

SUBJECT:	MM 20-1070	PLANNING AREA:	Riverview
REQUEST:	Major Modification to PD	SECTOR	South
APPLICANT:	Craig Bazarsky		
Existing Zoning: PD 20-0182		Comp Plan Category: RES-6	



-- Prepared: 11/10/2020

#### CASE REVIEWER: Tania C. Chapela

#### **Application Review Summary and Recommendation**

#### 1.0 Summary

#### 1.1 Project Narrative

The applicant is seeking a major modification to a Planned Development (PD 20-0182) to allow for Motor Vehicle Repair, Minor land use. The site is located at US Highway 301 and Stelling Drive. The project is located within the RES-6 Future Land Use Area and within the Urban Service Area. No development has occurred on the property.

No changes on access points are being proposed. No other modifications to the current PD are proposed.



Figure 1: Subject Site

ZHM HEARING DATE: November 16, 2020 BOCC MEETING DATE: January 12, 2021

The PD allows for Commercial Neighborhood (CN) zoning district uses with the exception of convenience stores with gas pumps, restaurants with drive-up facilities, car wash, gas stations and sexually oriented businesses. Motor vehicle auto repair is limited to neighborhood serving auto repair. The proposed Motor Vehicle Repair, Minor, is a permitted use in the CG, CI, and M zoning districts.

#### Motor Vehicle Repair, Neighborhood

#### Motor Vehicle Repair, Major

CASE REVIEWER: Tania C. Chapela

Conditional Use in CN: Repairs shall be conducted within fully enclosed buildings only.	Prohibited Use in CN. Permitted in the CG, CI, and M districts.
Allows for the following serving activities:  1. Replacement of fan belts, brake fluids, light bulbs, fuses, floor mats, windshield wipers and blades, and mirrors.  2. Fluid replacement.  3. Greasing and lubrication.  4. Emergency repair of wiring.  5. Minor adjustment not involving removal of the head of crankcase and grinding valves.  6. Battery recharging.  7. Safety inspections.  8. Sale and service of sparkplugs and batteries	Allows for all neighborhood serving repair and the following activities:  1. Sale and service of distributor and ignition system parts. 2. Sales, service and repair or tires, but not recapping or regrooving. 3. Replacement of mufflers, tail pipes, water hoses, seat covers, grease retainers, wheel bearings, and the like. 4. Radiator cleaning and flushing. 5. Providing and repairing fuel pumps, oil pumps, and the like. 6. Minor adjustment and repair of carburetors. 7. Adjusting brakes and installing exchange brake shoes. 8. Wheel balancing. 9. Warranty maintenance. 10. Other minor servicing of a similar intensity to those listed above.

Figure 2: Definitions comparison chart

#### 1.2 Compliance Overview with Land Development Code and Technical Manuals

The applicant has not requested any variations to Land Development Code Parts 6.05.00 (Parking and Loading), 6.06.00 (Landscaping/Buffering), or 6.07.00 (Fences/Walls).

The applicant has requested two administrative variances to address Transportation comments:

#### • Administrative Variance #1

Concurrent with the 20-0182 PD zoning request, the applicant submitted and received conceptual approval of a Section 6.04.02.B. Administrative Variance (dated January 29, 2020) from the Section 6.04.03.L requirement to improve Lackland Rd. (between Stelling dr. and Cowley Rd.) to current County standards. The County Engineer has not yet approved the variance request. The request, which is pending the County Engineer's signature, has been appended for reference.

ZHM HEARING DATE: November 16, 2020 BOCC MEETING DATE: January 12, 2021

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#### 1.3 Analysis of Recommended Conditions

- Condition #1 has been amended to allow for Motor Vehicle Repair Minor on Parcel A. This
  condition also inleudes mitigation provisions related to the new use: Structure orientation, hours of
  operation, and distance separation between the western boundary of parcel A and garage door
  locations.
- A new subsection #1.2 is added to specify hours of operation for Motor Vehicle Repair (Neighborhood Serving) uses.
- A new subsection # 3.4 is added to require tree planting as screening on Parcel A, along the western boundary.
- A new condition #12 is added to address transportation comments: The developer shall construct a southbound to westbound right-turn lane on US 301 onto Stelling Dr. Such turn lane shall be subject to the review and approval of the Florida Department of Transportation (FDOT) and may be phased at the discretion of FDOT staff.
- Condition #12 is now #13 to accommodate the numerical order.

#### 1.4 Evaluation of Existing and Planned Public Facilities

#### Water Utilities

This site is located within the Hillsborough County Urban Service Area, therefore the subject property should be served by Hillsborough County Water and Wastewater Service. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site improvements as well as possible off-site improvements.

#### **Transportation**

The FDOT is requiring that applicant construct a southbound to westbound right turn lane on US 301 onto Stelling Dr. The applicant has requested a condition stating that the turn lane will not be required concurrent with development of the southern parcel; however, there are no FDOT agency comments indicating they concur with this request. As such, staff has proposed a simplified condition which will allow the determination of phasing to be made at the discretion of FDOT staff.

Transportation Review Section Staff has no objection to the proposed rezoning, subject to an additional condition.

ZHM HEARING DATE: November 16, 2020 BOCC MEETING DATE: January 12, 2021

Impact Fees

Urban Mobility, South Fire - Auto Care Center max 23,200 s.f. Estimated fees:

Auto Care Center (23,200 s.f.)

Mobility: \$7,508.00 \* 23.2 = \$174,185.60

Fire: \$313.00 \*23.2 = \$7,261.60

Total: \$181,447.20

#### 1.5 Comprehensive Plan Consistency

Planning Commission staff finds the proposed Major Modification **INCONSISTENT** with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*. A waiver to commercial location criteria is required and is not recommended for approval by Planning Commission staff.

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#### 1.6 Compatibility

The site is located on a commercial corridor in the Riverview community. Property to the north is zoned CN and is occupied by a gas station, a convenience store and a food truck. The site is separated from the RSC-6 and RSC-9 (MH) parcels by a developed right-of way of approximately 50 feet in width. This would preclude the requirement to provide buffering and screening along the western PD boundary; however, the existing PD requires a six-foot fence along the western PD, and a 20 foot wide setback. Additionally, the applicant has proposed a Type B screening consisting of planting of a row of evergreen shade trees to ensure compatibility with the established residential neighborhood to the west. In addition to the separation provided between the residential and the subject site by the existing roadway, the required setback and the fence, the proposed building will be developed with a north-south building alignment with no direct orientation to the western neighborhood. The applicant has also proposed an 80- foot separation between the building and the western boundary of Parcel A. Finally, the existing PD requires a 35 feet maximum building height, consistent with the neighborhood character.

To the west of the site is US Highway 301 and the Summerfield development permitting office and commercial uses along the corridor. Several properties within the area zoned PD 14-0759, PD 98-0896, 81-0889A and CG allow for CG uses. Those properties have been developed with mini warehouses, Personal Services, retail, Shopping Centers, restaurants. Additionally, the adjacent property zoned PD 18-0174 allows for a full service carwash, a permitted use in the CG zoning.

To enhance the project for compatibility with surrounding residential uses, the applicant has proposed the following to create a Motor Vehicle Repair, Minor project:

- Restricting the Motor Vehicle Repair, Minor project to parcel A.
- Offering hours of operation for the minor auto repair.
- Agreeing to comply with an improved building design requirements to maintain the existing development elements such as height, scale, mass and bulk of structures and architecture.
- Provision of buffering and screening along the western PD boundary, which is not currently required by the Land Development Code.
- Provision of an 80- foot separation between the building and the western boundary of Parcel A, preventing noise and odor impacts.

Based upon these considerations, staff has determined that the use is compatible with the area.

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#### Parcel A Proposed Building Elevations (Exhibit 4)

CASE REVIEWER: Tania C. Chapela

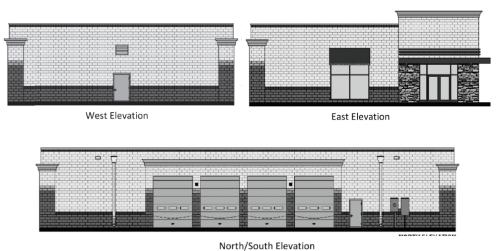


Figure 3: Proposed Building Elevations.

#### 1.7 Agency Conclusions / Recommendation

No review agencies have reported any objections to the requested modification.

#### 1.8 Exhibits

Exhibit 1: Project Aerial

Exhibit 2: Zoning Map

Exhibit 3: Approved General Development Plan (PD 20-0182) Exhibit 4: Proposed General Development Plan (MM 20-1070)

Exhibit 5: Elevations

#### 2.0 Recommendation

Approvable, subject to conditions.

**Approval** - Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted October 27, 2020.

- 1. Development shall be limited to uses permitted in the CN zoning district, excluding the following uses:
  - Convenience stores with gas pumps,
  - Restaurants with drive-thru facilities,
  - Car wash facilities
  - · Gas stations, and
  - Sexually oriented businesses.

Notwithstanding the foregoing, Motor Vehicle Repair – Minor shall be permitted on Parcel A subject to the following restrictions:

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- Motor Vehicle Repair Minor shall only be permitted on Parcel A,
- Any Motor Vehicle Repair Minor structure shall be developed with the garage doors located on the northern and southern faces of the structure, in accordance with the elevations in Exhibit A;
- Any Motor Vehicle Repair Minor use shall be limited to the hours of 7:00am 7:00pm, 7 days a week; and
- There shall be a minimum of an 80- foot separation between the western boundary of Parcel A and a garage door on the building.
- 1.1 No drive-thru facilities shall be permitted.
- 1.2 <u>Any Motor Vehicle Repair (Neighborhood Serving)</u> <u>Minor auto repair (neighborhood)</u> uses shall be limited to the hours of 8:00am 8:00pm, 7 days a week.
- 2. Development shall be in accordance with the following standards:

Minimum Lot Size: 10,000 square feet

Minimum Width: 75 feet Maximum F.A.R.: 0.133

Maximum Building Area: 23,200 square feet

Minimum front yard setback: 20 feet\*

Maximum building height: 35 feet\*\*, one single story

Maximum Building Coverage: 20%

\*20 feet front setback shall be provided along US 301 Highway, Stelling Drive, and Lackland Road property lines.

Minimum front setbacks for dumpsters shall be 20 feet.

- \*\*An additional 2-foot setback for every 1 foot over 20 feet in height shall be provided.
- 3. Buffering and screening requirements shall be as follows:
- 3.1 A 6 feet height fence shall be located 10 feet from the PD boundaries, along Lackland Road except where pedestrian access is required.
- 3.2 A 6-foot buffer shall be provided along the northern and southern PD boundaries, as depicted on the general site plan.
- 3.3 An 8-foot buffer shall be provided along the eastern PD boundary. Screening along US 301 Highway shall be as follows:
  - Cluster of three understory trees or palms 30 feet apart
  - A single row of two-foot-high hedge that can reach three feet in 2 years;
  - Remainder of buffer will be landscaped with ground cover
- 3.4 Screening along Lackland Road shall be as follows:
  - Evergreen plants, at the time of planting shall be three (3) feet in height;
  - A row of evergreen shade trees which are not less than ten feet high at the time of planting, a minimum of two-inch caliper, and are spaced not more than 15 feet apart.
  - Evergreen ground cover over the remainder of the buffer.
- 3.4 On parcel A screening shall be provided along the western PD boundary as follows:

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right-of-way or residentially zoned properties:

A row of evergreen shade trees which are not less than ten feet high at the time of planting, a minimum of two-inch caliper, and are spaced not more than 20 feet apart. The trees are to be planted

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- within ten feet of the property line.
- 4.1 The roof shall have a minimum pitch of three to twelve (3/12) and a maximum pitch of eight to twelve (8/12).

4. The following design standards shall apply for office and commercial buildings where visible from the

- 4.2 Exterior walls shall be externally clad with brick, stone, stucco, wood slats or vinyl slat style siding. Unsurfaced cement or block shall not be utilized. Paint shall not constitute a surface for the purpose of this regulation.
- 4.3 Buildings shall incorporate design features shown below. At least two of the following design features shall be utilized on all elevations facing roadways and/or parking areas, unless otherwise indicated: dormers, parapets, steeples, and cupolas, intersecting roof lines shutters, awnings, transoms, mullions, porches, columns, recessed entryways, arcades, porticos, pilasters or horizontal banding.
- 4.4 At least 60 percent of the horizontal length of each facade along roadways and/or parking areas shall be comprised of windows, shutters, transoms, awnings, porches, doors, recessed entryways, arcades, porticos and/or pilasters. Horizontal banding and other predominately horizontal elements shall not contribute towards satisfaction of this requirement.
- 5. Parking areas along the US Highway 301 frontage shall be limited to a maximum of two rows. Remaining parking areas shall be located next to or behind the buildings.
- 6. Delivery trucks shall exit the site and head eastbound towards US Hwy 301 S. from the Stelling Dr. driveways proposed. No delivery trucks shall be allowed westbound movements onto Lackland Rd. from Stelling Dr.
- 7. The site shall be allowed one access connection on the north side of Stelling Drive and one access connection on the south side of Stelling Drive.
- 8. The applicant shall improve Stelling Drive to current County standard to a minimum of 12-foot lanes from U.S. Highway 301 to Lackland Road.
- 9. The developer shall construct a minimum 5-foot wide sidewalk on both sides of Stelling Drive.
- 10. The developer shall construct a 5-foot wide sidewalk along its property frontage on Lackland Road and up to Cowley Road.
- 11. The developer shall provide cross access to the adjacent northern and southern parcels.
- 12. The developer shall construct a southbound to westbound right-turn lane on US 301 onto Stelling Dr. Such turn lane shall be subject to the review and approval of the Florida Department of Transportation (FDOT), and may be phased at the discretion of FDOT staff.
- 12. 13. 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

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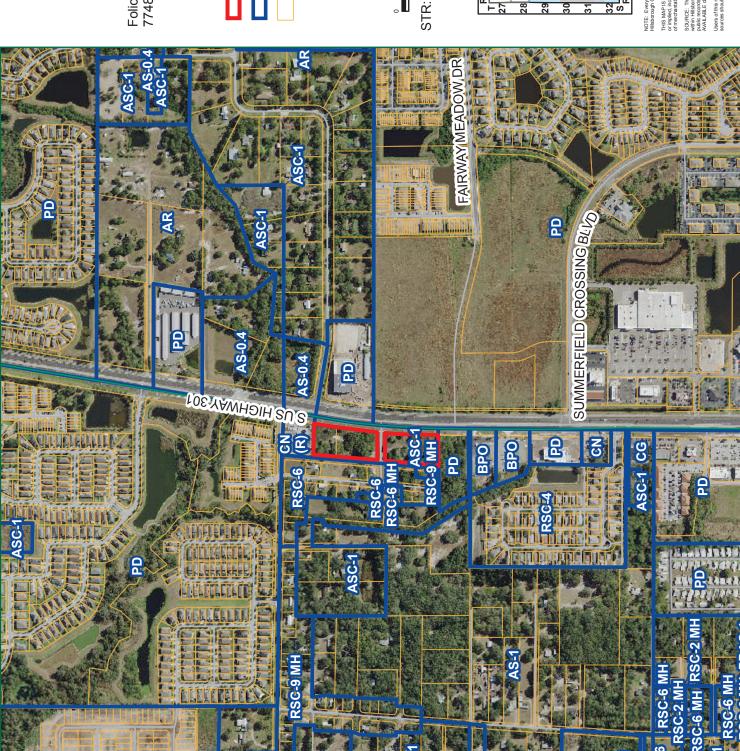
CASE REVIEWER: Tania C. Chapela

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.

Staff's Recommendation: Approvable, Subject to Conditions

Zoning Administrator Sign-off:

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# **General Aerial** Zoning Map

RZ-PD 20-0182

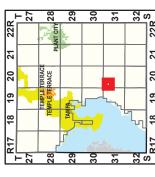
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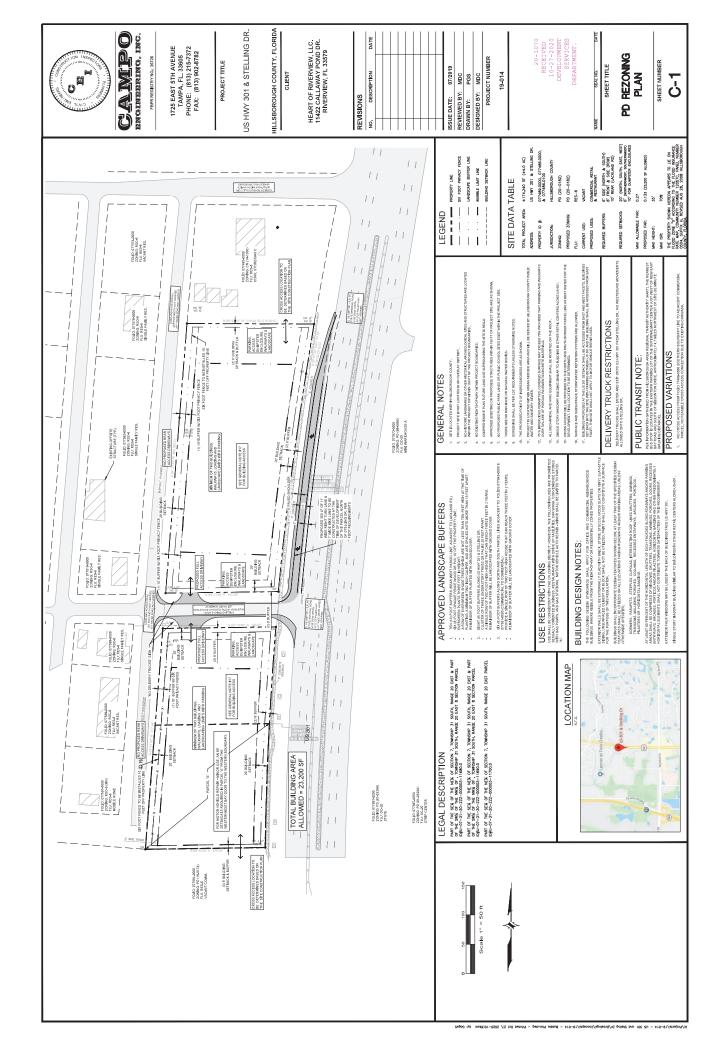
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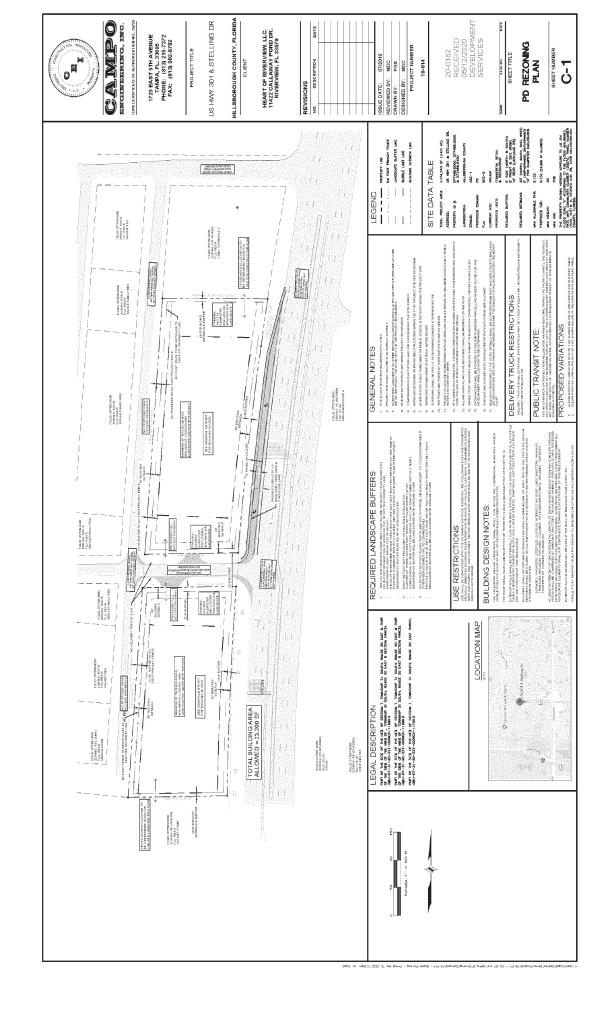
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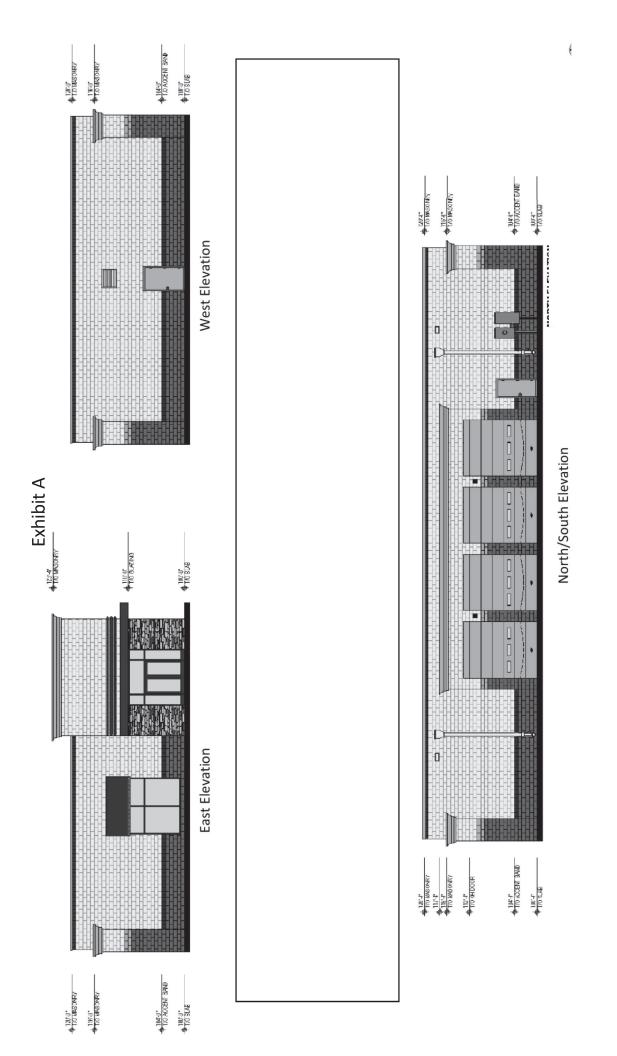


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## COUNTY OF HILLSBOROUGH RECOMMENDATION OF THE LAND USE HEARING OFFICER

APPLICATION NUMBER:

MM 20-1070

DATE OF HEARING:

November 16, 2020

APPLICANT:

Craig Bazarsky.

**PETITION REQUEST:** 

The applicant is seeking a Major Modification to a Planned

Development (PD 20-0182) to allow for the land use of "Motor Vehicle

Repair, Minor".

LOCATION:

60' West of Intersection: U.S. Highway 301 / Stelling Dr.

SIZE OF PROPERTY:

4 Acres±

**EXISTING ZONING:** 

PD (20-0182)

**FUTURE LAND USE:** 

R-6

SERVICE AREA:

Urban

**COMMUNITY PLAN:** 

Riverview & SouthShore Areawide Systems

#### APPLICATION REVIEW SUMMARY AND RECOMMENDATION

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

#### 1.0 Summary

#### 1.1 Project Narrative

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#### Motor Vehicle Repair, Neighborhood

#### Motor Vehicle Repair, Major

Conditional Use in CN: Repairs shall be conducted within fully enclosed buildings only.	Prohibited Use in CN. Permitted in the CG, CI, and M districts.	
Allows for the following serving activities:  1. Replacement of fan belts, brake fluids, light bulbs, fuses, floor mats, windshield wipers and blades, and mirrors.  2. Fluid replacement.  3. Greasing and lubrication.  4. Emergency repair of wiring.  5. Minor adjustment not involving removal of the head of crankcase and grinding valves.  6. Battery recharging.  7. Safety inspections.  8. Sale and service of sparkplugs and batteries	Allows for all neighborhood serving repair and the following activities:  1. Sale and service of distributor and ignition system parts. 2. Sales, service and repair or tires, but not recapping or regrooving. 3. Replacement of mufflers, tail pipes, water hoses, seat covers, grease retainers, wheel bearings, and the like. 4. Radiator cleaning and flushing. 5. Providing and repairing fuel pumps, oil pumps, and the like. 6. Minor adjustment and repair of carburetors. 7. Adjusting brakes and installing exchange brake shoes. 8. Wheel balancing. 9. Warranty maintenance. 10. Other minor servicing of a similar intensity to those listed above.	

Figure 2: Definitions comparison chart

#### 1.2 Compliance Overview with Land Development Code and Technical Manuals

The applicant has not requested any variations to Land Development Code Parts 6.05.00 (Parking and Loading), 6.06.00 (Landscaping/Buffering), or 6.07.00 (Fences/Walls).

The applicant has requested two administrative variances to address Transportation comments:

#### Administrative Variance #1

Concurrent with the 20-0182 PD zoning request, the applicant submitted and received conceptual approval of a Section 6.04.02.B. Administrative Variance (dated January 29, 2020) from the Section 6.04.03.L requirement to improve Lackland Rd. (between Stelling Dr. and Cowley Rd.) to current County standards. The County Engineer has not yet approved the variance request. The request, which is pending the County Engineer's signature, has been appended for reference.

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spacing for the project's access spacing on Stelling Dr. The County Engineer approved the variance request on February 5, 2020.

#### 1.3 Analysis of Recommended Conditions

- Condition #1 #2 has been amended to allow for Motor Vehicle Repair Minor on Parcel A. This
  condition also includes mitigation provisions related to the new use: Structure orientation,
  hours of operation, and distance separation between the western boundary of parcel A and
  garage door locations.
- A new Condition #1 has been added to add certification requirements. The building elevations shall be part of the site plan file. A note shall be included to the site plan making reference to the elevations, and to restrict development to the elevations.
- A new subsection #1.2 #2.2 is added to specify hours of operation for Motor Vehicle Repair (Neighborhood Serving) uses.
- A new subsection #3.4 #4.5 is added to require tree planting as screening on Parcel A, along the western boundary.
- Condition #5 has been amended to include provisions for the proposed Motor Vehicle Repair,
   Minor building. The building shall be developed in accordance with the elevations provided on sheet 2 of the general site plan.
- Subsection #5.1 has been amended to limit the pitched roof provisions to office buildings only.
- A new condition #12 #13 is added to address transportation comments: The developer shall
  construct a southbound to westbound right-turn lane on US 301 onto Stelling Dr. Such turn lane
  shall be subject to the review and approval of the Florida Department of Transportation (FDOT)
  and may be phased at the discretion of FDOT staff.
- Conditions #12 is now #1 to #13 have been amended to accommodate the numerical order.

#### 1.4 Evaluation of Existing and Planned Public Facilities

#### Water Utilities

This site is located within the Hillsborough County Urban Service Area, therefore the subject property should be served by Hillsborough County Water and Wastewater Service. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site improvements as well as possible off-site improvements.

#### Transportation

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Transportation Review Section Staff has no objection to the proposed rezoning, subject to an additional condition.

#### Impact Fees

Urban Mobility, South Fire - Auto Care Center max 23,200 s.f. Estimated fees:

Auto Care Center (23,200 s.f.)

Mobility: \$7,508.00 \* 23.2 = \$174,185.60

Fire: \$313.00 \*23.2 Total: = \$ 7,261.60 \$181,447.20

#### 1.5 Comprehensive Plan Consistency

Planning Commission staff finds the proposed Major Modification **INCONSISTENT** with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*. A waiver to commercial location criteria is required and is not recommended for approval by Planning Commission staff.

#### 1.6 Compatibility

The site is located on a commercial corridor in the Riverview community. Property to the north is zoned CN and is occupied by a gas station, a convenience store and a food truck. The site is separated from the RSC-6 and RSC-9 (MH) parcels by a developed right-of-way of approximately 50 feet in width. This would preclude the requirement to provide buffering and screening along the western PD boundary; however, the existing PD requires a six-foot fence along the western PD, and a 20-foot wide setback. Additionally, the applicant has proposed a Type B screening consisting of planting of a row of evergreen shade trees to ensure compatibility with the established residential neighborhood to the west. In addition to the separation provided between the residential and the subject site by the existing roadway, the required setback and the fence, the proposed building will be developed with a north-south building alignment with no direct orientation to the western neighborhood. The applicant has also proposed an 80-foot separation between the building and the western boundary of Parcel A. Finally, the existing PD requires a 35 feet maximum building height, consistent with the neighborhood character.

To the west of the site is US Highway 301 and the Summerfield development permitting office and commercial uses along the corridor. Several properties within the area zoned PD 14-0759, PD 98-0896, 81-0889A and CG allow for CG uses. Those properties have been developed with mini warehouses, Personal Services, retail, Shopping Centers, restaurants. Additionally, the adjacent property zoned PD 18-0174 allows for a full service carwash, a permitted use in the CG zoning.

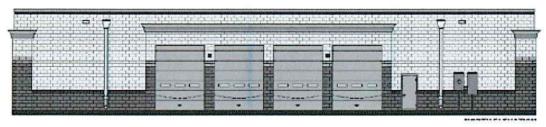
To enhance the project for compatibility with surrounding residential uses, the applicant has proposed the following to create a Motor Vehicle Repair, Minor project:

- · Restricting the Motor Vehicle Repair, Minor project to parcel A.
- Offering hours of operation for the minor auto repair.
- Agreeing to comply with an improved building design requirements to maintain the existing development elements such as height, scale, mass and bulk of structures and architecture.
- Provision of buffering and screening along the western PD boundary, which is not currently required by the Land Development Code.
- Provision of an 80- foot separation between the building and the western boundary of Parcel A, preventing noise and odor impacts.

Based upon these considerations, staff has determined that the use is compatible with the area.

#### Parcel A Proposed Building Elevations (Exhibit 4)





North/South Elevation

Figure 3: Proposed Building Elevations

#### 1.7 Agency Conclusions / Recommendation

No review agencies have reported any objections to the requested modification.

#### 1.8 Exhibits

Exhibit 1: Project Aerial

Exhibit 2: Zoning Map

Exhibit 3: Approved General Development Plan (PD 20-0182) Exhibit 4: Proposed General Development Plan (MM 20-1070)

**Exhibit 5: Elevations** 

#### 2.0 Recommendation

Approvable, subject to the conditions based on the revised general site plan submitted October 27, 2020.

#### SUMMARY OF HEARING<sup>1</sup>

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on November 16, 2020. Mr. Brian Grady of the Hillsborough County Development Services Department introduced the Petition.

Clayton Bricklemyer with the Bricklemyer Law Group, 601 N. Ashley Drive, Suite 700, Tampa, Florida 33602, provided presentation on behalf of the applicant. Mr. Bricklemyer displayed a site plan and pointed out the subject site's location on the west side of 301, between Cowley Road and Big Bend Road. He explained that the property's PD rezoning was just approved for CMU uses with some conditions and they are now back because they were approached by a tenant who would qualify as

<sup>&</sup>lt;sup>1</sup> The summary of testimony is intended only to summarize pertinent points of testimony received. For a thorough understanding of testimony the reader is referred to the verbatim transcript made part of the hearing record.

minor auto repair. Hence they are now asking for approval of minor auto repair. Development Services staff has recommended approval and the applicant appreciates their support. The Planning Commission has found the request not in compliance, which forces him to address the objectives and policies that they have cited. Objective 1, the site is in the Urban Service Area where development should be directed. Policy 1.4, compatibility does not mean the same as; that the applicant is addressing compatibility through conditions. Mr. Bricklemyer stated that he had prepared a package that include excerpts from Objective 16, Policy 16.1 regarding the neighborhood protection provision that he submitted into the record. The applicant is protecting the neighborhood through the proposed conditions. There is an 80-foot buffer provided between the nearest garage to the property boundary. From the closest garage opening on this minor auto repair, it is 80 feet to the property boundary, then a 50-foot right-of-way, and then a front yard setback to the residential structure to the west. On the site plan, Mr. Bricklemyer pointed out the two homes west of the subject property, Parcel A. He reiterated that the nearest garage would be 80 feet from its door to the property line. Hence, the experience of the people living back there would be an 80-foot buffer, plus the 50-foot right-of-way, plus the front yard setback to get to their home. That translates into a buffer distance of 80, 50, plus the front yard. The screen is called out in Section 3.4 with trees 15 feet on center, which was negotiated with the neighbors. Mr. Bricklemyer referred back to Objective 16, Policy 16.1, the applicant has support letters in the file and no objection letters. He thought the neighborhood is a pretty good arbiter of whether or not they are being protected. That includes this Major Mod. The applicant had support before, went back to the same people, and they are supporting again. They negotiated the screen and the buffer and the applicant has provided it for them and thinks it is more than adequate. Regarding Policy 16.2, the gradual transition, Mr. Bricklemyer displayed a zoning map depicting the surrounding area and pointed out the uses south to north along the west side of U.S. Highway 301. He indicated the carwash, a CG use in the northernmost portion of a PD directly south of the subject site. That transitions from a CG use, CG use, CN use, CN use up to the gas station at the corner of Cowley and 301. The Tijuana Flats is in a PD that contains the carwash use that is a CG use. He believed the Tijuana Flats to be a CN use as restaurants are CN uses. The carwash with the CG use includes the drive-thru and vacuums and equipment all down the side. The idea was to put the CG use next to the CG and provide that transition coming from south to north. That CG use is within that PD, the same as in this request. The applicant is asking for a PD with one CG use and several heavily conditioned CN uses. When looking at the area from east to west, which was brought up in the Planning Commission report, there is a Sprouts grocery retail center and a hospital across the six-lane highway, two heavily conditioned CG uses with a gigantic buffer and a screen and then residential.

Mr. Bricklemyer pointed out that there is the sort of unique situation with the narrowness of the block to the residential to the west, but the applicant thinks that there is a very reasonable transition from east to west. There is residential just to the west; it is very close to U.S. 301. Policy 16.3 is integration, which the applicant is achieving through those conditions. Policy 16.5, the project sits on U.S. 301, a major arterial roadway. That is the requirement that is being met.

Objective 22 is locational criteria and the applicant needs a waiver to that. However, the Planning Commission is not recommending the approval of a waiver. Mr. Bricklemyer indicated that he had three things to say about that. The first is the applicant should not need a waiver, and would not need a waiver but for the fact that it is hard to update the map being used. The Planning Commission does not use a functional classification map, but uses the highway cost affordable map. Mr. Bricklemyer displayed a copy of that map and pointed out the subject site in relationship to the hospital across U.S. Highway 301. He explained that the site is located 30 feet north on the other side of the node created by Fairway Meadow Drive. Fairway Meadow Drive sits right on the south side of the Sprouts and north side of the hospital, and runs all the way through that development area, dead ends into a wetland and kicks back out onto Big Bend. Therefore it touches 301 and Big Bend Road. The map was updated in 2018 but does not include Fairway Meadow Drive because it was not yet built in 2018; it was finished by

the hospital and the Sprouts developer. He assumed it would be on the next map, in which case the applicant would not have been asking for a locational criteria waiver because he would meet it because that is a collector road that serves the homes; it may be a major local roadway, and he had talked to Ms. Lienhard about that. Mr. Bricklemyer stated that he is moving forward with the request anyway because he does not know if there is 500 homes; he does not want to continue and find out it is 475 homes. Therefore, the applicant does not qualify for major local roadway. However, he thought the applicant should get the waiver anyway, but his number one argument against it is that it would not be occurring if the map was updated properly or there was an easier way. It is obviously a node. Secondly, the applicant actually got the locational waiver criteria on the previous rezoning, and the only change is one heavily conditioned CG use at the southern end abutting a CG use. So the previous zoning got the waiver criteria.

Mr. Bricklemyer stated that third is that Policy 25.3 regarding commercial infill; the basic point is there is a block, and if more than 50 percent of the land on your block, and this block is established by Cowley to the north and Summerfield Lane or something to the south, if more than 50 percent of that is developed with commercial, you can do commercial infill. In this case it is like 100 percent on their block though he was not 100 percent following the Planning Commission's argument here. He thought they are saying there is some claim because there are existing permitted commercial uses on the site it does not qualify for that exception; that it is too intense to qualify. Policy 25.3 says that you have to put comparable intensity use, so the applicant could not drop a concrete plan or something intensive. He would argue that a CG use next to a CG use is comparable, and therefore, the applicant should qualify for the commercial infill exception.

The applicant has conditions down to the point of providing the elevations into the file. In accordance with the Riverview Community Plan, the applicant is providing appropriate and compatible buffers. Therefore, they satisfy that. The summary is the applicant has an approved PD. The only thing he is changing is taking an oil change place and making it eligible to be a tire store. In order to do that, he has specified the location of that tire store, and provides a huge buffer, a thick screen, all negotiated with the neighbors who are affected by it. The applicant included architectural restrictions to the point that the elevations are actually exhibits to the conditions. He has limited the hours as well as the building orientation. The garage is a freestanding tire store oriented north and south; the garages do not face the residential or 301, but face the carwash and the CN uses to the north. The summary of the Planning Commission report is that it is just too intense. Mr. Bricklemyer stated a tire change place is less intense for traffic purposes. They have the elevations and all the extra buffering; and so he would argue that in some ways it is less intense.

Mr. Bricklemyer continued that there are some condition changes that Tania Chapela would read into the record. He did not know if Brian Grady spoke to her yet that a Condition 3.4 is actually written twice in the staff report. The more restrictive has the evergreen trees 15 feet on center, which is actually the original condition, all the way along the western road buffering. They would strike the one that says 20 feet on center and keep the more the more intense one.

Tania Chapela with Development Services asked Brian Grady if the revised staff report had been presented to the Hearing Officer. Mr. Grady confirmed that it had been handed out. Ms. Chapela then proceeded to provide a summary of her previously submitted staff report. She also addressed the revisions to the recommended conditions and stated that a new Condition No. 1 has been added to add certification requirements. The building elevation shall be part of the site plan file. A note shall be included to the site plan making reference to the elevations and to restrict the motor vehicle repair minor development to those building elevations. Condition No. 2 has been amended to allow for motor vehicle repair minor on Parcel A. This condition also includes mitigation provisions related to the new use, such as structural orientation, hours of operation, and distance separation between the western

boundary of Parcel A and garage door locations, and use of Section No. 2.2 is added to specify hours of operation for minor motor vehicle repair neighborhood serving uses. A new subsection 4.5 is added to require the tree planting and screening on Parcel A along the western boundary. A row of evergreen shade trees, which are not less than 10 feet high at the time of planting, a minimum of 2-inch caliper and are spaced no more than 20 feet apart. The trees are to be planted within 10 feet of the property line. Condition No. 5 has been amended to exclude the motor vehicle repair minor building from the design provisions. Subsection 5.1 has been amended to limit the pitch roof requirements to the office buildings only. Condition No. 13 is added to address transportation comments. Conditions 1 through 13 have been amended to accommodate the new numerical order.

Brian Grady with Development Services clarified that as noted by the applicant, they are committing to the tree plantings of 15 feet apart as opposed to 20 feet apart. Hence, staff would reflect that more restrictive commitment.

The Hearing Officer asked if that was already included in this new staff report. Mr. Grady replied that that still needs to be corrected, and a corrected staff report would be provided.

Melissa Lienhard with the Planning Commission staff testified that the subject property is located in the Residential-6 Future Land Use category. It is in the Urban Service Area, and it is also located within the limits of the Riverview Community Plan and the Southshore Areawide Systems Plan. The application requests rezoning on approximately 4 acres located on the west side of U.S. Highway 301, south of Cowley Road and on both sides of Stelling Drive, from Agricultural Single-Family Conventional-1 to Planned Development, allowing for Commercial Neighborhood uses with restrictions. The application is currently approved for Commercial Neighborhood zoning district uses with the exception of minor and major auto repair, convenience stores with gas pumps, drive-through restaurants, car wash, gas stations, and sexually oriented businesses. Motor vehicle auto repair is limited to neighborhood-serving auto repair. The application requests to modify the Planned Development to allow for Minor Auto Repair.

Ms. Lienhard stated that the subject site does not meet locational criteria. Commercial locational criteria is based on the Land Use category of the property and the classification of the intersection of roadways as shown on the 2040 Highway Cost Affordable Plan. Roadways listed in the table as two- or four-lane roadways must be shown on this map. Panther Trace Boulevard and U.S. Highway 301 and then Big Bend and U.S. Highway 301 are two qualifying intersections, but the site is not located within 900 feet of either intersection. Summerfield Crossing is a major local roadway. The major local roadway must connect at least two or more collectors or higher roadways and/or be primarily the access road to at least 500 dwelling units from a collector or arterial roadway. Due to Summerfield Crossing being a major local roadway, Summerfield Crossing and U.S. Highway 301 is also a qualifying intersection. Per Future Land Use Element Policy 22.2, commercial uses need to be located within 300 feet of the intersection to qualify for commercial locational criteria. Major Mod 20-1070 is located more than 300 feet outside of this node and consequently, the site does not meet commercial locational criteria, and a waiver was required. A waiver request has been provided to staff for review. The waiver states that the request is justified by the unique location of the project parcel, which is on the south side of the Tintersection of U.S. 301 and Stelling Drive. At this location, U.S. Highway 301 is a six-lane high volume highway that includes motor vehicle repair, minor uses such as Mavis Tires & Brakes two streets, which is about 1,500 feet south of the subject parcel. In addition, the project is bordered by nonresidential and commercial zonings to the north, south, and east that include a gas station, a mini storage warehouse to the north, a Sprouts anchored shopping center immediately to the east and numerous other commercial uses on the south along U.S. Highway 301. The waiver also states that well over 50 percent and nearly 100 percent of the block from Summerview Circle to Stelling Drive is already zoned or used for commercial uses, allowing consideration for commercial infill development in accordance

with Policy 25.3. The parcel's location and surrounding uses provide for compatibility and consistency under the request. However, to mitigate any concerns with this request, the applicant has proposed site plan enhancements and additional conditions. This includes at a minimum all restrictions provided in the abutting car wash, PD 18-0174. The applicant has also proposed conditions to minimize the impacts to nearby residential development, which includes placing the motor vehicle repair to the south, limiting store hours from 7:00 a.m. to 7:00 p.m., maintaining an FAR of .13 and moving the building closer to U.S. Highway 301.

Ms. Lienhard stated that staff recognizes that the applicant has agreed to utilize site planning and mitigation techniques to better mitigate for the adjacent single-family residential lots. Planning Commission staff also acknowledges that the proposed site fronts Highway 301, which is an arterial roadway. Numerous commercial uses are located along this highway within the general vicinity of the subject site. However, the subject site also has access to Stelling Drive, which is a local roadway, and is adjacent to single-family residential lots. New development must demonstrate the gradual transition of intensities between different land uses through the use of professional site planning, buffering and screening techniques, and control of specific land uses per Policy 16.2 of the Future Land Use Element. Development and redevelopment are also required to be integrated with adjacent land uses through the creation of like uses, the creation of complementary uses, or the mitigation of adverse impacts. The proposed modification does not complement the surrounding area and is too intense of a land use. The subject site is zoned Planned Development and is currently approved for some CN uses. The applicant seeks to add Motor Vehicle Repair-Minor as a permitted use. Minor auto repair neighborhood is one of the uses currently approved for the site. Policy 25.3, as cited in the applicant's waiver request, requires that the intensity of the new zoning district should be comparable to the intensity of the zoning and development to the surrounding parcels. The proposed modification would not provide a gradual transition from the subject site to the residential uses to the west. The modification would result in a more intense use in close proximity to single-family residential accessing Stelling Drive, which is a local roadway. Since commercial is currently permitted on-site and the proposed minor auto repair use is too intense for the site, the proposed modification does not qualify to be considered for the commercial infill exception per Policy 23.5 of the Future Land Use Element. The addition of a more intense auto repair use would undermine the intent of Future Land Use Element Policies 16.1, 16.2, 16.3, and 16.5 with regard to compatibility. Planning Commission staff recommends that the Board of County Commissioners not approve the waiver to locational criteria. Major Mod 18-0174, which allows for a carwash, located immediately to the south of the subject site, was found consistent with the Comprehensive Plan even though it does not meet commercial locational criteria. It should be noted that this Major Modification does not have access to a local street and does not undermine the intent of Policy 16.5 of the Future Land Use Element. The proposed modification would also undermine the Riverview Community Plan, which requires the provision of appropriate and compatible buffers and transitions to existing adjacent land uses. The proposed modification would not provide an appropriate and compatible transition to the adjacent single-family neighborhood uses to the west of the site. Consequently, the modification request is not consistent with the Riverview Community Plan. Based upon those considerations, Planning Commission staff found the proposed Planned Development inconsistent with the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County.

The Hearing Officer asked Ms. Lienhard if she could speak to the location of Fairway Meadow Drive to the east and its consideration for locational criteria. Ms. Lienhard replied that that roadway is eastward across U.S. Highway 301, and it is not located on the Cost Affordable Map and is, therefore either if not considered a major roadway, it is not a qualifying intersection. She did speak with Mr. Bricklemyer today, and they did discuss the possibility of that roadway having 500 or more homes, which they were unable to verify as of today (hearing date). She did also let him know that even if the site was determined to be meeting locational criteria, she was not sure that that would get staff to a consistency

finding.

The Hearing Officer asked Ms. Lienhard to comment on the intensity of the PD to the south and its carwash use directly adjacent to the proposed use. Ms. Lienhard replied that that analysis was included in the staff report, and that Major Modification 18-0174, does allow for a carwash use and was found consistent with the plan, but that did not have access to a local roadway like the subject application does. That Major Modification was not taking access from a local roadway like this application is, which is Stelling Drive.

The Zoning Hearing Master then asked for audience members in support of the request. There were none.

The Zoning Hearing Master then asked for audience members in opposition to the request. There were none.

Clayton Bricklemyer provided the rebuttal testimony. He stated that he wanted to address Stelling Drive. He displayed a map and pointed out that Stelling Drive runs from 301 two or one block and dead ends. He thought it is pretty disingenuous calling that "taking access to a local road" as there is not a single driveway on the road. The applicant has support letters from people up and down Lackland Road, which runs north and south along the west boundary of the currently approved PD. Lackland Road goes directly to Cowley; but he does not agree with trying to frame this as a "local access".

The Hearing Officer asked Mr. Bricklemyer what he would consider it. Mr. Bricklemyer answered that technically it takes access off Stelling, but to him that is a distinction without a difference. It sits on 301, and in fact, if you look at policies on strip commercial, which is what the applicant purports to be trying to avoid, they are trying to cut down on the number of curb cuts. So the alternative to this would be that the applicant put multiple curb cuts on 301, which nobody wants, and FDOT would not approve anyway. In effect, the applicant is helping with that, and then it is being held against him. The site is on 301, and the time spent on Stelling Drive is a very small amount of time. The FAR for this project is right around half what is allowed. It is .13 and .25.

The hearing was then concluded.

#### **EVIDENCE SUBMITTED**

The following evidence was submitted at the hearing:

#### **Brian Grady**

1. Revised Staff Report

#### Clayton Bricklemyer

2. Applicant Presentation Packet

#### **PREFACE**

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

#### FINDINGS OF FACT

 The subject Planned Development (20-0182) lies within the RES-6 Future Land Use category within the Urban Service Area. The site also lies within the boundary of the Riverview Community Plan and the SouthShore Areawide Systems Plan.

- 2. The subject property is located on approximately 4 acres on the west side of U.S. Highway 301, south of Cowley Road on both sides of Stelling Drive.
- The existing Planned Development is currently approved for uses permitted in the CN zoning district excluding convenience stores with gas pumps, restaurants with drive-thru facilities, car wash facilities, gas stations and sexually oriented businesses.
- 4. The application requests to modify Planned Development (PD 20-0182) to allow for "Motor Vehicle Repair – Minor" within a parcel labelled "Parcel A" on the General Site Plan; on the south side of the southernmost parcel.
- 5. The existing land use for the property immediately north is light commercial with Commercial Neighborhood (CN) zoning. The property immediately to the south is currently vacant and zoned Planned Development. The Planned Development is approved for BPO, personal service uses, retail uses permitted in the CN zoning district (excluding convenience stores with or without gas), minor auto repair and a car wash. Properties to the west across Lackland Road are primarily single-family lots with Residential Single-Family Conventional-6 (RSC-6) zoning. Properties on the east of U.S. Highway 301 are classified as light industrial and light commercial with Planned Development zoning.
- 6. The subject site does not meet commercial locational criteria. However, a waiver to the criteria was recommended by the Planning Commission and approved by the BOCC for PD 20-0182 based on avoiding "strip" development patterns, its reduced intensity as well as meeting the intent of Community Design Component Objective 12-1 requiring that new development recognize the existing community and be designed in a way that is compatible with the established character of an area.
- 7. The applicant has again submitted a locational criteria waiver request that states, amongst other supporting factors, that well over 50%, and nearly 100% of the "block" from Summerview Circle to Stelling Drive is already zoned or used for commercial uses, allowing for consideration of commercial infill development in accordance with Policy 25.3. The parcel's location and surrounding uses do provide for compatibility and consistency under this request. Policy 25.3 provides that the intensity of the new zoning district should be of a comparable intensity of the zoning and development on the surrounding parcels. While that is true, to the north, south and east; residential development exists to the west. However, the applicant has provided significant mitigation plans for any potential adverse impacts through both buffering and screening. The applicant has also proposed site plan enhancements and additional conditions. This includes, at a minimum, all restrictions provided in the abutting car wash PD (18-0174). The applicant has also proposed conditions to minimize the impacts to nearby residential development which includes placing the motor vehicle repair to the south, limiting store hours from 7:00am-7:00pm, maintaining an FAR of 0.13 and placing the building closer to U.S. Highway 301.
- 8. Overall, the Major Modification request, as conditioned, will result in development that is comparable and compatible with the surrounding area.

#### FINDINGS OF COMPLIANCE/NON-COMPLIANCE WITH COMPREHENSIVE PLAN

The Major Modification request, including the requested waiver to commercial locational criteria, is in compliance with and does further the intent of the Concept Plan and 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 competent substantial evidence to demonstrate that the requested Major Modification, including the requested waiver to commercial locational criteria, is in conformance with the PD requirements of the Land Development Code and with applicable zoning and established principles of zoning law.

#### **SUMMARY**

The existing Planned Development (PD 20-0182) is currently approved for uses permitted in the CN zoning district excluding convenience stores with gas pumps, restaurants with drive-thru facilities, car wash facilities, gas stations and sexually oriented businesses. The application requests to modify the Planned Development to allow for "Motor Vehicle Repair – Minor" within a parcel labelled "Parcel A" on the General Site Plan; on the south side of the southernmost parcel.

The subject site does not meet commercial locational criteria. The Planning Commission has found the request inconsistent for failing to qualify for a waiver. However, a waiver to the criteria was recommended by the Planning Commission and approved by the BOCC for PD 20-0182 based on avoiding "strip" development patterns, its reduced intensity as well as meeting the intent of Community Design Component Objective 12-1 requiring that new development recognize the existing community and be designed in a way that is compatible with the established character of an area.

The applicant has again submitted a locational criteria waiver request that states, amongst other supporting factors, that well over 50%, and nearly 100% of the "block" from Summerview Circle to Stelling Drive is already zoned or used for commercial uses, allowing for consideration of commercial infill development in accordance with Policy 25.3. To enhance the project for compatibility with surrounding residential uses, the applicant has proposed the following to create a Motor Vehicle Repair, Minor project:

- Restricting the Motor Vehicle Repair, Minor project to parcel A.
- Offering hours of operation for the minor auto repair.
- Agreeing to comply with a improved building design requirements to maintain the existing development elements such as height, scale, mass and bulk of structures and architecture.
- Provision of buffering and screening along the western PD boundary, which is not currently required by the Land Development Code.
- Provision of an 80- foot separation between the building and the western boundary of Parcel A, preventing noise and odor impacts.

Overall, the Major Modification request, as conditioned, will result in development that is comparable and compatible with the surrounding area.

#### RECOMMENDATION

Based on the foregoing, this recommendation is for <u>APPROVAL</u> of the requested Major Modification to a Planned Development, including the request for a waiver to the commercial location criteria, subject to recommended conditions of approval as prepared by the staff of the Development Services Department.

James A. Scarola

Date

**Land Use Hearing Officer** 

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Unincorporated Hillsborough County Rezoning				
Hearing Date: November 16, 2020	Petition: PD 20-1070			
Report Prepared: November 5, 2020	West side of U.S. Highway 301, south of Cowley Road on both sides of Stelling Drive			
Summary Data:				
Comprehensive Plan Finding:	INCONSISTENT			
Adopted Future Land Use:	Residential-6 (6 du/ga; 0.25 FAR)			
Service Area:	Urban			
Community Plan:	Riverview, Southshore Areawide Systems			
Modification Request:	Modify Planned Development (PD 20-0182) to allow for minor auto repair			
Parcel Size (Approx.):	4 +/- acres			
Street Functional Classification:	U.S. Highway 301 – <b>Arterial</b> Stelling Drive – <b>Local</b> Cowley Road – <b>Local</b>			
Locational Criteria:	Does not meet Commercial Location Criteria; a waiver has been submitted for review			
Evacuation Area:	The subject property is not in an Evacuation Area.			



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#### **Context**

- The subject property is located on approximately 4 acres on the west side of U.S. Highway 301, south of Cowley Road on both sides of Stelling Drive. The subject property is located in the Urban Service Area (USA). It falls within the limits of the Riverview Community Plan and the Southshore Areawide Systems Plan.
- The site has a Future Land Use designation of Residential-6 (RES-6) with typical uses of residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects and mixed-use development. Non-residential uses shall meet established locational criteria for specific land use. Residential-6 is located to the west, southwest and south of the site. Residential-9 is located to the north and northwest. Across U.S. Highway 301, Residential-4 is located to the east and northeast, while Office Commercial-20 is located southeast of the property.
- The subject property is currently classified as vacant with Agricultural Single-Family Conventional-1 (ASC-1) zoning. The existing land use for the property immediately north is light commercial with Commercial Neighborhood (CN) zoning. The property immediately to the south is currently vacant and zoned Planned Development. The Planned Development is approved for BPO, personal service uses, retail uses permitted in the CN zoning district (excluding convenience stores with or without gas), minor auto repair and a car wash. Properties to the west across Lackland Road are primarily single-family lots with Residential Single-Family Conventional-6 (RSC-6) zoning. Properties on the east of U.S. Highway 301 are classified as light industrial and light commercial with Planned Development zoning.
- The application requests to modify Planned Development (PD 20-0182) to allow for minor auto repair and eliminate the cross access to the south.

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

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

#### **Future Land Use Element**

#### **Urban Service Area (USA)**

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

**Policy 1.4:** Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

#### **Neighborhood/Community Development**

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

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

- 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.

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

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

**Policy 25.3:** To assist in the revitalization of rundown areas, commercial infill development may be considered in areas where over 50% of a given block is already zoned or used for commercial uses in all land use categories, otherwise new commercial development should be located at existing or planned activity centers or at appropriate locations within larger planned

developments. The intensity of the new zoning district should be of a comparable intensity of the zoning and development on the surrounding parcels. Typically, a block is defined as the road frontage on one side of a street between two public road rights-of-way. In some cases, another boundary will be more reasonable to define a given block, such as a creek, or railroad.

#### **Livable Communities Element: Riverview Community Plan**

#### **III. Vision Statements**

#### **Community Vision**

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

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

#### **Vision Concept**

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

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

#### 1. Highway 301 Corridor District Vision

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

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

Develop Riverview district-specific design guidelines and standards.

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

Mixed Use-Commercial-Residential

 Incorporate traditional neighborhood development (TND) and Crime Prevention through Environmental Design (CPTED) techniques and principles in design standards.

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

### Definitions Section: Comprehensive Plan for Unincorporated Hillsborough County Florida

**Adjacent** - To have property lines or portions thereof in common or facing each other across a right-of-way, street, or alley.

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

The application requests a rezoning on approximately 4 acres located on the west side of U.S. Highway 301, south of Cowley Road and on both sides of Stelling Drive from Agricultural Single-Family Conventional-1 (ASC-1) to Planned Development allowing for Commercial Neighborhood uses with Restrictions. The application is currently approved for Commercial Neighborhood (CN) zoning district uses with the exception of minor and major auto repair, convenience stores with gas pumps, drive-thru restaurants, car wash, gas stations and sexually oriented businesses. Motor vehicle auto repair is limited to neighborhood serving auto repair. The application requests to modify Planned Development (PD 20-0182) to allow for minor auto repair.

The site is located within the Residential-6 (RES-6) Future Land Use category. The intent of the category is to designate areas that are suitable for low density residential development. In addition, suburban scale neighborhood commercial, office and mixed-use projects serving the area may be permitted subject to the Goals, Objectives and Policies of the Land Use Element and applicable development regulations and established locational criteria for specific land use. Non-residential uses can be considered in the Residential-6 Future Land Use category and are subject to commercial locational criteria, as outlined in Objective 22 and Policy 22.1 of the Future Land Use Element (FLUE) of the Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County.

The subject site does not meet locational criteria. Commercial Locational Criteria is based on the land use category of the property and the classification of the intersection of roadways as shown on the adopted Highway Cost Affordable Long-Range Transportation

Plan. Roadways listed in the table as 2 or 4 lane roadways must be shown on the Highway Cost Affordable Long-Range Transportation Plan (Policy 22.2, FLUE). Panther Trace Boulevard/ U.S. Highway 301 and Big Bend/ U.S. Highway 301 are two qualifying intersections, but the site is not located within 900 feet of either intersection. Summerfield Crossing is a major local roadway. A major local must connect to at least two or more collector or higher roadways and/or be a primary access road to at least 500 dwelling units from a collector or arterial roadway. Due to Summerfield Crossing being a major local roadway, Summerfield Crossing/ U.S. Highway 301 is also a qualifying intersection. Per Policy 22.2, commercial uses need to be located within 300 feet of the Summerfield Crossing/ U.S. Highway 301 intersection. MM 20-1070/ PD 20-0182 is located more than 300 feet outside of the node. Consequently, the site does not meet Commercial Locational Criteria and a waiver was required.

A Locational Criteria Waiver has been provided. The waiver states that the request is justified by the unique location of the project parcel, which is on the south side of the "T" intersection of US 301 and Stelling Drive. At this location, US 301 is a 6-lane high volume highway that includes Motor Vehicle Repair – Minor uses such as Mavis Tires & Brakes two streets (~1500 feet) south of the subject parcel. In addition, the project is bordered by nonresidential and commercial zonings to the north, south and east that includes a gas station and Mini Storage Warehouse to the north, a Sprouts anchored Shopping Center immediately to the east and numerous other commercial uses to the south on US 301 S.

The waiver also states that well over 50%, and nearly 100% of the "block" from Summerview Circle to Stelling Drive is already zoned or used for commercial uses, allowing for consideration of commercial infill development in accordance with Policy 25.3. The parcel's location and surrounding uses provide for compatibility and consistency under this request. However, to mitigate any concerns with this request, the applicant has proposed site plan enhancements and additional conditions. This includes, at a minimum, all restrictions provided in the abutting car wash PD (18-0174). The applicant has also proposed conditions to minimize the impacts to nearby residential development which includes placing the motor vehicle repair to the south, limiting store hours from 7:00am-7:00pm, maintaining an FAR of 0.13 and move the building closer to U.S. Highway 301.

Staff recognizes that the applicant has agreed to utilize site planning and mitigation techniques to better mitigate for the adjacent single-family residential lots. Planning Commission staff also acknowledges that the proposed site fronts Highway 301, an arterial. Numerous commercial uses are located along Highway 301 within the general vicinity of the subject site. However, the subject site also has access to Stelling Drive, a local roadway and is adjacent to single-family residential lots. New development must demonstrate the gradual transition of intensities between different land uses through the use of professional site planning, buffering and screening techniques and control of specific land uses (Policy 16.2, FLUE). Development and redevelopment are also required to be integrated with adjacent land uses through the creation of like uses, creation of complementary uses or mitigation of adverse impacts (Policy 16.3, FLUE). The proposed modification does not complement the surrounding area and is too intense.

The subject site is zoned Planned Development (PD 20-0182) and is currently approved for some Commercial Neighborhood (CN) uses. The applicant seeks to add Motor Vehicle Repair – Minor as a permitted use. Minor auto repair (neighborhood) is one the uses currently approved on site. Policy 25.3 (FLUE) requires that the intensity of the new zoning

district should be of a comparable intensity of the zoning and development on the surrounding parcels.

The proposed modification would not provide a gradual transition from the subject site to the residential commercial uses to the west (Policy 16.2). The modification would result in a more intense use in close proximity to single-family residential accessing Stelling Drive, a local roadway (Policies 16.2 and 16.5, FLUE). Since commercial is currently permitted on site and the proposed minor auto repair use is too intense for the site, the proposed modification does not qualify to be considered for the commercial infill exception per Policy 23.5 (FLUE). The addition of a more intense auto repair use would undermine the intent of Policies 16.1, 16.2, 16.3 and 16.5 (FLUE). Planning Commission staff recommends that the Hillsborough Board of County Commissioners not approve the waiver to locational criteria.

MM 18-0174, which allows for a car wash, located immediately to the south of the subject site was found to be consistent with the Comprehensive Plan even though it does not meet Commercial Locational Criteria. It should be noted that MM 18-0174 does not have access to a local street and does not undermine the intent of Policy 16.5 (FLUE).

The proposed modification would also undermine the Riverview Community Plan which requires the provision of appropriate and compatible buffers and transitions to existing, adjacent land uses particularly with agricultural operations and the lands acquired for preservation and/or open space (Goal 1). The proposed modification would not provide an appropriate and compatible transition to the adjacent single-family residential land uses adjacent to the site. Consequently, the modification request is not consistent with the Riverview Community Plan.

Overall, the proposed rezoning would allow for development that is not consistent with the Goals, Objectives and Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan. The rezoning request is incompatible with the existing residential development pattern and would facilitate development that is out of character with the surrounding area. The request would not facilitate the vision of the Riverview Community Plan.

#### Recommendation

Based upon the above considerations, Planning Commission staff finds the proposed Major Modification **INCONSISTENT** with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*.

# 2019 AERIAL

RZ MM 20-1070

anther Trace Blvd

Holland Rd

Caraway.S

PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR) AGRICULTURAL-1/10 (.25 FAR)

Arcadia Ln

ld ewna

Standbridge, Dr.

Greystone Ridge Ct Mighway 301

AGRICULTURAL ESTATE-1/2.5 (.25 FAR) AGRICULTURAL/RURAL-1/5 (.25 FAR)

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

COMMUNITY MIXED USE-12 (.50 FAR) SUBURBAN MIXED USE-6 (.35 FAR)

Pickside City Pickside City Pickside City Pickside City Pickside City Pickside Picks

Aya Kaliway, Meadow Dr

20-1070

Lincoln Rd

Huddleston Ct

Covington Rd

Dixon Dr

20-1070

Lurida Rd

Tribute Dr

Creek Bluff Dr

and Rd

Tulip Field Way

Rose Petal in Ro

REGIONAL MIXED USE-35 (2.0 FAR) URBAN MIXED USE-20 (1.0 FAR)

ENERGY INDUSTRIAL PARK (: 50 FAR USES OTHER THAN RETAIL, . FAR RETAIL/COMMERCE) RESEARCH CORPORATE PARK (1.0 FAR)

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR) NATURAL PRESERVATION

Summerfeld Co.

Summerview@fr

Mallard Farm Rd

Damfino Ln

VailRidge Drag

Gascony St

Pops Ct

Lionheart St

Ketchum

1,710 1,140

Heata PI

Summerto 70

Map Printed from Rezoning System: 8/5/2020

Whitecap Dr

Woodbridge

─Old Big Bend Rd ─ Big Bend Rd

Simmons Rop Simmons Rd

File: G:\RezoningSystem\MapF Author: Beverly F. Daniels





# GENERAL SITE PLAN FOR CERTIFICATION

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### **DEVELOPMENT SERVICES**

PO Box 1110 Tampa, FL 33601-1110

# HILLSBOROUGH COUNTY DEVELOPMENT SERVICES DEPARTMENT

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

## BOARD OF COUNTY COMMISSIONERS

Ken Hagan Pat Kemp Lesley "Les" Miller, Jr. Sandra L. Murman Kimberly Overman Mariella Smith Stacy R. White

**COUNTY ADMINISTRATOR** 

Michael S. Merrill

COUNTY ATTORNEY

Christine M. Beck

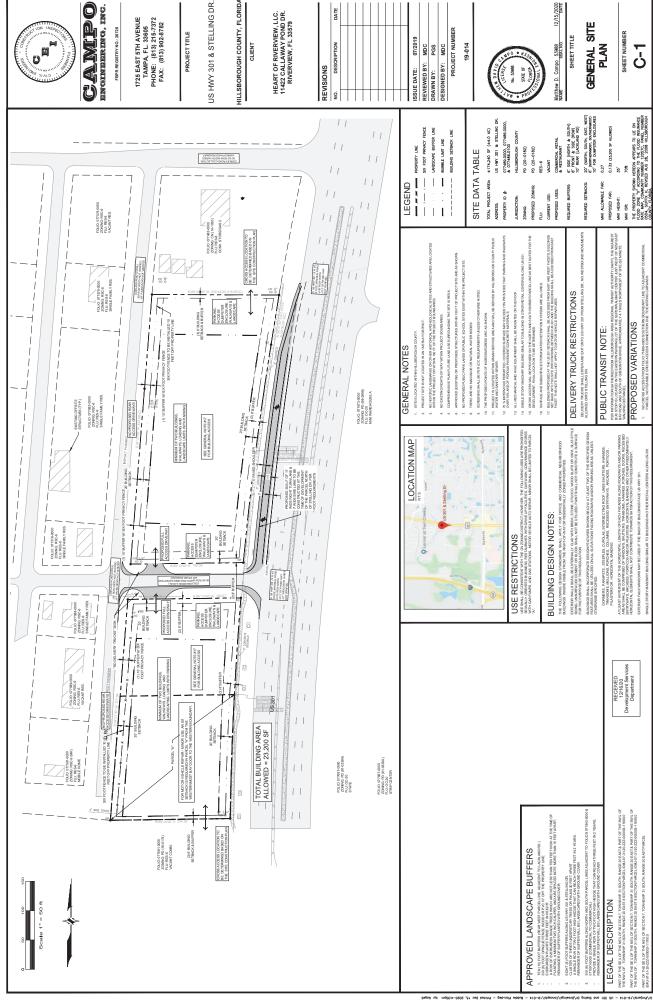
INTERNAL AUDITOR

Peggy Caskey

### **DEPUTY COUNTY ADMINISTRATOR**

Lucia E. Garsys

Project Name: US 301 & Stelling Dr				
Zoning File: RZ-PD 20-0182	Modification:			
	Submitted: 12/16/20			
To Planner for Review:	Date Due: 12/23/20			
Matthew Campo  Contact Person:	Phone: 813.215.7372/matthew@campoengineering.com			
Right-Of-Way or Land Required for				
✓ The Development Services Departm	ent HAS NO OBJECTION to this General Site Plan.			
The Development Services Departm Site Plan for the following reasons:	ent RECOMMENDS DISAPPROVAL of this General			
Reviewed by: Tania Chapela	Date: 12/28/2020			
Date Agent/Owner notified of Disapp				





CAMINEDO ENGINEERING, INC.

1725 EAST 5TH AVENUE TAMPA, FL. 33605 PHONE: (813) 215-7372 FAX: (813) 902-8782

PROJECT TITLE

HILLSBOROUGH COUNTY, FLORID≜

HEART OF RIVERVIEW, LLC. 11422 CALLAWAY POND DR. RIVERVIEW, FL 33579

DATE

SHEET NUMBER

# AGENCY COMMNENTS

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### AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department DATE: 11/5/2020			DATE: 11/5/2020
REVIEWER: James Ratliff, AICP, PTP, Principal Planner AGENCY/DEPT: Transportation			Transportation
PLANNING SECTOR/AREA: RV/ South PETITION NO: MM 20-1070			ИМ 20-1070
	This agency has no comment.		
	This agency has no objection.		
This agency has no objection, subject to the conditions proposed herein below.			
This agency objects for the reasons listed below.			

### **NEW CONDITION OF APPROVAL**

All previous transportation conditions shall carry-forward. In addition, the staff requests addition of the following new condition:

1. The developer shall construct a southbound to westbound right-turn lane on US 301 onto Stelling Dr. Such turn lane shall be subject to the review and approval of the Florida Department of Transportation (FDOT), and may be phased at the discretion of FDOT staff.

### REQUEST SUMMARY AND CONCLUSIONS

The applicant is requesting a Major Modification (MM) to Planned Development (PD) #20-0182, consisting of three parcels totaling +/- 4 ac. The applicant is seeking allow minor motor vehicle repair uses within the subject PD. The PD is currently approved for Commercial Neighborhood (CN) uses, excluding convenience stores with gas pumps, restaurants with drive-thru facilities, car wash facilities, gas stations and sexually oriented businesses. Because the existing zoning allows higher intensity uses than the additional proposed use, for example high-turnover sit-down restaurants, the proposed zoning will have no impact on the maximum trip generation potential of the subject PD.

The FDOT is requiring that applicant construct a southbound to westbound right turn lane on US 301 onto Stelling Dr. The applicant has requested a condition stating that the turn lane will not be required concurrent with development of the southern parcel; however, there are no FDOT agency comments indicating they concur with this request. As such, staff has proposed a simplified condition which will allow the determination of phasing to be made at the discretion of FDOT staff.

Transportation Review Section Staff has no objection to the proposed rezoning, subject to the additional condition proposed hereinabove.

### TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

US 301 (between Balm Rd. and Rhodine Rd.) is a 6-lane, divided, principal arterial roadway. The roadway is characterized by 12-foot wide travel lanes in good condition. There is a +/- 5-foot sidewalk along the western portion of US 301 in the vicinity of the proposed project and a +/- 10-foot wide multi-purpose path along the east side of US 301. There are no plans to widen US 301 beyond 6- lanes.

Stelling Drive is a substandard 2 lane undivided local road. The roadway is characterized by +/- 19 feet of pavement in average condition, and is located within an approximately 54-foot wide right-of-way. There are no sidewalks along either side of Stelling Drive.

Lackland Road is a substandard 2 lane undivided local road. The roadway is characterized by +/- 18 feet of pavement in average condition, and is located within an approximately 50-foot wide right-of-way. There are no sidewalks along either side of Lackland Road.

### **SITE ACCESS**

No changes in site access are proposed. At staff's request, the applicant modified the PD site plan to clarify a discrepancy between access arrows and driveway turnout linework on the PD plan.

### **VARIANCE REQUESTS**

### Administrative Variance #1

Concurrent with the 20-0182 PD zoning request, the applicant submitted and received conceptual approval of a Section 6.04.02.B. Administrative Variance (dated January 29, 2020) from the Section 6.04.03.L requirement to improve Lackland Rd. (between Stelling dr. and Cowley Rd.) to current County standards. The County Engineer has not yet approved the variance request. The request, which is pending the County Engineer's signature, has been appended for reference.

### Administrative Variance #2

Concurrent with the 20-0182 PD zoning request, the applicant submitted and received approval of a Section 6.04.02.B. Administrative Variance (dated January 29, 2020) from the Section 6.04.07 access spacing for the project's access spacing on Stelling Dr. The County Engineer approved the variance request on February 5, 2020. A copy has been included for reference.

### **LEVEL OF SERVICE (LOS) INFORMATION**

Roadway	From	То	Peak Hour Directional LOS
Big Bend Rd.	Balm Rd.	Rhodine Rd.	С

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

### LINCKS & ASSOCIATES, INC.



Mr. Mike Williams Hillsborough County Government 601 East Kennedy Blvd., 22nd Floor Tampa, FL 33602

Re:

STELLING DRIVE

RZ 20-0182

Folio 077 486.0000, 077 486.0100, 077 489.0000

Lincks Project Number 17132

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.07 of the Hillsborough County Land Development Code, for the access to Stelling Drive from the project. The project is located west of US 301 and south of Cowley Road. The developer proposes to rezone the property to Planned Development to allow up to 23,200 Square Feet of Commercial uses.

The access to serve the project is proposed to be via one full access to Stelling Drive.

The request is for a Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing for the access to Stelling Drive. Based on Section 6.04.07 the spacing for a full access to local street is 175 feet. The subject access is approximate 150' from US 301 and approximate 85' from Lackland Road as shown in Figure 1.

The justification for the variance is as follows:

- (a) there is an unreasonable burden on the applicant,
- 1) The total distance along Stelling Drive from US 301 to Lackland Road is approximately 235 feet.
- 2) To allow the landscape buffer along Lackland Road, parking and drive isle the minimum distance to US 301 is approximate 150 feet.
- 3) The only access to serve the project is Stelling Drive.

Due to the limited access for the project, the access to Stelling Drive is needed to allow reasonable use of the property.

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

Stelling Drive is limited to right-in/right-out to US 301. In conjunction with the

development of the project a 405 foot southbound right turn lane is proposed to be provided on US 301 at Stelling Drive. Given the limited access to US 301 and the southbound right turn lane the spacing of the access should not be detrimental to public health, safety, and welfare.

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

As stated, the project has limited access therefore, the subject access is necessary

to provide reasonable use to the property.

Michael J. Williams

Hillsborough County Engineer

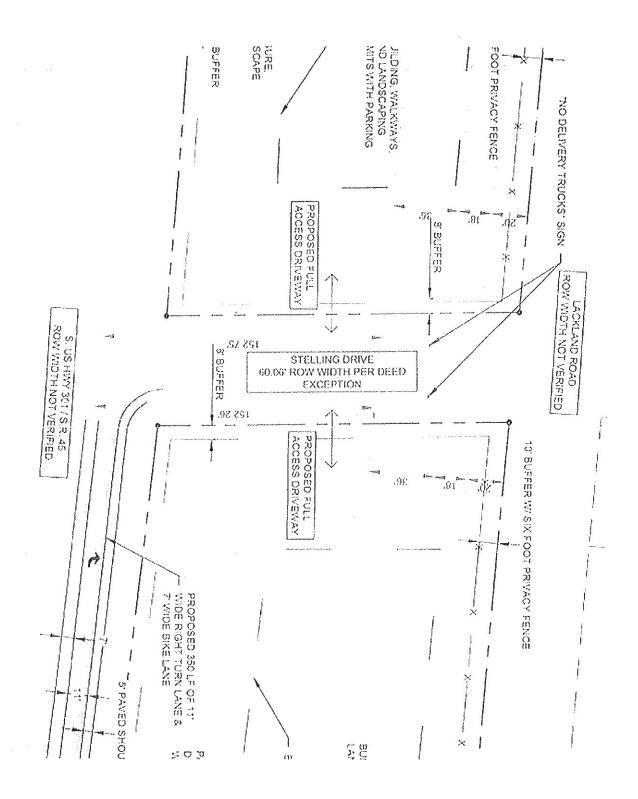
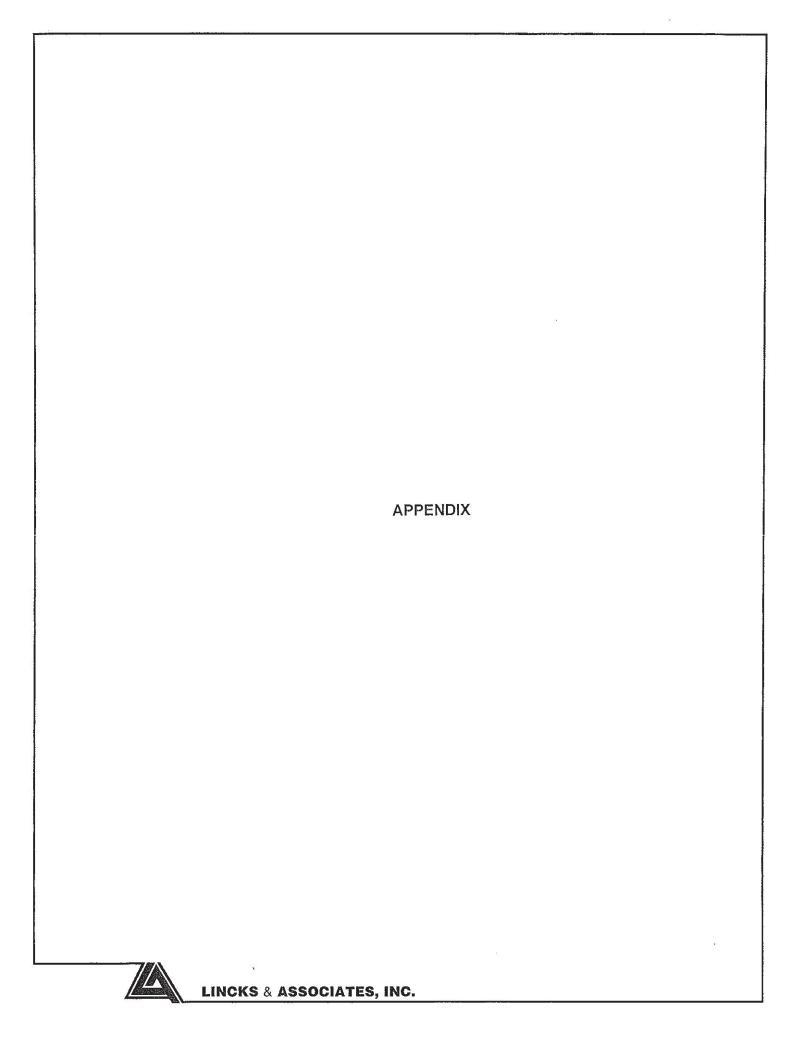


Figure 1



HILLSBOROUGH COUNTY LDC LINCKS & ASSOCIATES, INC.

The pavement should be structurally adequate to meet the expected traffic loads an shall not be less than the requirements contained in the Hillsborough County Transportation Technical Manual, latest edition.

### Sec. 6.04.06. - Maintenance Responsibilities

### A. Introduction

The purpose of this section is to identify the various responsibilities relative to maintenance of access points. The occupant and the owner of the property services by the access shall be responsible for meeting the terms and conditions of the permit, if any.

### B. Maintenance Responsibility by Jurisdiction

- State Highway System. For those connections onto the State Highway System, the Florida Department of Transportation will normally maintain the connection surface, sidewalks, and all drainage facilities within the right-ofway.
- 2. County Roadway System. For the connections onto the County Roadway System, within the unincorporated portion of the County, the County Public Works Department will maintain the first four feet, nearest the edge of pavement, of the connection. In addition, the Department will maintain drainage structures within the right-of-way which accommodates roadway drainage.
- 3. Traffic Control Devices. All traffic control devices, including signs, signals and pavement markings, installed and properly permitted on the public right-of-way or public easements to control traffic utilizing the connection, shall be maintained by the County. Any devices required by the permit but installed off the public right-of-way shall be maintained by the permittee in a condition satisfactory to the County's Director of Public Works. The permittee shall be responsible for correcting any on-site deficiencies in an appropriate an timely manner.

Sec. 6.04.07 Table: Minimum Spacing	
	MINIMUM SPACING

ACCESS CLASSIFICATION (See Notes)	MINIMUM CONNECTION SPACING	MINIMUM MEDIAN; OPENING SPACING (Directional)	MINIMUM MEDIAN OPENING SPACING (Full)
CLASS 1	(See Federal Highway	Administration and FD	OT Requirements)
Roadway providing for high speed, high volume traffic movement serving interstate, interregional and intercity needs as well as some intracity travel. These roadways do not provide direct property connections.			
CLASS 2			

A specially	>45 mph 1320 ft	>45 mph 1320 ft ≤	>45 mph 2640 ft ≤
protected	≤45 mph 660 ft	45 mph 660'	45 mph 1320 ft
corridor			
distinguished			
by an extensive			
existing or			
planned system			
of access roads			
and restrictive			
median			
treatments.			

CLASS 3

	I	1	1
New and	>45 mph 660 ft ≤45	>45 mph 1320 ft	>45 mph 2640 ft
existing	mph 330 ft	≤45 mph 660 ft	≤45 mph 1320 ft
roadways		V.	
primarily in			
areas without			
extensive			
development or			
extensive			
subdivided	, ·		
properties.			
These corridors			
will be			
distinguished			
by existing or			
desired			
restrictive			
median			
treatments.			
Two lane			
highways with a			
desired high			
degree of			
access			
management			
should also be			
included.			
CLASS 4		J	

New and	>45 mph 660 ft≤45	N.A.	N.A.
existing	mph 330 ft		
roadways			
primarily in			
areas without			
extensive			
development or			
extensive	2		
subdivided			
properties.			
These corridors			
will be			F .
distinguished			
by			
nonrestrictive			
median			
treatments or			
highways with			
two-way left			
turn lanes.			
CLASS 5			

	r		
Existing	>45 mph 330 ft ≤ 45	All Speeds 660 ft	>45 mph 1320 ft ≤
roadways	mph 245 ft		45 mph 660 ft
primarily in			
areas with			
moderate or			
extensive			
development or			
where the land			
is extensively			
subdivided.			
These corridors			
will be			
distinguished			
by existing or			
desired			
restrictive		9	
median			
treatments.			
CLASS 6			

	<u> </u>	I	<u> </u>
Existing	>45 mph 330 ft ≤45	N.A.	N.A.
roadways	mph 245 ft		
primarily in	i.		
areas with			
extensive			
development or			
where the land			
is extensively			
subdivided.			
These corridors			
will be			
distinguished			
by existing or			
expected non			
restrictive			
medians, such			
as an undivided			
two or four lane			
highway or			
multi-lane			1
highways with			
two-way left			
turn lanes.			
CLASS 7			

Subdivision	TYPE I = 10 ft	ALL SPEEDS 330 ft	ALL SPEEDS 330 ft
roads and all	Type II = 50 ft		
other local	(<5000 vpd*)		
roadways	175 ft (≥ 5000 vpd*)	•	
functioning as			
subdivision			
roads.			
March 1, 1991	Type III =50 ft		
	(<5000 vpd*)		
	250 ft		
	(≥ 5000 vpd*)		
	* refers to volume		
	on adjacent		
	roadway		

### NOTES AND SPECIAL REQUIREMENTS

- Access road systems in Access Class 2 assumes the provision of an access road system or adequate internal property circulation through existing or new public and private roads in transportation and comprehensive plans and through local land development regulations.
- Minimum connection and directional median spacing openings specified here may not be adequate if extensive right or left-turn storage is required.
   Greater distances may be required to provide sufficient site-specific storage.
- 3. Connections and median openings on the public roadway system located up to ¼ mile from an interchange area or up to the first intersection with an arterial roadway, whichever distance is less, shall be regulated to protect the safety and operational efficiency of the limited access facility and the interchange area. The ¼ mile distance shall be measured from the end of the taper of the ramp furthest from the interchange.

- a. The distance to the first connection shall be at least 660 feet where the posted speed limit is greater than 45 mph or 440 feet where the posted speed limit is 45 mph or less. The distance will be measured from the end of the taper for the particular quadrant of the interchange. If the above connection spacing cannot be provided, a single connection per property will be provided if no other reasonable access to the property exists and the issuing authority determines that the connection does not create a safety, operational or weaving hazard.
- b. The minimum distance to the first median opening shall be at least1,320 feet as measured from the end of the taper of the egress ramp.
- c. Connections and median openings meeting the above spacing standards still may not be permitted in the location requested in the permit application, when the issuing authority determines, based on traffic engineering principles, that the safety or operation of the interchange or the limited access highway would be adversely affected.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 08-15, § 2, 6-12-08, eff. 10-1-08)

Sec. 6.04.08. - Table: Corner Clearance at Intersections

CORNER CLEARANCE AT INTERSECTIONS  For Isolated Corner Properties Only				
Position	Access Allowed	Minimum Clearance		
With Restrictive Median				
Approaching Intersection	Right In/Out	115'		
Approaching Intersection	Right In Only	. 75'		
Departing Intersection	Right In Out	230' (125)*		
Departing Intersection	Right Out Only	100'		

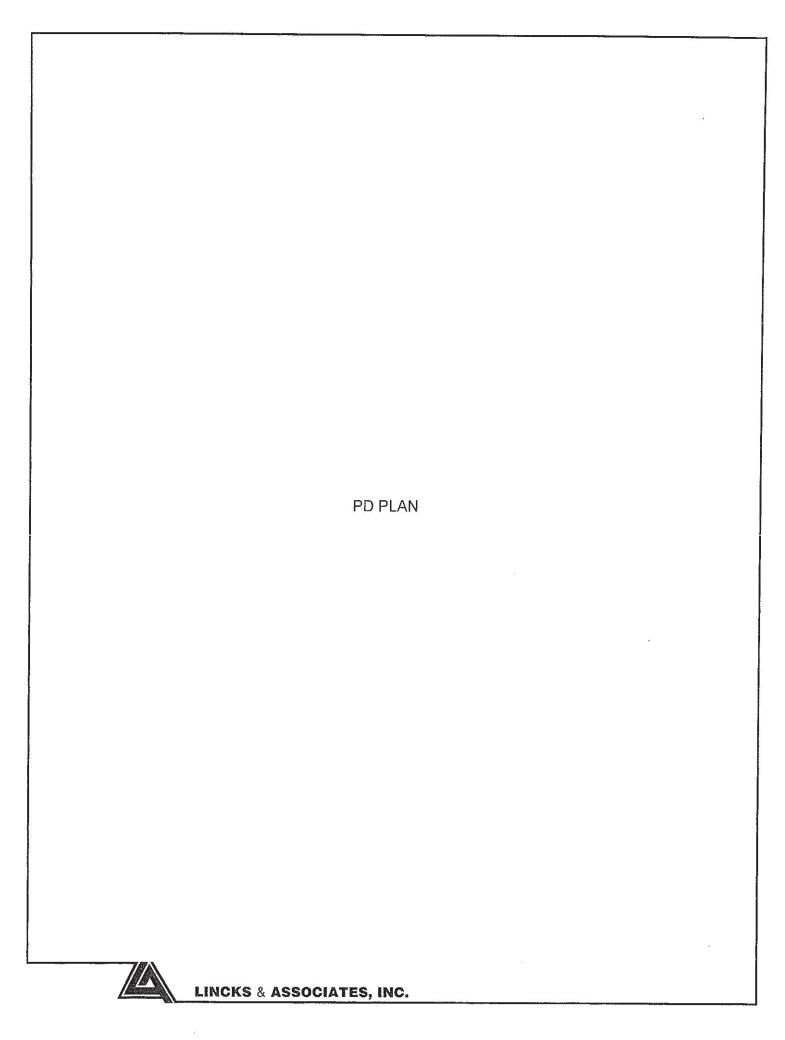
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Without Restrictive Median			
Approaching Intersection	Full Access	230' (125)*	
Approaching Intersection	Right In Only**	100'	
Departing Intersection	Full Access	230' (125)*	
Departing Intersection	Right Out Only**	100'	

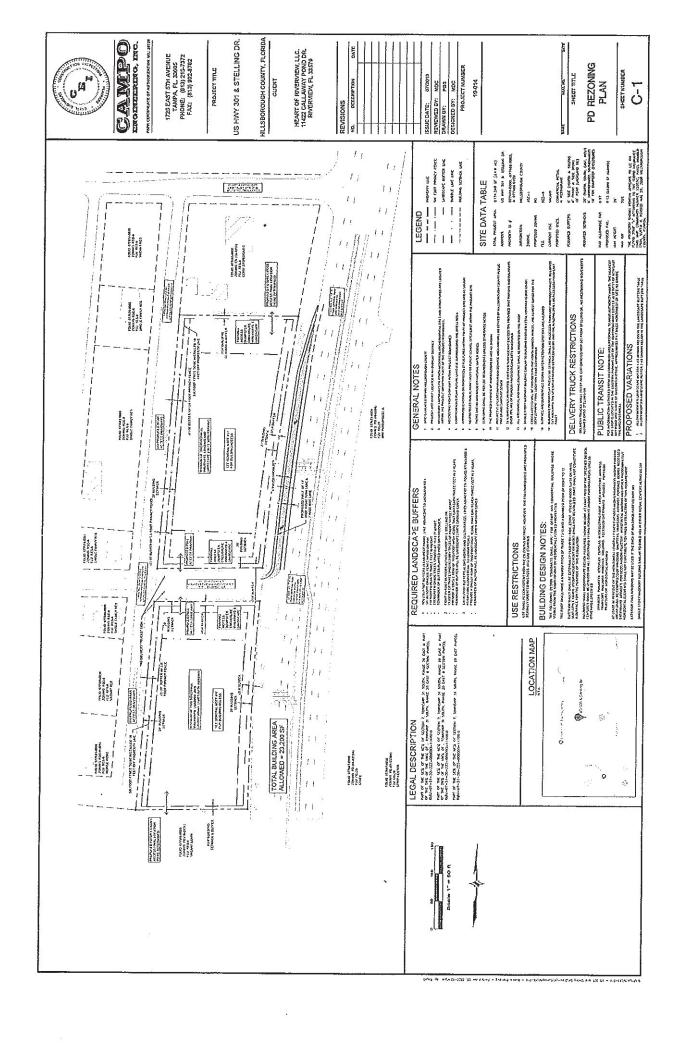
Isolated corner properties that, because of size or configuration cannot meet the above spacing requirements may apply for a variance as provided in <u>6.04.02</u> C.

<sup>\*</sup> Access Class 7 may use the measurements in parenthesis if the posted speed limit is 35 MPH or less.

<sup>\*\*</sup> Right In/Out Right in Only and Right Out Only connections on roadways without restrictive medians shall, by design of the connection, effectively eliminate unpermitted movements.

FLG SHORT PD PLAN









January 29, 2020

Mr. Mike Williams Hillsborough County Government 601 East Kennedy Blvd., 22nd Floor Tampa, FL 33602

Re:

CACKLAND ROAD (Stelling Dr/Cowley Rd)

RZ 20 - 0182

Folio 077 486.0000, 077 486.0100, 077 489.0000

Lincks Project Number 17132

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03L of the Hillsborough County Land Development Code, which requires improvement of projects taking access to a substandard road to improve the roadway to current County standards between the project driveways and the nearest standard road. The developer proposes to rezone the property to Planned Development to allow up to 23,200 Square Feet of Commercial uses.

The access to serve the project is proposed to be via one full access to Stelling Drive.

The request is to waive the requirement to improve Lackland Road, (between Stelling Drive and Cowley Road) to current County standards for a TS-7 roadway, the standards for which are found within the Hillsborough County Transportation Technical Manual.

The justification variance is as follows:

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

	Lane Width – TS-7 has 12' lanes. The existing road has 10' lanes. The project does not have direct access to the road. Also, there does not appear to be off tracking along the roadway. According to the FDOT Manual Manual Manual Manual for Design Conflued and Manual Ma
2)	Shoulders - TS-7 has 8' shoulder with 5' paved. There are unpaved shoulders along the when the speed
	Subject segment. There does not appear to be any of tracking along the roadway.
3)	Dialitage Dittri - 13-7 has drainage dittries on both sides of the road. The existing
	roadway has shallow swales on both sides of the roadway. There does not appear to be
	a drainage problem on this section of the roadway due to the existing ditches.

4) Sidewalk – TS-7 has 5' sidewalk on both sides of the roadway. There are no sidewalks along the subject segment of the roadway. The developer will construct sidewalks along the project frontage on Lackland Road will be selevable to Cowley Road.

Based on the above, it would not be reasonable to require the developer to improve this section of Lackland Road to County standards.

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

5023 West Laurel Street
Tampa, Florida 33607
813 289 0039 Telephone
813 287 0674 Telefax
www.lincks.com Website

The existing roadway is sufficient and not detrimental to the public health, safety and welfare. There is no off tracking evident along the roadway and the roadway is sufficient and not detrimental to the public health, safety and

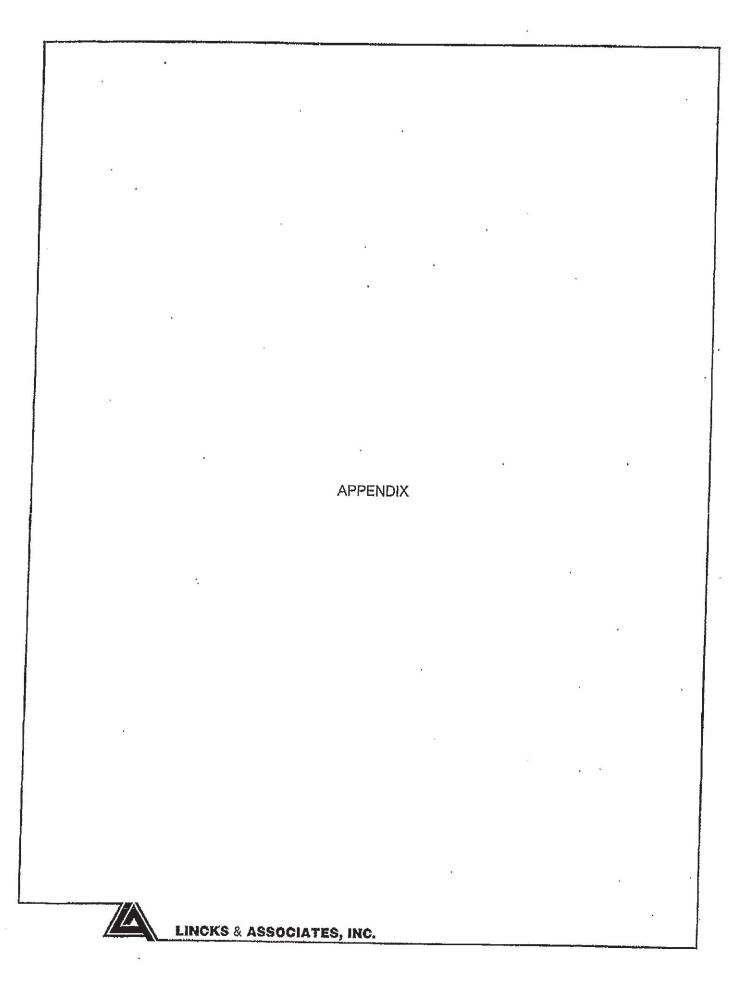
The existing roadway is sufficient and not detrimental to the public health, safety and welfare. There is no off tracking evident along the roadway except where the existing commercial business is accessing the road. The increase in project traffic should not impact the safety of the roadway to require the roadway be improved to County standards.

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

The Project does not have direct access to Lackland Road. Lackland Road is a part of the grid system in the area providing north/south connection between Stelling Drive and Cowley Road. The variance is needed to maintain the grid system in the area.

Cowley Moad. The variance is needed to maintain the grid System and a			
Please do not hesitate to contact us if you have any questions or require any additional information  Best Regards,  Steven J Henry  President  Lincks & Associates, Inc.  P.E. #51555			
Based on the information provided by the applicant, this request is:  Disapproved			
X Approved			
If there are any further questions or you need clarification, please contact Charles Whi AICP, PTP, or James Ratliff, AICP.			
Date Sincerely,			
Michael J. Williams			

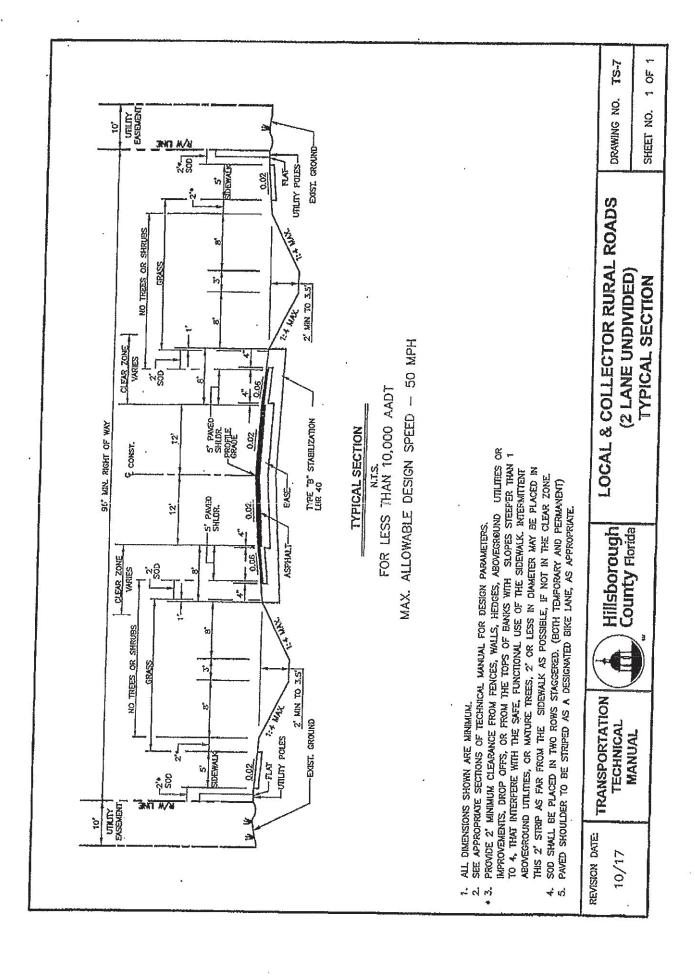
Hillsborough County Engineer



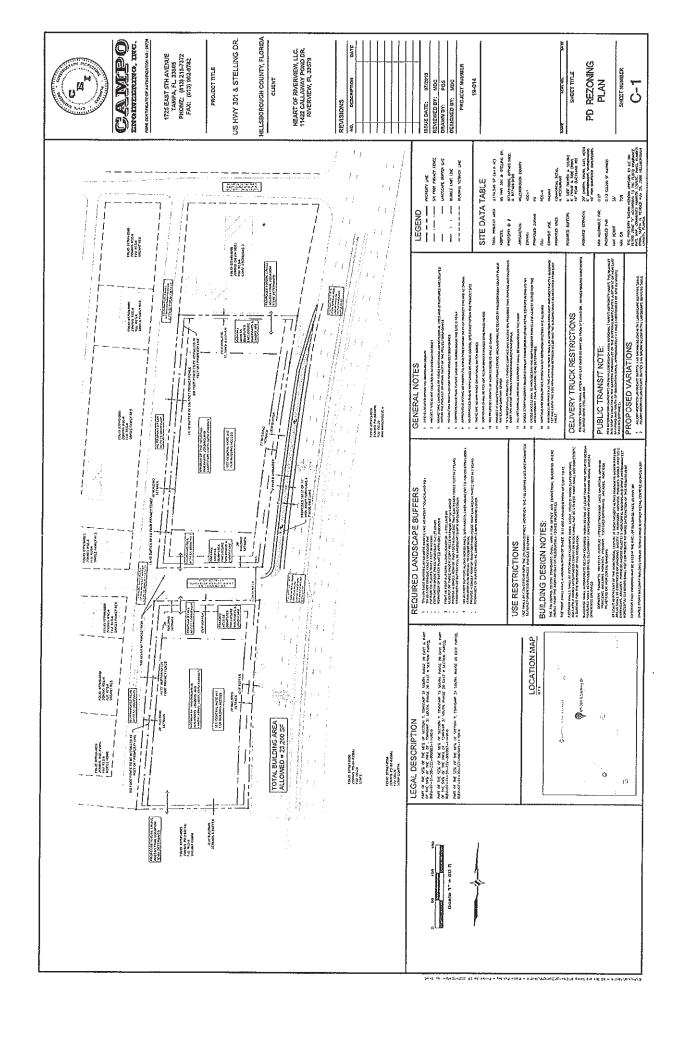
TS-7



LINCKS & ASSOCIATES, INC.



PD PLAN LINCKS & ASSOCIATES, INC.



### Camacho, Juan

From: Clock, Dessa <clockd@epchc.org>
Sent: Monday, November 9, 2020 2:29 PM
To: Camacho, Juan; Chapela, Tania

**Subject:** 20-1070

[External]

Good Afternoon,

The revised documents/plans for the above mentioned application, received by EPC on November 5, 2020 and October 28, 2020 do not change the previously issued comments by EPC Wetlands Division.

Thank you,

### **Dessa Clock**

Environmental Supervisor I Wetlands Division (813) 627-2600 ext. 1158 | www.epchc.org

### **Environmental Protection Commission**

3629 Queen Palm Drive, Tampa, FL 33619

Our mission is "to protect our natural resources, environment, and quality of life in Hillsborough County."

Follow us on: <u>Twitter | Facebook | YouTube</u>

**Track Permit Applications** 

"Please be advised that due to the evolving COVID-19 crisis, you may experience delays in response time and processing. We are making every effort to continue to provide excellent customer service and appreciate your understanding."

This email is from an **EXTERNAL** source and did not originate from a Hillsborough County email address. Use caution when clicking on links and attachments from outside sources.

### **COMMISSION**

Mariella Smith CHAIR
Pat Kemp VICE-CHAIR
Ken Hagan
Lesley "Les" Miller, Jr.
Sandra L. Murman
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

REZONING				
COMMENT DATE: 8/11/2020				
PROPERTY ADDRESS: North and southwest corner of US 301 S & Stelling Drive  FOLIO #: 077486-0000, 077486-0100, 077489-0000  STR: 07-31S-20E				
	<b>31K.</b> 07-313-20E			

**REQUESTED ZONING:** Major modification to PD 20-0182

FINDINGS		
WETLANDS PRESENT	NO	
SITE INSPECTION DATE	12/5/2019	
WETLAND LINE VALIDITY	N/A	
WETLANDS VERIFICATION (AERIAL PHOTO,	N/A	
SOILS SURVEY, EPC FILES)		

### **INFORMATIONAL COMMENTS:**

Wetlands Management 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.

dc/aow



### 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: 10/02/2020

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

APPLICANT: Craig Bazarsky PETITION NO: 20-1070

LOCATION: NW and SW corner of US 301 and Stelling Dr

**FOLIO NO:** 77486.0000, 77486.0100, 77489.0000

### **Estimated Fees:**

Auto Care Center (23,200 s.f.)

Mobility: \$7,508.00 \* 23.2 = \$174,185.60

Fire: \$313.00 \*23.2 = \$7,261.60

Total: \$181,447.20

### **Project Summary/Description:**

Urban Mobility, South Fire - Auto Care Center max 23,200 s.f.

#### AGENCY REVIEW COMMENT SHEET

10:	ZONING TECHNICIAN, Planning Growth Manag	gement	DATE: 3 Aug 2020
REV	IEWER: Bernard W. Kaiser, Conservation and E	nvironmental Lands	<u>Management</u>
APPI	LICANT: Matthew Campo	PETITION NO: M	M 20-1070
LOC	ATION: Northwest and Southwest corner of U.S. H	WY 301 & Stelling Dr	., Riverview, FL 33579
FOL	<b>IO NO:</b> 77486.0000, 77489.0000,77486.0100	<b>SEC:</b> <u>07</u> <b>TWN:</b> <u>31</u>	<b>RNG:</b> <u>20</u>
$\square$	This against has no comments		
	This agency has no comments.		
	This agency has no objection.		
	This agency has no objection, subject to listed o	r attached conditions	3
	This agency has no objection, subject to listed o	r attached conditions	<b>5.</b>
	This agency objects, based on the listed or attac	hed conditions.	
COMN	MENTS: .		
JOIVIII	······································		

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

PETIT	TION NO.: MM20-1070 REVIEWED BY: Randy Rochelle DATE: 7/28/2020
FOLIC	O NO.:77486.0000, 77486.0100 & 77489.0000
$\boxtimes$	This agency would ☐ (support), ☒ (conditionally support) the proposal.
	WATER
	The property lies within the <u>Hillsborough County</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 <u>8</u> inch water main exists $\boxtimes$ (adjacent to the site), $\square$ (approximately feet from the site) <u>and is located within the south Right-of-Way of Cowley Road</u> .
	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>Hillsborough County</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 $\underline{20}$ inch wastewater force main exists $\boxtimes$ (adjacent to the site), $\square$ (approximately $\underline{\hspace{0.5cm}}$ feet from the site) and is located within the west Right-of-Way of S. US Highway of 301.
	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
COMM	MENTS: This site is located within the Hillsborough County Urban Service Area, therefore the subject property should be served by Hillsborough County Water and Wastewater Service. This comment sheet does not guarantee water or wastewater service or a point of connection. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site

improvements as well as possible off-site improvements.

## VERBATIM TRANSCRIPT

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Page 1

HILLSBOROUGH COUNTY, FLORIDA BOARD OF COUNTY COMMISSIONERS

IN RE:

ZONING HEARING MASTER (ZHM)

HEARING

)

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE:

SUSAN FINCH

Zoning Hearing Master

DATE:

Monday, October 19, 2020

TIME:

Commencing at 6:00 p.m. Concluding at 8:57 p.m.

PLACE:

Cisco Webex Video Conference

Reported By:
Diane T. Emery, CMRS, FPR
Executive Reporting Service
Ulmerton Business Center, Suite 100
Clearwater, FL 33762

Executive Reporting Service

	Page 11
1	is being continued by staff to the November 16,
2	2020, Zoning Hearing Master hearing.
3	Item A.14., major mod 20-0898. This
4	application is out of order to be heard and is
5	being continued to the November 16, 2020, Zoning
6	Hearing Master hearing.
7	Item A.15, rezoning PD 20-0985. This
8	application is out of order to be heard and is
9	being continued to the November 16, 2020, Zoning
10	Hearing Master hearing.
11	Item A.16., major mod 20-1068. This
12	application is out of order to be heard and is
13	being continued to the November 16, 2020, Zoning
14	Hearing Master hearing.
15	Item A.17., major mod 20-1070. This
16	application is out of order to be heard and is
17	being continued to the November 16, 2020, Zoning
18	Hearing Master hearing.
19	Item A.18., RZ-PD 20-1071. This application
20	is out of order to be heard and is being continued
21	to the November 16, 2020, Zoning Hearing Master
22	hearing.
23	Item A.19., rezoning standard 20-1078. This
24	application is out of order to be heard and is
25	being continued to the November 16, 2020, Zoning

# EXHIBITS SUBMITTED DURING THE ZHM HEARING

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

DATE/TIME: 11/16/2020 6PM HEARING MASTER: Lawes Scarola Sosan Find

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING		
APPLICATION#  RZ  19-1344	MAILING ADDRESS 324 5 BIV S  CITY OF STATE F ZIP 336 PHONE 8:429-12752	
APPLICATION# RZ 19-1344	MAILING ADDRESS 1350 ORANGA STE20 ( CITY WINTERPARISTATE FL ZIP 32/6 PHONE 407-463 36	
APPLICATION#  RZ  19-1344	MAILING ADDRESS 5949 Lock hast Rd  CITY BOOKS, lle STATE # ZIP 3402 PHONE 352 754-247	
APPLICATION#  RZ 19-1344	MAILING ADDRESS 4406 LOMA VISTA DR.  CITY VALRI CO STATE FL ZIP 33596 PHONE 215-8862	
APPLICATION# MW) 19-1462	MAILING ADDRESS AW N. ASHLOY DR. \$100  CITY TAMPA STATE OL ZIP 33602 PHONE 271-96W	
APPLICATION#  MM  JQ-03/0	MAILING ADDRESS 607 Superior Avc.  CITY Tampa STATE FL ZIP 33126 PHONE 813-222- 5057	

PAGE OF SIGN-IN SHEET: RFR, ZHM, PHM, LUHO DATE/TIME: 11 (16) 2026 6pm HEARING MASTER: James Scarola / PLEASE PRINT CLEARLY. THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT NAME 1019 APPLICATION # AUDA MAILING ADDRESS 6727 SIMMONS LOOT MM 20-03/0 CITY RIVERVIEW STATE IN ZIP PHONE 317-698-57 NAME Bever & Aude APPLICATION # MM Q0-0310 MAILING ADDRESS 6727 Simmons Loop CITY RIVERVIEW STATEFI. ZIP 33578 PHONE 317) 919-2996 PLEASE PRINT APPLICATION # Mym MAILING ADDRESS 523 20-0310 PLEASE PRINT APPLICATION # Elise Batsel MAILING ADDRESS 401 E- Jeelin St. Sinte 2100 PLEASE PRINT OM APPLICATION # AUDA MAILING ADDRESS 6 27 STMINN LOOP MW

MAILING ADDRESS 6727 Simmons Loop

CITY BIVERVIEW STATE F1. ZIP 33578 PHONE (317) 919-3996

EN WHONE STATE FL ZIP33518 PHONE 3/1688-5350

20.0311

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

DATE/TIME: LUCIDOO 6 PM HEARING MASTER: James Scarola

PLEASE PRINT CLE	ARLY, THIS INFORMATION WILL BE USED FOR MAILING
APPLICATION #	NAME STEUE LUCE
mar	ADDRESS III S. ARMENIA
2081/	CITY FAMPA STATE FL ZIP PHONE 83-767-5763
APPLICATION #	NAME Jeromo Afeirano
22	ADDRESS 270) N ESSEX CH
00-1678	CITY TPA STATE FL ZIP 33602 PHONE 8/3 758670
APPLICATION #	PLEASE PRINT Johnthar Waysman
20-1171	ADDRESS 1562 Valrico 20
	ADDRESS 1562 Valrico RD  CITY ValliCO STATE   ZIP PHONE 813-331-975
APPLICATION #	PLEASE PRINT A Lan Kadesky
20-1170	ADDRESS 1520 Booth Dr.
26-1170	CITY Valato STATE FL ZIP 3359 HONE
APPLICATION #	PLEASE PRINT KOUN MOLINIS HE
	ADDRESS 1450 BOOTH Dr
20-1170	CITY Valrico STATE F1 ZIP 3359 PHONE
APPLICATION #	NAME Deborah McKnight
25	ADDRESS 1450 BOOTH Dr
20-1170	CITY Valico STATE Fl ZIP 3359PHONE

PAGE 4 OF 6

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

DATE/TIME: 1116/2020 6pm HEARING MASTER: James Scarolg

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING NAME Keith Laplant APPLICATION # ADDRESS 1509 Booth Dr 20-1170 CITY Valrico STATE FL ZIP 33594 PHONE 8139282734 PLEASE PRINT **APPLICATION #** NAME KAN' Kennoso Amador Reynoso 0-1269 CITY DOVER STATE PL ZIP 33522 PHONE 8374-9162 NAME Cherry Hallback APPLICATION # CITY Plant City STATE Plant ZIP 3356 PHONE PLEASE PRINT LEVENY Couch APPLICATION # ADDRESS 17937 Hunting Bow, Circle CITY LUTZ STATE F ZIP 33558 PHONE PLEASE PRINT APPLICATION # NAME Michael 26-0154 STATE & ZIP PHONE 960-2375 NAME Matthew Morman Bo ADDRESS 607 S. Alexanter St # 18 APPLICATION # CITY Plant City STATE Fl ZIP 3356 PHONE

PAGE 5 OF 💯

SIGN-IN SHEET: RFR, ZHM PHM, LUHO

DATE/TIME: 11/16/2020 ppm HEARING MASTER: Sauves Scarola

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING PLEASE PRINT WC Smith APPLICATION # ADDRESS 13437 EUS Huf 92 26-0156 CITY DOW STATE FL ZIP 335 PHONE PLEASE PRINT APPLICATION # NAME 2 00.0330 earwater STATE PL ZIP 3376 PHONE 524-1818 NAME William Sollivan APPLICATION # ADDRESS 1350 ORANGAUC Soite 201 20.6330 CITYWINTEL PARTATE FC ZIP 32789PHONE 4071296-632 PLEASE PRINT APPLICATION # NAME apper STATE FZ ZIP 356 PHONE 8/3-215 -0392 **APPLICATION #** CITY Tampa STATE FL ZIP 3360 HONE 8/39246910 00390 PLEASE PRINT Kami Cor be H **APPLICATION #** ADDRESS 10/ Ekennedy Blod, Ste 3700 CITY THENEL STATEFL ZIP 33602 PHONE 227 8421

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

DATE/TIME: 1116 2020 GPMHEARING MASTER: James Scarola

PLEASE PRINT CLE	ARLY, THIS INFORMATION WILL BE USED FOR MAILING
APPLICATION #	PLEASE PRINT NAME  PLEASE PRINT  PLEASE PRIN
·R2	ADDRESS 5023 W. LAVEEL ST
20-0696	CITY AMPA STATE L ZIP 336 PHONE E13-789
APPLICATION #	NAME ATTON SPECCHEMPER
WW	ADDRESS 601 JAnton Dr. Suine 700
20 1070	CITY (Auga STATE) ZIP 336° PHONE (813) 229-
APPLICATION #	NAME Elise Batsel  ADDRESS 401 E Jackson SA.
22	ADDRESS 401 E Jackson SA.
20-1150	CITY Tampa STATE PL ZIP 336 PHONE 813. 2222505
APPLICATION #	PLEASE PRINT NAME
	ADDRESS
	CITY STATE ZIP PHONE
APPLICATION #	PLEASE PRINT NAME
	ADDRESS
-	CITYSTATEZIPPHONE
APPLICATION #	PLEASE PRINT NAME
	ADDRESS
	CITYSTATEZIPPHONE

HEARING TYPE: ZHM, PHM, VRH, LUHO DATE: 11/16/2020

HEARING MASTER: James Scarola/Susan Finch PAGE: 1 of 1

APPLICATION #	TURNED IN BY	EXHIBITS ENTERED	HRG. MASTER YES or NO
RZ 19-1344	MARGARET JAMSKY	OPPONENT PRESENTATION     PACKET	NO
MM 19-1462	TYLER HUDSON	APPLICANT PRESENTATION     PACKET	NO
MM 20-0310	BRIAN GRADY	1. REVISED STAFF REPORT	NO
MM 20-0310	ELISE BATSEL	2. APPLICANT PRESENTATION PACKET	NO
MM 20-0311	BRIAN GRADY	1. REVISED STAFF REPORT	NO
MM 20-0311	ELISE BATSEL	2. APPLICANT PRESENTATION PACKET	NO
RZ 20-1078	JEROME PEIRANO	APPLICANT PRESENTATION     PACKET	NO
RZ 20-0154	MICHAEL HORNER	APPLICANT PRESENTATION     PACKET	NO
RZ 20-0690	BRIAN GRADY	1. REVISED STAFF REPORT	NO
RZ 20-0690	KAMI CORBETT	2. APPLICANT PRESENTATION PACKET	NO
MM 20-1070	BRIAN GRADY	1. REVISED STAFF REPORT	NO
MM 20-1070	CLAYTON BRICKLEMYER	2. APPLICANT PRESENTATION PACKET	NO
RZ 20-1150	BRIAN GRADY	1. REVISED STAFF REPORT	NO
RZ 20-1150	ELISE BATSEL	2. APPLICANT PRESENTATION PACKET	NO

5:14:02 PM -	- Start Recording
5:14:02 PM - AUDIO TEST	- Start Recording
5:14:33 PM -	- Stop Recording
	- Start Recording
5:15:23 PM - 5:15:53 PM -	- Stop Recording
5:49:01 PM -	- Start Recording
5:49:06 PM - AUDIO TEST	i-
6:00:03 PM - JAMES SCAROLA	- HEARING MASTER (HM) CALLED ZHM HEARING TO
0.00.03 IN DAMED BEAROLA	ORDER
6:00:11 PM - JAMES SCAROLA	
6:00:40 PM - JAMES SCAROLA	
6:01:25 PM - BRIAN GRADY	- DEVELOPMENT SERVICES STAFF/
O.OI.23 IN DRIIN GIGET	CHANGES/WITHDRAWALS/CONTINUANCE
6:05:14 PM - JAMES SCAROLA	and the second of the second o
6:08:41 PM - CAMERON CLARK	- ASSISTANT COUNTY ATTORNEY PROVIDED AN
	OVERVIEW OF EVIDENCE/ORAL ARGUMENT/ZHM
	PROCESS
6:12:21 PM - JAMES SCAROLA	
6:12:42 PM - BRIAN GRADY	- DEVELOPMENT SERVICES STAFF CALLS RZ 19-1344
6:13:08 PM - WILLIAM MOLLOY	- APPLICANT REP PRESENTED TESTIMONY RZ 19-1344
6:13:36 PM - JAMES SCAROLA	- HM QUESTIONS TO APPLICANT REP
6:13:45 PM - WILLIAM MOLLOY	- APPLICANT REP ANSWERS HM QUESTIONS AND
	CONTINUES WITH TESTIMONY
6:14:41 PM - JAMES SCAROLA	- HM QUESTIONS TO APPLICANT REP
6:14:58 PM - WILLIAM MOLLOY	- APPLICANT REP ANSWERS HM QUESTIONS AND
	CONTINUES TESTIMONY
6:15:36 PM - JAMES SCAROLA	- HM OUESTIONS TO APPLICANT REP
6:15:48 PM - WILLIAM MOLLOY	- APPLICANT REP ANSWERS HM QUESTIONS AND
	CONTINUES TESTIMONY
6:16:20 PM - JAMES SCAROLA	
6:16:20 PM - JAMES SCAROLA 6:16:27 PM - WILLIAM MOLLOY	- APPLICANT REP ANSWERS HM QUESTIONS AND
	CONTINUES TESTIMONY
6:17:02 PM - JAMES SCAROLA	- HM QUESTIONS TO APPLICANT REP
6:17:13 PM - WILLIAM MOLLOY	- APPLICANT REP ANSWERS HM QUESTIONS
6:19:04 PM - WILLIAM SULLIVAN	- APPLICANT REP PRESENTS TESTIMONY RZ 19-1344
6:19:19 PM - CAMERON CLARK	- ASSISTANT COUNTY ATTORNEY STATEMENT
	REGARDING PRESENTATION
6:20:00 PM - WILLIAM SULLIVAN	- APPLICANT REP CONTINUES TESTIMONY
6:21:11 PM - JAMES SCAROLA	:- HM QUESTIONS TO APPLICANT REP
6:21:22 PM - WILLIAM SULLIVAN	- APPLICANT REP ANSWERS HM QUESTIONS AND
4	CONTINUES TESTIMONY
6:27:19 PM - STEVE BEACHY	- DEVELOPMENT SERVICES STAFF REPORT RZ 19-1344
6:28:10 PM - JAMES SCAROLA	- HM QUESTIONS TO DEVELOPMENT SERVICES STAFF
	- DEVELOPMENT SERVICES STAFF ANSWERS HM
	QUESTIONS - PLANNING COMMISSION STAFF REPORT RZ 19-1344
6:28:31 PM - MELISSA LIENHARD	- PLANNING COMMISSION STAFF REPORT RZ 19-1344
6:29:45 PM - JAMES SCAROLA	- HM CALLS PROPONENTS
6:30:04 PM - KAREN SUE	- PLANNING COMMISSION STAFF REPORT RZ 19-1344 - HM CALLS PROPONENTS - PROPONENT PRESENTS TESTIMONY RZ 19-1344
COGGINS-POWELL	
6:30:41 PM - JAMES SCAROLA	- HM STATEMENT FOR THE RECORD
6:30:48 PM - KAREN SUE	- PROPONENT CONTINUES TESTIMONY
COGGINS-POWELL	
6:31:54 PM - JAMES SCAROLA	- HM CALLS OPPONENTS
6:31:34 PM - DAMES SCAROLA 6:32:10 PM - MARGARET JAMSKY	- OPPONENT PRESENTS TESTIMONY RZ 19-1344
0:33:38 PM - JAMES SCAROLA	- HM OUESITONS TO OPPONENT
6:33:50 PM - MARGARET JAMSKY	- OPPONENT ANSWERS HM QUESTIONS AND CONTINUES
	TESTIMONY
6:35:13 PM - JAMES SCAROLA	- HM QUESTIONS TO OPPONENT
6:35:20 PM - MARGARET JAMSKY	ODDONENT ANGMEDS IM OHEGETONS/CONTINUES
6 48 00 DV	TESTIMONY/SUBMITS EXHIBITS
6:47:29 PM - BRIAN GRADY	TESTIMONY/SUBMITS EXHIBITS - DEVELOPMENT SERVICES STAFF STATEMENT FOR THE
6:47:29 PM - BRIAN GRADY 6:48:08 PM - WILLIAM MOLLOY	TESTIMONY/SUBMITS EXHIBITS

	19-1344
6:49:25 PM - WILLIAM SULLIVAN	- APPLICANT REP PRESENTS REBUTTAL TESTIMONY RZ
	19-1344
6:49:53 PM - JAMES SCAROLA	- HM CALLS PLANNING COMMISSION/DEVELOPMENT
	SERVICES STAFF/CLOSES RZ 19-1344
6:50:03 PM - BRIAN GRADY	- DEVELOPMENT SERVICES STAFF CALLS MM 19-1462
6:50:41 PM - TYLER HUDSON	- APPLICANT REP PRESENTS TESTIMONY MM
	19-1462/SUBMITS EXHIBITS
6:51:50 PM - SUSAN FINCH	- HEARING MASTER (HM) QUESTIONS TO APPLICANT
	REP
6:52:29 PM - TYLER HUDSON	- APPLICANT REP ANSWERS HM QUESTIONS AND
	CONTINUES TESTIMONY .
6:54:12 PM - ISRAEL MONSANTO	- DEVELOPMENT SERVICES STAFF REPORT MM 19-1462
6:56:36 PM - MELISSA LIENHARD	- PLANNING COMMISSION STAFF REPORT MM 19-1462
6:57:38 PM - SUSAN FINCH	- HM CALLS PROPONENTS/OPPONENTS/DEVELOPMENT
	SERVICES STAFF/APPLICANT/CLOSES MM 19-1462
6:58:19 PM - BRIAN GRADY	- DEVELOPMENT SERVICES STAFF CALLS MM 20-0310
	AND STATEMENT FOR THE RECORD
6:59:02 PM - ELISE BATSEL	- APPLICANT REP PRESENTS TESTIMONY MM 20-0310
7:00:47 PM - CAMERON CLARK	ASSISTANT COUNTY ATTORNEY STATEMENT FOR THE
	RECORD
7:01:15 PM - ELISE BATSEL	- APPLICANT REP CONTINUES TESTIMONY AND
	SUBMITS EXHIBITS
7:09:23 PM - SUSAN FINCH	- HM QUESTIONS TO APPLICANT REP
7:09:34 PM - ELISE BATSEL	- APPLICANT REP ANSWERS HM QUESTIONS
7:09:47 PM - STEVE BEACHY	- DEVELOPMENT SERVICES STAFF REPORT MM 20-0310
7:11:08 PM - SUSAN FINCH	- HM QUESTIONS TO DEVELOPMENT SERVICES STAFF
7:11:40 PM - CAMERON CLARK	- ASSISTANT COUNTY ATTORNEY ANSWERS HM
	QUESTIONS
7:12:06 PM - SUSAN FINCH	- HM STATEMENT FOR THE RECORD AND QUESTIONS TO
	DEVELOPMENT SERVICES STAFF
7:12:38 PM - STEVE BEACHY	- DEVELOPMENT SERVICES STAFF ANSWERS HM
E 12 11 DV GAMEDON GEARY	QUESTIONS
7:13:11 PM - CAMERON CLARK	- ASSISTANT COUNTY ATTORNEY ANSWERS HM
7 12 26 DM GUGAN BINGU	QUESTIONS
7:13:36 PM - SUSAN FINCH 7:13:49 PM - CAMERON CLARK	- HM QUESTIONS TO ASSISTANT COUNTY ATTORNEY
7:13:49 PM - CAMERON CLARK	- ASSISTANT COUNTY ATTORNEY ANSWERS HM OUESTIONS
7:14:04 PM - JAMES RATLIFF	- DEVELOPMENT SERVICES STAFF TRANSPORTATION
7.i4:04 FM - OAMES KAILIFF	PROVIDES TESTIMONY MM 20-0310
7:16:06 PM - SUSAN FINCH	- HM QUESTIONS TO DEVELOPMENT SERVICES STAFF
7:16:14 PM - JAMES RATLIFF	- DEVELOPMENT SERVICES STAFF TRANSPORTATION
7.10.14 IM CAMBO KATHIFF	ANSWERS HM QUESTIONS AND CONTINUES TESTIMONY
7:17:29 PM - SUSAN FINCH	- HM QUESTIONS TO DEVELOPMENT SERVICES STAFF
7.17.25 IN BODAN FINCH	TRANSPORTATION
7:17:42 PM - JAMES RATLIFF	
THE THE PARTY OF T	ANSWERS HM QUESTIONS AND CONTINUES TESTIMONY
7:18:39 PM - MELISSA LIENHARD	
7:19:54 PM - SUSAN FINCH	- HM OUESTIONS TO PLANNING COMMISSION
7:19:54 PM - SUSAN FINCH 7:20:09 PM - MELTSSA LIENHARD	- HM QUESTIONS TO PLANNING COMMISSION - PLANNING COMMISSION ANSWERS HM OUESTIONS
7:20:09 PM - MELISSA LIENHARD	- PLANNING COMMISSION ANSWERS HM QUESTIONS
7:20:09 PM - MELISSA LIENHARD	- PLANNING COMMISSION ANSWERS HM QUESTIONS
7:20:09 PM - MELISSA LIENHARD 7:20:50 PM - SUSAN FINCH 7:21:43 PM - MELISSA LIENHARD	- PLANNING COMMISSION ANSWERS HM QUESTIONS - HM CALLS PROPONENTS/OPPONENTS - PLANNING COMMISSION CONTINUES TESTIMONY
7:20:09 PM - MELISSA LIENHARD 7:20:50 PM - SUSAN FINCH 7:21:43 PM - MELISSA LIENHARD 7:22:45 PM - SUSAN FINCH	- PLANNING COMMISSION ANSWERS HM QUESTIONS - HM CALLS PROPONENTS/OPPONENTS - PLANNING COMMISSION CONTINUES TESTIMONY - HM QUESTIONS TO PLANNING COMMISSION
7:20:09 PM - MELISSA LIENHARD 7:20:50 PM - SUSAN FINCH 7:21:43 PM - MELISSA LIENHARD 7:22:45 PM - SUSAN FINCH 7:22:56 PM - MELISSA LIENHARD	- PLANNING COMMISSION ANSWERS HM QUESTIONS - HM CALLS PROPONENTS/OPPONENTS - PLANNING COMMISSION CONTINUES TESTIMONY - HM QUESTIONS TO PLANNING COMMISSION - PLANNING COMMISSION ANSWERS HM QUESTIONS
7:20:09 PM - MELISSA LIENHARD 7:20:50 PM - SUSAN FINCH 7:21:43 PM - MELISSA LIENHARD 7:22:45 PM - SUSAN FINCH 7:22:56 PM - MELISSA LIENHARD 7:23:24 PM - TOM AUDA	- PLANNING COMMISSION ANSWERS HM QUESTIONS - HM CALLS PROPONENTS/OPPONENTS - PLANNING COMMISSION CONTINUES TESTIMONY - HM QUESTIONS TO PLANNING COMMISSION - PLANNING COMMISSION ANSWERS HM QUESTIONS - OPPONENT PRESENTS TESTIMONY MM 20-0310
7:20:09 PM - MELISSA LIENHARD 7:20:50 PM - SUSAN FINCH 7:21:43 PM - MELISSA LIENHARD 7:22:45 PM - SUSAN FINCH 7:22:56 PM - MELISSA LIENHARD 7:23:24 PM - TOM AUDA 7:29:31 PM - BEVERLY AUDA	- PLANNING COMMISSION ANSWERS HM QUESTIONS - HM CALLS PROPONENTS/OPPONENTS - PLANNING COMMISSION CONTINUES TESTIMONY - HM QUESTIONS TO PLANNING COMMISSION - PLANNING COMMISSION ANSWERS HM QUESTIONS - OPPONENT PRESENTS TESTIMONY MM 20-0310 - OPPONENT PRESENTS TESTIMONY MM 20-0310
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7:39:35 PM - ELISE BATSEL	- APPLICANT REP PROVIDES REBUTTAL TESTIMONY AND QUESTIONS TO PLANNING COMMISSION MM
7:42:53 PM - MELISSA LIENHARD	20-0310 - PLANNING COMMISSION ANSWERS APPLICANT REP OUESTIONS
7:43:50 PM - ELISE BATSEL	- APPLICANT REP CONTINUES TESTIMONY
7:44:46 PM - SUSAN FINCH	- HM CLOSES MM 20-0310
7:44:59 PM - BRIAN GRADY	- DEVELOPMENT SERVICES STAFF CALLS MM 20-0311
7:45:14 PM - ELISE BATSEL	- APPLICANT PRESENTS TESTIMONY MM 20-0311
7:52:21 PM - SUSAN FINCH	- HM QUESTIONS TO APPLICANT REP
7:52:37 PM - ELISE BATSEL	- APPLICANT REP ANSWERS HM QUESTIONS
7:53:05 PM - STEVE BEACHY	- DEVELOPMENT SERVICES STAFF REPORT MM 20-0311
7:53:36 PM - SUSAN FINCH	- HM STATEMENT TO DEVELOPMENT SERVICES STAFF
7:55:56 PM - BUBAN FINCH	
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7:54:11 PM - STEVE BEACHY	
5 54 66 PV - DDT1V GD1DV	QUESTIONS
7:54:30 PM - BRIAN GRADY	- DEVELOPMENT SERVICES STAFF ANSWERS HM
	QUESTIONS
7:54:44 PM - MELISSA LIENHARD	- PLANNING COMMISSION STAFF REPORT MM 20-0311
7:56:04 PM - SUSAN FINCH	- HM QUESTIONS TO DEVELOPMENT SERVICES STAFF
	TRANSPORTATION
7:56:20 PM - JAMES RATLIFF	
	QUESTIONS AND PROVIDES TESTIMONY
8:01:29 PM - SUSAN FINCH	- HM QUESTIONS TO DEVELOPMENT SERVICES STAFF
	TRANSPORTATION
8:01:47 PM - JAMES RATLIFF	- DEVELOPMENT SERVICES STAFF TRANSPORTATION
	ANSWERS HM QUESTIONS
8:02:34 PM - BRAIN GRADY	- DEVELOPMENT SERVICES STAFF ANSWERS HM
	OUESTIONS
8:03:15 PM - SUSAN FINCH	- HM CALLS PROPONENTS/OPPONENTS
8:03:32 PM - TOM AUDA	- OPPONENT PRESENTS TESTIMONY MM 20-0311
8:07:00 PM - CAMERON CLARK	- ASSISTANT COUNTY ATTORNEY STATEMENT FOR THE
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8:07:48 PM - TOM AUDA	- OPPONENT CONTINUES TESTIMONY
0.07.40 IM ION MODE	
9.11.15 DM _ DEVEDTV ATTOX	
8:11:15 PM - BEVERLY AUDA	- OPPONENT PRESENTS TESTIMONY MM 20-0311
8:11:15 PM - BEVERLY AUDA 8:15:38 PM - SUSAN FINCH	- OPPONENT PRESENTS TESTIMONY MM 20-0311 - HM QUESTIONS TO DEVELOPMENT SERVICES STAFF
8:15:38 PM - SUSAN FINCH	- OPPONENT PRESENTS TESTIMONY MM 20-0311 - HM QUESTIONS TO DEVELOPMENT SERVICES STAFF TRANSPORTATION
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0.22.20		ISIS BROWN	- DEVELOPMENT SERVICES STAFF REPORT RZ 20-1078
0:33:20	PM -	- MELISSA LIENHARD	- PLANNING COMMISSION STAFF REPORT RZ 20-1078
8:36:01	PM -	- JAMES SCAROLA	- HM CALLS PROPONENTS/OPPONENTS/APPLICANT
8:36:17		- JEROME PEIRANO	- APPLICANT REP PROVIDES EXHIBITS AND REBUTTAL
			TESTIMONY
8:36:29	DM -	- JAMES SCAROLA	- HM CLOSES RZ 20-1078
			- DEVELOPMENT SERVICES STAFF CALLS RZ 20-1170
8:36:36		- BRIAN GRADY	
8:36:58		- JONATHAN WAYSMAN	- APPLICANT PRESENTS TESTIMONY RZ 20-1170
8:37:54	PM -	- CHRIS GRANDLIENARD	
8:40:01	PM -	- MELISSA LIENHARD	- PLANNING COMMISSION STAFF REPORT RZ 20-1170
8:41:38		- JAMES SCAROLA	- HM CALLS PROPONENTS/OPPONENTS
8:42:39		- ALAN KADESKY	- OPPONENT PRESENTS TESTIMONY RZ 20-1170
8:43:56		- JAMES SCAROLA	
8:44:27		- ALAN KADESKY	- OPPONENT CONTINUES TESTIMONY
8:45:14		- KEVIN MCKNIGHŢ	OPPONENT PRESENTS TESTIMONY RZ 20-1170
8:47:05	PM -	- JAMES SCAROLA	- HM QUESTIONS TO DEVELOPMENT SERVICES STAFF
			TRANSPORTATION
8:47:38	PM -	JAMES RATLIFF	- DEVELOPMENT SERVICES STAFF TRANSPORTATION
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8:47:48	PIVI .	- BRIAN GRADY	
			QUESTIONS
8:48:11	PM ·	- JAMES SCAROLA	- HM QUESTIONS TO DEVELOPMENT SERVICES STAFF
			TRANSPORTATION
8:48:35	PM -	- JAMES RATLIFF	- DEVELOPMENT SERVICES STAFF TRANSPORTATION
			ANSWERS HM QUESTIONS
8:49:04	DM	- BRIAN GRADY	- DEVELOPMENT SERVICES STAFF ANSWERS HM
0:49:04	PM ·	. BRIAN GRADI	
			QUESTIONS
8:49:18		- KEVIN MCKNIGHT	- OPPONENT CONTINUES TESTIMONY
8:49:48	PM ·	- JAMES SCAROLA	- HM STATEMENT FOR THE RECORD
8:49:58	PM ·	- JAMES RATLIFF	- DEVELOPMENT SERVICES STAFF TRANSPORTATION
			CONTINUES TESTIMONY
8:50:22	PM .	- JAMES SCAROLA	- HM CONTINUES QUESTIONS TO DEVELOPMENT
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8:50:39	PM .	- JAMES RATLIFF	
			ANSWERS HM QUESTIONS
8:51:13		- JAMES SCAROLA	- HM STATEMENT TO OPPONENT
8:51:32	PM ·	- KEVIN MCKNIGHT	- OPPONENT CONTINUES TESTIMONY
8:52:33	PM ·	- DEBORAH MCKNIGHT	- OPPONENT PRESENTS TESTIMONY RZ 20-1170
8:53:33		- KEITH LAPLANT	
			- OPPONENT PRESENTS TESTIMONY RX 20-1170
			- OPPONENT PRESENTS TESTIMONY RZ 20-1170
8:54:15		- JAMES SCAROLA	- HM STATEMENT TO DEVELOPMENT SERVICES STAFF
8:54:15			- HM STATEMENT TO DEVELOPMENT SERVICES STAFF - DEVELOPMENT SERVICES STAFF PROVIDES
8:54:27	PM ·	- JAMES SCAROLA - BRIAN GRADY	- HM STATEMENT TO DEVELOPMENT SERVICES STAFF - DEVELOPMENT SERVICES STAFF PROVIDES TESTIMONY RZ 20-1170
8:54:27	PM ·	- JAMES SCAROLA	- HM STATEMENT TO DEVELOPMENT SERVICES STAFF - DEVELOPMENT SERVICES STAFF PROVIDES
8:54:27	PM PM	- JAMES SCAROLA - BRIAN GRADY - JAMES SCAROLA	- HM STATEMENT TO DEVELOPMENT SERVICES STAFF - DEVELOPMENT SERVICES STAFF PROVIDES TESTIMONY RZ 20-1170
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9:16:24 PM		JEREMY COUCH		APPLICANT REP PRESENTS TESTIMONY RZ 20-1274
9:17:38 PM		CHRIS GRANDLIENARD		DEVELOPMENT SERVICES STAFF REPORT RZ 20-1274
9:19:33 PM		MELISSA LIENHARD		PLANNING COMMISSION STAFF REPORT RZ 20-1274
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9:42:04 PM		ISRAEL MONSANTO		DEVELOPMENT SERVICES STAFF REPORT RZ 20-0154
9:50:52 PM		MELISSA LIENHARD		PLANNING COMMISSION STAFF REPORT RZ 20-0154
9:57:41 PM		JAMES SCAROLA		HM CALLS PROPONENTS/OPPONENTS/APPLICANT
9:58:08 PM	_	MICHAEL HORNER	_	APPLICANT REP PRESENTS REBUTTAL TESTIMONY RZ
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10:03:06 PM	4 -	W. C. SMITH	-	APPLICANT REP PRESENTS REBUTTAL TESTIMONY RZ
				20-0154
		JAMES SCAROLA		HM CLOSES RZ 20-0154
		BRIAN GRADY		DEVELOPMENT SERVICES STAFF CALLS RZ 20-0330
		SEAN CASHEN		APPLICANT REP PRESENTS TESTIMONY RZ 20-0330
		WILLIAM SULLIVAN		APPLICANT REP PRESENTS TESTIMONY RZ 20-0330
		BRIAN GRADY		DEVELOPMENT SERVICES STAFF REPORT RZ 20-0330
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		MICHELLE HEINRICH		DEVELOPMENT SERVICES STAFF REPORT RZ 20-0392
		MELISSA LIENHARD		PLANNING COMMISSION STAFF REPORT RZ 20-0392
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		BRIAN GRADY		DEVELOPMENT SERVICES STAFF CALLS RZ 20-0690
		KAMI CORBETT		APPLICANT REP PRESENTS TESTIMONY RZ 20-0690
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11:07:21 PM - T	ANIA CHAPELA -	DEVELOPMENT SERVICES STAFF REPORT MM 20-1070
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		RECORD
11:13:10 PM - J	AMES SCAROLA -	HM QUESTIONS TO DEVELOPMENT SERVICES STAFF
11:13:23 PM - B	RIAN GRADY -	DEVELOPMENT SERVICES STAFF ANSWERS HM
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11:21:14 PM - J	AMES SCAROLA -	HM QUESTIONS TO PLANNING COMMISSION
11:21:28 PM - M	ELISSA LIENHARD -	PLANNING COMMISSION ANSWERS HM QUESTIONS
11:23:26 PM - J	AMES SCAROLA -	HM CALLS PROPONENTS/OPPONENTS/DEVELOPMENT
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11:25:39 PM - J		HM CLOSES MM 20-1070
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11:30:11 PM - I		DEVELOPMENT SERVICES STAFF REPORT RZ 20-1150
11:34:48 PM - M		PLANNING COMMISSION STAFF REPORT RZ 20-1150
11:37:35 PM - J	AMES SCAROLA -	HM CALLS PROPONENTS/OPPONENTS/DEVELOPMENT
		SERVICES STAFF/APPLICANT/CLOSES RZ 20-1150
11:37:46 PM - J		HM CLOSES ZHM 11/16/2020
11:38:04 PM -	-	Stop Recording



SUBJECT:	MM 20-1070	PLANNING AREA:	Riverview	
REQUEST:	Major Modification to PD	SECTOR	South	
APPLICANT:	Craig Bazarsky			
Existing Zoning: PD 20-0182		Comp Plan Category: RES-6		



Application No. 26-1676

Name: Brian Grady

Entered at Public Hearing: ZHM

Exhibit # Date: 1114, 2026

-- Prepared: 11/16/2020 Entered at Public Hearing: ZHM

Exhibit # \_\_\_\_ Date: LILICIAGO

ZHM HEARING DATE: November 16, 2020 BOCC MEETING DATE: January 12, 2021

CASE REVIEWER: Tania C. Chapela

#### REVISED

#### Application Review Summary and Recommendation

#### 1.0 Summary

#### 1.1 Project Narrative

The applicant is seeking a major modification to a Planned Development (PD 20-0182) to allow for Motor Vehicle Repair, Minor land use. The site is located at US Highway 301 and Stelling Drive. The project is located within the RES-6 Future Land Use Area and within the Urban Service Area. No development has occurred on the property.

No changes on access points are being proposed. No other modifications to the current PD are proposed.



Figure 1: Subject Site

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The PD allows for Commercial Neighborhood (CN) zoning district uses with the exception of convenience stores with gas pumps, restaurants with drive-up facilities, car wash, gas stations and sexually oriented businesses. Motor vehicle auto repair is limited to neighborhood serving auto repair. The proposed Motor Vehicle Repair, Minor, is-a permitted-use in the CG, CI, and M zoning districts.

#### Motor Vehicle Repair, Neighborhood

#### Motor Vehicle Repair, Major

	Conditional Use in CN: Repairs shall be conducted	Prohibited Use in CN. Permitted in the CG, CI, and		
	within fully enclosed buildings only.	M districts.		
į.		, , , , , , , , , , , , , , , , , , ,		
	Allows for the following serving activities:	Allows for all neighborhood serving repair and the		
		following activities:		
	1. Replacement of fan belts, brake fluids, light			
	bulbs, fuses, floor mats, windshield wipers and	Sale and service of distributor and ignition		
	blades, and mirrors.	system parts.		
	2. Fluid replacement.	2. Sales, service and repair or tires, but not		
	3. Greasing and lubrication.	recapping or regrooving.		
	4.Emergency repair of wiring.	3. Replacement of mufflers, tail pipes, water hoses,		
	5. Minor adjustment not involving removal of the	seat covers, grease retainers, wheel bearings, and		
	head of crankcase and grinding valves.	the like.		
	6.Battery recharging.	4. Radiator cleaning and flushing.		
1	7. Safety inspections.	5. Providing and repairing fuel pumps, oil pumps,		
: }	8.Sale and service of sparkplugs and batteries	and the like.		
		6. Minor adjustment and repair of carburetors.		
		7. Adjusting brakes and installing exchange brake		
		shoes.		
		8. Wheel balancing.		
		9. Warranty maintenance.		
_		10. Other minor servicing of a similar intensity to		
		those listed above.		
-				

Figure 2: Definitions comparison chart

#### 1.2 Compliance Overview with Land Development Code and Technical Manuals

The applicant has not requested any variations to Land Development Code Parts 6.05.00 (Parking and Loading), 6.06.00 (Landscaping/Buffering), or 6.07.00 (Fences/Walls).

The applicant has requested two administrative variances to address Transportation comments:

#### Administrative Variance #1

Concurrent with the 20-0182 PD zoning request, the applicant submitted and received conceptual approval of a Section 6.04.02.B. Administrative Variance (dated January 29, 2020) from the Section 6.04.03.L requirement to improve Lackland Rd. (between Stelling dr. and Cowley Rd.) to current County standards. The County Engineer has not yet approved the variance request. The request, which is pending the County Engineer's signature, has been appended for reference.

ZHM HEARING DATE: November 16, 2020 BOCC MEETING DATE: January 12, 2021

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• Administrative Variance #2

Concurrent with the 20-0182 PD zoning request, the applicant submitted and received approval of a Section 6.04.02.B. Administrative Variance (dated January 29, 2020) from the Section 6.04.07 access spacing for the project's access spacing on Stelling Dr. The County Engineer approved the variance request on February 5, 2020.

#### 1.3 Analysis of Recommended Conditions

- Condition #1 #2 has been amended to allow for Motor Vehicle Repair Minor on Parcel A. This condition also inleudes mitigation provisions related to the new use: Structure orientation, hours of operation, and distance separation between the western boundary of parcel A and garage door locations.
- A new Condition #1 has been added to add certification requirements. The building elevations shall be part of the site plan file. A note shall be included to the site plan making reference to the elevations, and to restrict the building development to the elevations.
- A new subsection #1.2 #2.2 is added to specify hours of operation for Motor Vehicle Repair (Neighborhood Serving) uses.
- A new subsection #3.4 #4.5 is added to require tree planting as screening on Parcel A, along the western boundary.
- Condition #5 has been amended to include provisions for the proposed Motor Vehicle Repair.

  Minor building. The building shall be developed in accordance with the elevations provided on sheet 2 of the general site plan.
- Subsection #5.1 has been amended to limit the pitched roof provisions to office buildings only.
- A new condition #12 #13 is added to address transportation comments: The developer shall construct a southbound to westbound right-turn lane on US 301 onto Stelling Dr. Such turn lane shall be subject to the review and approval of the Florida Department of Transportation (FDOT) and may be phased at the discretion of FDOT staff.
- Conditions #12 is now #1 to #13 have been amended to accommodate the new numerical order.

#### 1.4 Evaluation of Existing and Planned Public Facilities

#### Water Utilities

This site is located within the Hillsborough County Urban Service Area, therefore the subject property should be served by Hillsborough County Water and Wastewater Service. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site improvements as well as possible off-site improvements.

Transportation

ZHM HEARING DATE: November 16, 2020 BOCC MEETING DATE: January 12, 2021

CASE REVIEWER: Tania C. Chapela

The FDOT is requiring that applicant construct a southbound to westbound right turn lane on US 301 onto Stelling Dr. The applicant has requested a condition stating that the turn lane will not be required concurrent with development of the southern parcel; however, there are no FDOT agency comments indicating they concur with this request. As such, staff has proposed a simplified condition which will allow the determination of phasing to be made at the discretion of FDOT staff.

Transportation Review Section Staff has no objection to the proposed rezoning, subject to an additional condition.

Impact Fees

Urban Mobility, South Fire - Auto Care Center max 23,200 s.f. Estimated fees:

Auto Care Center (23,200 s.f.)

Mobility: \$7,508.00 \* 23.2 = \$174,185.60

Fire: \$313.00 \*23.2 = \$7,261.60

Total: \$181,447.20

#### 1.5 Comprehensive Plan Consistency

Planning Commission staff finds the proposed Major Modification INCONSISTENT with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*. A waiver to commercial location criteria is required and is not recommended for approval by Planning Commission staff.

#### 1.6 Compatibility

The site is located on a commercial corridor in the Riverview community. Property to the north is zoned CN and is occupied by a gas station, a convenience store and a food truck. The site is separated from the RSC-6 and RSC-9 (MH) parcels by a developed right-of way of approximately 50 feet in width. This would preclude the requirement to provide buffering and screening along the western PD boundary; however, the existing PD requires a six-foot fence along the western PD, and a 20 foot wide setback. Additionally, the applicant has proposed a Type B screening consisting of planting of a row of evergreen shade trees to ensure compatibility with the established residential neighborhood to the west. In addition to the separation provided between the residential and the subject site by the existing roadway, the required setback and the fence, the proposed building will be developed with a north-south building alignment with no direct orientation to the western neighborhood. The applicant has also proposed an 80- foot separation between the building and the western boundary of Parcel A. Finally, the existing PD requires a 35 feet maximum building height, consistent with the neighborhood character.

To the west of the site is US Highway 301 and the Summerfield development permitting office and commercial uses along the corridor. Several properties within the area zoned PD 14-0759, PD 98-0896, 81-0889A and CG allow for CG uses. Those properties have been developed with mini warehouses, Personal Services, retail, Shopping Centers, restaurants. Additionally, the adjacent property zoned PD 18-0174 allows for a full service carwash, a permitted use in the CG zoning.

To enhance the project for compatibility with surrounding residential uses, the applicant has proposed the following to create a Motor Vehicle Repair, Minor project:

- Restricting the Motor Vehicle Repair, Minor project to parcel A.
- Offering hours of operation for the minor auto repair.

ZHM HEARING DATE: November 16, 2020 BOCC MEETING DATE: January 12, 2021

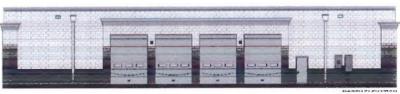
#### CASE REVIEWER: Tania C. Chapela

- Agreeing to comply with an improved building design requirements to maintain the existing development elements such as height, scale, mass and bulk of structures and architecture.
- Provision of buffering and screening along the western PD boundary, which is not currently required by the Land Development Code.
- Provision of an 80- foot separation between the building and the western boundary of Parcel A, preventing noise and odor impacts.

Based upon these considerations, staff has determined that the use is compatible with the area.

# West Elevation East Elevation

Parcel A Proposed Building Elevations (Exhibit 4)



North/South Elevation
Figure 3: Proposed Building Elevations.

#### 1.7 Agency Conclusions / Recommendation

No review agencies have reported any objections to the requested modification.

#### 1.8 Exhibits

Exhibit 1: Project Aerial Exhibit 2: Zoning Map

Exhibit 3: Approved General Development Plan (PD 20-0182) Exhibit 4: Proposed General Development Plan (MM 20-1070)

Exhibit 5: Elevations

#### 2.0 Recommendation

Approvable, subject to conditions.

**Approval** - Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted October 27, 2020.

ZHM HEARING DATE: November 16, 2020 BOCC MEETING DATE: January 12, 2021

CASE REVIEWER: Tania C. Chapela

#### 1. Requirements for Certification:

- 1.1 The Motor Vehicle Repair, Minor elevations submitted October 28, 2020 shall be part of the site
- 1.2 The applicant shall modify the site plan to add a note to read "The motor vehicle repair, minor building shall be developed in accordance with the building elevations provided on sheet 2 of the general site plan".
- 2.1 Development shall be limited to uses permitted in the CN zoning district, excluding the following uses:
- · Convenience stores with gas pumps,
- · Restaurants with drive-thru facilities,
- · Car wash facilities
- · Gas stations, and
- · Sexually oriented businesses.

Notwithstanding the foregoing, Motor Vehicle Repair – Minor shall be permitted on Parcel A subject to the following restrictions:

- · Motor Vehicle Repair Minor shall only be permitted on Parcel A,
- The motor vehicle repair, minor building shall be developed in accordance with the building elevations provided on sheet 2 of the general site plan.
- · Any Motor Vehicle Repair Minor structure shall be developed with the garage doors located on the northern and southern faces of the structure, in accordance with the elevations in Exhibit
- · Any Motor Vehicle Repair Minor use shall be limited to the hours of 7:00am 7:00pm, 7 days a week; and
- There shall be a minimum of an 80- foot separation between the western boundary of Parcel A and a garage door on the building.
- 2.1-1-1 No drive-thru facilities shall be permitted.
- <u>2.2 1.2 Any Motor Vehicle Repair (Neighborhood Serving)</u> Minor auto repair (neighborhood) uses shall be limited to the hours of 8:00am 8:00pm, 7 days a week.
- ≥ 3. Development shall be in accordance with the following standards:

Minimum Lot Size: 10,000 square feet

Minimum Width: 75 feet Maximum F.A.R.: 0.133

Maximum Building Area: 23,200 square feet

ZHM HEARING DATE: November 16, 2020

BOCC MEETING DATE: January 12, 2021

Minimum front yard setback: 20 feet\*

Maximum building height: 35 feet\*\*, one single story

Maximum Building Coverage: 20%

\*20 feet front setback shall be provided along US 301 Highway, Stelling Drive, and Lackland Road property

CASE REVIEWER: Tania C. Chapela

Minimum front setbacks for dumpsters shall be 20 feet.

\*\*An additional 2-foot setback for every 1 foot over 20 feet in height shall be provided.

3. 4. Buffering and screening requirements shall be as follows:

2.1 4.1 A 6 feet height fence shall be located 10 feet from the PD boundaries, along Lackland Road except where pedestrian access is required.

3-2 4.2 A 6-foot buffer shall be provided along the northern and southern PD boundaries, as depicted on the general site plan.

3.3 An 8-foot buffer shall be provided along the eastern PD boundary. Screening along US 301 Highway shall be as follows:

- Cluster of three understory trees or palms 30 feet apart
- A single row of two-foot-high hedge that can reach three feet in 2 years;
- · Remainder of buffer will be landscaped with ground cover
- 3.4 4.4 Screening along Lackland Road shall be as follows:
- Evergreen plants, at the time of planting shall be three (3) feet in height;
- · A row of evergreen shade trees which are not less than ten feet high at the time of planting, a minimum of two-inch caliper, and are spaced not more than 15 feet apart.
- · Evergreen ground cover over the remainder of the buffer.

3.5.4.5 On parcel-A screening shall be provided along the western PD boundary as follows:

A row of evergreen shade trees which are not less than ten feet high at the time of planting, a minimum of two-inch caliper, and are spaced not more than 20 feet apart. The trees are to be planted within ten feet of the property line.

- 4. 5. The following design standards shall apply for office and commercial buildings where visible from the right-of-way or residentially zoned properties with the exception of the Motor Vehicle Repair, Minor building permitted in Parcel A which shall be developed in accordance with the building elevations provided on sheet 2 of the general site plan:
- 4.1 5.1 the roof shall have a minimum pitch of three to twelve (3/12) and a maximum pitch of eight to twelve (8/12). provided however, that this Section 5.1 shall only apply to office buildings.
- 4.2 5.2 Exterior walls shall be externally clad with brick, stone, stucco, wood slats or vinyl slat style siding. Unsurfaced cement or block shall not be utilized. Paint shall not constitute a surface for the purpose of this regulation.
- 43 5.3 Buildings shall incorporate design features shown below. At least two of the following design features shall be utilized on all elevations facing roadways and/or parking areas, unless otherwise indicated:

ZHM HEARING DATE: November 16, 2020

BOCC MEETING DATE: January 12, 2021

CASE REVIEWER: Tania C. Chapela

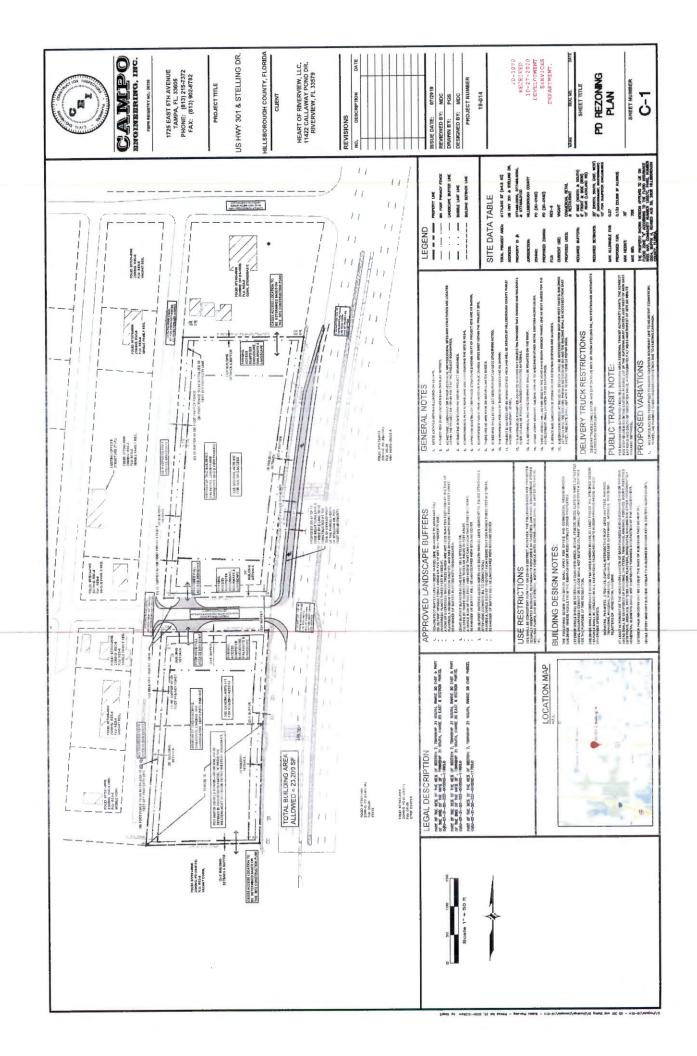
dormers, parapets, steeples, and cupolas, intersecting roof lines shutters, awnings, transoms, mullions, porches, columns, recessed entryways, arcades, porticos, pilasters or horizontal banding.

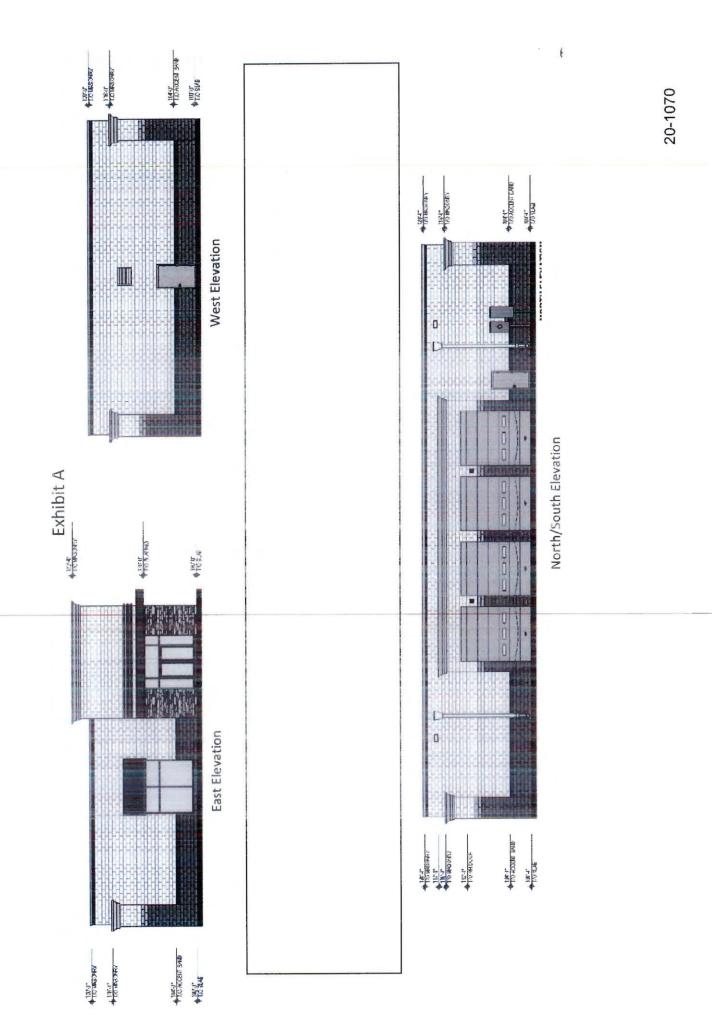
- 4.4.5.4 At least 60 percent of the horizontal length of each facade along roadways and/or parking areas shall be comprised of windows, shutters, transoms, awnings, porches, doors, recessed entryways, arcades, porticos and/or pilasters. Horizontal banding and other predominately horizontal elements shall not contribute towards satisfaction of this requirement.
- ≨ 6. Parking areas along the US Highway 301 frontage shall be limited to a maximum of two rows. Remaining parking areas shall be located next to or behind the buildings.
- 6. 7. Delivery trucks shall exit the site and head eastbound towards US Hwy 301 S. from the Stelling Dr. driveways proposed. No delivery trucks shall be allowed westbound movements onto Lackland Rd. from Stelling Dr.
- 7-8. The site shall be allowed one access connection on the north side of Stelling Drive and one access connection on the south side of Stelling Drive.
- 9. The applicant shall improve Stelling Drive to current County standard to a minimum of 12-foot lanes from U.S. Highway 301 to Lackland Road.
- 9-10. The developer shall construct a minimum 5-foot wide sidewalk on both sides of Stelling Drive.
- 10. 11. The developer shall construct a 5-foot wide sidewalk along its property frontage on Lackland Road and up to Cowley Road.
- 11. 12. The developer shall provide cross access to the adjacent northern and southern parcels.
- 12. 13. The developer shall construct a southbound to westbound right-turn lane on US 301 onto Stelling Dr. Such turn lane shall be subject to the review and approval of the Florida Department of Transportation (FDOT), and may be phased at the discretion of FDOT staff.
- 12-14. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in any stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

Staff's Recomm	endation: Approva	ble, Subject (	to Condition	ıs	
Zoning Administrator	J. Brian Grady Mon Nov 16 2020 14:55:57		. :		

APPLICATION: MM 20-1070 ZHM HEARING DATE: November 16, 2020 BOCC MEETING DATE: January 12, 2021

CASE REVIEWER: Tania C. Chapela







## General Aerial Zoning Map

MM 20-1070

Folio: 77486.0000, 77486.0100, 77489.0000

AR

Application Site

Zoning Boundary

**Parcels** 

DIXON DR

AS-0.4

ROEVAWHEIH 2U 2

8



STR: 7-31-20, 8-31-20

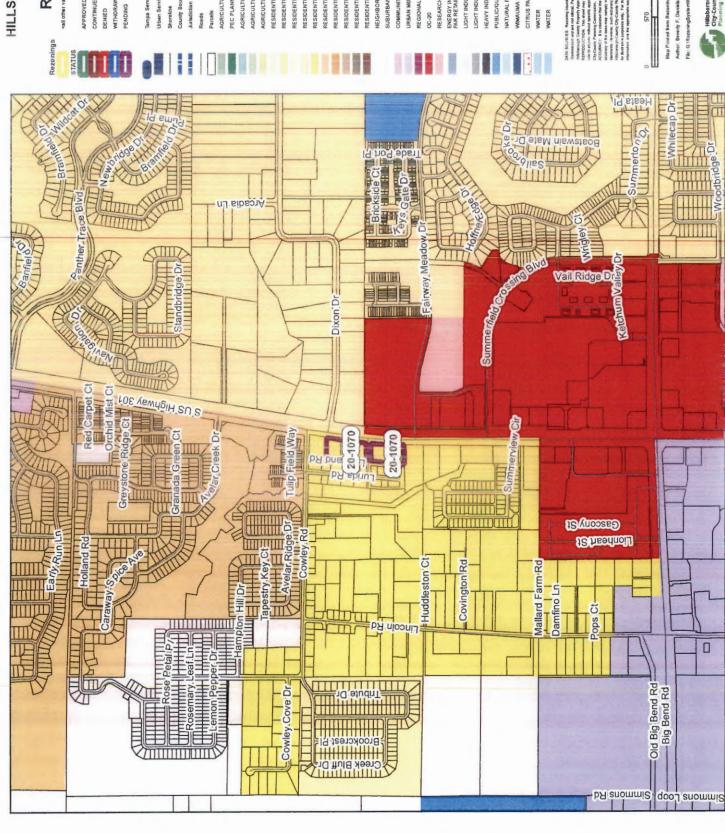
FAIRWAY MEADOW DR

18 19 20

SUMMERFIELD GROSSING ELL

RSC-6 MH

RSC-6 MH



# HILLSBOROUGH COUNTY

### RZ MM 20-1070 2019 AERIAL

WITHDRAW DENIED STATUS

AGRICULTURAL/MINING-1/20 (,25 FAR) PEC PLANNED ENVIRONMENTAL CON AGRICULTURAL/RURAL-1/5 (.25 FAR) AGRICULTURAL-1/10 (.25 FAR)

AGRICULTURAL ESTATE-1/2.5 (.25 FAR) RESIDENTIAL-1 (.25 FAR) RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR) RESIDENTIAL-4 (.25 FAR) RESIDENTIAL-8 (.25 FAR)

RESIDENTIAL-9 (.35 FAR) RESIDENTIAL-12 (.35 FAR)

RESIDENTAL-20 (.35 FAR) RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR) SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (50 FAR) REGIONAL MIXED USE-35 (2.0 FAR) URBAN MIXED USE-20 (1.0 FAR)

RESEARCH CORPORATE PARK (1.0 FAR)

ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER FAR RETAIL/COMMERCE) LIGHT INDUSTRIAL PLANNED (.50 FAR)

HEAVY INDUSTRIAL (.50 FAR) LIGHT INDUSTRIAL (.50 FAR) NATURAL PRESERVATION PUBLIC/QUASI-PUBLIC

MMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR CITRUS PARK VILLAGE

Map Printed from Rezon





#### MM 20-1070

#### **Hearing Materials submitted by**

Clayton Bricklemyer

For ZHM Hearing of November 16, 2020

Application No. mm 26-1070

Name: Clayton Bricklemyer

Entered at Public Hearing: ZHW

Exhibit # 2 \_\_ Date: Illulation

#### Craig Bazarsky

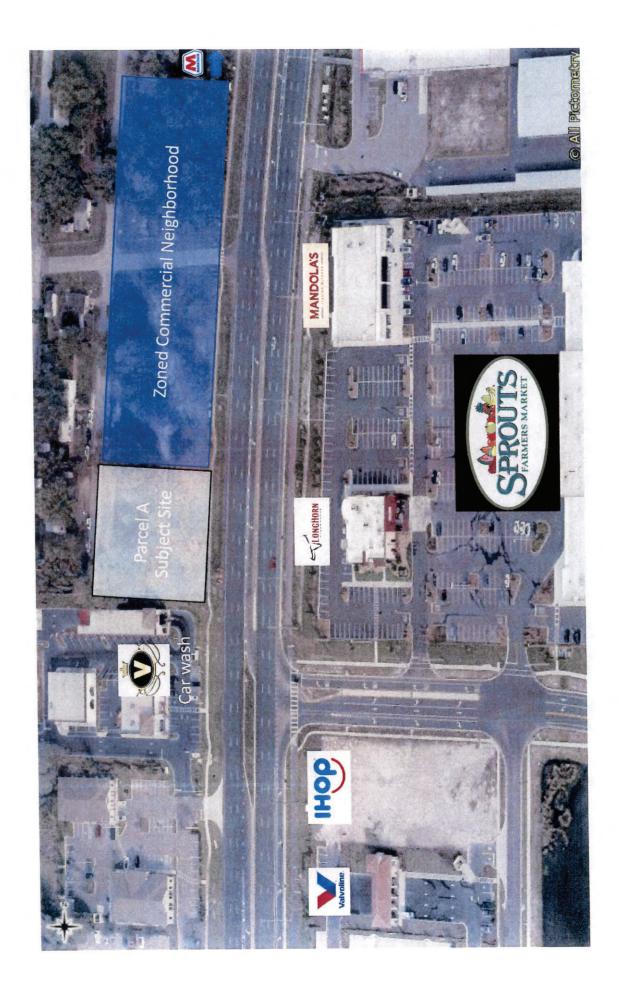
#### MM 20-1070

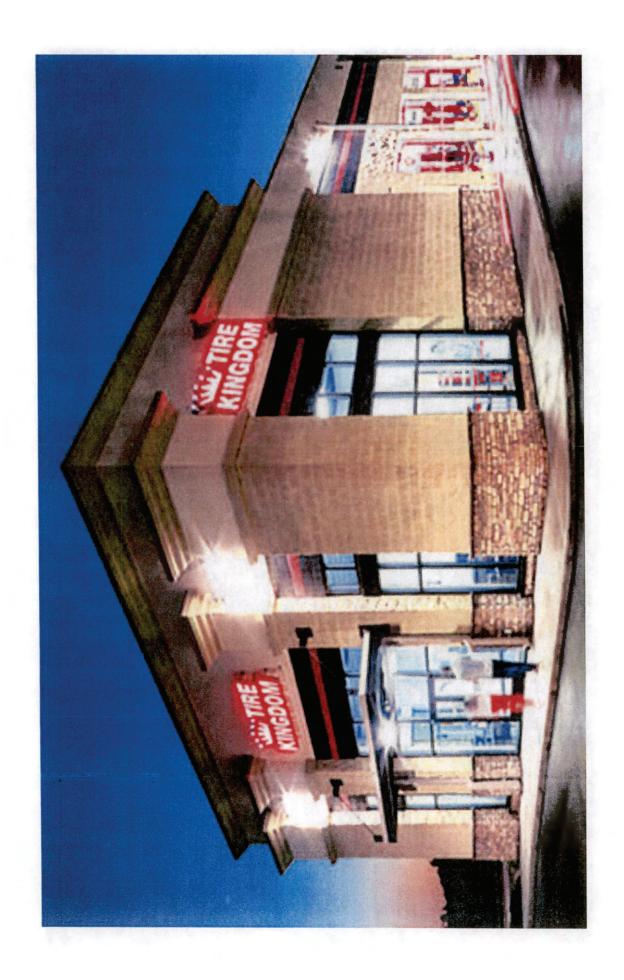
ZHM Hearing: 11/16/2020

#### **Table of Contents**

- A. Aerial Listing of businesses
- **B.** Support Letters
- C. Future Land Use Policy 25.3
- D. Street View of Development to the South
- E. Trip comparison of Tire Store vs. Quick Lube
- F. Discussion of Plan Objectives/Policies







James Stewart 13005 Lurida Dr Riverview, FL -33578

To
The Board of County Commissioners
601 E Kennedy Blvd
Tampa, FL 33602

Ref: Proposed Modification of PD 20-0182

Dear County Commissioners,

My name is James Stewart. My wife and myself live at 13005 Lurida Dr, Riverview, FL -33578, in close vicinity of the parcel which are being considered for this zoning modification. I have been living on Lurida drive within a few feet of this parcel for almost 25 years.

I have come to find out a modification to the existing planned development has been requested for Folio: 077489-0000. I have reviewed the proposed plans and am in favor of same. As a long time resident of the immediate neighborhood, I am writing this letter to strongly support the proposed modification of the planned development zoning on the west side of US Highway 301, south of Stelling road

Sincerely,

ames Stewart

September 23rd, 2020.

#### Dear Board of County Commissioners:

The undersigned do not object to a zoning modification to the southern portion of US-301 and Stelling Drive to allow for a Tire Kingdom provided there is still a 10-foot landscaped area (e.g., hedges, plants) in the rear of the property with a 6-foot privacy fence, no gas station or sexually oriented business and no driveways off of Lackland Road.

Sincerely,

Printed Name

Address

Signature/Date

John Douty

12914 Luxida Rd

Diane Miller

12921 Lackland Rd

Diane Miller

12921 Lackland Rd

Diane Miller

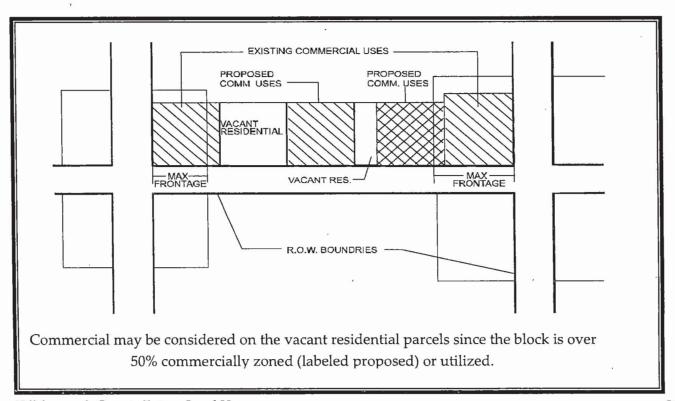
- 2. An improvement to the visual qualities of the site is provided by reduced signage, greater open space or enhanced landscaping.
- 3. Incorporation of vertically integrated mixed uses such as offices or residential above commercial space.

#### Policy 25.2:

It is not the intent of these Policies to cause existing areas of strip commercial development to become obsolete; therefore, in areas where there is an established pattern of strip commercial a parcel may be considered for a change in use and or zoning as long as the proposed changes are compatible with the surrounding area and generally do not extend the commercial uses any further along the roadway.

#### Policy 25.3:

To assist in the revitalization of rundown areas, commercial infill development may be considered in areas where over 50% of a given block is already zoned or used for commercial uses in all land use categories, otherwise new commercial development should be located at existing or planned activity centers or at appropriate locations within larger planned developments. The intensity of the new zoning district should be of a comparable intensity of the zoning and development on the surrounding parcels. Typically, a block is defined as the road frontage on one side of a street between two public road rights-of-way. In some cases, another boundary will be more reasonable to define a given block, such as a creek, or railroad.



#### IV. Locational Criteria

A waiver is being requested to the locational criteria under Policy 1.4 & 16.3 of the Hillsborough County Future Land Use Elements of the Comprehensive Plan to allow the Motor Vehicle Repair – Minor land use to the southernmost parcel abutting the new car wash. This request is justified by the unique location of the project parcel, which is on the south side of the "T" intersection of US 301 and Stelling Drive. At this location, US 301 is a 6-lane high volume highway that includes Motor Vehicle Repair – Minor uses such as Mavis Tires & Brakes two streets (~1500 feet) south of the subject parcel. In addition, the project is bordered by non-residential and commercial zonings to the north, south and east that includes a gas station and Mini Storage Warehouse to the north, a Sprouts anchored Shopping Center immediately to the east and numerous other commercial uses to the south on US 301 S. Lastly, well over 50%, and nearly 100% of the "block" from Summerview Circle to Stelling Drive is already zoned or used for commercial uses, allowing for consideration of commercial infill development in accordance with Policy 25.3.

The parcel's location and surrounding uses provide for compatibility and consistency under this request. However, to mitigate any concerns with this request, the applicant has proposed site plan enhancements and additional conditions. This includes, at a minimum, all restrictions provided in the abutting car wash PD (18-0174).

The following conditions are proposed to minimize impacts on adjacent residential:

- Restrict the placement of the Motor Vehicle Repair Minor use to a single building on the acre immediately adjacent to the car wash to the south:
  - This will recreate a gradual transition of uses within the area in line with Policy 1.4 ad 16.3 as the applicant is restricting the use to a parcel closest to the commercial node at the signaled intersection of Summerfield Crossing and US-301 (less than 900 feet away) which has a Wawa, Chick-fila and over 20,000sf of strip retail. Further, the abutting car wash is an approved CG use because it is a full service car wash with multiple vacuum stations and on-site attendants and generates more traffic than a Motor Vehicle Repair Minor use. As such, there will be a gradual transition from Car Wash (most intense) to Motor Vehicle Repair Minor (less intense) to CN Uses (less intense) in the neighborhood.
- Develop in accordance with a provided elevation of the building showing a neighborhood look and feel and limit store hours from 7am – 7pm.
  - The elevation will ensure a neighborhood feel for a building with garage doors that do not face residential or US-301. Further, the opening hours will service the local area.
- Maintain the reduced FAR from .25 to .13, the 20ft buffer from Lackland Road, the 6ft privacy fence along Lackland Road and the prohibition of any driveway on Lackland Road.
  - These restrictions will provide a gradual transition and buffering with the
    residential uses to the west in line with Policy 1.4 and 16.2. Further, access will
    be off of Stelling Drive which does not have any residential driveways and the
    Motor Vehicle Repair Minor is a low traffic use.
- Condition to move the building toward US-301 and maintain an 80ft separation between the west property line and the closest garage door.
  - This will further provide for gradual transitioning with the residential homes to the west by adding additional space between the development and the residential use in line with Policy 1.4 and 16.2.

Please note, neighbor support has been provided for this application. There are currently no objections from surrounding neighbors.				
	,			
	·			
·				

### Google Maps US-301



Image capture: Nov 2019 © 2020 Google

Riverview, Florida



Street View



#### PERIOD SETTING

Analysis Name:

New Analysis

Project Name:

Cowley - Alt - 1

No:

Date:

11/16/2020

City:

State/Province:

Zip/Postal Code:

Country:

**Client Name:** 

Analyst's Name:

Edition:

Trip Gen Manual, 10th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
849 - Tire Superstore (General Urban/Suburban)	Service Bays	8	Weekday	Average 30.55	122 50%	122 50%	244
941 - Quick Lubrication Vehicle Shop (General Urban/Suburban)	Servicing Positions	8(0)	Weekday	Average 40	160 <sup>(1)</sup> 50%	160 <sup>(1)</sup> 50%	320 <sup>(1)</sup>

(0) indicates size out of range.

#### TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
849 - Tire Superstore	0 %	122	0 %	122
941 - Quick Lubrication Vehicle Shop	0 %	160	0 %	160

#### **INTERNAL TRIPS**

849 - Tire Superstore

941 - Quick Lubrication Vehicle Shop

Exit 122

Demand Exit: 0 % (0)

Balanced:

Demand Entry: 0 % (0)

Entry 160

Entry 122

Demand Entry: 0 % (0)

Balanced: 0

Demand Exit: 0 % (0)

Exit 160

849 - Tire Superstore

	Total Trips	Internal Trips 941 - Quick Lubrication Vehicle Shop	Total	External Trips
Entry	122 (100%)	0 (0%)	0 (0%)	122 (100%)
Exit	122 (100%)	; 0 (0%)	0 (0%)	122 (100%)
Total	. 244 (100%)	0 (0%)	0 (0%)	244 (100%)

941 - Quick Lubrication Vehicle Shop

**Total Trips** 

Internal Trips

849 - Tire Superstore Total External Trips

<sup>(1)</sup> indicates small sample size, use carefully.

Entry	160 (100%)	0 (0%)	0 (0%)	160 (100%)
Exit	160 (100%)	0 (0%)	0 (0%)	160 (100%)
Total	320 (100%)	0 (0%)	0 (0%)	320 (100%)

#### **EXTERNAL TRIPS**

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
849 - Tire Superstore	244	0	0	244
941 - Quick Lubrication Vehicle Shop	320	0	0	320

#### ITE DEVIATION DETAILS

Weekday

Landuse No

No deviations from ITE.

Methods

No deviations from ITE.

External Trips

849 - Tire Superstore (General Urban/Suburban)

ITE does not recommend a particular pass-by% for this case.

941 - Quick Lubrication Vehicle Shop (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

#### SUMMARY

Total Entering	282
Total Exiting	282
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	282
Total Exiting Non-Pass-by Trips	282

#### PERIOD SETTING

Analysis Name :

New Analysis

Project Name:

Cowley - Alt - 1

.....

No:

Date:

11/16/2020

City:

State/Province:

Zip/Postal Code:

Country:

Client Name:

Analyst's Name:

**Edition:** 

Trip Gen Manual, 10th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
849 - Tire Superstore (General Urban/Suburban)	Service Bays	8	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 2.01	10 62%	6 38%	16
941 - Quick Lubrication Vehicle Shop (General Urban/Suburban)	Positions	8 <sup>(0)</sup>	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 3	16 <sup>(1)</sup> 67%	g <sup>(1)</sup> 33%	24 <sup>(1)</sup>

<sup>(0)</sup> indicates size out of range.

#### TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
849 - Tire Superstore	0 %	10	0 %	6
941 - Quick Lubrication Vehicle Shop	0 %	16	0 %	8

#### **INTERNAL TRIPS**

#### 849 - Tire Superstore

#### 941 - Quick Lubrication Vehicle Shop

Exit	6	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	16
Entry	10	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	8

#### 849 - Tire Superstore

		Internal Trips	Internal Trips			
	Total Trips	941 - Quick Lubrication Vehicle Shop	Total	External Trips		
Entry	10 (100%)	0 (0%)	0 (0%)	10 (100%)		
Exit	6 (100%)	0 (0%)	0 (0%)	6 (100%)		

<sup>(1)</sup> indicates small sample size, use carefully.

Total	16 (100%)	0 (0%)	0 (0%)	16 (100%)
· Olai	10 (10070)	0 (070)	0 (0 /0)	10 (10070)

#### 941 - Quick Lubrication Vehicle Shop

v.	Total Trina	Internal Trips		Enternal Trine
	Total Trips	849 - Tira Superstore	Total	External Trips
Entry	16 (100%)	0 (0%)	0 (0%)	16 (100%)
Exit	8 (100%)	0 (0%)	0 (0%)	8 (100%)
Total	24 (100%)	0 (0%)	0 (0%)	24 (100%)

#### **EXTERNAL TRIPS**

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
849 - Tire Superstore	16	0	0	16
941 - Quick Lubrication Vehicle Shop	24	0	. 0	24

#### ITE DEVIATION DETAILS

#### Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse

No deviations from ITE.

Methods

No deviations from ITE.

External Trips

849 - Tire Superstore (General Urban/Suburban)

ITE does not recommend a particular pass-by% for this case.

941 - Quick Lubrication Vehicle Shop (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

#### SUMMARY

Total Entering	26
Total Exiting	14
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	26
Total Exiting Non-Pass-by Trips	14

#### **PERIOD SETTING**

Analysis Name:

**New Analysis** 

**Project Name:** 

Cowley - Alt - 1

No:

Date:

11/16/2020

State/Province:

City:

Zip/Postal Code:

Country:

**Client Name:** 

Analyst's Name:

**Edition:** 

Trip Gen Manual, 10th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
849 - Tire Superstore (General Urban/Suburban)	Service Bays	8	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 3.17	12 48%	13 52%	25
941 - Quick Lubrication Vehicle Shop (General Urban/Suburban)		g(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 4.85	22 56%	17 44%	39

<sup>(0)</sup> indicates size out of range.

#### TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
849 - Tire Superstore	0 %	12	0 %	13
941 - Quick Lubrication Vehicle Shop	0 %	22	0 %	17

#### **INTERNAL TRIPS**

849 - Tire Superstore

941 - Quick Lubrication Vehicle Shop

Exit 13

Demand Exit: 0 % (0)

Balanced: 0

Demand Entry: 0 % (0)

Entry 22

Entry 12

Demand Entry: 0 % (0)

Balanced: 0

Demand Exit: 0 % (0)

Exit 17

#### 849 - Tire Superstore

		Internal Trips		
	Total Trips	941 - Quick Lubrication Vehicle Shop	Total	External Trips
Entry	12 (100%)	0 (0%)	0 (0%)	12 (100%)
Exit	13 (100%)	0 (0%)	0 (0%)	13 (100%)
Total	25 (100%)	0 (0%)	0 (0%)	25 (100%)

#### 941 - Quick Lubrication Vehicle Shop

	Total Tripo	Internal Trips	Internal Trips	
	Total Trips	849 - Tire Superstore	Total	External Trips
Entry	22 (100%)	0 (0%)	0 (0%)	22 (100%)
Exit	17 (100%)	0 (0%)	0 (0%)	17 (100%)
Total	39 (100%)	0 (0%)	0 (0%)	39 (100%)

#### **EXTERNAL TRIPS**

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
849 - Tire Superstore	25	0	0	25
941 - Quick Lubrication Vehicle Shop	39	.0	0	39

#### ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse

No deviations from ITE.

Methods

No deviations from ITE.

External Trips

849 - Tire Superstore (General Urban/Suburban)

ITE does not recommend a particular pass-by% for this case.

941 - Quick Lubrication Vehicle Shop (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

#### SUMMARY

Total Entering	34
Total Exiting	30
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	34
Total Exiting Non-Pass-by Trips	30

Objective 1: We are in the USA, where development should be directed

**Policy 1.4**: Compatibility does not mean "same as." Compatibility can be addressed through conditioning development, which has been done here

**Objective 16/Policy 16.1**: We are protecting the neighborhood through the various conditions we are proposing. Also, the neighborhood itself is acknowledging that it feels protected by supporting this application.

#### Policy 16.2:

A gradual transition is being provided from south to north by locating a CG use adjacent to a CG use, which then transitions to CN uses.

A gradual transition is being provided from east to west by creating a transition from a large grocery anchored retail center and a 6-lane highway to a single, heavily restricted CG use, to a massive buffer and a Type B screen, as requested by the neighbors.

**Policy 16.3**: As it relates to the residential to the west, integration is achieved through mitigation of adverse impacts and transportation/pedestrian connections, as called for in the policy.

**Policy 16.5**: This project sits on US301, a major arterial roadway. Planning Commission acknowledged as much in our previous approval.

**Objective 22**: First, a sensible Plan would not require a locational criteria waiver because the site at issue constitutes the northwest corner of the intersection of Fairway Meadow Dr (a collector roadway) and US301 (a major arterial roadway). Second, we qualified for a waiver when we got approved the first time. Third, we qualify based on the fact that this stretch of 301 is an established commercial corridor, that we are mitigating adverse impacts to the neighbors to the west and that we qualify for the infill exception at Policy 25.3.

Policy 25.3: Well in excess of 50% the "block" on which the site is located is already zoned and used for commercial uses. The intensity of the zoning district is of a comparable intensity of the zoning and development on the surrounding parcels. Therefore, we qualify as commercial infill development. The PC report claims that we don't qualify because there are existing permitted commercial uses on the site and that our new proposed use is "too intense." Again, our newly proposed use is a CG use, just like the CG use to the south. It is also less "intense" in FAR than what is allowed in the plan category and less intense in traffic generation than a good many CN uses, including neighborhood auto repair.

**Riverview Community Plan**: We are providing appropriate and compatible buffers. In fact, the provided buffering and screening is well beyond what is called for in the Code.

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#### Camacho, Juan

From: Timoteo, Rosalina

**Sent:** Wednesday, October 7, 2020 7:54 AM

**To:** Camacho, Juan

**Subject:** FW: US 301 and Stelling Dr. MM 20-1070

**Attachments:** 1 - Signed Additional Info Sheet 2020-10-06.pdf; 2 - James Stewart Support Letter for

mod(1).pdf

Juan:

Hearing 11/16

This need to be uploaded in Optix and OnBase – please add email to POR list on G:drive master list. Let me know when it is done!

Thank you!

From: Gage Sears <gage@campoengineering.com>

Sent: Tuesday, October 6, 2020 4:12 PM

**To:** Zoning Intake-DSD <ZoningIntake-DSD@hillsboroughcounty.org>; Timoteo, Rosalina <TimoteoR@HillsboroughCounty.ORG>; Chapela, Tania <ChapelaT@hillsboroughcounty.org>

**Cc:** 'Matthew Campo' <matthew@campoengineering.com>

Subject: RE: US 301 and Stelling Dr. MM 20-1070

[External]

Good afternoon all,

Please see the additional Letter of Support to include in the rezoning major modification review for the above referenced project.

If you have any questions or comments please do not hesitate to contact me.

Thanks,

Gage Sears, E.I.
Campo Engineering, Inc.
1725 East 5th Avenue
Tampa, FL 33605
Phone: (813) 215-7372

Fax: (813) 902-8782

**From:** Gage Sears [mailto:gage@campoengineering.com]

Sent: Tuesday, September 29, 2020 3:07 PM

To: zoningintake-DSD@hcflgov.net; Timoteo, Rosalina (TimoteoR@HillsboroughCounty.ORG);

ChapelaT@hillsboroughcounty.org

Cc: 'Matthew Campo'

Subject: US 301 and Stelling Dr. MM 20-1070

Importance: High

Good afternoon,

Please see the following documents for Hillsborough County Zoning staff review for the above referenced project.

If you have any questions or comments please do not hesitate to contact me.

Thanks,

Gage Sears, E.I.
Campo Engineering, Inc.
1725 East 5th Avenue
Tampa, FL 33605
Phone: (813) 215-7372

Fax: (813) 902-8782

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## Additional / Revised Information Sheet

Date Stamp Here

Application Number: MM(20-1070) Applica	nt's Name: Craig Bazarsky
Reviewing Planner's Name: Tania Chapela	Date: 10/06/2020
Application Type:	
☐ Planned Development (PD) ☐ Minor Modification/Perso	onal Appearance (PRS)  Standard Rezoning (RZ)
☐ Variance (VAR) ☐ Development of Regional	Impact (DRI)
Special Use (SU) Conditional Use (CU)	Other
urrent Hearing Date (if applicable): 11/16/2020	
The following must be	attached to this Sheet.
Cover Letter with summary of the changes and/or addition	onal information provided. If a revised Site Plan is being
ubmitted, all changes on the site plan must be listed in deta	il in the Cover Letter.
An updated Project Narrative consistent with the change	s or additional information provided, if applicable.
ubmittal Via:	j J
Email (Preferred). Note that no follow up paper file is necessary. P	₹
Email this sheet along all the additional/revised submittal iter	
3	•
Mail or delivery. Number of Plans Submitted: Large	Small
For PD, MM, PRS and SU: 7 large copies 24"X36", one small 8.5X11". For RZ-Standard: if plot plan is larger than 8.5"X11", 7 large copies sho For Minor Change: 6 large copies. For Variances or Conditional Use permits: one 8.5"X11" or larger)	ould be submitted.
Mail to:	Hand Deliver to:
Development Services Department	County Center
Community Development Division P.O. Box 1110	Development Services Department 19th Floor
Tampa, FL 33601-1110	601 E. Kennedy Blvd., Tampa
ertify that changes described above are the only changes t anges will require an additional submission and certification	· · · · · · · · · · · · · · · · · · ·
	16-6-20
Signature	Date
FOR OFFICE	
<ul><li>■ Notification E-Mail Sent</li><li>■ Scanned into OPTI)</li><li>■ Transmittal Completed</li></ul>	In-Take Completed by:

James Stewart 13005 Lurida Dr Riverview, FL -33578

To
The Board of County Commissioners
601 E Kennedy Blvd
Tampa, FL 33602

Ref: Proposed Modification of PD 20-0182

Dear County Commissioners,

My name is James Stewart. My wife and myself live at 13005 Lurida Dr, Riverview, FL -33578, in close vicinity of the parcel which are being considered for this zoning modification. I have been living on Lurida drive within a few feet of this parcel for almost 25 years.

I have come to find out a modification to the existing planned development has been requested for Folio: 077489-0000. I have reviewed the proposed plans and am in favor of same. As a long time resident of the immediate neighborhood, I am writing this letter to strongly support the proposed modification of the planned development zoning on the west side of US Highway 301, south of Stelling road

Sincerely,

James Stewart

September 23rd, 2020.