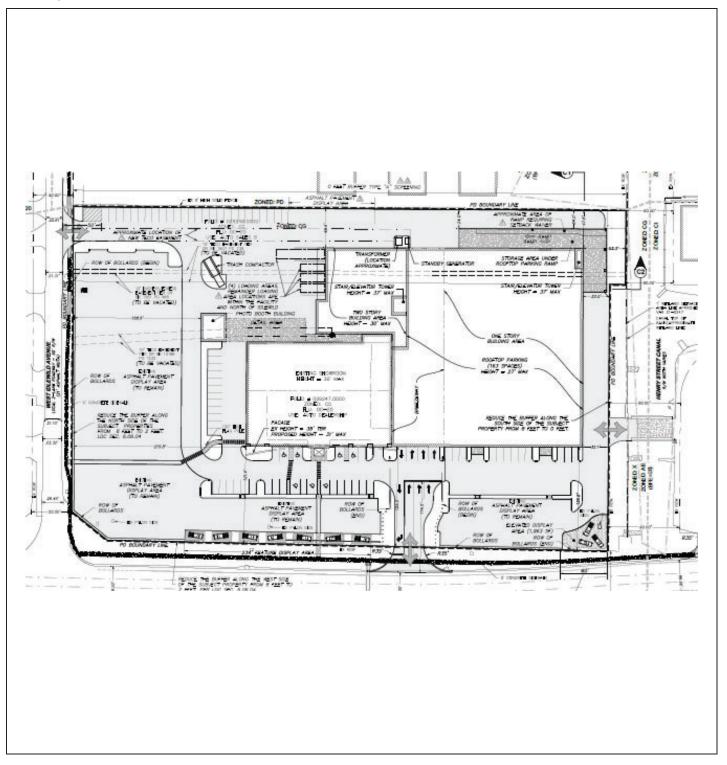
Case Reviewer: Tania C Chapela

Adjacent Zonings and Uses				
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CG	0.27	Commercial General uses	Car Dealership
South	CG	0.27	Commercial General uses	Motor Vehicle repair/Retail
East	PD 84-0087	19 DU/AC	Multi-family Residential	Multi-family Residential
West	CG	0.27	Commercial General uses	Car Dealership

Case Reviewer: Tania C Chapela

#### 2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



APPLICATION NUMBER:	PD 21-0749	
ZHM Hearing Date:	September 13, 2021	
BOCC I LIM MEETING DATE:	October 12 2021	Case Reviewer: Tania C Chanela

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

Adjoining Roadways (check if applicable)				
Road Name	Classification	<b>Current Conditions</b>	Select Future Improvements	
Dale Mabry Hwy	FDOT Principal Arterial - Urban	6 Lanes □Substandard Road □Sufficient ROW Width	<ul> <li>□ Corridor Preservation Plan</li> <li>☑ Site Access Improvements</li> <li>□ Substandard Road Improvements</li> <li>□ Other</li> </ul>	
Idlewild Ave	County Local - Urban	2 Lanes  ⊠ Substandard Road  □ Sufficient ROW Width	<ul> <li>□ Corridor Preservation Plan</li> <li>□ Site Access Improvements</li> <li>□ Substandard Road Improvements</li> <li>□ Other</li> </ul>	

Project Trip Generation □Not applicable for this request				
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips	
Existing	16,092	581	540	
Proposed	3,063	218	295	
Difference (+/-)	(-) 13,029	(-) 363	(-) 245	

<sup>\*</sup>Trips reported are based on net new external trips unless otherwise noted.

Connectivity and Cross Access ☐ Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	None	None	Meets LDC
South		None	Vehicular	Meets LDC
East		None	None	Meets LDC
West	Х	None	None	Meets LDC
Notes:				

<b>Design Exception/Administrative Variance</b> □ Not applicable for this request				
Road Name/Nature of Request	Туре	Finding		
Idlewild Ave.	Administrative Variance Requested	Approvable		
Notes:				

APPLICATION NUMBER: PD 21-0749

ZHM Hearing Date: September 13, 2021 BOCC LUM MEETING DATE: October 12, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

#### 4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY					
Environmental:	Objections	Conditions Requested	Additional Information/Comments		
Environmental Protection Commission	☐ Yes ⊠ No	☐ Yes ☑ No	,		
Natural Resources	☐ Yes ⊠ No	⊠ Yes □ No			
Conservation & Environmental Lands Mgmt.	☐ Yes ⊠ No	☐ Yes ⊠ No			
Check if Applicable:					
☐ Wetlands/Other Surface Waters	☐ Significant Wil				
☐ Use of Environmentally Sensitive Land Credit☐ Wellhead Protection Area	☐ Coastal High F☐ Urban/Suburb		Carridar		
☐ Surface Water Resource Protection Area	☐ Adjacent to EL	-	Corridor		
☐ Potable Water Wellfield Protection Area	☐ Other				
Public Facilities:	Objections	Conditions	Additional		
Table Facilities.	Objections	Requested	Information/Comments		
Transportation  ⊠ Design Exception/Adm. Variance Requested  ⊠ Off-site Improvements Provided	☐ Yes ☑ No	⊠ Yes □ No	Off-site improvements proposed in FDOT ROW. See staff report for conditions.		
Utilities Service Area/ Water & Wastewater  □Urban ☑ City of Tampa □Rural □ City of Temple Terrace	☐ Yes ☑ No	□ Yes ⊠ No			
Hillsborough County School Board  Adequate □ K-5 □ 6-8 □ 9-12 ⊠ N/A  Inadequate □ K-5 □ 6-8 □ 9-12 ⊠ N/A	☐ Yes ☑ No	☐ Yes ⊠ No			
Impact/Mobility Fees					
Comprehensive Plan:	Findings	Conditions Requested	Additional Information/Comments		
Planning Commission					
<ul> <li>☐ Meets Locational Criteria</li> <li>☐ Locational Criteria Waiver Requested</li> <li>☐ Minimum Density Met</li> <li>☐ N/A</li> </ul>	☐ Inconsistent ☑ Consistent	□ Yes ⊠ No			

APPLICATION NUMBER: PD 21-0749

ZHM Hearing Date: September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

#### 5.0 IMPLEMENTATION RECOMMENDATIONS

#### 5.1 Compatibility

The proposed uses are comparable to the current CG (Commercial General) allowed uses. Furthermore, the proposed project reduced the number of potential uses currently allowed in the subject property. The proposed 0.36 FAR is significatively under the 0.75 Maximum FAR allowable in the OC-20 Comprehensive Plan category.

The proposed addition to the building area will intrude into the required setbacks, will decrease the required buffers, and will entail a reduction of the required screening. However, the front and side setbacks will not create a significant change in the visual character of the area. Meanwhile, conditions have been proposed to avoid the placement of obnoxious uses and activities within the 20-foot setbacks along the boundary with the adjacent residential property, to the east.

The increased FAR will have minimal impact on the transportation network. Per the Transportation Staff, the proposed rezoning would result in a decrease of trips potentially generated by the development of the subject site by 13,029 average daily trips. Motor vehicle repair uses are limited to the service option allowed in the CG zoning, painting and Body Work service are prohibited, creating no additional air pollution impacts. Open motor vehicle repair uses shall be prohibited to reduce the noise impacts towards the surrounding residential area. Finally, open storage uses other than domestic vehicles have been prohibited to ensure the proposed development keeps the area character. Staff finds the existing use of the land and the proposed site layout and conditions show a similar impact.

Given the above, staff finds the proposed modification to be compatible with the surrounding properties and in keeping the general development pattern of the area.

#### 5.2 Recommendation

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 24, 2021.

- 1. The project shall permit a total of 101,869 square feet car dealership and its related accessory uses. A maximum of 49,130 square feet shall be for major or minor motorized vehicle repair. Body work and/or painting services are prohibited. No outside storage other than domestic vehicle parking shall be permitted on site.
- 2. Development shall be in accordance with the following standards:

Minimum Lot Size: 10,000 square feet

Minimum Lot Width: 75 feet Maximum F.A.R.: 0.36

Maximum Building Area: 101,869 square feet

Minimum Front Yard Setback: 30 feet Maximum Building Height: 37 feet

Maximum Building Coverage: 28% (78,875 square feet)

- 2.1. A 234 feet feature display area shall be allowed along the N Dale Mabry front yard, as depicted in the site plan.
- 2.2. Along the southern property line, a 0-feet setback shall be allowed to accommodate a ramp structure.

APPLICATION NUMBER: PD 21-0749

ZHM Hearing Date: September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

2.3. A display structure of a maximum 1,963 square feet and 15 feet height shall be allowed in the southwest corner of the PD area.

- 2.4. A 21-feet maximum height ramp shall be allowed at 24 feet from the east property line.
- 2.5. Loading areas and mechanical equipment shall not be allowed with 20-feet along the eastern property line.
- 2.6. All motorized vehicle repair shall be conducted entirely enclosed structures and such use shall be setback a minimum of 49 feet from the eastern project boundary.
- 3. Buffering and screening requirements shall be as follows:
  - 3.1. A 0-foot buffer with Type A screening along the east property line.
  - 3.2. A 6 feet height fence shall be located along the eastern PD boundary servings as the Type A screening. The existing fence meets this condition.
  - 3.3. A 2-foot buffer with a 24" high hedge placed at 36" o/c along the north and west property lines except for the feature display area which shall have no screening.
  - 3.4. A 0-foot buffer with no screening along the south property line.
  - 3.5. Except for the above referenced, no building, structure, loading area, dumpster or equipment shall be permitted within 20 feet area along the eastern property line. A parking area, ramp and standby generator shall be placed generally as depicted in the site plan.
- 4. Required customer/employee parking shall provide landscaped internal islands within the parking lots as depicted on the site plan.
- 5. Pursuant to Site Development approval, the Developer shall submit proof of vacation of an existing 10-feet ingress/egress easement. Additionally, the existing 15-feet TECO easement shall be relocated so that it is not under an existing or proposed structure.
- 6. If PD 21-0749 is approved, the County Engineer will approve a Section 6.04.02. Administrative Variance (dated July 26, 2021) which was found approvable by the County Engineer (on July 30, 2021). Approval of this Administrative Variance will waive the Idlewild Ave. substandard road improvements required by Section 6.04.03.L. of the LDC.
- 7. The developer shall remove all existing access connections and driveway aprons that are not proposed to be utilized in the PD site plan. Restoration of curb, gutters, sod and any other roadway components of the affected area along Dale Mabry Hwy shall be completed in accord with FDOT standards and requirements. Removed access connections along the south side of Idlewild Ave shall be restored consistent with existing conditions along the roadway.
- 8. The developer shall construct access management improvements within the Dale Mabry Hwy right-of-way depicted on the PD site plan as required by FDOT, including:
  - a 290-foot southbound left turn lane into the project access point,
  - a 210-foot northbound left turn lane into the property located on the west side of Dale Mabry Hwy.;
  - a 285-foot northbound left turn lane to West Idlewild Ave.,
  - medians.

APPLICATION NUMBER:	PD 21-0749

ZHM Hearing Date: September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

- 9. Final design, including lengths, shall be subject to FDOT approval.
- 10. Notwithstanding anything shown on the PD site plan, the applicant shall provide pedestrian access to the PD boundary adjacent property to the south.
- 11. In the event, that the Henry Street Canal access is reconstructed, the developer shall design and construct the access to meet ADA pedestrian requirements and County minimum commercial driveway standards. The location of the access is to be generally along the south property line and may shift slightly due to Henry Street Canal improvements.
- 12. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in any stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 13. 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.
- 14. Within ninety days of approval of RZ 21-0749 the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Growth Management Department a revised General Development Plan for certification reflecting all the conditions outlined above.

APPLICATION NUMBER: PD 21-0749

ZHM Hearing Date: September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

**Zoning Administrator Sign Off:** 

J. Brian Grady Thu Sep 9 2021 08:38:00

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

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

APPLICATION NUMBER: PD 21-0749

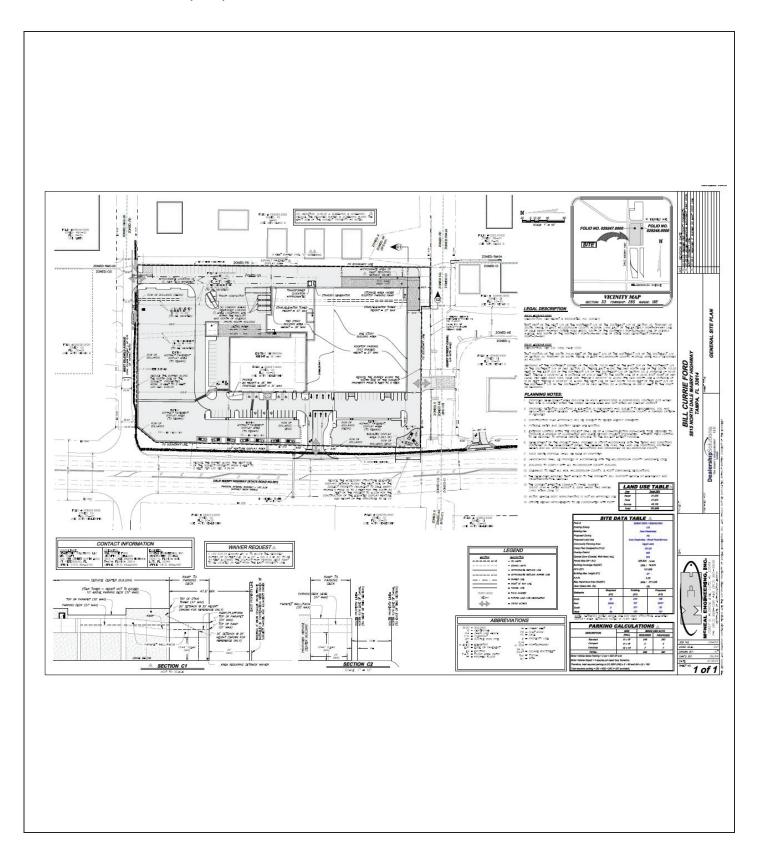
ZHM Hearing Date: September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

# 7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Case Reviewer: Tania C Chapela

#### 8.0 PROPOSED SITE PLAN (FULL)



APPLICATION NUMBER: PD 21-0749

ZHM Hearing Date: September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

# 9.0 FULL TRANSPORTATION REPORT (see following pages)

#### AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

REVIEWER: Richard Perez, AICP
PLANNING AREA/SECTOR: EGL/Northwest

This agency has no comments.

This agency has no objection.

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

This agency objects for the reasons set forth below.

#### REPORT SUMMARY AND CONCLUSIONS

- The proposed rezoning would result in a decrease of trips potentially generated by development of the subject site by 13,029 average daily trips, 363 trips in the a.m. peak hour, and 245 trips in the p.m. peak hour.
- The applicant will construct access management improvements to Dale Mabry Ave. as required by FDOT.
- The planned development will eliminate one existing access connection on Idlewild Ave. and unutilized driveway aprons on Dale Mabry Hwy.
- Idlewild Avenue is a substandard local roadway. The applicant requested a Section 6.04.02.B Administrative Variance from the Section 6.04.03.L. requirement to improve the substandard roadway, which was found approvable by the County Engineer. If the rezoning is approved, the County Engineer will approve the Administrative Variance, upon which the developer will not be required to make improvements to Idlewild Ave.
- Transportation Review Section staff has no objection to this request subject to the conditions of approval provided herein.

#### CONDITIONS OF APPROVAL

• If PD 21-0749 is approved, the County Engineer will approve a Section 6.04.02. Administrative Variance (dated July 26, 2021) which was found approvable by the County Engineer (on July 30, 2021). Approval of this Administrative Variance will waive the Idlewild Ave. substandard road improvements required by Section 6.04.03.L. of the LDC.

- The developer shall remove all existing access connections and driveway aprons that are not proposed to be utilized in the PD site plan. Restoration of curb, gutters, sod and any other roadway components of the affected area along Dale Mabry Hwy shall be completed in accord with FDOT standards and requirements. Removed access connections on Idlewild Ave shall be restored consistent with existing in conditions along the roadway.
- The developer shall construct access management improvements within the Dale Mabry Hwy right-of-way depicted on the PD site plan as required by FDOT, including:
  - o a 290-foot southbound left turn lane into the project access point,
  - o a 210-foot northbound left turn lane into the property located on the west side of Dale Mabry Hwy.;
  - o a 285-foot northbound left turn lane to West Idlewild Ave.,
  - o medians.

Final design shall be subject to FDOT approval.

- Notwithstanding anything shown on the PD site plan, the applicant shall provide pedestrian access to the PD boundary adjacent property to the south.
- In the event, that the Henry Street Canal access is reconstructed, the developer shall design and construct the access to meet ADA pedestrian requirements and County minimum commercial driveway standards. The location of the access is to be generally along the south property line and may shift slightly due to Henry Street Canal improvements.

#### PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone two parcels totaling +/- 6.5 acres from Commercial General (CG) to Planned Development (PD) to reconstruct an automobile dealership with service center. The site is located at the southeast corner of the intersection of Idlewild Ave and Dale Mabry Hwy. The subject site is part of a larger automobile dealership spanning several parcels to the north, in the unincorporated county, and south, in the City of Tampa. The Future Land Use designation of the site is OC-20.

#### Trip Generation Analysis

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 10<sup>th</sup> Edition.

**Approved Zoning:** 

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips	
<u> </u>	Two-Way Volume	AM	PM
CG: 64,099 sf Supermarket (ITE LUC 850)	6,845	245	592
CG: 20,000 sf Pharmacy w/ Drive-Thru (ITE LUC 881)	2,183	77	206
CG:15,000 sf Fast Food Restaurant w/ Drive-Thru (ITE LUC 934)	7,064	603	490

Subtotal:	16,092	925	1,288
Less Internal Capture:	N/A	64	340
Passerby Trips:	N/A	280	408
Net External Trips:	16,092	581	540

**Proposed Zoning:** 

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips		
<b>C</b> ,	Two-Way Volume	AM	PM	
CG: 31,335 sf – Automobile Sales (ITE LUC 840)	873	59	76	
CG: 70,534 sf – Auto Care Center (ITE LUC 942)	2,190*	159	219	
Total Trips:	3,063	218	295	

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

**Trip Generation Difference:** 

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips	
Zonning, Lane Ose/Size	Two-Way Volume	AM	PM
Difference (+/-)	(-) 13,029	(-) 363	(-) 245

The proposed rezoning would result in a decrease of trips potentially generated by development of the subject site by 13,029 average daily trips, 363 trips in the a.m. peak hour, and 245 trips in the p.m. peak hour.

#### TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on Dale Mabry Hwy and Idlewild Ave.

Dale Mabry Hwy is a 6-lane, undivided, principal arterial maintained by FDOT. The roadway consists of approximately 93-feet of pavement with (+/-) 12-foot lanes within (+/-) 142 feet of right of way. Sidewalks are on both sides and no bike lanes are located within the vicinity of the subject property.

Idlewild Ave is a substandard, 2-lane, undivided, Hillsborough County maintained local roadway with +/-10-foot travel lanes. Along the project frontage, the roadway lies within a +/- 50-foot wide right-of-way. There are +/- 5-foot sidewalks on both sides of the Idlewild Ave with no bike lanes or curb and gutter within the vicinity of the proposed project.

Pursuant to the Hillsborough County Transportation Technical Manual, a non-residential, urban local roadway shall meet the typical section TS-3 standard. TS-3 standard includes 10-foot-wide lanes, 5-foot wide sidewalks, and curb and gutter within a minimum of 54 feet of right-of-way.

Idlewild Ave is not included on the Hillsborough County Corridor Preservation Plan.

#### SITE ACCESS

Proposed vehicular access connections will be limited to one point on Dale Mabry Hwy and one point on Idlewild Avenue. All other vehicular existing access points and/or driveway aprons on Dale Mabry Hwy and Idlewild Ave will be removed.

The Dale Mabry Highway access connection will be limited to a left-in, right-in and right-out access to correspond with access management improvements required by FDOT. The applicant's site access analysis found that the Dale Mabry Highway access connection warrants a 290-foot southbound left turn lane. FDOT comments indicate that the developer will be required to make additional access management improvements including a median separator along the segment of the Dale Mabry Hwy fronting the project with two northbound left turn lanes to access sites on the west side of Dale Mabry Hwy and West Idlewild Ave. The improvements will tie into the existing median at the intersection with Idlewild Ave. to the existing (+/-) 2-foot separator immediately south of the subject site's frontage.

The Idlewild Ave. access connection will have full access. The applicant's site access analysis found that the access connection does not meet turn lane warrants.

The proposed PD site plan provides pedestrian access connections to adjacent roadways.

Cross access is provided across the Henry Street Canal, via an existing bridge structure, to the adjacent parcel to the south where the automobile dealership extends in the City of Tampa jurisdiction. Staff is recommending that if the developer reconstructs the Henry Street Canal bridge, the applicant shall design the bridge to meet county commercial driveway standards and provide pedestrian access consistent with county and ADA minimum standards.

# REQUESTED ADMINISTRATIVE VARIANCE: IDLEWILD AVE SUBSTANDARD ROADWAY

The applicant submitted a Section 6.04.02.B. Administrative Variance Request (dated July 26, 2021) from the Section 6.04.03. L. LDC requirement, governing improvements to substandard roadways. Based upon the substandard condition of Idlewild Ave. the LDC requires that improvements to meet the current standards of the Hillsborough County Transportation Technical Manual (TTM) TS-3 Typical Section (for 2-Lane, undivided, urban local roadways). The applicant is requesting to be exempted from improving Idlewild Ave. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on July 30, 2021.

If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

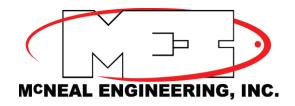
#### LEVEL OF SERVICE (LOS)

Level of Service (LOS) information is reported below. Idlewild is not included in the Level of service Report.

FDOT Generalized Level of Service				
Roadway	From	То	LOS Standard	Peak Hr Directional LOS

DALE MABRY HWY	CITY LIMITS	WATERS AVE	D	С
-------------------	-------------	------------	---	---

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



Hillsborough County Development Services 601 E. Kennedy Blvd, 19<sup>th</sup> FI Tampa, FL 33602 Re: BILL CURRIE FORD
5815 North Dale Mabry
Hillsborough County
Folio #s 029247 & 029248
PD 21-0749

Attn: Michael J. Williams, PE MEI File # 20-005
July 26, 2021

#### **REQUEST FOR ADMINISTRATIVE VARIANCE**

Mike:

We are requesting an administrative variance per Hillsborough County Land Development Code (LDC) Section 6.04.02.B. for relief from Section 6.04.03.L1. Improvement to existing roadway, Idlewild Avenue, supporting PD 21-0749.

Pursuant to the Hillsborough County LDC, a request for administrative variance is to be evaluated by the issuing authority based on the following conditions: (a) there is an unreasonable burden on the applicant, (b) the variance would not be detrimental to the public health, safety, and welfare, (c) without the variance, reasonable access cannot be provided. These items are addressed below for the variance requested.

#### 6.04.03.L1 Roadway Improvements

Current Code would require that Idlewild Avenue adhere to the County TTM Typical Section (TS-3) using 12-foot lanes and curb and gutter. We are requesting a variance to reduce the required roadway width from an urban (TS-3), to the existing condition that includes 10.5-foot lanes and stabilized shoulders on each side of the rural roadway section. Our comments on conditions a, b, and c are as follows:

- a) The dealership has been in operation with two driveways on Idlewild Avenue at this location for several years. One driveway is to be removed (west, ref Exhibit A) and one driveway is to be improved (east, ref Exhibit A). To reconstruct the existing roadway that has served this area well for many years would only create unnecessary business reductions, construction delays, lane closures, and traffic control problems that would have a negative impact on this business and the existing residential neighborhood.
- b) This segment of Idlewild Avenue serves the proposed PD and a residential area to the east. Widening the travel lanes and adding curb and gutter to this short roadway segment is expected to increase vehicle speeds and cut thru traffic. This is counterproductive to the County's apparent intention to mitigate speeding and cut thru traffic on this segment by their implementation of speed humps (Exhibit B).
  - In addition, we have obtained a Crash Summary Report (Exhibit C) from January 2018 to June 2021. The report shows <u>zero</u> crashes. For this reason, we see no safety concerns or issues with the existing roadway section.
- c) The proposed project will have two entrances on Dale Mabry Highway to be used by the public, so there is minimal public traffic anticipated through the Idlewild Avenue Driveway. However, the dealership operation extends across Idlewild to the north. If the existing driveway connection to Idlewild Avenue is not retained, cross access would be eliminated. This would require any traffic

BILL CURRIE FORD - PD 21-0749

MEI File #20-005 July 26, 2021 Page 2 of 2

generated from the northern parcel to (turn east) circle through the neighborhood on Idlewild Avenue or exit (turn west) onto Idlewild Avenue, then (turn north) on Dale Mabry, then make a U-turn on Dale Mabry for a southbound approach and left turn into the site. To that end, elimination of the access connection to Idlewild would not allow reasonable access to the site.

Additionally, the aforementioned southbound left would be a dedicated left turn lane which is one of several access management elements proposed within the Dale Mabry median as part of this project. Collectively these median improvements increase safety along Dale Mabry and should reduce the trip generation on Idlewild.

If you have questions, or need additional information, please feel free to contact our office at the website or phone number listed. Thank you very much for your assistance.

Sincerely,

Christopher S. McNeal, PE

MCNEAL ENGINEERING, INC.

attchs

c: Bill Currie Ford c/o Jennifer Currie Bellomo *via* email Dealership Solutions, LLC c/o Les Craft *via* email

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

\_\_\_\_\_Approved
\_\_\_\_\_ Disapproved

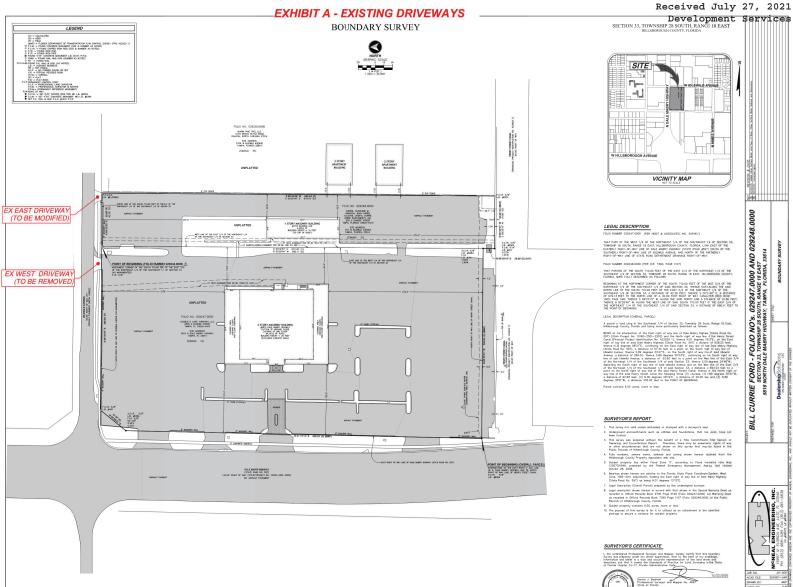
If there are any further questions or you need clarification, please contact Sheida Tirado, PE at (813) 276-8364.

Sincerely,

Michael J. Williams, PE Hillsborough County Engineer

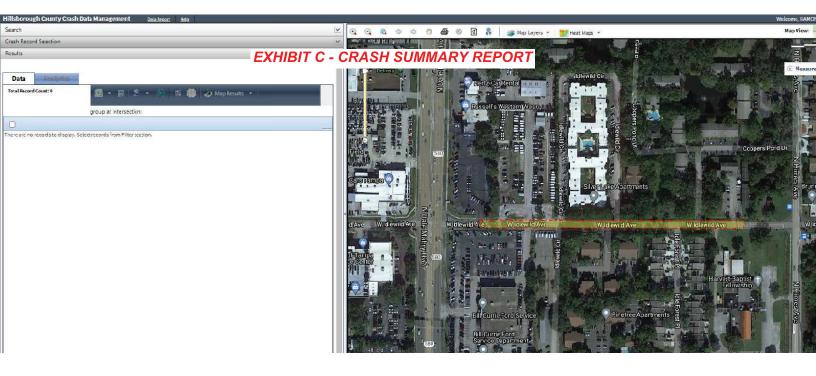








Received July 27, 2021 Development Services



#### 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		
Dale Mabry Hwy	FDOT Principal Arterial - Urban	6 Lanes □Substandard Road □Sufficient ROW Width	<ul> <li>□ Corridor Preservation Plan</li> <li>☑ Site Access Improvements</li> <li>□ Substandard Road Improvements</li> <li>□ Other</li> </ul>		
Idlewild Ave	County Local - Urban	2 Lanes ⊠ Substandard Road □ Sufficient ROW Width	<ul><li>☐ Corridor Preservation Plan</li><li>☐ Site Access Improvements</li><li>☐ Substandard Road Improvements</li><li>☐ Other</li></ul>		

<b>Project Trip Generation</b> □ Not applicable for this request						
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips			
Existing	16,092	581	540			
Proposed	3,063	218	295			
Difference (+/-)	(-) 13,029	(-) 363	(-) 245			

<sup>\*</sup>Trips reported are based on net new external trips unless otherwise noted.

Connectivity and Cross Access ☐ Not applicable for this request					
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding	
North	Х	None	None	Meets LDC	
South		None	Vehicular	Meets LDC	
East		None	None	Meets LDC	
West	Х	None	None	Meets LDC	
Notes:					

<b>Design Exception/Administrative Variance</b> □ Not applicable for this request			
Road Name/Nature of Request	Туре	Finding	
Idlewild Ave.	Administrative Variance Requested	Approvable	
Notes:			

4.0 Additional Site Information & Agency Comme	nts Summary		
Transportation	Objections	Conditions Requested	Additional Information/Comments
<ul><li>☑ Design Exception/Adm. Variance Requested</li><li>☑ Off-Site Improvements Provided</li></ul>	☐ Yes ☐ N/A ⊠ No	⊠ Yes □ No	Off-site improvements proposed in FDOT ROW. See staff report for conditions.

### **COUNTY OF HILLSBOROUGH**

# RECOMMENDATION OF THE LAND USE HEARING OFFICER

**APPLICATION NUMBER:** RZ PD 21-0749

**DATE OF HEARING:** September 13, 2021

APPLICANT: Cheryl Currie Kilcoyne

**PETITION REQUEST:** A request to rezone property from CG to

PD to permit a car dealership with

ancillary uses

**LOCATION:** Southeast corner of N. Dale Mabry Hwy

and W. Idlewild Ave

**SIZE OF PROPERTY:** 6.5 acres, m.o.l.

EXISTING ZONING DISTRICT: CG

FUTURE LAND USE CATEGORY: OC-20

SERVICE AREA: Urban

COMMUNITY PLAN: Egypt Lake

#### **DEVELOPMENT REVIEW STAFF REPORT**

\*Note: Formatting issues prevented the entire Development Services Department staff report from being copied into the Hearing Master's Recommendation. Therefore, please refer to the Development Services Department web site for the complete staff report.

#### 1.0 APPLICATION SUMMARY

Applicant: Cheryl Currie Kilcoyne, Double E Land

Company, LLC Currie Investments, Inc.

FLU Category: OC-20

Service Area: Urban

Site Acreage: 6.5 AC +/-

Community Plan Area: Egypt Lake

Overlay: None

Request: Rezoning to Planned Development

## Request Summary:

The existing zoning is CG (Commercial General) which permits general commercial uses pursuant to the development standards in the table below. The proposed zoning for Planned Development (site plan controlled district) to allow a car dealership and ancillary uses pursuant to the development standards in the table below and site plan depicted in 2.4 of the report.

I I	I .
Commercial General Zoning District	
	Domestic Car Sales and accessory Motor
uses (which includes care sales and	Vehicle Repair, Major (No Body Work or
motor vehicle repair, excluding body	Painting shall be permitted)
work and painting)	

		Under the proposed PD 21-
Density /	approximately 31,727 square feet. Under	0749 for the two parcels, a
Intensity	the existing CG zoning districts for the	maximum of 101,869 square
intensity	two parcels a maximum of 79,623 square	footage is allowable (based
	feet is allowable (based on 0.27 FAR).	in 0.36 FAR in OC-20)

Setbacks/Buffering and Screening	20' feet buffer, Type B screening	30' Front 0-feet the eastern property line. Type A screening to residential.
Height	50 feet, except as defined in LDC 6.01.01 Lot Development standards, Endnotes 8 and 11.	37 feet Max.

#### Additional Information:

Allow a buffer/screening decrease from 20-feet, Type B to 0-feet.

Type A screening along eastern PD boundary (LDC Section 6.06 06- Buffer and Screening requirements).

Allow a buffer decrease from 8-feet to 2-feet along the north and west PD boundaries (LDC Sec. 6.06.04 Off-Street Parking requirements).

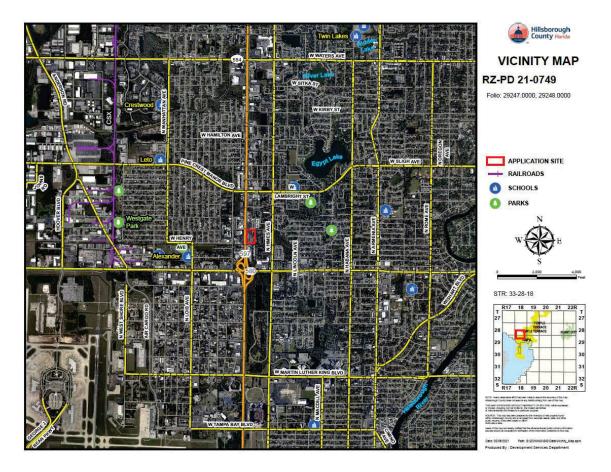
Allow a buffer decrease from 8-feet to 2 0-feet along the north and west south PD boundaries (LDC Sec. 6.06.04 Off-Street Parking requirements).

Waiver(s) to the Land Development Code	Allow a building height increase from 20 feet to 37 feet within the required 20 feet setback (LDC 6.01.01 Endnotes 8 and 11)
--	--

Planning Commission Recommendation: Consistent

Development Services Department Recommendation: Approvable, subject to conditions

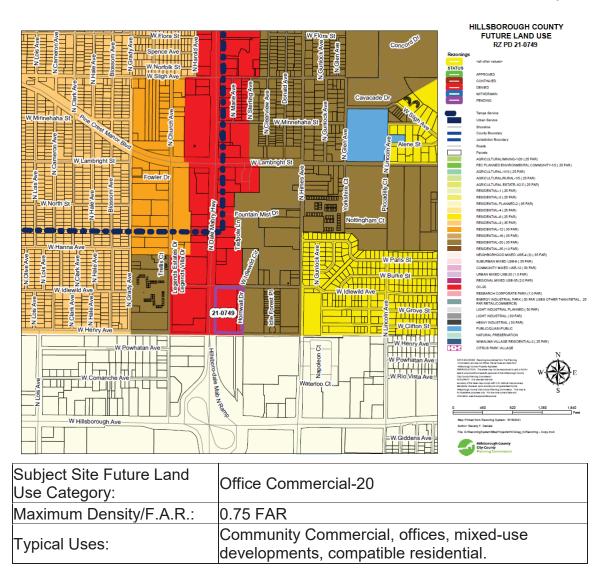
# 2.0 LAND USE MAP SET AND SUMMARY DATA 2.1 Vicinity Map



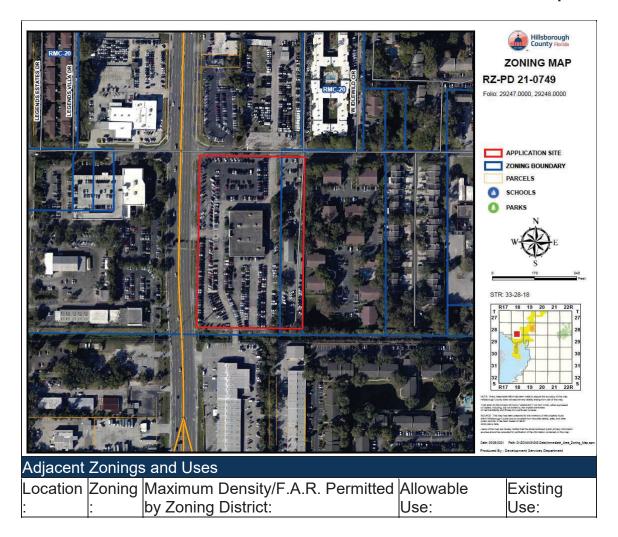
## **Context of Surrounding Area:**

The parcel is located along North Dale Mabry Hwy, a 6 lane divided arterial highway, with commercial zoning to the north, south and west along the Dale Mabry frontage. The residentially zoned parcel to the east is developed with 2-story multi-family buildings. To the south is a strip approximately 90 feet in width zoned CG that contains wetlands and a ditch. The applicant has submitted documentation of an approved variance to wetland setbacks provisions applicable along the southern property line.

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

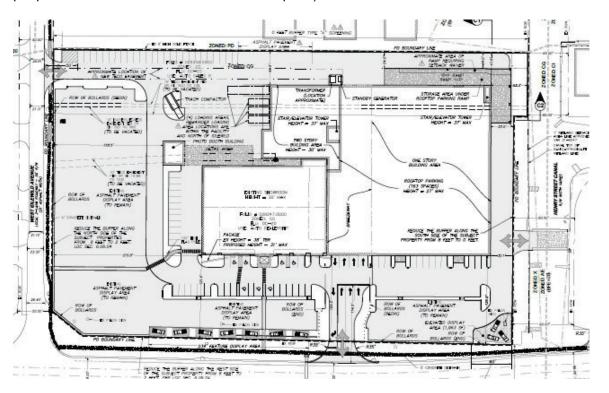


# 2.0 LAND USE MAP SET AND SUMMARY DATA 2.3 Immediate Area Map



## 2.0 LAND USE MAP SET AND SUMMARY DATA

**2.4 Proposed Site Plan** (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



**Classification Current Conditions Select Future Improvements** 

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)			
Adjoining	Roadways (chec	k if applicable)	
Dale Mabry Hwy	FDOT Principal Arterial - Urban	6 Lanes □Substandard Road □Sufficient ROW Width	<ul> <li>□ Corridor Preservation</li> <li>Plan</li> <li>☑ Site Access</li> <li>Improvements</li> <li>□ Substandard Road</li> <li>Improvements</li> <li>□ Other</li> </ul>
Idlewild Ave	County Local - Urban	2 Lanes ⊠ Substandard Road □ Sufficient ROW Width	<ul> <li>□ Corridor Preservation</li> <li>Plan</li> <li>□ Site Access</li> <li>Improvements</li> <li>□ Substandard Road</li> <li>Improvements</li> <li>□ Other</li> </ul>

**Project Trip Generation** □Not applicable for this request

# Connectivity and Cross Access □Not applicable for this request

# Design Exception/Administrative Variance □Not applicable for this request Road Name/Nature of Request Type Idlewild Ave. Administrative Variance Requested

4.0 ADDITIONAL SITE I	NFORMATIO	N & AGENC	Y COMMENT	S SUMMARY
INFORMATION/REVIEV AGENCY	\	N & AGENO	TOOMMENT	o dominizatei
Environmental:	Objecti		Additionated Information	al ion/Comments
Environmental Protectior Conservation & Environn			ources	
□ Yes ⊠No □ Yes ⊠ No	⊃ Yes ⊠No			
□ Yes ⊠No ⊠ Yes □ No	) □ Yes ⊠No			
Check if Applicable:  ☐ Wetlands/Other Surface ☐ Use of Environmentall ☐ Surface Water Resoun ☐ Potable Water Wellfiel ☐ Significant Wildlife Ha ☐ Coastal High Hazard A ☐ Urban/Suburban/Rura ☐ Other	y Sensitive La rce Protection ld Protection A bitat Area	Area Area dor □ Adjace	ent to ELAPP	
Public Facilities:	Objections	Conditions Requested	Additional Information/	Comments
Transportation  ☑ Design Exception/Adm.  Variance Requested ☑ Off-site Improvements Provided	□ Yes ⊠No	⊠ Yes □ No	Off-site improproposed in Face staff reposed	
Utilities Service Area/ Water & Wastewater	□ Yes ⊠No	□ Yes ⊠No		

□Urban ⊠ City of Tampa □Rural □ City of			
Temple Terrace Hillsborough County			
School Board			
Adequate □ K-5 □6-8 □9-12 ⊠N/A	□ Yes ⊠No	□ Yes ⊠No	
Inadequate □ K-5 □6-8 □9-12 ⊠N/A			
Impact/Mobility Fees			
Comprehensive Plan:	Findings	Conditions Requested	Additional Information/Comments
Comprehensive Plan: Planning Commission	Findings		

#### 5.0 IMPLEMENTATION RECOMMENDATIONS

#### 5.1 Compatibility

The proposed uses are comparable to the current CG (Commercial General) allowed uses. Furthermore, the proposed project reduced the number of potential uses currently allowed in the subject property. The proposed 0.36 FAR is significatively under the 0.75 Maximum FAR allowable in the OC-20 Comprehensive Plan category.

The proposed addition to the building area will intrude into the required setbacks, will decrease the required buffers, and will entail a reduction of the required screening. However, the front and side setbacks will not create a significant change in the visual character of the area. Meanwhile, conditions have been proposed to avoid the placement of obnoxious uses and activities within the 20-foot setbacks along the boundary with the adjacent residential property, to the east.

The increased FAR will have minimal impact on the transportation network. Per the Transportation Staff, the proposed rezoning would result in a decrease of

trips potentially generated by the development of the subject site by 13,029 average daily trips. Motor vehicle repair uses are limited to the service option allowed in the CG zoning, painting and Body Work service are prohibited, creating no additional air pollution impacts. Open motor vehicle repair uses shall be prohibited to reduce the noise impacts towards the surrounding residential area. Finally, open storage uses other than domestic vehicles have been prohibited to ensure the proposed development keeps the area character. Staff finds the existing use of the land and the proposed site layout and conditions show a similar impact.

Given the above, staff finds the proposed modification to be compatible with the surrounding properties and in keeping the general development pattern of the area.

#### 5.2 Recommendation

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 24, 2021.

Zoning conditions, which were presented Zoning Hearing Master hearing, were reviewed and are incorporated by reference as a part of the Zoning Hearing Master recommendation.

#### **SUMMARY OF HEARING**

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on September 13, 2021. Mr. Brian Grady of the Hillsborough County Development Services Department introduced the petition and stated that this case was continued from the last Zoning Hearing Master hearing due to lack of time. Therefore, the case will be expedited to the October 12 BOCC meeting. The applicant will request an expedited review from the Zoning Hearing Master.

Mr. Chris McNeal 15957 Lutz testified on behalf of the applicant Bill Currie Ford. Mr. McNeal showed a series of graphics to identify the location of the property and the dealership which has been on-site for the past 50 years. The dealership is comprised of multiple parcels, some of which are separated by rights-of-way and others by jurisdictional boundaries. Mr. McNeal described the layout of the site that includes areas for a showroom, service and parts as well as a paint and body work area. The proposed improvements are driven by the need for a new parts and service center as well as the customer experience in the showroom. He explained that a unified site plan was not possible due to the different jurisdictions, therefore there will be two parcels. Mr. McNeal explained the various uses proposed for the PD. A second-floor parking deck is proposed to replace parking that will be lost due to the redesign. The FAR will increase from 0.2 to 0.36 which is well under the maximum permitted by the OC-20 Future Land Use category. The impervious surface ratio is existing at 95 percent. A

ramp to the proposed parking deck will encroach into the required setback which is the reason for the waiver as it is considered part of the building. Mr. McNeal detailed the PD variation requests. He stated that the first variation pertains to an existing condition for almost 50 years on the east side of the project regarding the required buffering and screening.

Hearing Master Finch asked Mr. McNeal if the request was to reduce the required 20-foot buffer on the east to zero feet with Type A screening and that was agreed to by the apartment complex neighbors. Mr. McNeal replied yes, that was correct.

Mr. McNeal continued his presentation by describing the second PD variation as pertaining to a decrease in the required buffer on the north and west side from 8 feet to 2 feet and the south side from 8 feet to zero feet. He concluded his presentation by referencing an administrative variance that has been applied for and an expedited review by the Hearing Master.

Hearing Master Finch agreed to file the recommendation by September 29 as the applicant was not able to be heard at the August Zoning Hearing Master hearing due to time constraints.

Ms. Tania Chapela, Development Services Department testified regarding the County's staff report. Ms. Chapela stated that the request is to rezone property from CG to PD on two lots. The FAR is proposed to be increased for the car dealership. Ms. Chapela described the location of the property and the surrounding land uses. She also described the requested waiver regarding the required two-to-one setback associated with buildings over 20 feet in height. The applicant is also requesting PD variations pertaining to the required buffers on the north and west boundaries as well as the required buffers on the southern boundary. A reduction in the required screening is requested along the eastern boundary.

Hearing Master Finch asked Ms. Chapela about the required setback associated with the LDC Endnote 8 request and what would be the proposed setback. Ms. Chapela replied that she could not reply as she was not able to see her notes. Mr. Grady testified that a height of 37 feet would require a setback of 54 feet.

Ms. Melissa Lienhard of the Planning Commission staff testified that the property is within the Office Commercial-20 Future Land Use category and located in the Urban Service Area. She stated that the request is consistent with Objective 1 and Policy 1.4 of the Future Land Use Element as it is compatible with the surrounding uses and established commercial corridor. The request is also consistent with Objective 16 regarding the protection of existing neighborhoods. The proposed reduction of buffers is mitigated by the commitment to screen all buildings and mechanical equipment between unlike uses. The proposed modifications would complement with surrounding land uses and is consistent with the Community Design Component of the Plan. She concluded her remarks

by stating that the rezoning request is consistent with the Future of Hillsborough Comprehensive Plan.

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

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

Mr. Grady of the Development Services Department stated that a revised staff report was submitted into the record that reflects the PD variations that were requested.

Mr. McNeal did not have additional comments.

The hearing was then concluded.

#### **EVIDENCE SUBMITTED**

Mr. Grady submitted a revised County staff report into the record.

Mr. McNeal submitted a copy of an administrative variance into the record.

#### **PREFACE**

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

#### FINDINGS OF FACT

- 1. The subject site is 6.5 acres in size and is zoned Commercial General (CG). The property is designated Office Commercial-20 (OC-20) by the Comprehensive Plan and located in the Urban Service Area and the Egypt Lake Community Planning Area.
- 2. The purpose of the rezoning from CG to PD is to modify an existing car dealership with ancillary uses.
- 3. A waiver to the required two-to-one setback for buildings over 20 feet in height is requested. Specifically, the proposed building will be 37 feet in height. Staff testified at the hearing that the required setback would be 54 feet. The proposed zoning conditions state that the ramp for the proposed parking deck will be 24 feet from the eastern property line.

The waiver is justified by the applicant's representative's testimony that the Type A screening will be provided on the eastern side and that the adjacent property owner to the east is in support of the proposed modification.

4. Several PD Variations are requested as a part of the rezoning application. The applicant requests to reduce the required 20-foot buffer with Type B screening on the eastern PD boundary. Instead, the applicant proposes to provide a 0-foot buffer with Type A screening.

The Variation meets Section 5.03.06.C.6(b) of the Land Development Code as it is mitigated through the installation of screening and that the affected property owner to the east is in agreement with the proposed mitigation thereby resulting in meeting the intent of the Land Development Code.

The applicant is requesting to decrease the required buffer on the north and west side of the PD from 8 feet to 2 feet and on the south side from 8 feet to 0 feet.

The Variations on the north, south and west side meet Section 5.03.06.C.6(b) of the Land Development Code as the use of the property as a car dealership has been existing for the past 50 years therefore the reductions in buffer will not substantially interfere with adjacent property owners.

- 4. The Planning Commission supports the request as it found it consistent with Objective 1 and Policy 1.4 of the Future Land Use Element regarding compatibility with the surrounding uses and established commercial corridor. The request is also consistent with Objective 16 regarding the protection of existing neighborhoods. The proposed reduction of buffers is mitigated by the commitment to screen all buildings and mechanical equipment between unlike uses. Planning Commission staff found the overall modifications would complement with surrounding land uses and is consistent with the Community Design Component of the Plan.
- 5. The car dealership has been in existence for the past 50 years. The adjacent apartment complex was constructed approximately 33 years ago, according to the applicant's representative.
- 6. No testimony in support or opposition was provided at the Zoning Hearing Master hearing.
- 7. The impact of the modifications to the existing car dealership is minimal given its long-standing use on a major commercial corridor as well as the proposed screening proposed on the eastern boundary of the site.

8. Approval of the Planned Development zoning with the conditions proposed by the Development Services Department serves to provide a compatible land use in the area.

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

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

#### **CONCLUSIONS OF LAW**

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

#### SUMMARY

The request is to rezone 6.5 acres from CG to PD to modify an existing car dealership with ancillary uses.

A waiver and several PD Variations are requested as a part of the rezoning application. The waiver and Variations pertain to the required setback (east) and buffering (north, south and west) and screening (east) standards and are justified by the applicant's commitment to screening adjacent to the neighboring apartment complex to the east with the adjacent property owner's support. The reduced buffers on the north, south and east are minimal in impact given the existence of the car dealership for the past 50 years and meet Land Development Code Section 5.03.06.C.6(b) as they will not significantly interfere with adjacent property owners.

The Planning Commission found the request consistent with Objective 1 and Policy 1.4 of the Future Land Use Element regarding compatibility with the surrounding uses and established commercial corridor as well as Objective 16 regarding the protection of existing neighborhoods. The proposed reduction of buffers is mitigated by the commitment to screen all buildings and mechanical equipment between unlike uses. Planning Commission staff found the overall modifications would complement with surrounding land uses and is consistent with the Community Design Component of the Plan.

The request is compatible with the character of the area and is consistent with the intent of the Land Development Code and Comprehensive Plan.

#### RECOMMENDATION

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

September 26, 2021

Susan M. Finch, AICP Land Use Hearing Officer

Sum M. Fine

Date



Unincorporated Hillsborough (	County Rezoning		
Hearing Date: September 13, 2021  Report Prepared: September 1, 2021	Petition: 21-0749  5815 North Dale Mabry Highway & 3710 West Idlewild Avenue (Folio Nos. 029247-0000 & 029248-0000)  East side of N Dale Mabry Highway State Road 580 and South side of Idlewild Ave W		
Summary Data:			
Comprehensive Plan Finding:	CONSISTENT		
Adopted Future Land Use:	Office Commercial-20 (20 du/ga; 0.75 FAR)		
Service Area	Urban		
Community Plan:	N\A		
Requested Zoning:	Commercial General (CG) to Planned Development (PD)		
Parcel Size (Approx.):	6.55 acres +/- (285,318 square feet)		
Street Functional Classification:	N Dale Mabry Highway – <b>Principal Arterial</b> Idlewild Ave W – <b>Local</b>		
Locational Criteria	Not required in OC-20		
Evacuation Zone	Evacuation Zone E		



Plan Hillsborough planhillsborough.org planner@plancom.org 813 - 272 - 5940 601 E Kennedy Blvd 18<sup>th</sup> floor Tampa, FL, 33602

#### Context

- The approximately 6.55 +/- acre site is located at the corner of the east side of North Dale Mabry Highway State Road 580 and south side of Idlewild Ave West. The subject site is in the Urban Service Area. The site is not located within the limits of a Community Plan.
- The subject site's Future Land Use designation is Office Commercial-20 (OC-20) on the Future Land Use Map. Typical allowable uses within the OC-20 Future Land Use include community commercial type uses, office uses, mixed use developments, and compatible residential uses. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element. The OC-20 Future Land Use category surrounds the subject site to the north, west, and south, and Residential-20 (RES-20) is located directly to the east.
- The subject site is currently zoned Commercial General (CG). The site is surrounded by CG zoning to the north and west, Planned Development (PD) zoning for a multifamily development to the east, and Commercial Intensive (CI) to the south.
- There is currently an automobile dealership on the subject site. There are commercial uses to the north, west and south, and a multifamily residential apartment complex to the east.
- The applicant requests to change the zoning from Commercial General (CG) to Planned Development (PD) for the development of a new service center, car display area and parking for the existing automobile dealership.

#### **Compliance with Comprehensive Plan:**

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

#### 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.

#### 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

PD 21-0749

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

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

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

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

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

- 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.

#### **Community Design Component**

#### 7.0 SITE DESIGN

#### 7.1 DEVELOPMENT PATTERN

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

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

PD 21-0749

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

#### Staff Analysis of Goals, Objectives and Policies

The applicant is requesting to rezone the 6.55 +/- acre subject from Commercial General (CG) to Planned Development (PD) for the development of a new service center, car display area and parking for an existing automobile dealership. The site is in the Urban Service Area. It is not located within the limits of a Community Planning Area.

According to Objective 1 of the Future Land Use Element of the Comprehensive Plan (FLUE), 80% of all population growth will occur within the Urban Service Area. The subject site is in the Urban Service Area and the proposal therefore meets the intent of Objective 1 and Policy 1.4 of the Future Land Use Element (FLUE) of the Comprehensive Plan by proposing a use and design that is compatible with the surrounding uses and character of the established commercial corridor of North Dale Mabry Highway.

The proposed development includes up to 101,869 square feet. Per the OC-20 Future Land Use Classification, the maximum intensity permitted is 0.75 FAR. The proposed  $6.55 \pm$  acre site is permitted a maximum density of 213,988 square feet (0.75 FAR x 6.55 Acres x 43,560 sq. ft. = 213,988 sq. ft.). The proposed FAR is 0.48. The proposed density and intensity are below the maximum permitted and is therefore consistent with the intensity expected in the OC-20 Future Land Use category.

Objective 9 of the FLUE requires development to be consistent with all land development regulations in Hillsborough County. Policy 9.1 states that "each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category." The subject site is in the Urban Service Area and its Future Land Use Classification is Office Commercial-20 (OC-20) which permits 0.75 FAR. The intent of the OC-20 category is to recognize existing commercial and office centers and provide for future development opportunities. New retail development should be part of a mixed use development or be clustered at the intersections of major roadways. The proposal to rezone the subject site to Planned Development (PD) meets the requirements and intent of the OC-20 Future Land Use category and Objective 9 and Policies 9.1 and 9.2.

Objective 16 and its accompanying policies 16.1, 16.2, 16.3, 16.5, seek to protect existing neighborhoods and development by ensuring compatibility with the surrounding area through various buffering requirements and mitigation techniques. The applicant has requested a reduction of the buffer requirement on the east side of the site, which borders a multifamily residential development. However, all buildings and mechanicals will be screened and located at least 20 feet from the property line to mitigate adverse impacts between the unlike land uses. In addition, the only activity proposed in the area closest to the eastern property line near the residential development are the parking spaces and the drive aisle. The proposed modification of commercial development would complement the surrounding land uses as North Dale Mabry Highway is a major commercial arterial roadway. The proposal is therefore compatible with the surrounding area and meets the intent of Objective 16 and Policies 16.1, 16.2, 16.3, and 16.5.

The Community Design Component provides guidance on commercial developments. Goal 17 encourages developments that improve the ambiance of commercial development in the county. Objective 17-1 and Policy 17.1-4 seek to facilitate patterns of development

PD 21-0749

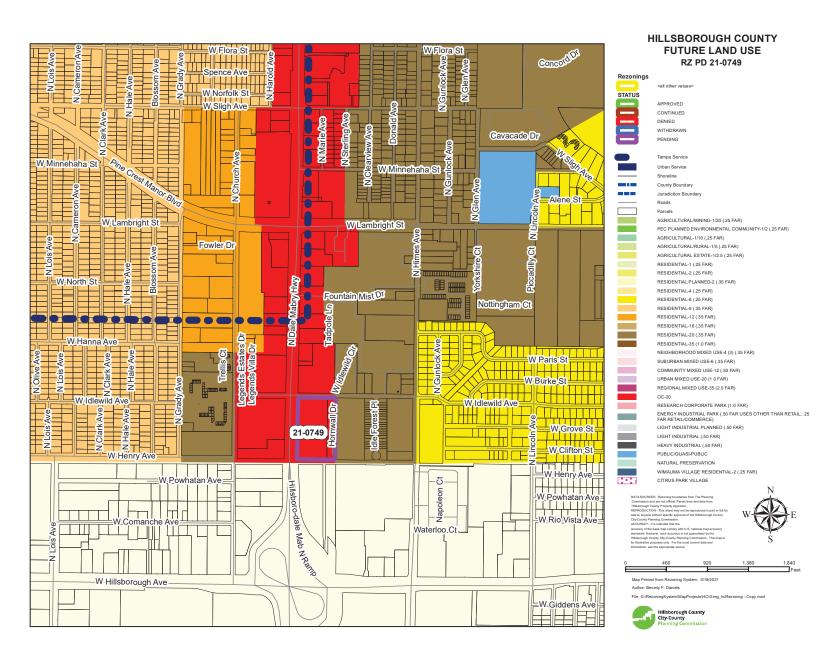
that are organized and purposeful. The proposed site plan for the new service center, car display and parking provide a commercial development that fits with the existing commercial development pattern of the area.

Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County and is compatible with the existing and planned development pattern found in the surrounding area.

#### Recommendation

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

PD 21-0749 5



# GENERAL SITE PLAN FOR CERTIFICATION



#### **DEVELOPMENT SERVICES**

PO Box 1110, Tampa, FL 33601-1110

#### HILLSBOROUGH COUNTY **DEVELOPMENT SERVICES DEPARTMENT**

#### **GENERAL SITE PLAN REVIEW/CERTIFICATION**

#### **BOARD OF COUNTY COMMISSIONERS**

Harry Cohen Ken Hagan Pat Kemp Gwendolyn "Gwen" Myers Kimberly Overman Mariella Smith Stacy R. White **COUNTY ADMINISTRATOR** Bonnie M. Wise

**COUNTY ATTORNEY** 

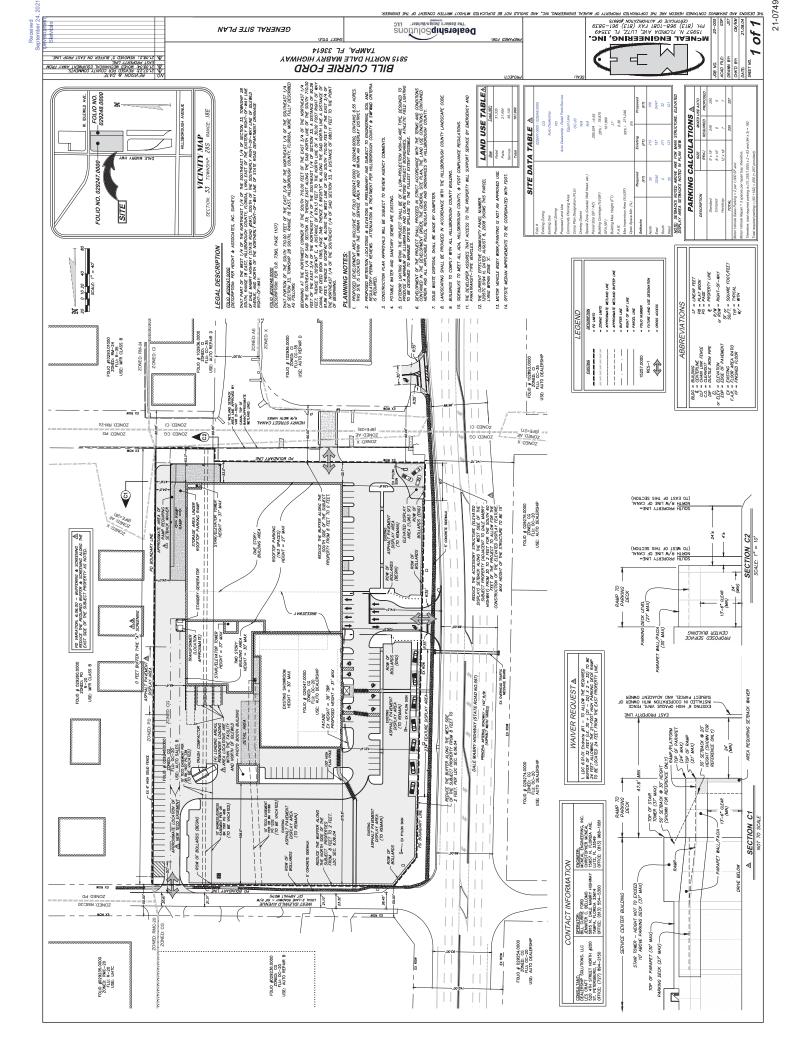
Christine M. Beck **INTERNAL AUDITOR** 

Peggy Caskey

**DEPUTY COUNTY ADMINISTRATOR** 

Lucia E. Garsys

Project Nan	roject Name: Bill Currie Ford				
Zoning File:	PD (21-0749)		None		
Atlas Page:	None	Submitted:	09/24/21		
To Planner	for Review: 09/24/21	Date Due:	ASAP		
Contact Per	rson: Christopher S. McNea	Phone: 813-968-	1081/ permitting@mcnealengineering.cor	n	
Right-Of-W	/ay or Land Required for	Dedication: Y	es No 🗸		
( <b>√</b> ) The De	evelopment Services Departr	ment HAS NO OBJE	CTION to this General Site Plan.		
( ) The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:					
Reviewed b	Tania C (	Chapela	Date: 09-28-21		
Date Agent	Owner notified of Disap	proval:			



# AGENCY COMMNENTS

#### AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

REVIEWER: Richard Perez, AICP
PLANNING AREA/SECTOR: EGL/Northwest

This agency has no comments.

This agency has no objection.

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

This agency objects for the reasons set forth below.

#### REPORT SUMMARY AND CONCLUSIONS

- The proposed rezoning would result in a decrease of trips potentially generated by development of the subject site by 13,029 average daily trips, 363 trips in the a.m. peak hour, and 245 trips in the p.m. peak hour.
- The applicant will construct access management improvements to Dale Mabry Ave. as required by FDOT.
- The planned development will eliminate one existing access connection on Idlewild Ave. and unutilized driveway aprons on Dale Mabry Hwy.
- Idlewild Avenue is a substandard local roadway. The applicant requested a Section 6.04.02.B Administrative Variance from the Section 6.04.03.L. requirement to improve the substandard roadway, which was found approvable by the County Engineer. If the rezoning is approved, the County Engineer will approve the Administrative Variance, upon which the developer will not be required to make improvements to Idlewild Ave.
- Transportation Review Section staff has no objection to this request subject to the conditions of approval provided herein.

#### CONDITIONS OF APPROVAL

• If PD 21-0749 is approved, the County Engineer will approve a Section 6.04.02. Administrative Variance (dated July 26, 2021) which was found approvable by the County Engineer (on July 30, 2021). Approval of this Administrative Variance will waive the Idlewild Ave. substandard road improvements required by Section 6.04.03.L. of the LDC.

- The developer shall remove all existing access connections and driveway aprons that are not proposed to be utilized in the PD site plan. Restoration of curb, gutters, sod and any other roadway components of the affected area along Dale Mabry Hwy shall be completed in accord with FDOT standards and requirements. Removed access connections on Idlewild Ave shall be restored consistent with existing in conditions along the roadway.
- The developer shall construct access management improvements within the Dale Mabry Hwy right-of-way depicted on the PD site plan as required by FDOT, including:
  - o a 290-foot southbound left turn lane into the project access point,
  - o a 210-foot northbound left turn lane into the property located on the west side of Dale Mabry Hwy.;
  - o a 285-foot northbound left turn lane to West Idlewild Ave.,
  - o medians.

Final design shall be subject to FDOT approval.

- Notwithstanding anything shown on the PD site plan, the applicant shall provide pedestrian access to the PD boundary adjacent property to the south.
- In the event, that the Henry Street Canal access is reconstructed, the developer shall design and construct the access to meet ADA pedestrian requirements and County minimum commercial driveway standards. The location of the access is to be generally along the south property line and may shift slightly due to Henry Street Canal improvements.

#### PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone two parcels totaling +/- 6.5 acres from Commercial General (CG) to Planned Development (PD) to reconstruct an automobile dealership with service center. The site is located at the southeast corner of the intersection of Idlewild Ave and Dale Mabry Hwy. The subject site is part of a larger automobile dealership spanning several parcels to the north, in the unincorporated county, and south, in the City of Tampa. The Future Land Use designation of the site is OC-20.

#### Trip Generation Analysis

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 10<sup>th</sup> Edition.

**Approved Zoning:** 

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips	
<u> </u>	Two-Way Volume	AM	PM
CG: 64,099 sf Supermarket (ITE LUC 850)	6,845	245	592
CG: 20,000 sf Pharmacy w/ Drive-Thru (ITE LUC 881)	2,183	77	206
CG:15,000 sf Fast Food Restaurant w/ Drive-Thru (ITE LUC 934)	7,064	603	490

Subtotal:	16,092	925	1,288
Less Internal Capture:	N/A	64	340
Passerby Trips:	N/A	280	408
Net External Trips:	16,092	581	540

**Proposed Zoning:** 

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips	
<b>C</b> ,	Two-Way Volume	AM	PM
CG: 31,335 sf – Automobile Sales (ITE LUC 840)	873	59	76
CG: 70,534 sf – Auto Care Center (ITE LUC 942)	2,190*	159	219
Total Trips:	3,063	218	295

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

**Trip Generation Difference:** 

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips	
Zonning, Lane Ose/Size	Two-Way Volume	AM	PM
Difference (+/-)	(-) 13,029	(-) 363	(-) 245

The proposed rezoning would result in a decrease of trips potentially generated by development of the subject site by 13,029 average daily trips, 363 trips in the a.m. peak hour, and 245 trips in the p.m. peak hour.

#### TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on Dale Mabry Hwy and Idlewild Ave.

Dale Mabry Hwy is a 6-lane, undivided, principal arterial maintained by FDOT. The roadway consists of approximately 93-feet of pavement with (+/-) 12-foot lanes within (+/-) 142 feet of right of way. Sidewalks are on both sides and no bike lanes are located within the vicinity of the subject property.

Idlewild Ave is a substandard, 2-lane, undivided, Hillsborough County maintained local roadway with +/-10-foot travel lanes. Along the project frontage, the roadway lies within a +/- 50-foot wide right-of-way. There are +/- 5-foot sidewalks on both sides of the Idlewild Ave with no bike lanes or curb and gutter within the vicinity of the proposed project.

Pursuant to the Hillsborough County Transportation Technical Manual, a non-residential, urban local roadway shall meet the typical section TS-3 standard. TS-3 standard includes 10-foot-wide lanes, 5-foot wide sidewalks, and curb and gutter within a minimum of 54 feet of right-of-way.

Idlewild Ave is not included on the Hillsborough County Corridor Preservation Plan.

#### SITE ACCESS

Proposed vehicular access connections will be limited to one point on Dale Mabry Hwy and one point on Idlewild Avenue. All other vehicular existing access points and/or driveway aprons on Dale Mabry Hwy and Idlewild Ave will be removed.

The Dale Mabry Highway access connection will be limited to a left-in, right-in and right-out access to correspond with access management improvements required by FDOT. The applicant's site access analysis found that the Dale Mabry Highway access connection warrants a 290-foot southbound left turn lane. FDOT comments indicate that the developer will be required to make additional access management improvements including a median separator along the segment of the Dale Mabry Hwy fronting the project with two northbound left turn lanes to access sites on the west side of Dale Mabry Hwy and West Idlewild Ave. The improvements will tie into the existing median at the intersection with Idlewild Ave. to the existing (+/-) 2-foot separator immediately south of the subject site's frontage.

The Idlewild Ave. access connection will have full access. The applicant's site access analysis found that the access connection does not meet turn lane warrants.

The proposed PD site plan provides pedestrian access connections to adjacent roadways.

Cross access is provided across the Henry Street Canal, via an existing bridge structure, to the adjacent parcel to the south where the automobile dealership extends in the City of Tampa jurisdiction. Staff is recommending that if the developer reconstructs the Henry Street Canal bridge, the applicant shall design the bridge to meet county commercial driveway standards and provide pedestrian access consistent with county and ADA minimum standards.

## REQUESTED ADMINISTRATIVE VARIANCE: IDLEWILD AVE SUBSTANDARD ROADWAY

The applicant submitted a Section 6.04.02.B. Administrative Variance Request (dated July 26, 2021) from the Section 6.04.03. L. LDC requirement, governing improvements to substandard roadways. Based upon the substandard condition of Idlewild Ave. the LDC requires that improvements to meet the current standards of the Hillsborough County Transportation Technical Manual (TTM) TS-3 Typical Section (for 2-Lane, undivided, urban local roadways). The applicant is requesting to be exempted from improving Idlewild Ave. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on July 30, 2021.

If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

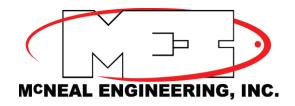
#### LEVEL OF SERVICE (LOS)

Level of Service (LOS) information is reported below. Idlewild is not included in the Level of service Report.

FDOT Generalized Level of Service					
Roadway	From	То	LOS Standard	Peak Hr Directional LOS	

DALE MABRY HWY	CITY LIMITS	WATERS AVE	D	С
-------------------	-------------	------------	---	---

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



Hillsborough County Development Services 601 E. Kennedy Blvd, 19<sup>th</sup> FI Tampa, FL 33602 Re: BILL CURRIE FORD
5815 North Dale Mabry
Hillsborough County
Folio #s 029247 & 029248
PD 21-0749

Attn: Michael J. Williams, PE MEI File # 20-005
July 26, 2021

#### **REQUEST FOR ADMINISTRATIVE VARIANCE**

Mike:

We are requesting an administrative variance per Hillsborough County Land Development Code (LDC) Section 6.04.02.B. for relief from Section 6.04.03.L1. Improvement to existing roadway, Idlewild Avenue, supporting PD 21-0749.

Pursuant to the Hillsborough County LDC, a request for administrative variance is to be evaluated by the issuing authority based on the following conditions: (a) there is an unreasonable burden on the applicant, (b) the variance would not be detrimental to the public health, safety, and welfare, (c) without the variance, reasonable access cannot be provided. These items are addressed below for the variance requested.

#### 6.04.03.L1 Roadway Improvements

Current Code would require that Idlewild Avenue adhere to the County TTM Typical Section (TS-3) using 12-foot lanes and curb and gutter. We are requesting a variance to reduce the required roadway width from an urban (TS-3), to the existing condition that includes 10.5-foot lanes and stabilized shoulders on each side of the rural roadway section. Our comments on conditions a, b, and c are as follows:

- a) The dealership has been in operation with two driveways on Idlewild Avenue at this location for several years. One driveway is to be removed (west, ref Exhibit A) and one driveway is to be improved (east, ref Exhibit A). To reconstruct the existing roadway that has served this area well for many years would only create unnecessary business reductions, construction delays, lane closures, and traffic control problems that would have a negative impact on this business and the existing residential neighborhood.
- b) This segment of Idlewild Avenue serves the proposed PD and a residential area to the east. Widening the travel lanes and adding curb and gutter to this short roadway segment is expected to increase vehicle speeds and cut thru traffic. This is counterproductive to the County's apparent intention to mitigate speeding and cut thru traffic on this segment by their implementation of speed humps (Exhibit B).
  - In addition, we have obtained a Crash Summary Report (Exhibit C) from January 2018 to June 2021. The report shows <u>zero</u> crashes. For this reason, we see no safety concerns or issues with the existing roadway section.
- c) The proposed project will have two entrances on Dale Mabry Highway to be used by the public, so there is minimal public traffic anticipated through the Idlewild Avenue Driveway. However, the dealership operation extends across Idlewild to the north. If the existing driveway connection to Idlewild Avenue is not retained, cross access would be eliminated. This would require any traffic

BILL CURRIE FORD - PD 21-0749

MEI File #20-005 July 26, 2021 Page 2 of 2

generated from the northern parcel to (turn east) circle through the neighborhood on Idlewild Avenue or exit (turn west) onto Idlewild Avenue, then (turn north) on Dale Mabry, then make a U-turn on Dale Mabry for a southbound approach and left turn into the site. To that end, elimination of the access connection to Idlewild would not allow reasonable access to the site.

Additionally, the aforementioned southbound left would be a dedicated left turn lane which is one of several access management elements proposed within the Dale Mabry median as part of this project. Collectively these median improvements increase safety along Dale Mabry and should reduce the trip generation on Idlewild.

If you have questions, or need additional information, please feel free to contact our office at the website or phone number listed. Thank you very much for your assistance.

Sincerely,

Christopher S. McNeal, PE

MCNEAL ENGINEERING, INC.

attchs

c: Bill Currie Ford c/o Jennifer Currie Bellomo *via* email Dealership Solutions, LLC c/o Les Craft *via* email

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

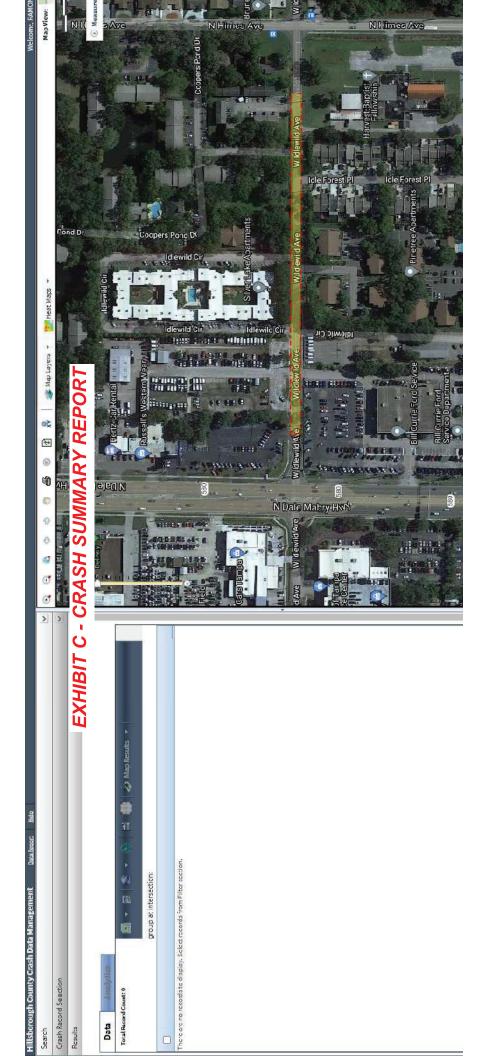
\_\_\_\_\_Approved
\_\_\_\_\_ Disapproved

If there are any further questions or you need clarification, please contact Sheida Tirado, PE at (813) 276-8364.

Sincerely,

Michael J. Williams, PE Hillsborough County Engineer





#### 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		
Dale Mabry Hwy	FDOT Principal Arterial - Urban	6 Lanes □Substandard Road □Sufficient ROW Width	<ul> <li>□ Corridor Preservation Plan</li> <li>☑ Site Access Improvements</li> <li>□ Substandard Road Improvements</li> <li>□ Other</li> </ul>		
Idlewild Ave	County Local - Urban	2 Lanes ⊠ Substandard Road □ Sufficient ROW Width	<ul><li>☐ Corridor Preservation Plan</li><li>☐ Site Access Improvements</li><li>☐ Substandard Road Improvements</li><li>☐ Other</li></ul>		

<b>Project Trip Generation</b> □ Not applicable for this request					
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips		
Existing	16,092	581	540		
Proposed	3,063	218	295		
Difference (+/-)	(-) 13,029	(-) 363	(-) 245		

<sup>\*</sup>Trips reported are based on net new external trips unless otherwise noted.

Connectivity and Cross Access ☐ Not applicable for this request					
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding	
North	Х	None	None	Meets LDC	
South		None	Vehicular	Meets LDC	
East		None	None	Meets LDC	
West	Х	None	None	Meets LDC	
Notes:					

<b>Design Exception/Administrative Variance</b> □ Not applicable for this request				
Road Name/Nature of Request	Туре	Finding		
Idlewild Ave.	Administrative Variance Requested	Approvable		
Notes:				

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<ul><li>☑ Design Exception/Adm. Variance Requested</li><li>☑ Off-Site Improvements Provided</li></ul>	☐ Yes ☐ N/A ⊠ No	⊠ Yes □ No	Off-site improvements proposed in FDOT ROW. See staff report for conditions.



# Additional / Revised Information Sheet

Date Stamp Here

Application Numbe	er: PD 21-074	9	Applicant's Name:	Cheryl Cu	urrie Kilcoyne
Reviewing Planner	's Name: Tania	a Chapela			Date: 07/27/2021
Application Type:					
<u> </u>	opment (PD)	☐ Minor Modific	ation/Personal Appea	ance (PRS)	☐ Standard Rezoning (RZ)
☐ Variance (VAR)	[	☐ Development	of Regional Impact (DF	RI)	☐ Major Modification (MM)
Special Use (SU	J) [	Conditional Us	se (CU)		Other
Current Hearing Da	ate (if applicab	ole): 08/16/2021	<del></del>		
	Т	he following	must be attached	l to this	Sheet.
			d/or additional informated in detail in the Co		ided. If a revised Site Plan is being
An updated Pro	oject Narrative	e consistent with	the changes or addition	onal inform	nation provided, if applicable.
Submittal Via:					
Email (Preferre	ed). Note that no	follow up paper file	is necessary. Pdf format or	ıly. Maximum	attachment(s) size is 15 MB.
			submittal items in pdf to		
☐ Mail or deliver	y. Number of I	Plans Submitted:	Large Sma	II	
For RZ-Standard: i For Minor Change	if plot plan is large e: 6 large copies.	opies 24"X36", one sr er than 8.5"X11", 7 la ermits: one 8.5"X11"	rge copies should be subn	nitted.	
	Mail to:		ı	Hand Delive	r to:
	Development S	Services Departme	nt (	County Cent	er
	P.O. Box 1110	velopment Divisio		Developmer L9th Floor	nt Services Department
	Tampa, FL 3360	01-1110		601 E. Kenn	edy Blvd., Tampa
certify that chang changes will requi				been made	e to the submission. Any further
	. McNeal. PE	Digitally signed by Christopher S. McNeal, DN: C=US, E=cmcneal@mcnealengineeri McNeal, PE' Date: 2021 07 27 12 46:17.14/00'	PE ng.com, O="McNeal Engineering, Inc.", CN="Christopher S.		
Christopher S.	,			_	
Christopher S.		nature			Date
Christopher S.			FOR OFFICE USE ONLY		Date
Christopher S.  Notification	Sig		FOR OFFICE USE ONLY ed into OPTIX		Date

#### **Chris McNeal**

From: Provenzano, Joel < Joel. Provenzano@dot.state.fl.us>

Sent: Friday, July 23, 2021 5:37 PM

To: Chris McNeal

Cc: Dan Rhodes; Perez, Andrew A.; Roth, Mecale

Subject: RE: Pre-App (Bill Currie Ford)

No, nothing comes to mind.



#### M Joel Provenzano



Access Management Administrator & Senior Traffic Engineering Specialist FDOT D7 - Traffic Operations Mobile (813) 373-3909 Office (813) 975-6755

Work Hours: Monday - Friday 9am - 5:30pm

Joel.Provenzano@dot.state.fl.us







From: Chris McNeal <cmcneal@mcnealengineering.com>

Sent: Friday, July 23, 2021 4:37 PM

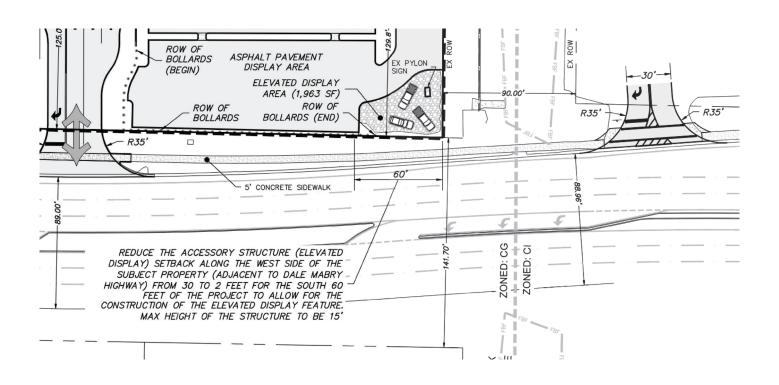
To: Provenzano, Joel < Joel. Provenzano@dot.state.fl.us> Cc: Dan Rhodes <drhodes@mcnealengineering.com>

Subject: RE: Pre-App (Bill Currie Ford)

#### EXTERNAL SENDER: Use caution with links and attachments.

Hi Joel,

As a follow up to this request, is there any concern with the request for the elevated display area as shown below?



Thank you,

#### Christopher S. McNeal, M.Eng, PE

#### President/CEO

P: 813.968.1081 D: 813.563.4256 C: 813.205.2564 F: 813.961.5839

W: www.mcnealengineering.com

From: Roth, Mecale < Mecale.Roth@dot.state.fl.us >

Sent: Tuesday, March 9, 2021 3:21 PM

To: Provenzano, Joel < Joel. Provenzano@dot.state.fl.us >; Campbell, Matthew < Matthew. Campbell@dot.state.fl.us >;

Champion, Holly <Holly.Champion@dot.state.fl.us>; Bogan, Ryan <Ryan.Bogan@dot.state.fl.us>; Santos, Daniel

<Daniel.Santos@dot.state.fl.us>; Mineer, Lindsey <Lindsey.Mineer@dot.state.fl.us>; Maass, Peter

<Peter.Maass@dot.state.fl.us>; Lebrun, Antonius <Antonius.Lebrun@dot.state.fl.us>; Serra, Amanda

<Amanda.Serra@dot.state.fl.us>; Chris McNeal <cmcneal@mcnealengineering.com>; Dan Rhodes

<drhodes@mcnealengineering.com>

Cc: douglas.mcbriarty@atkinsglobal.com; Chehab, Ahmad < Ahmad.Chehab@dot.state.fl.us>; Les Craft < les@dealership-

solutions.com>

**Subject:** RE: Pre-App (Bill Currie Ford)

I will add this to the notes.

Thank you,



Permit Coordinator II Tampa Operations 813 - 612 - 3237 Office\* 813 - 460 -1121 Cell



From: Provenzano, Joel < Joel. Provenzano@dot.state.fl.us>

**Sent:** Tuesday, March 9, 2021 1:24 PM

To: Campbell, Matthew <Matthew.Campbell@dot.state.fl.us>; Roth, Mecale <Mecale.Roth@dot.state.fl.us>; Champion,

Holly <Holly.Champion@dot.state.fl.us>; Bogan, Ryan <Ryan.Bogan@dot.state.fl.us>; Santos, Daniel

<Daniel.Santos@dot.state.fl.us>; Mineer, Lindsey <Lindsey.Mineer@dot.state.fl.us>; Maass, Peter

<Peter.Maass@dot.state.fl.us>; Lebrun, Antonius <Antonius.Lebrun@dot.state.fl.us>; Serra, Amanda

<Amanda.Serra@dot.state.fl.us>; Chris McNeal <cmcneal@mcnealengineering.com>; Dan Rhodes

<drhodes@mcnealengineering.com>

Cc: douglas.mcbriarty@atkinsglobal.com; Chehab, Ahmad < Ahmad.Chehab@dot.state.fl.us >; Les Craft < les@dealership-

solutions.com>

Subject: RE: Pre-App (Bill Currie Ford)

#### Mecale,

While not discussed in the meeting (due to lack of time), please add an additional note for the Ford (required of all new dealership design reviews); they shall also submit an auto turn simulation showing how the car carrier semi trucks will enter the site, circulate through the site, then exit the site. They also need to show and label the designated on-site unloading area for the carriers. All this shall either be on their site plan or an attached exhibit in the plan set.



#### 🗯 Joel Provenzano 🚩



Access Management Administrator & Senior Traffic Engineering Specialist FDOT D7 - Traffic Operations Mobile (813) 373-3909 Office (813) 975-6755

Work Hours: Monday - Friday 9am - 6pm

Joel.Provenzano@dot.state.fl.us







-----Original Appointment-----

From: Campbell, Matthew < Matthew.Campbell@dot.state.fl.us >

Sent: Thursday, February 25, 2021 8:54 AM

To: Campbell, Matthew; Roth, Mecale; Champion, Holly; Provenzano, Joel; Bogan, Ryan; Santos, Daniel; Mineer, Lindsey;

Maass, Peter; Lebrun, Antonius; Serra, Amanda; Chris McNeal; Dan Rhodes

Cc: douglas.mcbriarty@atkinsglobal.com; Chehab, Ahmad; Les Craft

Subject: Pre-App (Bill Currie Ford)

When: Tuesday, March 9, 2021 10:30 AM-11:30 AM (UTC-05:00) Eastern Time (US & Canada).

Where:

Date: March 9, 2021 State Road#: 580

Time: 11:30 AM Section ID #: 10 160 000

Applicant: Dan Rhodes Mile Post 0.280

Project: Bill Currie Ford Road Class: 7

Location: 5815 N Dale Mabry Hwy, Tampa, FL 33614 MPH: 45 MPH

County: Hillsborough DW/Sig Spacing: 125' 1320'

Folio#: 102936-0000 & 029247-0000 Median Spacing: 330' 660'

### Microsoft Teams meeting

#### Join on your computer or mobile app

Click here to join the meeting

#### Join with a video conferencing device

11384774@t.plcm.vc

Video Conference ID: 117 831 472 1

Alternate VTC dialing instructions



Information that is submitted to the Florida Department of Transportation is open for personal inspection and copying by any person in accordance with Chapter 119, Florida Statutes (F.S.).

Learn More | Help | Meeting options | Legal

#### **COMMISSION**

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



#### **DIRECTORS**

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

#### AGENCY COMMENT SHEET

REZOI	REZONING			
HEARING DATE: July 26, 2021	COMMENT DATE: May 19, 2021			
<b>PETITION NO.:</b> 21-0247	PROPERTY ADDRESS: 5815 North Dale Mabry Highway and 3710 West Idlewild Avenue			
EPC REVIEWER: Kelly M. Holland				
CONTACT INFORMATION: (813) 627-2600 X 1222	FOLIO #s: 0292470000 and 0292480000			
EMAIL: hollandk@epchc.org	<b>STR:</b> 33-28S-18E			
PEOUPERED TOWNS D D 1				

**REQUESTED ZONING: Rezoning to Planned Development** 

FINDINGS		
WETLANDS PRESENT	NO	
SITE INSPECTION DATE	05/14/2021	
WETLAND LINE VALIDITY	N/A	
WETLANDS VERIFICATION (AERIAL PHOTO,	N/A	
SOILS SURVEY, EPC FILES)		

#### **INFORMATIONAL COMMENTS:**

Wetlands Division staff of the Environmental Protection Commission of Hillsborough County (EPC) inspected the above referenced site in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using the methodology described within Chapter 62-340, Florida Administrative Code, and adopted into Chapter 1-11. The site inspection revealed that no wetlands or other surface waters exist within the above referenced parcel.

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

kmh/mst

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

PETIT	FION NO.: PD21-0749 REVIEWED BY: Randy Rochelle DATE: 5/11/2021
FOLIC	O NO.:
	This agency would ⊠ (support), □ (conditionally support) the proposal.
	WATER
	The property lies within the <u>City of Tampa</u> Water Service Area. The applicant should contact the provider to determine the availability of water service.
	No Hillsborough County water line of adequate capacity is presently available.
	A inch water main exists   (adjacent to the site),   (approximately feet from the site)
	Water distribution improvements may be needed prior to connection to the County's water system.
	No CIP water line is planned that may provide service to the proposed development.
	The nearest CIP water main ( inches), will be located [ (adjacent to the site), [ (feet from the site at). Expected completion date is
	WASTEWATER
	The property lies within the <u>City of Tampa</u> Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
	No Hillsborough County wastewater line of adequate capacity is presently available.
	A inch wastewater main exists \[ \] (adjacent to the site), \[ \] (approximately feet from the site)
	Wastewater distribution improvements may be needed prior to connection to the County's wastewater system.
	No CIP wastewater line is planned that may provide service to the proposed development.
	The nearest CIP wastewater main ( inches), will be located [ (adjacent to the site), [ (feet from the site at). Expected completion date is
COMN	MENTS: This site is located within the City of Tampa Water and Wastewater Service  Area. The applicant should contact the City of Tampa's Water and Wastewater  Departments to determine the availability of Water and/or Wastewater Serivce and for their Comments.

#### AGENCY REVIEW COMMENT SHEET

TO:	ZONING TECHNICIAN, Planning Growth Mana	gement	<b>DATE:</b> 26 May 2021
REV	TEWER: Bernard W. Kaiser, Conservation and E	nvironmental Lands	Management
APP	LICANT: Christopher McNeal	PETITION NO: E	Z-PD 21-0749
LOC	CATION: 5815 N. Dale Mabry Hwy, Tampa, FL 336	<u>14</u>	
FOL	IO NO: 29247.0000 & 29248.0000	SEC: <u>33</u> TWN: <u>28</u>	RNG: <u>18</u>
$\boxtimes$	This agency has no comments.		
	This agency has no objection.		
	This agency has no objection.		
	This agency has no objection, subject to listed of	r attached conditior	is.
	This agency chiests, based on the listed or attack	shod conditions	
	This agency objects, based on the listed or attac	nea conditions.	
COM	MENTS:		



# Additional / Revised Information Sheet

Date Stamp Here

Application Numbe	er: PD 21-074	9	Applicant's Name:	Cheryl Cu	urrie Kilcoyne
Reviewing Planner	's Name: Tania	a Chapela			Date: 07/27/2021
Application Type:					
<u> </u>	opment (PD)	☐ Minor Modific	ation/Personal Appea	ance (PRS)	☐ Standard Rezoning (RZ)
☐ Variance (VAR)	[	☐ Development	of Regional Impact (DF	RI)	☐ Major Modification (MM)
Special Use (SU	J) [	Conditional Us	se (CU)		Other
Current Hearing Da	ate (if applicab	ole): 08/16/2021	<del></del>		
	Т	he following	must be attached	l to this	Sheet.
			d/or additional informated in detail in the Co		ided. If a revised Site Plan is being
An updated Pro	oject Narrative	e consistent with	the changes or addition	onal inform	nation provided, if applicable.
Submittal Via:					
Email (Preferre	ed). Note that no	follow up paper file	is necessary. Pdf format or	ıly. Maximum	attachment(s) size is 15 MB.
			submittal items in pdf to		
☐ Mail or deliver	y. Number of I	Plans Submitted:	Large Sma	II	
For RZ-Standard: i For Minor Change	if plot plan is large e: 6 large copies.	opies 24"X36", one sr er than 8.5"X11", 7 la ermits: one 8.5"X11"	rge copies should be subn	nitted.	
	Mail to:		ı	Hand Delive	r to:
	Development S	Services Departme	nt (	County Cent	er
	P.O. Box 1110	velopment Divisio		Developmer L9th Floor	nt Services Department
	Tampa, FL 3360	01-1110		601 E. Kenn	edy Blvd., Tampa
certify that chang changes will requi				been made	e to the submission. Any further
	. McNeal. PE	Digitally signed by Christopher S. McNeal, DN: C=US, E=cmcneal@mcnealengineeri McNeal, PE' Date: 2021 07 27 12 46:17.14/00'	PE ng.com, O="McNeal Engineering, Inc.", CN="Christopher S.		
Christopher S.	,			_	
Christopher S.		nature			Date
Christopher S.			FOR OFFICE USE ONLY		Date
Christopher S.  Notification	Sig		FOR OFFICE USE ONLY ed into OPTIX		Date



TO: Christopher S McNeal, McNeal Engineering

Tania C Chapela, Development Services

FROM: Taylor J. Leggatt, Real Estate Services

DATE: July 27, 2021

RE: PD 21-0749 – Bill Currie Ford

We do not object to the proposed petition based on the information received; however we have the following comments:

Before pulling the electrical permits, please contact our One Source Department at (813) 635-1500 to start the new construction process and receive a work request number/layout number.

Equipment will need to be removed from the easement area and new easements granted before any older easements are released.

If you have any questions or concerns, you may contact me at tileggatt@tecoenergy.com or (813) 228-1424.

Taylor J. Leggatt

Taylor J. Leggatt Supervisor, Land Rights 702 N. Franklin St., Tampa, FL 33602 (813) 228-1424



#### **AGENCY REVIEW COMMENT SHEET**

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

TO: Zoning Review, Development Services DATE: 08/06/2021

**REVIEWER:** Ron Barnes, Impact & Mobility Fee Coordinator

APPLICANT: Cheryl Currie Kilcoyne; Double E Land Company, LLC: PETITION NO: 21-0749

LOCATION: 5815 N Dale Mabry & 3710 W Idlewild Ave

**FOLIO NO: 29247.0000 29248.0000** 

### **Estimated Fees:**

Auto Care Center (Per 1,000 s.f.) Mobility: \$9,365

Fire: \$313

# **Project Summary/Description:**

Urban Mobility, Northwest Fire - Auto care center

Unable to provide credit for original structure location as it is in the City Limits, and not Hills. Co. jurisdiction

# VERBATIM TRANSCRIPT

# HILLSBOROUGH COUNTY, FLORIDA BOARD OF COUNTY COMMISSIONERS

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

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE:

SUSAN FINCH

Land Use Hearing Master

DATE:

Monday, September 13, 2021

TIME:

Commencing at 6:00 p.m.

Concluding at 10:36 p.m.

PLACE:

Cisco Webex

Reported By:

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

	Page 87
1	HILLSBOROUGH COUNTY, FLORIDA BOARD OF COUNTY COMMISSIONERS
2	
3	ZONING HEARING MASTER HEARINGS September 13, 2021
4	ZONING HEARING MASTER: SUSAN FINCH
5	
6	D1: Application Number: RZ-PD 21-0749 Applicant: Cheryl Currie Kilcoyne
7	Location: SE corner of N. Dale Mabry Hwy. & W. Idlewild Ave.
8	Folio Number: 029247.0000 & 029248.0000 Acreage: 6.5 acres, more or less
9	Comprehensive Plan: OC-20 Service Area: Urban
10	Existing Zoning: CG Request: Rezone to Planned Development
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	

Page 88 MR. GRADY: The next case is agenda item 1 2 D-1, Rezoning-PD 21-0749. The applicant is Cheryl Currie Kilcoyne. The request is to rezone from CG 4 to a Planned Development. 5 Tania Chapela will provide staff 6 recommendation after presentation by the applicant. Madam Hearing Master, I'll note that this is the one case that had to be continued because we ran out of time at the last hearing. Because of that, we are expediting the 10 review of this to the October 12th BOCC Land Use. 11 12 I want to note that on the record that the BOCC 13 Land Use meeting will be October 12th for this 14 item. 15 I believe the applicant's going to make a 16 request as part of their presentation for expedited 17 recommendation submittal for you, and so that's 18 certainly within your purview as to how much additional time. 19 20 I will note that the minimum we would -- in 21 order to publish the agenda for the October 12th, 22 we would need to have your staff report at a 23 minimum by September 29th. 24 HEARING MASTER FINCH: Okay. 25 MR. GRADY: Thank you.

1 HEARING MASTER FINCH: Good evening.

MR. MCNEAL: Good evening. My name is Chris McNeal, McNeal Engineering. 15957 Lutz, Florida 33549 representing the applicant.

I'm honored and thankful to be here with you tonight representing one of our community's most favorite dealerships, Bill Currie Ford. I'm also accompanied by Les Craft of Dealership Solutions, who is the contractor for this project. Next slide, please.

The request is located on two separate parcels in the heart of the Bill Currie Ford dealership. The dealership has been located at 5815 North Dale Mabry Highway, which is just north of Hillsborough and at the southeast corner of Idlewild and Dale Mabry Highway for almost 50 years. Next slide, please.

The dealership is actually comprised of multiple parcels, some separated by right-of-way and others by jurisdictional limits making the dealership itself a little complicated to navigate from a design perspective.

And part of what we're doing is just a need of necessity for the improvement and functionality of the site. But just to give you kind of layout

of the site itself, they -- moving from north to south, on the north side -- north of Idlewild, there's an economy lot and their get ready lot, which is where they prepare the vehicles for show and for sale.

The main parcel in the middle, at the heart which we're calling it is the showroom parcel, and then down below the parts and service that fronts

Dale Mabry and then the paint and body in the back.

Also, just to point out here before we leave this slide, you'll notice that the paint -- parts and service and the paint and body parcels are in the city limits and the showroom and the others are in the county. Next slide, please.

For years the Currie family and the dealership have been working towards planning a major improvement that will bring relevancy to the dealership today and provide momentum for the future.

The proposed improvements is a major undertaking, and we're fortunate to have Dealership Solutions leading the design team. We put in countless hours with them, and they themselves working on the building, inside the building, outside the building to try and just get the very

best possible solution that we can -- that we could have, not only for the dealership and its customers but for the neighbors in the community as well.

The relevancy that they're trying to achieve is driven by the need for the new parts and service center to be alongside the -- alongside with the customer experience at the showroom center.

That's really the only location that we can put the new parts and service center. As you can tell by the location of the existing parts and service center, that's really the only land that would be available to build it while maintaining the service that they currently provide ongoing basis.

So we really honed in on that particular area and that then drives the limitations of the site by being pinched by not only the existing showroom location but also the southern and eastern boundaries of the site. Next slide, please.

Since the parcels, we initially tried to put together a unified site plan but because of the different jurisdictions, that wasn't possible. And so that then drove the need for the PD. So really the PD is just limited to this part of the dealership. And that's why it's these two parcels.

1 So -- next slide, please.

With the PD limits then being established, we'll now focus down in on the actual detail of the general site plan of what is proposed in a little more detail.

The existing showroom is highlighted in that light blue, and the expansion of what we're requesting is the parts and service in the darker blue. That also includes the little dark blue box that's really to the north. North is to the left on this plan.

That dark blue box is also a photo booth center for photoing the newer vehicles and for, you know, doing online, which is a big part of sales now.

But inside the parts and service, there's a breezeway that runs through the middle of that or the lanes that are on the south side are on the west side. As you're coming in off of Dale Mabry, you can see that really goes all the way through the building. And that bisects the actual function of the building.

So to the right of that will be the parts and service center, and to the left of that is more of the customer experience and parts and service

and so forth. Also matching with the existing
two-story showroom, this building is also
two-story.

So the parts and service center that goes along with it along the backside will then blend and match in with that very nicely. And the parts and service where the service center is to the south is two stories as well, but it's two stories for a different reason.

One of the main things that -- that I mentioned as the pinching of the site and just trying to find the right solution space, the client agreed to at a great cost to them allow us to put a second floor parking deck on top of that building to replace some of the parking that would be lost by this building.

And so that functionality we were grateful that they were able -- now able to do that but willing to do that, and that is part of what led to the efficiency of the site.

The proposed building area is, again, restricted on all four sides to the north by the existing showroom building, short of tearing it down, of course, and then to the south by the drainage canal and the access to the west by the

western facade of the existing showroom building.

To that end, it's critical to use every square foot of developable area to realize the dealership's needs and make operations function while considering the public interest and most efficient use of the site.

Through this uniqueness of the site and the inability to have a unified site plan, we're only looking at this site for the FAR and the FAR increase from the .2 to .36 is requested, but that's well within the limits of the OC-20. So not -- not a big ask there.

But we're also asking to document the existing impervious area, which is more in line at 95 percent and not the 70. Again, that's just documenting the existing condition. Next slide, please.

As part of this request, too, to be able to take advantage of the second floor parking deck, we needed a ramp to get up there. And given the length of the building, the ramp is also considered part of the building even though it's attached to it. But zoning considers it part of the building and as a result, that encroaches into the setback somewhat.

So they're requesting a waiver from that setback for that yellow highlighted portion of the ramp itself, and if you can see in that section 1-C down in the bottom right, that is the -- it's a minimal amount of encroachment.

You can see the parking deck and the column that supports the parking deck. It's clear underneath. There are a few columns along that side that would encroach but pretty minimal encroachment.

If the ramp was not considered part of the building, we wouldn't even be asking for this request. But technically, that's the way it's viewed by staff. Next slide, please.

If you've driven by the dealership at any time -- and I'm sure we all have, but in front of there, they have highlighted vehicles where they have feature vehicles that they park out front.

A lot of those are parked in driveway aprons that are existing along the frontage and not actually entirely within the property limits. Part of this proposed improvements is not only eliminating all those existing driveway aprons that aren't used but providing a designated space for those feature vehicles to place.

That's highlighted in yellow there on the bottom of the page as well with an example in the photos to let you know what that would look like.

Both north of the drive on pavers and then south of the drive in the corner is more of an elevated feature that they can park vehicles on top.

As part of that request, there is a -- a request to reduce that setback from 30 to 2 feet.

How am I doing? Okay. Got it. Next slide, please.

There are two PD variation requests, and I'll try to move through these as quick as I can. But the PD variation request along the east side, number one, is really, again, documenting an existing condition that's been there since 1972.

The dealership has been there for almost 50 years, and the apartment complex, which is really our only neighbor, the neighbors we had to the north, west, and south are all right-of-way.

And so the apartment complex to the east was built almost 33 years later after the dealership came. So when they came, they had already -- there was already an existing condition, and that condition we're trying to memorialize.

Currently, that area that's up against the

Executive Reporting Service

- 1 property is largely been used as vehicle storage.
- 2 However, in the proposed conditions, we're using a
- 3 slightly less more intense use as mostly an aisle.
- 4 Up against that would be a use quite a bit less.
- 5 It'd also be on the back side of the new building
- 6 which make it a lot quieter. So much better
- 7 situation.

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

The proposed improvements are not only
dependent on this buffer remaining as it is
existing, but they also maintain the harmony that

has been in existence for many years.

An example, too, of just being a good neighbor as Bill Currie has with the apartment complex ever since they've been there, they coordinated together not too long ago to replace the buffer that was there.

They worked with the apartment complex to pick a fence color and type and then put in what they requested, and so they've maintained that and both have benefitted from that relationship over the years.

So both like the buffer that's there now and that's -- excuse me, that's one of the requests that we're asking for to maintain.

HEARING MASTER FINCH: Let me just interrupt

Page 98 you just to make sure I understand because you're 1 stair-stepping through this. So it's a 20-foot buffer that's required with Type B screening and so you're asking for a 0-foot buffer? 4 5 MR. MCNEAL: That's correct. 6 HEARING MASTER FINCH: With Type A, and that's what they've worked out with the apartment 8 neighbor? 9 MR. MCNEAL: That's correct. 10 HEARING MASTER FINCH: I got it. Okay. 11 ahead. 12 MR. MCNEAL: And to be a little bit more 13 specific, since you brought that up, there's two 14 separate buffers required there. That is -- would 15 be the buffer that's required, not adjacent to the 16 building. But because of the building length, 17 there's a -- in note 11, it drives the buffering 18 against the -- against the actual building itself. 19 It says that the drive aisle can exist 20 within that buffer, but then there's additional 21 provisions supposed to be very similar, but that's 22 documented in the PD variation if you're interested 23 in that detail. 24 HEARING MASTER FINCH: I understand. 25 MR. MCNEAL: Next slide, please. The second

variation request is to reduce the vehicle use

buffer along the north, west, and south side from

the -- from the north and the west, that would be a

request from eight to two and on the south from

eight to zero.

The ones that are on the north and west, the actual limits of the display area encroaches somewhat within the limits of the right-of-way. As part of these proposed improvements, we're planning on pulling that back and providing a 2-foot buffer that we worked out with Natural Resources that will include a hedgerow of 2 feet high and 36-inch on center.

Again, this condition has existed for -ever since the dealership has been there, and now
they're proposing improvements that we're showing
along those sides would be greatly enhancement to
that.

So as part of the proposed improvements and enhancement, trying to get creative with towards that 8-foot buffer, we also provided some internal landscaping islands which I don't have highlighted, but you can see them in there.

Along North Dale Mabry internal, there's a road there that's -- that's 4 feet and another one

Page 100 that's 3 feet and then another one on the north is 1 five. So we're really providing 7-foot of buffer, trying to get creative there on the north end, five on the west. 4 5 Those are both enhancements to the existing 6 improvements, and we've also pinched -- just so you know, we've pinched in the aisles of the display 8 area. Normally, we want 18 feet for the parking and 24 for the drive aisle. And we've already 9 pulled that down to just bear minimum to operate. 10 So we've tried to pinch it everywhere we 11 12 could just to make it -- get as much as we could but still have -- maintain the function of it. 13 area -- local area consists of heavy commercial, 14 15 and so with that, we feel that we're in harmony 16 with the neighborhood properties. 17 And, again, this property would 18 substantially improve the dealership and the corridor for the esthetic view from all drivers 19 20 passing by. Next slide, please. 21 As part of the -- I mentioned this -- I 22 carry this -- mentioned the south buffer being from

Executive Reporting Service

recently we presented a wetland setback

eight to zero along with this. You may recall

encroachment request that you heard and later

23

24

Page 101 approved on 5/24 for the wetland setback 1 encroachment which was adjacent to the canal. And the reasoning for that largely was that the canal will be filled at a later date by DOT. 4 5 They have a project to fill the canal and convert 6 it to an underground pipe network system and -- and so for that, it will no longer be a wetland. 8 But as part of that, while we are maintaining that existing condition, we're 9 concerned that if we reduce any of the buffer along 10 the south side that we could end up with an erosion 11 12 problem into that ditch. And so we don't want to 13 touch anything along that south side. So we're requesting that buffer to remain as it is today. 14 15 Next slide, please. 16 This, again, is just documenting a part of 17 the exhibit that we presented to you for that 18 wetland setback encroachment with the top of bank 19 being very sheer and dropping off into the canal 20 and the improvements going up along that side. HEARING MASTER FINCH: If you could just 21 22 wrap it up. 23 MR. MCNEAL: Yes, ma'am. I'll skip the next 24 slide, please. Go ahead skip that.

Executive Reporting Service

So the last thing I want to mention is that

- there's a -- an administrative variance request.
- This is the main picture that I'd like you to see.
- This is Idlewild along the north side of the
- 4 subject site.

There's been great expense from the County and effort to maintain a safe and pedestrian common corridor. So any improvement to that we feel would take away from that safety. So we request that it be maintained in that existing condition, which has been supported in approval by staff.

One of the driveways -- there's two driveways on the north side. Currently, we'd be eliminating one of those with this project. And then last slide, please.

I just want to thank you again for the opportunity to be here. The Currie family and the dealership has had such a positive impact over the community over the years, and we're thankful to be able to represent them and we appreciate the County's past, present, and future support.

And so we would like to respectfully request your recommendation for approval. And if we could -- as Brian noted earlier, if we could request that that be done -- report provided -- I don't know the right way to say that, but in time

1 for --

7

8

HEARING MASTER FINCH: Yeah. It's referred
to as an expedited review, and certainly in light
of the fact that you sat here till midnight last
time and was not heard, it's certainly what I can
do to apologize for that.

So I'll file my decision by September 29th so you can meet the October 12th Board of County Commissioners hearing.

10 MR. MCNEAL: Wonderful.

HEARING MASTER FINCH: Absolutely, yes. And that was -- my only question was what I already asked you, unless you had anything else?

MR. MCNEAL: No, ma'am.

15 HEARING MASTER FINCH: All right. Thank you so much. If you could please sign in.

17 Development Services, please.

MS. CHAPELA: Good afternoon. Tania

Chapela, Development Services. I'm preparing my

presentation. Good afternoon, Tania Chapela. This

Rezoning Application 21-0749.

The -- I'm sorry. I'm not able to read my notes now. So the request is to rezone two lots from CG to PD. It's to increase the FAR on the existing car dealership. It's located in the North

22

23

24

Page 104 Dale Mabry area in Tampa, near Hillsborough Avenue. 1 It's a 6.5 acres site. The Future Land Use Category is OC-20. We have a maximum of 20 dwelling units per acre and a maximum of one -- I'm 5 sorry, of 0.75 FAR ratio. 6 The surrounding areas, we have a CG and Commercial uses to the north, to the west across 8 Dale Mabry and to the south and we do have multifamily development to the east. 9 maximum density of up to 20 dwelling units per 10 11 acre. 12 The proposed Planned Development is about 13 100,000 square feet of car dealership. 14 propose some accessory uses, but no open storage is 15 allowed. They are also providing service, motor 16 vehicle repair as accessory use, but no body shop 17 is permitted in the conditions of approval --18 permitted uses. 19 And they are requesting three -- well, 20 several waivers and variances. So we -- we have 21 the -- the east property line adjacent to the 22 residential zoning, so it is a 20-foot setback with 23 a Type B screening. 24 They are requesting to eliminate that buffer 25 to -- to get a 0-foot buffer with a Type A

Page 105 screening. They do have the -- the fence along 1 2 that property line. They are also requesting a waiver to the Land Development Code Section 6.01.01 and notes 8 and 11 is because the -- the height is 4 5 exceeding 20 feet. So per every foot above 6 20 feet, they need to increase the buffer -- the required buffer. 8 So we work on that so -- so they can obtain They also have variations, but as far 9 as another section of the Code is for the 10 off-street parking, lot development standards 11 12 6.06.04. 13 So they're requesting 0-foot to the south 14 required buffer from eight to zero, and then to the 15 north and west, they're requesting to decrease the 16 required buffer from 8 to 2 feet. 17 I already -- so overall, the -- the request 18 is approvable and is compatible with the existing 19 development. It's compatible and it's -- they're 20 maintaining the same uses. So staff considers this 21 request is approvable. I'm available for questions 22 if you have. 23 HEARING MASTER FINCH: Just a couple, 24 Ms. Chapela. I just want to clarify that endnote 25 eight request. So it's an additional because it's

Page 106 over 20 feet in height. There's 17 additional 1 feet. What is the required setback and what are 4 they providing? 5 MR. GRADY: Ms. Chapela, if you could just 6 advise on what the proposed setback is, because I have the figures on what the Code would require --8 MS. CHAPELA: It is in the site plan, but as far as I recall -- I'm sorry. I cannot read my 9 10 notes right now. But they -- they have -- they 11 have -- they have a section of the -- of the ramp 12 is 21 feet. 13 So it will be 2 feet of the required 20, and 14 I recall there was a 37-foot height -- a section of 15 the building that was 37 feet, but then it was out 16 of the -- of the area. Of the required area, we 17 made calculations together with the engineering 18 team. 19 And I don't have that information right now. 20 Maybe Chris and the engineering team may help with 21 that. They -- they made a great job on those 22 calculations. I don't have my notes right now. 23 I'm sorry. 24 HEARING MASTER FINCH: That's okay. 25 Mr. Grady said he could provide that information.

Page 107 So that works. 1 MR. GRADY: Yeah. The -- the required setback is for the portion of the building, again, would be a maximum of 37 feet would be -- at that point would be a 54-foot setback, which is what 6 would have been required for a building height of 37 feet. So appears the shortest setback as Ms. Chapela said for the ramp, which, again, that two-to-one additional setback is based on you 10 can tier the building. So depending on what it 11 12 is -- but any portion of the building at 37 feet 13 would then require 54-foot setback. 14 HEARING MASTER FINCH: All right. Thank you 15 so much. I appreciate it. 16 Ms. Chapela, does that complete your 17 presentation? 18 MS. CHAPELA: Yes. HEARING MASTER FINCH: All right. Thank you 19 20 so much. 21 Planning Commission, please. 22 MS. LIENHARD: Thank you. Melissa Lienhard, 23 Planning Commission staff. 24 The subject property is located in the

Executive Reporting Service

Office Commercial-20 Future Land Use category.

25

Ιt

is in the Urban Service Area, and the subject property is not located within the limits of a community plan.

The subject site meets the intent of Future

Land Use Element Objective 1 and Policy 1.4 by

proposing use and design that is compatible with

the surrounding uses in character of the

established commercial corridor of North Dale Mabry

Highway.

The OC-20 Future Land Use Category allows consideration of a floor area ratio of up to .75. The proposed intensity is below the maximum permitted and is, therefore, consistent with the intensity that is expected in the OC-20 Future Land Use Category.

The intent of the OC-20 category is to recognize existing commercial and office centers and provide for future development opportunities. The proposal to rezone the subject site to Planned Development with the proposed commercial uses is consistent with the intent of the OC-20 Future Land Use Category.

Objective 16 of the Future Land Use Element and accompanying policies seek to protect existing neighborhoods and development by ensuring

compatibility with the surrounding area through various buffering requirements and mitigation techniques.

The applicant has requested a reduction of the buffering requirement on the east part of the site, which borders a multifamily residential development.

However, all buildings -- all buildings and mechanicals will be screened and located at least 20 feet from the property line to mitigate for adverse effects and impacts between the unlike land uses.

In addition, the only activity proposed in the area closest to the eastern property line near the residential development are parking spaces and the drive aisle.

The proposed modification of commercial development would complement the surrounding land uses as North Dale Mabry Highway is a major commercial roadway. The proposal is, therefore, compatible with the surrounding area and meets the intent of Objective 16 and its accompanying policies.

The Community Design Component provides guidance on commercial developments. Goal 17

	Page 110
1	encourages developments that improve the ambience
2	of commercial development in the county.
3	Objective 17.1 and Policy 17.1-4 seek to facilitate
4	patterns of development that are organized and
5	purposeful.
6	The proposed site plan for the new service
7	center, car display, and parking provides
8	commercial development that fits within the
9	existing commercial development pattern of the
10	area.
11	And based upon those considerations,
12	Planning Commission staff finds the proposed
13	Planned Development consistent with the Future of
14	Hillsborough Comprehensive Plan for Unincorporated
15	Hillsborough County subject to the conditions
16	proposed by Development Services Department. Thank
17	you.
18	HEARING MASTER FINCH: Thank you. I
19	appreciate it.
20	Is there anyone in the room or online that
21	would like to speak in support? Anyone in support?
22	Anyone in opposition that would like to
23	testify?
24	Seeing no one, all right, County Staff,
25	anything else?

	D 111
1	Page 111 MR. GRADY: I will note that we did hand out
2	a revised report for this item because the prior
3	report did not include a couple of the variations
4	they were asking for. So I just wanted to note
5	that for the record that we did submit a revised
6	report.
7	HEARING MASTER FINCH: There will be a
8	revised report?
9	MR. GRADY: We did submit.
10	HEARING MASTER FINCH: Oh, you did.
11	Perfect. All right. Well, thank you very much.
12	Mr. McNeal, anything else before we close?
13	All right. Then we'll close Rezoning
14	21-0749 and go to the next case.
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
I	I

HILLSBOROUGH COUNTY, FLORIDA BOARD OF COUNTY COMMISSIONERS

IN RE:

| ZONING HEARING MASTER (ZHM) |

HEARING |

| Description of the property of the prope

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE:

SUSAN FINCH

Zoning Hearing Master

DATE:

Monday, August 16, 2021

TIME:

Commencing at 6:00 p.m.

Concluding 8/17/21 at 12:04 a.m.

PLACE:

Hybrid Meeting/Cisco Webex

R.W. Saunders Sr. Public Library

Ada T. Payne Community Room

1505 Nebraska Avenue

Tampa, Florida

Andrew Mayes
Executive Reporting Service
Ulmerton Business Center, Suite 130
Clearwater, FL 33762

Page 320 With that, we'll close major modification 1 21-0747. What is the time? 3 MR. GRADY: It's after midnight. HEARING MASTER FINCH: 12:02. 4 5 MR. GRADY: Yeah. 6 HEARING MASTER FINCH: So I sincerely apologize to the applicant under agenda item RZ PD 8 21-0749. It is a County policy that we are unable to open a case past midnight. And believe me, we 9 10 tried to do our best to get you there, but it is a policy that has continued; is that correct, 11 12 Mr. Grady? 13 MR. GRADY: Correct. There was also some 14 issues with the application that had some concerns 15 that was not at the fault of the applicant. 16 I think what we can offer to the applicant is 17 that we would continue this to September 13. 18 will give time to resolve those issues that were 19 of potential concern with respect to getting some 20 documents into the record regarding some variations but also because we can't start after 21 22 midnight anyways. 23 But what we can also do is we could offer to 24 work to expedite this at the September 13 so it 25 will still go to the October 12 BOCC Land Use

# HILLSBOROUGH COUNTY, FLORIDA BOARD OF COUNTY COMMISSIONERS

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

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE:

PAMELA JO HATLEY and SUSAN FINCH

Land Use Hearing Masters

DATE:

Monday, July 26, 2021

TIME:

Commencing at 6:00 p.m.

Concluding at 8:34 p.m.

PLACE:

Appeared via Cisco Webex

Reported By:

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

Page 10 application is being continued by the applicant to 1 the September 13, 2021, Zoning Hearing Master Hearing. Item A-24, Rezoning-PD 21-0745. This 5 application is out of order to be heard and is being continued to the August 16, 2021, Zoning 6 Hearing Master Hearing. Item A-25, Rezoning-PD 21-0746. application is out of order to be heard and is 9 being continued to the August 16, 2021, Zoning 10 Hearing Master Hearing. 11 12 Item A-26, Major Mod Application 21-0747. 13 This application is out of order to be heard and is 14 being continued to the August 16, 2021, Zoning 15 Hearing Master Hearing. 16 Item A-27, Rezoning-PD 21-0749. 17 application is out of order to be heard and is 18 being continued to the August 16, 2021, Zoning 19 Hearing Master Hearing. 20 Item A-28, Rezoning-Standard 21-0820. 21 application is being withdrawn from the Zoning 22 Hearing Master process. 23 Item A-21 (sic), Rezoning-Standard 21-0870. 24 This application is out of order to be heard and is 25 being continued to the August 16, 2021, Zoning

# EXHIBITS SUBMITTED DURING THE ZHM HEARING

SIGN-IN SHEET: RFR, ZHM, PHM, LUHO

PAGE  $\geq$  OF  $\leq$ 

DATE/TIME: 9-13-2021 HEARING MASTER: Susan Finch

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT **APPLICATION #** DAYER, AIC NAME 21-098 MAILING ADDRESS /450 PLEASE PRINT **APPLICATION #** rianco NAME ( MAILING ADDRESS 11/03 Sevenity Oaks Ln 21-1050 CITY MONOTOSA (SUSTATE PL ZIP 3359 ZPHONE 813-817-9153 NAME John Tricarico **APPLICATION #** MAILING ADDRESS 11/03 Secenity Oaks La 21-1050 CITY Thurstosus STATE FL ZIP 33592 PHONE 941-445-2610 NAME ALVARO RODRIGUES APPLICATION # RZ-STD MAILING ADDRESS 3603 W. FLORD STREET STE D 21-1091 CITY | AMPA STATE FL ZIP 33614 PHONE 81338980 82 **APPLICATION #** NAME Juan Rojas (Virrual) RZ-STD= MAILING ADDRESS 5005 North Fulkenburg Road 21-1091 CITY Tampa STATE FL ZIP 33610 PHONE PLEASE PRINT CIKES MUNEAL **APPLICATION #** RZ- PO MAILING ADDRESS 15957 N. FLORIDA AVE 21-0749 CITY LUTZ STATE FL ZIP35549 PHONE 815. 205.254

**Rezoning Application:** 

PD 21-0749

**Zoning Hearing Master Date:** 

September 13, 2021

**BOCC Land Use Meeting Date:** 

October 12, 2021



**Development Services Department** 

# REVISED

## 1.0 APPLICATION SUMMARY

Chery Currie Kilcoyne,

Applicant:

Double E Land Company, LLC

Currie Investments, Inc.

FLU Category:

OC-20

Service Area:

Urban

Site Acreage:

6.5 AC +/-

Community

Plan Area:

Egypt Lake

Overlay:

None

Request:

Rezoning to Planned Development



# Request Summary:

The existing zoning is CG (Commercial General) which permits general commercial uses pursuant to the development standards in the table below. The proposed zoning for Planned Development (site plan controlled district) to allow a car dealership and ancillary uses pursuant to the development standards in the table below and site plan depicted in 2.4 of the report.

Zoning:		
	Current CG Zoning	Proposed PD Zoning
Uses	Commercial General Zoning District uses (which includes care sales and motor vehicle repair, excluding body work and painting)	Domestic Car Sales and accessory Motor Vehicle Repair, Major (No Body Work or Painting shall be permitted)
Mathematical Maximums *	79,623 square feet	101,869 square feet

<sup>\*</sup>Mathematical Maximums may be reduced due to roads, stormwater and other improvements

	Current CG Zoning	Proposed PD Zoning
Density / Intensity	Existing building square footage is approximately 31,727 square feet. Under the existing CG zoning districts for the two parcels a maximum of 79,623 square feet is allowable (based on 0.27 FAR).	Under the proposed PD 21-0749 for the two parcels, a maximum of 101,869 square footage is allowable (based in 0.36 FAR in OC-20)
Lot Size / Lot Width	10,000 sf / 75'	10,000 sf / 75'

Application No. 21-0749			
Name: _	Borax	1 Grad	y
		Hearing:	
Exhibit #			9-13-21

Page 1 of 15

APPLICATION NUMBER:

PD 21-0749

ZHM Hearing Date:

September 13, 2021

**BOCC LUM MEETING DATE:** 

October 12, 2021

Case Reviewer: Tania C Chapela

Setbacks/Buffering and Screening	30' Front 20' feet buffer, Type B screening to	30' Front O-feet the eastern property line.
Setsucial partering and servering	Residential	Type A screening to residential.
	50 feet, except as defined in LDC	
Height	6.01.01 Lot Development standards, Endnotes 8 and 11.	37 feet Max.

Additional Information:	The second secon
	Allow a buffer/screening decrease from 20-feet, Type B to 0-feet, Type A screening along eastern PD boundary (LDC Section 6.06 06- Buffer and Screening requirements).
PD Variations	Allow a buffer decrease from 8-feet to 2-feet along the north and west PD boundaries (LDC Sec. 6.06.04 Off-Street Parking requirements).
	Allow a buffer decrease from 8-feet to 20-feet along the north and west south PD boundaryies (LDC Sec. 6.06.04 Off-Street Parking requirements).
Waiver(s) to the Land Development Code	Allow a building height increase from 20 feet to 37 feet within the required 20 feet setback (LDC 6.01.01 Endnotes 8 and 11)

Planning Commission Recommendation	Consistent
Development Services Department Recommendation	Approvable, subject to conditions

ZHM Hearing Date:

September 13, 2021

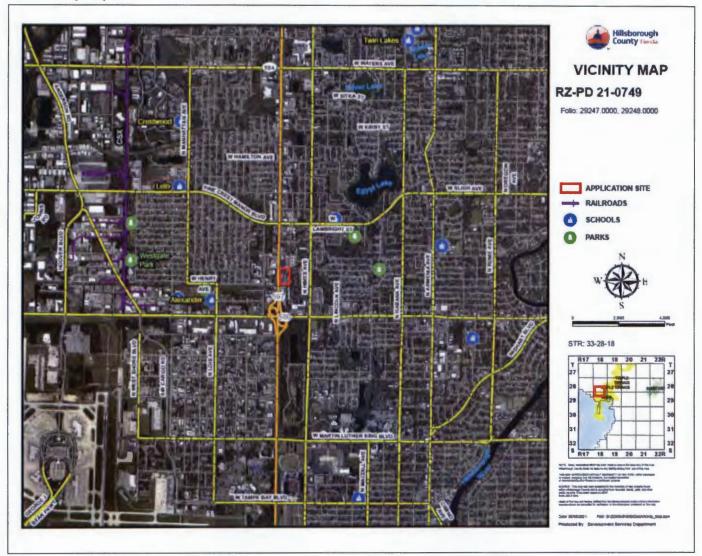
**BOCC LUM MEETING DATE:** 

October 12, 2021

Case Reviewer: Tania C Chapela

#### 2.0 LAND USE MAP SET AND SUMMARY DATA

#### 2.1 Vicinity Map



#### **Context of Surrounding Area:**

The parcel is located along North Dale Mabry Hwy, a 6 lane divided arterial highway, with commercial zoning to the north, south and west along the Dale Mabry frontage. The residentially zoned parcel to the east is developed with 2-story multi-family buildings. To the south is a strip approximately 90 feet in width zoned CG that contains wetlands and a ditch. The applicant has submitted documentation of an approved variance to wetland setbacks provisions applicable along the southern property line.

ZHM Hearing Date:

September 13, 2021

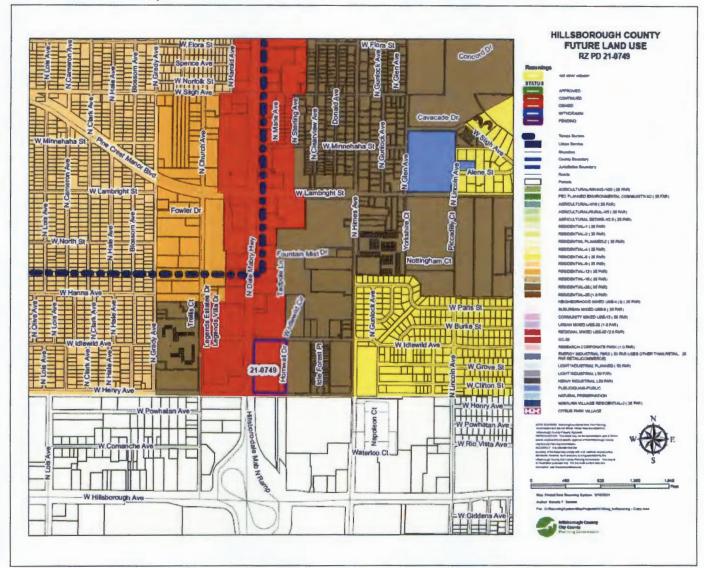
**BOCC LUM MEETING DATE:** 

October 12, 2021

Case Reviewer: Tania C Chapela

#### 2.0 LAND USE MAP SET AND SUMMARY DATA

#### 2.2 Future Land Use Map



Subject Site Future Land Use Category:	Office Commercial-20
Maximum Density/F.A.R.:	0.75 FAR
Typical Uses:	Community Commercial, offices, mixed-use developments, compatible residential.

APPLICATION NUMBER:

PD 21-0749

ZHM Hearing Date:

September 13, 2021

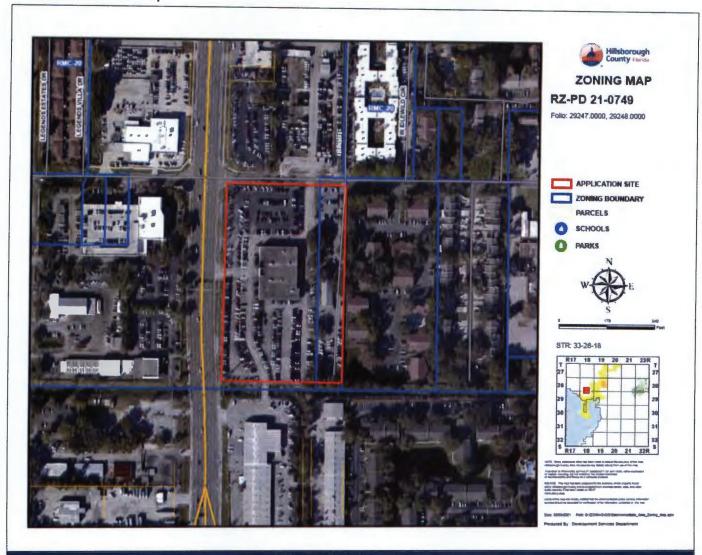
BOCC LUM MEETING DATE:

October 12, 2021

Case Reviewer: Tania C Chapela

# 2.0 LAND USE MAP SET AND SUMMARY DATA

# 2.3 Immediate Area Map



		Adjacent Zo	nings and Uses	
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CG	0.27	Commercial General uses	Car Dealership
South	CG	0.27	Commercial General uses	Motor Vehicle repair/Retail
East	PD 84-0087	19 DU/AC	Multi-family Residential	Multi-family Residential
West	CG	0.27	Commercial General uses	Car Dealership

ZHM Hearing Date:

September 13, 2021

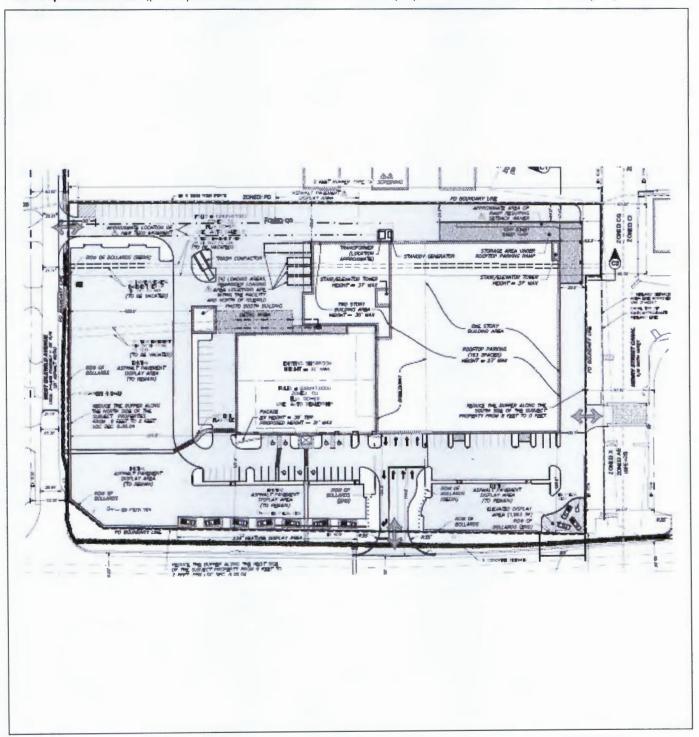
BOCC LUM MEETING DATE:

October 12, 2021

Case Reviewer: Tania C Chapela

#### 2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



APPLICATION NUMBER: PD 21-0749

ZHM Hearing Date: September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

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

Road Name	Classification	<b>Current Conditions</b>	Select Future Improvements
Dale Mabry Hwy	FDOT Principal Arterial - Urban	6 Lanes □Substandard Road □Sufficient ROW Width	<ul> <li>□ Corridor Preservation Plan</li> <li>☑ Site Access Improvements</li> <li>□ Substandard Road Improvements</li> <li>□ Other</li> </ul>
Idlewild Ave	County Local - Urban	2 Lanes  ⊠ Substandard Road  □ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	16,092	581	540
Proposed	3,063	218	295
Difference (+/-)	(-) 13,029	(-) 363	(-) 245

<sup>\*</sup>Trips reported are based on net new external trips unless otherwise noted.

<b>Project Boundary</b>	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	None	None	Meets LDC
South		None	Vehicular	Meets LDC
East		None	None	Meets LDC
West	X	None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance    Not applicable for this request				
Road Name/Nature of Request	Туре	Finding		
Idlewild Ave.	Administrative Variance Requested	Approvable		
Notes:				

**APPLICATION NUMBER:** 

PD 21-0749

ZHM Hearing Date:

September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021

Case Reviewer: Tania C Chapela

# 4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY			
Environmental:	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	☐ Yes ☒ No	□ Yes	
Natural Resources	□ Yes □ No	⊠ No ⊠ Yes □ No	
Conservation & Environmental Lands Mgmt.	☐ Yes ☐ No	☐ Yes ⊠ No	
Check if Applicable:			
☐ Wetlands/Other Surface Waters	☐ Significant W	ildlife Habitat	
☐ Use of Environmentally Sensitive Land Credit	☐ Coastal High	Hazard Area	
☐ Wellhead Protection Area	☐ Urban/Suburb	oan/Rural Scenic	Corridor
☐ Surface Water Resource Protection Area	☐ Adjacent to E	LAPP property	
☐ Potable Water Wellfield Protection Area	Other		
Public Facilities:	Objections	Conditions Requested	Additional Information/Comments
Transportation  ☑ Design Exception/Adm. Variance Requested ☑ Off-site Improvements Provided  Utilities Service Area/ Water & Wastewater	☐ Yes ☑ No	∑ Yes □ No	Off-site improvements proposed in FDOT ROW. See staff report for conditions.
□Urban ☑ City of Tampa □Rural □ City of Temple Terrace	☐ Yes ☑ No	☐ Yes ⊠ No	·
Hillsborough County School Board  Adequate □ K-5 □ 6-8 □ 9-12 □ N/A  Inadequate □ K-5 □ 6-8 □ 9-12 □ N/A	□ Yes ⊠ No	□ Yes ⊠ No	
Impact/Mobility Fees			
Comprehensive Plan:	Findings	Conditions Requested	Additional Information/Comments
Planning Commission			
☐ Meets Locational Criteria ☐ N/A	☐ Inconsistent	☐ Yes	1

ZHM Hearing Date: September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

#### 5.0 IMPLEMENTATION RECOMMENDATIONS

#### 5.1 Compatibility

The proposed uses are comparable to the current CG (Commercial General) allowed uses. Furthermore, the proposed project reduced the number of potential uses currently allowed in the subject property. The proposed 0.36 FAR is significatively under the 0.75 Maximum FAR allowable in the OC-20 Comprehensive Plan category.

The proposed addition to the building area will intrude into the required setbacks, will decrease the required buffers, and will entail a reduction of the required screening. However, the front and side setbacks will not create a significant change in the visual character of the area. Meanwhile, conditions have been proposed to avoid the placement of obnoxious uses and activities within the 20-foot setbacks along the boundary with the adjacent residential property, to the east.

The increased FAR will have minimal impact on the transportation network. Per the Transportation Staff, the proposed rezoning would result in a decrease of trips potentially generated by the development of the subject site by 13,029 average daily trips. Motor vehicle repair uses are limited to the service option allowed in the CG zoning, painting and Body Work service are prohibited, creating no additional air pollution impacts. Open motor vehicle repair uses shall be prohibited to reduce the noise impacts towards the surrounding residential area. Finally, open storage uses other than domestic vehicles have been prohibited to ensure the proposed development keeps the area character. Staff finds the existing use of the land and the proposed site layout and conditions show a similar impact.

Given the above, staff finds the proposed modification to be compatible with the surrounding properties and in keeping the general development pattern of the area.

#### 5.2 Recommendation

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 24, 2021.

- 1. The project shall permit a total of 101,869 square feet car dealership and its related accessory uses. A maximum of 49,130 square feet shall be for major or minor motorized vehicle repair. Body work and/or painting services are prohibited. No outside storage other than domestic vehicle parking shall be permitted on site.
- Development shall be in accordance with the following standards:

Minimum Lot Size: 10,000 square feet

Minimum Lot Width: 75 feet Maximum F.A.R.: 0.36

Maximum Building Area: 101,869 square feet

Minimum Front Yard Setback: 30 feet Maximum Building Height: 37 feet

Maximum Building Coverage: 28% (78,875 square feet)

- 2.1. A 234 feet feature display area shall be allowed along the N Dale Mabry front yard, as depicted in the site plan.
- 2.2. Along the southern property line, a 0-feet setback shall be allowed to accommodate a ramp structure.

ZHM Hearing Date: September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

2.3. A display structure of a maximum 1,963 square feet and 15 feet height shall be allowed in the southwest corner of the PD area.

- 2.4. A 21-feet maximum height ramp shall be allowed at 24 feet from the east property line.
- 2.5. Loading areas and mechanical equipment shall not be allowed with 20-feet along the eastern property line.
- 2.6. All motorized vehicle repair shall be conducted entirely enclosed structures and such use shall be setback a minimum of 49 feet from the eastern project boundary.
- 3. Buffering and screening requirements shall be as follows:
  - 3.1. A 0-foot buffer with Type A screening along the east property line.
  - 3.2. A 6 feet height fence shall be located along the eastern PD boundary servings as the Type A screening. The existing fence meets this condition.
  - 3.3. A 2-foot buffer with a 24" high hedge placed at 36" o/c along the north and west property lines except for the feature display area which shall have no screening.
  - 3.4. A 0-foot buffer with no screening along the south property line.
  - 3.5. Except for the above referenced, no building, structure, loading area, dumpster or equipment shall be permitted within 20 feet area along the eastern property line. A parking area, ramp and standby generator shall be placed generally as depicted in the site plan.
- 4. Required customer/employee parking shall provide landscaped internal islands within the parking lots as depicted on the site plan.
- 5. Pursuant to Site Development approval, the Developer shall submit proof of vacation of an existing 10-feet ingress/egress easement. Additionally, the existing 15-feet TECO easement shall be relocated so that it is not under an existing or proposed structure.
- 6. If PD 21-0749 is approved, the County Engineer will approve a Section 6.04.02. Administrative Variance (dated July 26, 2021) which was found approvable by the County Engineer (on July 30, 2021). Approval of this Administrative Variance will waive the Idlewild Ave. substandard road improvements required by Section 6.04.03.L. of the LDC.
- 7. The developer shall remove all existing access connections and driveway aprons that are not proposed to be utilized in the PD site plan. Restoration of curb, gutters, sod and any other roadway components of the affected area along Dale Mabry Hwy shall be completed in accord with FDOT standards and requirements. Removed access connections along the south side of Idlewild Ave shall be restored consistent with existing conditions along the roadway.
- 8. The developer shall construct access management improvements within the Dale Mabry Hwy right-of-way depicted on the PD site plan as required by FDOT, including:
  - a 290-foot southbound left turn lane into the project access point,
  - a 210-foot northbound left turn lane into the property located on the west side of Dale Mabry Hwy.;
  - · a 285-foot northbound left turn lane to West Idlewild Ave.,
  - · medians.

APPLICATION NUMBER:	PD 21-0749	
ZHM Hearing Date:	September 13, 2021	
BOCC LUM MEETING DATE:	October 12, 2021	Case Reviewer: Tania C Chapela

- 9. Final design, including lengths, shall be subject to FDOT approval.
- 10. Notwithstanding anything shown on the PD site plan, the applicant shall provide pedestrian access to the PD boundary adjacent property to the south.
- 11. In the event, that the Henry Street Canal access is reconstructed, the developer shall design and construct the access to meet ADA pedestrian requirements and County minimum commercial driveway standards. The location of the access is to be generally along the south property line and may shift slightly due to Henry Street Canal improvements.
- 12. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in any stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 13. 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.
- 14. Within ninety days of approval of RZ 21-0749 the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Growth Management Department a revised General Development Plan for certification reflecting all the conditions outlined above.

ZHM Hearing Date: September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

**Zoning Administrator Sign Off:** 

J. Brian Grady Thu Sep 9 2021 08:38:00

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

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

ZHM Hearing Date: September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

### 7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

APPLICATION NUMBER:

PD 21-0749

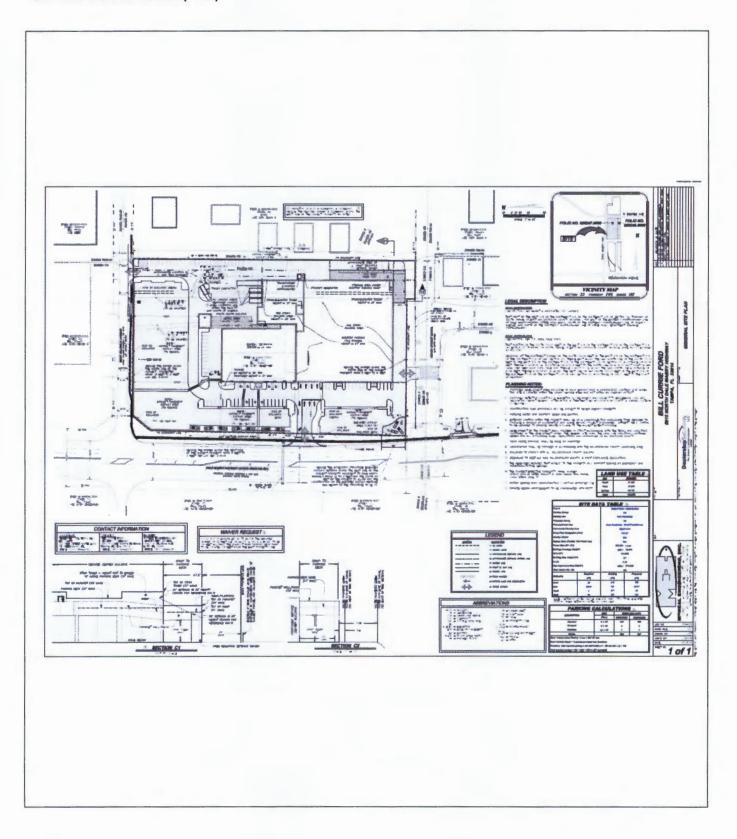
ZHM Hearing Date:

September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021

Case Reviewer: Tania C Chapela

#### 8.0 PROPOSED SITE PLAN (FULL)



ZHM Hearing Date: September 13, 2021

BOCC LUM MEETING DATE: October 12, 2021 Case Reviewer: Tania C Chapela

9.0 FULL TRANSPORTATION REPORT (see following pages)

#### AGENCY REVIEW COMMENT SHEET

REVIEW	ing Technician, Development Services Department VER: Richard Perez, AICP NG AREA/SECTOR: EGL/Northwest	DATE: 08/04/2021 Revised: 08/27/2021 AGENCY/DEPT: Transportation PETITION NO: RZ-PD 21-0749
	This agency has no comments.	
	This agency has no objection.	
X	This agency has no objection, subject to the listed or att	ached conditions.
	This agency objects for the reasons set forth below.	

#### REPORT SUMMARY AND CONCLUSIONS

- The proposed rezoning would result in a decrease of trips potentially generated by development of the subject site by 13,029 average daily trips, 363 trips in the a.m. peak hour, and 245 trips in the p.m. peak hour.
- The applicant will construct access management improvements to Dale Mabry Ave. as required by FDOT.
- The planned development will eliminate one existing access connection on Idlewild Ave. and unutilized driveway aprons on Dale Mabry Hwy.
- Idlewild Avenue is a substandard local roadway. The applicant requested a Section 6.04.02.B.
  Administrative Variance from the Section 6.04.03.L. requirement to improve the substandard
  roadway, which was found approvable by the County Engineer. If the rezoning is approved, the
  County Engineer will approve the Administrative Variance, upon which the developer will not be
  required to make improvements to Idlewild Ave.
- Transportation Review Section staff has no objection to this request subject to the conditions of approval provided herein.

#### CONDITIONS OF APPROVAL

• If PD 21-0749 is approved, the County Engineer will approve a Section 6.04.02. Administrative Variance (dated July 26, 2021) which was found approvable by the County Engineer (on July 30, 2021). Approval of this Administrative Variance will waive the Idlewild Ave. substandard road improvements required by Section 6.04.03.L. of the LDC.

- The developer shall remove all existing access connections and driveway aprons that are not
  proposed to be utilized in the PD site plan. Restoration of curb, gutters, sod and any other roadway
  components of the affected area along Dale Mabry Hwy shall be completed in accord with FDOT
  standards and requirements. Removed access connections on Idlewild Ave shall be restored
  consistent with existing in conditions along the roadway.
- The developer shall construct access management improvements within the Dale Mabry Hwy right-of-way depicted on the PD site plan as required by FDOT, including:
  - o a 290-foot southbound left turn lane into the project access point,
  - a 210-foot northbound left turn lane into the property located on the west side of Dale Mabry Hwy.;
  - o a 285-foot northbound left turn lane to West Idlewild Ave.,
  - o medians.

Final design shall be subject to FDOT approval.

- Notwithstanding anything shown on the PD site plan, the applicant shall provide pedestrian access to the PD boundary adjacent property to the south.
- In the event, that the Henry Street Canal access is reconstructed, the developer shall design and
  construct the access to meet ADA pedestrian requirements and County minimum commercial
  driveway standards. The location of the access is to be generally along the south property line and
  may shift slightly due to Henry Street Canal improvements.

#### PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone two parcels totaling +/- 6.5 acres from Commercial General (CG) to Planned Development (PD) to reconstruct an automobile dealership with service center. The site is located at the southeast corner of the intersection of Idlewild Ave and Dale Mabry Hwy. The subject site is part of a larger automobile dealership spanning several parcels to the north, in the unincorporated county, and south, in the City of Tampa. The Future Land Use designation of the site is OC-20.

#### Trip Generation Analysis

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 10<sup>th</sup> Edition.

Approved Zoning:

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips	
Zonnig, Zune esersize	Two-Way Volume	AM	PM
CG: 64,099 sf Supermarket (ITE LUC 850)	6,845	245	592
CG: 20,000 sf Pharmacy w/ Drive-Thru (ITE LUC 881)	2,183	77	206
CG:15,000 sf Fast Food Restaurant w/ Drive-Thru (ITE LUC 934)	7,064	603	490

Subtotal:	16,092	925	1,288
Less Internal Capture:	N/A	64	340
Passerby Trips:	N/A	280	408
Net External Trips:	16,092	581	540

**Proposed Zoning:** 

Zoning, Lane Use/Size	Two-Way Volume	Total Peak	otal Peak Hour Trips	
Zonnig, Lane Osciolze		AM	PM	
CG: 31,335 sf – Automobile Sales (ITE LUC 840)	873	59	76	
CG: 70,534 sf – Auto Care Center (ITE LUC 942)	2,190*	159	219	
Total Trips:	3,063	218	295	

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

**Trip Generation Difference:** 

Zoning, Lane Use/Size	24 Hour	Total Peak Hour Trips	
	Two-Way Volume	AM	PM
Difference (+/-)	(-) 13,029	(-) 363	(-) 245

The proposed rezoning would result in a decrease of trips potentially generated by development of the subject site by 13,029 average daily trips, 363 trips in the a.m. peak hour, and 245 trips in the p.m. peak hour.

#### TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on Dale Mabry Hwy and Idlewild Ave.

Dale Mabry Hwy is a 6-lane, undivided, principal arterial maintained by FDOT. The roadway consists of approximately 93-feet of pavement with (+/-) 12-foot lanes within (+/-) 142 feet of right of way. Sidewalks are on both sides and no bike lanes are located within the vicinity of the subject property.

Idlewild Ave is a substandard, 2-lane, undivided, Hillsborough County maintained local roadway with +/-10-foot travel lanes. Along the project frontage, the roadway lies within a +/- 50-foot wide right-of-way. There are +/- 5-foot sidewalks on both sides of the Idlewild Ave with no bike lanes or curb and gutter within the vicinity of the proposed project.

Pursuant to the Hillsborough County Transportation Technical Manual, a non-residential, urban local roadway shall meet the typical section TS-3 standard. TS-3 standard includes 10-foot-wide lanes, 5-foot wide sidewalks, and curb and gutter within a minimum of 54 feet of right-of-way.

Idlewild Ave is not included on the Hillsborough County Corridor Preservation Plan.

#### SITE ACCESS

Proposed vehicular access connections will be limited to one point on Dale Mabry Hwy and one point on Idlewild Avenue. All other vehicular existing access points and/or driveway aprons on Dale Mabry Hwy and Idlewild Ave will be removed.

The Dale Mabry Highway access connection will be limited to a left-in, right-in and right-out access to correspond with access management improvements required by FDOT. The applicant's site access analysis found that the Dale Mabry Highway access connection warrants a 290-foot southbound left turn lane. FDOT comments indicate that the developer will be required to make additional access management improvements including a median separator along the segment of the Dale Mabry Hwy fronting the project with two northbound left turn lanes to access sites on the west side of Dale Mabry Hwy and West Idlewild Ave. The improvements will tie into the existing median at the intersection with Idlewild Ave. to the existing (+/-) 2-foot separator immediately south of the subject site's frontage.

The Idlewild Ave. access connection will have full access. The applicant's site access analysis found that the access connection does not meet turn lane warrants.

The proposed PD site plan provides pedestrian access connections to adjacent roadways.

Cross access is provided across the Henry Street Canal, via an existing bridge structure, to the adjacent parcel to the south where the automobile dealership extends in the City of Tampa jurisdiction. Staff is recommending that if the developer reconstructs the Henry Street Canal bridge, the applicant shall design the bridge to meet county commercial driveway standards and provide pedestrian access consistent with county and ADA minimum standards.

# REQUESTED ADMINISTRATIVE VARIANCE: IDLEWILD AVE SUBSTANDARD ROADWAY

The applicant submitted a Section 6.04.02.B. Administrative Variance Request (dated July 26, 2021) from the Section 6.04.03. L. LDC requirement, governing improvements to substandard roadways. Based upon the substandard condition of Idlewild Ave. the LDC requires that improvements to meet the current standards of the Hillsborough County Transportation Technical Manual (TTM) TS-3 Typical Section (for 2-Lane, undivided, urban local roadways). The applicant is requesting to be exempted from improving Idlewild Ave. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on July 30, 2021.

If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

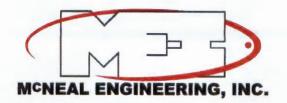
#### LEVEL OF SERVICE (LOS)

Level of Service (LOS) information is reported below. Idlewild is not included in the Level of service Report.

FDOT Generalized Level of Service				
Roadway	From	То	LOS Standard	Peak Hr Directional LOS

DALE MABRY HWY	CITY LIMITS	WATERS AVE	D	С
-------------------	-------------	------------	---	---

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



Hillsborough County Development Services 601 E. Kennedy Blvd, 19<sup>th</sup> Fl Tampa, FL 33602 Re: BILL CURRIE FORD
5815 North Dale Mabry
Hillsborough County
Folio #s 029247 & 029248
PD 21-0749

Attn: Michael J. Williams, PE

MEI File # 20-005 July 26, 2021

#### REQUEST FOR ADMINISTRATIVE VARIANCE

Mike:

We are requesting an administrative variance per Hillsborough County Land Development Code (LDC) Section 6.04.02.B. for relief from Section 6.04.03.L1. Improvement to existing roadway, Idlewild Avenue, supporting PD 21-0749.

Pursuant to the Hillsborough County LDC, a request for administrative variance is to be evaluated by the issuing authority based on the following conditions: (a) there is an unreasonable burden on the applicant, (b) the variance would not be detrimental to the public health, safety, and welfare, (c) without the variance, reasonable access cannot be provided. These items are addressed below for the variance requested.

6.04.03.L1 Roadway Improvements

Current Code would require that Idlewild Avenue adhere to the County TTM Typical Section (TS-3) using 12-foot lanes and curb and gutter. We are requesting a variance to reduce the required roadway width from an urban (TS-3), to the existing condition that includes 10.5-foot lanes and stabilized shoulders on each side of the rural roadway section. Our comments on conditions a, b, and c are as follows:

- a) The dealership has been in operation with two driveways on Idlewild Avenue at this location for several years. One driveway is to be removed (west, ref Exhibit A) and one driveway is to be improved (east, ref Exhibit A). To reconstruct the existing roadway that has served this area well for many years would only create unnecessary business reductions, construction delays, lane closures, and traffic control problems that would have a negative impact on this business and the existing residential neighborhood.
- b) This segment of Idlewild Avenue serves the proposed PD and a residential area to the east. Widening the travel lanes and adding curb and gutter to this short roadway segment is expected to increase vehicle speeds and cut thru traffic. This is counterproductive to the County's apparent intention to mitigate speeding and cut thru traffic on this segment by their implementation of speed humps (Exhibit B).
  - In addition, we have obtained a Crash Summary Report (Exhibit C) from January 2018 to June 2021. The report shows <u>zero</u> crashes. For this reason, we see no safety concerns or issues with the existing roadway section.
- c) The proposed project will have two entrances on Dale Mabry Highway to be used by the public, so there is minimal public traffic anticipated through the Idlewild Avenue Driveway. However, the dealership operation extends across Idlewild to the north. If the existing driveway connection to Idlewild Avenue is not retained, cross access would be eliminated. This would require any traffic

**BILL CURRIE FORD - PD 21-0749**MEI File #20-005
July 26, 2021
Page 2 of 2

generated from the northern parcel to (turn east) circle through the neighborhood on Idlewild Avenue or exit (turn west) onto Idlewild Avenue, then (turn north) on Dale Mabry, then make a U-turn on Dale Mabry for a southbound approach and left turn into the site. To that end, elimination of the access connection to Idlewild would not allow reasonable access to the site.

Additionally, the aforementioned southbound left would be a dedicated left turn lane which is one of several access management elements proposed within the Dale Mabry median as part of this project. Collectively these median improvements increase safety along Dale Mabry and should reduce the trip generation on Idlewild.

If you have questions, or need additional information, please feel free to contact our office at the website or phone number listed. Thank you very much for your assistance.

Sincerely,

Christopher S. McNeal, PE

MCNEAL ENGINEERING, INC.

attchs

c: Bill Currie Ford c/o Jennifer Currie Bellomo *via* email Dealership Solutions, LLC c/o Les Craft *via* email

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

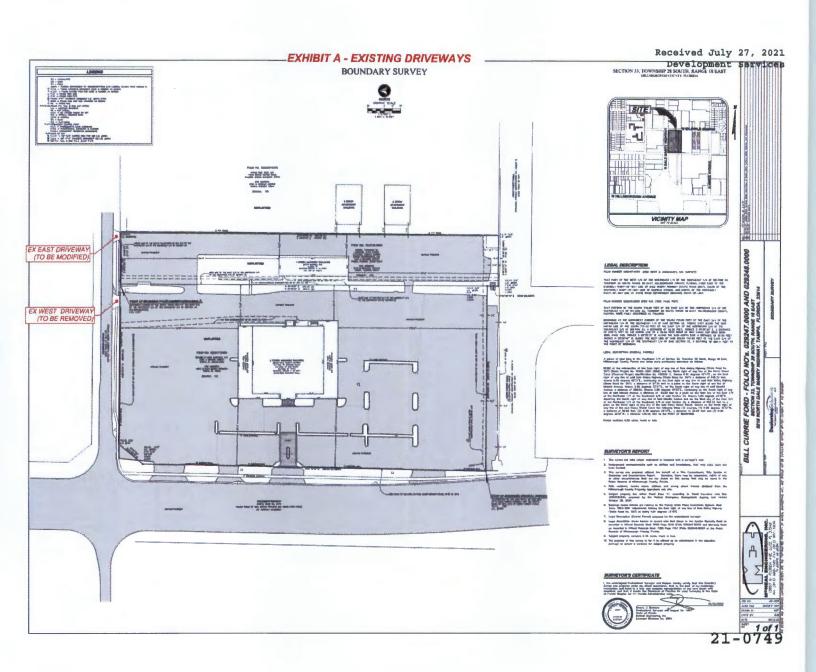
\_\_\_\_\_ Approved

\_\_\_\_\_ Disapproved

If there are any further questions or you need clarification, please contact Sheida Tirado, PE at (813) 276-8364.

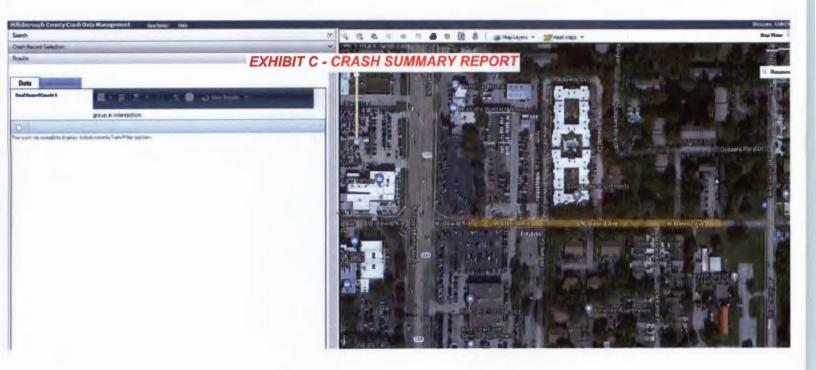
Sincerely,

Michael J. Williams, PE Hillsborough County Engineer





Received July 27, 2021 Development Services



# **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
Dale Mabry Hwy	FDOT Principal Arterial - Urban	6 Lanes □Substandard Road □Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
Idlewild Ave	County Local - Urban	2 Lanes  ☑ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other

Project Trip Generation   Not applicable for this request				
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips	
Existing	16,092	581	540	
Proposed	3,063	218	295	
Difference (+/-)	(-) 13,029	(-) 363	(-) 245	

<sup>\*</sup>Trips reported are based on net new external trips unless otherwise noted.

<b>Primary Access</b>	Additional Connectivity/Access	Cross Access	Finding
X	None	None	Meets LDC
	None	Vehicular	Meets LDC
	None	None	Meets LDC
X	None	None	Meets LDC
	Primary Access X	X None None None	X None None Vehicular None None

Design Exception/Administrative Variance	e Not applicable for this request		
Road Name/Nature of Request	Туре	Finding	
Idlewild Ave.	Administrative Variance Requested	Approvable	
Notes:			

4.0 Additional Site Information & Agency Comme	ents Summary		
Transportation	Objections	Conditions Requested	Additional Information/Comments
<ul><li>☑ Design Exception/Adm. Variance Requested</li><li>☑ Off-Site Improvements Provided</li></ul>	☐ Yes ☐ N/A ⊠ No	⊠ Yes □ No	Off-site improvements proposed in FDOT ROW. See staff report for conditions.

# PARTY OF RECORD

# **NONE**