



PD Modification Application: MM 22-1510

Zoning Hearing Master Date: July 24, 2023

BOCC Land Use Meeting Date: September 12, 2023

1.0 APPLICATION SUMMARY

Applicant: Central Florida Investments, Inc.

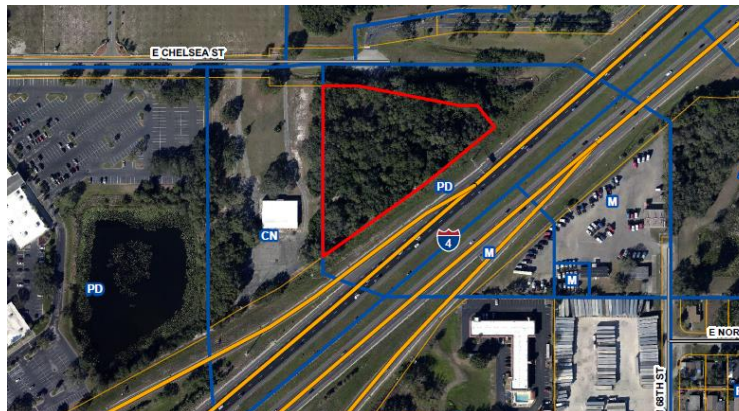
FLU Category: Urban Mixed Use - 20 (UMU-20)

Service Area: Urban

Site Acreage: 3.17 MOL

Community Plan Area: East Lake/Orient Park

Overlay: None



Introduction Summary:

PD 84-0056 was approved in 1984 to allow for a billboard. The applicant requests a modification to allow for an 84-room hotel.

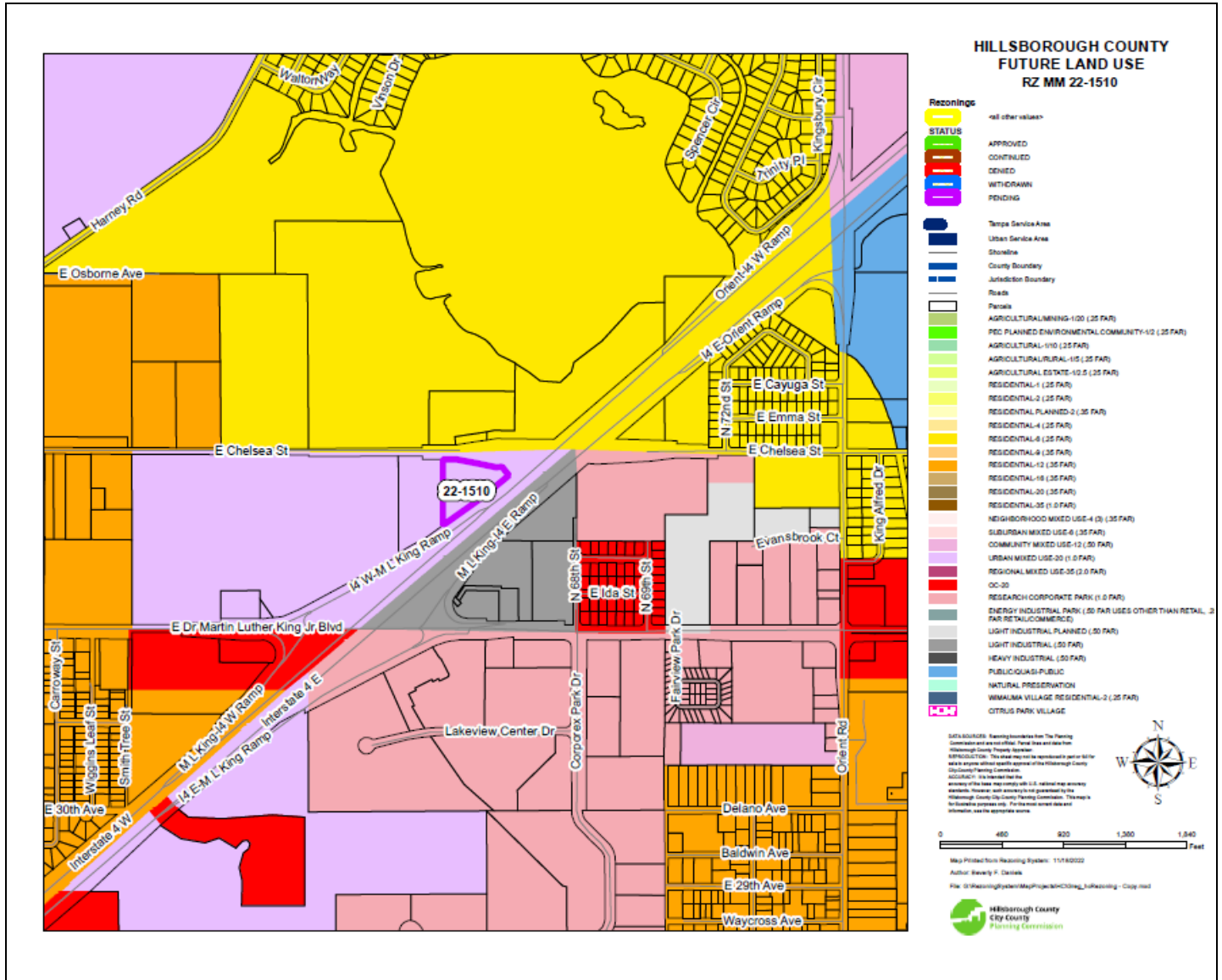
Existing Approval(s):	Proposed Modification(s):
Billboard	Allow an 84-room hotel

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

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

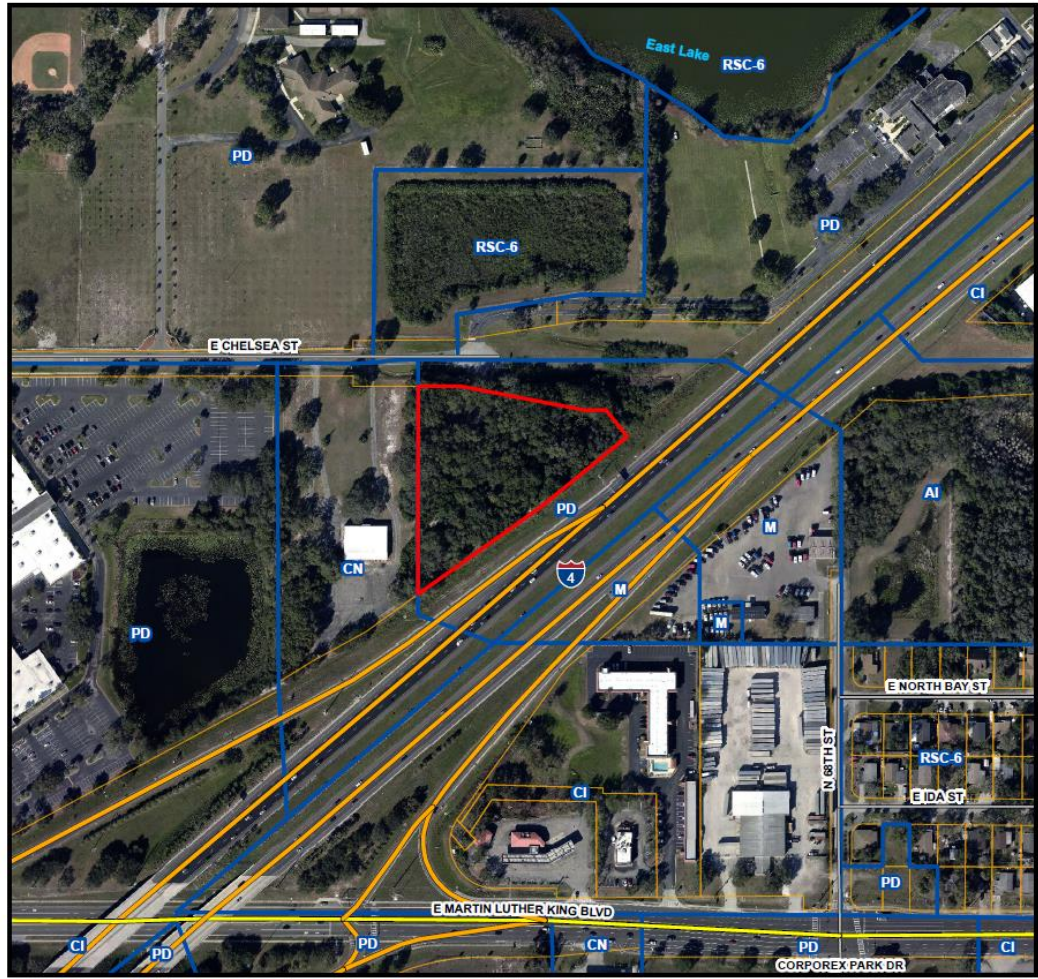
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Urban Mixed Use - 20 (UMU-20)
Maximum Density/F.A.R.:	20.0 dwelling units/1.0 F.A.R.
Typical Uses:	Residential, regional scale commercial uses such as a mall, office and business park uses, research corporate park uses, light industrial, multi-purpose and clustered residential and/or mixed-use projects at appropriate locations.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Hillsborough County Florida

ZONING MAP
MM 22-1510
 Folio: 41093.0000

APPLICATION SITE
 ZONING BOUNDARY
 PARCELS
● SCHOOLS
● PARKS

0 250 450 Feet

STR: 2-29-19

NOTE: Every reasonable effort has been made to ensure the accuracy of this map. Hillsborough County does not warrant any liability arising from use of this map. Hillsborough County neither warrants, nor represents, nor guarantees, nor makes any representation or warranty, or provides any assurance of any kind, or assumes any responsibility for the accuracy or completeness of any data or information appearing on this map, or for any errors or omissions that may appear hereon, whether or not caused, in whole or in part, by the negligence of any person or entity. Hillsborough County shall not be liable for any damages, including, without limitation, the reasonable and foreseeable consequences of reliance on this map, or for any damages, including, without limitation, the reasonable and foreseeable consequences of reliance on this map, or for any damages, including, without limitation, the reasonable and foreseeable consequences of reliance on this map.

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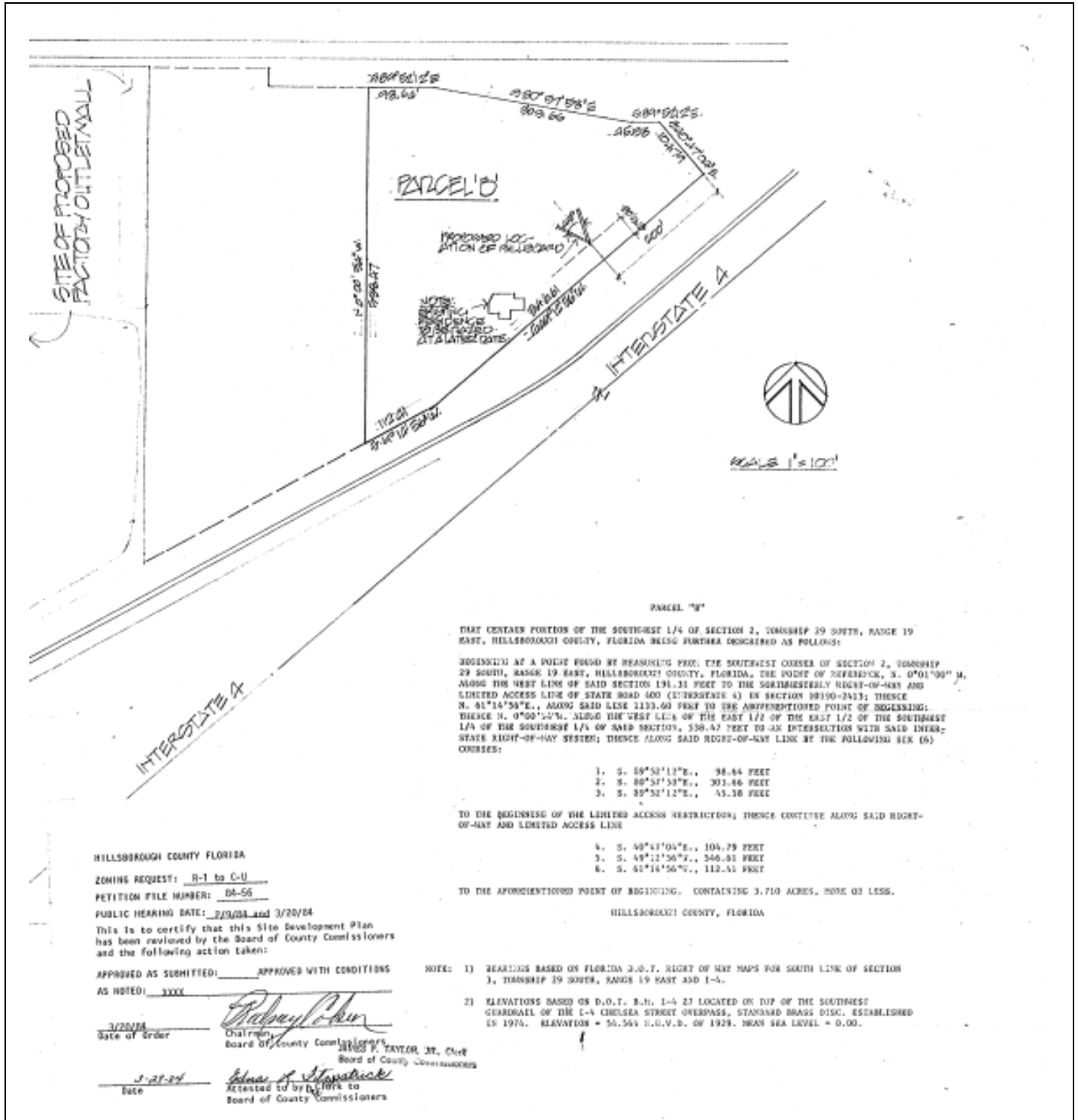
Date: 11/18/2022 Path: G:\ZONING\GIS Data\Zoning_Map.aprx
 Produced By: Development Services Department

Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-6, PD 93-0034	6 du/acre, Per PD 93-0034	Single-Family Residential (Conventional Only), Church	Vacant, Church
South	CI, M	0.30 F.A.R., 0.75 F.A.R.	Intensive Commercial, Office and Personal Services, Industrial/Manufacturing	Motel, Truck Sales
East	M	0.75 F.A.R.	Industrial/Manufacturing	Truck Sales
West	CN	0.20 F.A.R.	Neighborhood Commercial, Office and Personal Services	Union Hall

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Chelsea St.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	0	0	0
Proposed	671	39	50
Difference (+/-)	+671	+39	+50

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

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

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No Wetlands
Natural Resources	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Airport Height Restriction 130' AMSL and Incompatible Use Area				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See report.
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Hotel (Per room Mobility and Parks) (Per 1,000 sq ft Fire) Mobility: \$4,168*84 = \$350,112 Parks: \$1,327*84 = \$111,468 Fire: \$313 per 1,000 sq ft (unknown square footage)				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The approximate 3.17-acre vacant parcel is zoned PD 84-0056 (Planned Development). The site is located at 6615 East Chelsea Street. The applicant proposes a PD modification to allow a 31,200 square foot 84-room hotel with a maximum height of 50 feet. The area consists mostly of institutional and commercial uses. The subject property is adjacent to a Union Hall zoned CN (Commercial – Neighborhood) to the west. To the north across East Chelsea Street is a church zoned PD 93-0034 (Planned Development) and a vacant parcel zoned RSC-6 (Residential – Single-Family conventional). To the south across Interstate 4 is a motel zoned CI (Commercial – Intensive) and commercial truck sales zoned M (Manufacturing). To the east across Interstate 4 is commercial truck sales zoned M. Furthermore, there is a large office complex located further west on East Chelsea Street zoned PD 83-0173.

The subject property is designated Urban Mixed Use - 20 (UMU-20) on the Future Land Use map. The Planning Commission finds the proposed use consistent with the Comprehensive Plan. The surrounding uses are similar to the request; commercial. Also, the proximity of the property to Interstate 4 is conducive to high levels of commercial traffic. Therefore, the modification of PD 84-0056 to allow a 31,200 square foot 84-room hotel would be consistent with the existing zoning pattern of the area.

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

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

~~CONDITIONS OF APPROVAL ON REZONING PETITION 84-56~~


- ~~1. All existing trees on site shall remain. Trees may be trimmed to enhance the visibility of the sign as necessary.~~
- ~~2. The size of the proposed off-premise sign (i.e., billboard) shall not exceed a maximum of 1,346 square feet.~~
- ~~3. The maximum height of the proposed off-premise sign (i.e., billboard) shall not exceed 35 feet.~~

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted June 5, 2023.

1. The project shall be limited to an 84-room hotel.
2. Development shall be in compliance with the following:
Minimum front setback: 30 feet
Minimum side setback: 10 feet
Minimum rear setback: 10 feet
Maximum F.A.R.: 1.0
Maximum building height: 50 feet
Maximum Density: 20.0 dwelling units
Maximum Impervious Surface: 70%
3. Buffer and screening shall be in accordance with Part 6.06.00 of the Land Development Code, unless specified herein.
4. Building, parking, and stormwater areas shall be developed where generally depicted on the site plan.
5. If PD 23-1510 is approved, the County Engineer will approve a Design Exception (dated June 5, 2023) which was found approvable by the County Engineer (on June 7, 2023). As E. Chelsea St. is a substandard local roadway, the developer will be required, with the initial increment of development, to construct +/- 350 feet of sidewalk to the west of the project frontage to connect with the existing sidewalk on the south side of the roadway and construct turnaround improvements with sidewalk at the existing dead-end consistent with the Design Exception.
6. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
7. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

8. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

Zoning Administrator Sign Off:



J. Brian Grady
Fri Jul 14 2023 15:04:17

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

None.

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
 REVIEWER: Richard Perez, AICP
 PLANNING AREA: ELOP/Central

DATE: 7/13/2023
 AGENCY/DEPT: Transportation
 PETITION NO: MM 22-1510

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to the listed or attached conditions.
- This agency objects for the reasons set forth below.

CONDITIONS OF ZONING APPROVAL

- If PD 23-1510 is approved, the County Engineer will approve a Design Exception (dated June 5, 2023) which was found approvable by the County Engineer (on June 7, 2023). As E. Chelsea St. is a substandard local roadway, the developer will be required, with the initial increment of development, to construct +/-350 feet of sidewalk to the west of the project frontage to connect with the existing sidewalk on the south side of the roadway and construct turnaround improvements with sidewalk at the existing dead-end consistent with the Design Exception.
- Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a major modification PD 84-0056 to allow an 84-room hotel on a +/-3.17-acre parcel. The approved PD allows for a billboard sign. The site is located on the south side of East Chelsea St. and north of Interstate 4. The Future Land Use designation of the site is Urban Mixed Use -20 (UMU-20).

Trip Generation Analysis

Staff has prepared a comparison of the trips potentially generated under the existing and proposed PD development scenarios, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved PD Uses:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: Billboard Sign	0	0	0

Proposed PD Uses:

Transportation Review Comments

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 84-room, Hotel (ITE 310)	671	39	50

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	+671	+39	+50

The proposed rezoning will result in an increase in potential trip generation by +671 daily trips, +39 AM peak hour trips, and +50 PM peak hour trips.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

E. Chelsea St is a County maintained, 2-lane, substandard, local roadway, characterized by +/-21-29 feet of pavement and +/-56 to 80 feet of right-of-way. There are no sidewalks or paved on either side of the roadway within the vicinity of project frontage. A portion of the roadway west of the proposed project access is a dead-end located in FDOT maintained right-of-way. The FDOT right-of-way was formerly an overpass that crossed I-4 to connect with the Chelsea St. right-of-way east of the interstate.

The County TS-7, rural local/collector roadway standard requires 12-foot lanes, paved shoulders, and 5-foot sidewalks on both sides within 54 feet of right of way.

The applicant submitted a design exception to construct sidewalks that would connect to the existing sidewalks west of the property and improve the existing dead-end to a turnaround with sidewalks. See the section titled Requested Design Exception below for greater detail.

SITE ACCESS

The PD site plan proposes a single full access connection to E. Chelsea St. As noted above, E. Chelsea St dead-ends into a FDOT right-of-way. The applicant obtained FDOT comments and has incorporated FDOT's comments into the proposed design exception for the substandard roadway improvements.

Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.

REQUESTED DESIGN EXCEPTION – E. CHELSEA ST.

As E. Chelsea St. is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for E. Chelsea St. (dated June 5, 2023) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on June 7, 2023). The developer will be required to construct +/-350 feet of sidewalk to connect to existing sidewalk to the west on the south side of Chelsea St. and turnaround improvements with sidewalk at the dead-end along the project frontage consistent with the Design Exception to mitigate the deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-3 Typical Section (for urban local roadways).

If this zoning is approved, the County Engineer will approve the Design Exception request.

LEVEL OF SERVICE (LOS)

E. Chelsea St. is not a regulated roadway in the Hillsborough County Level of Service (LOS) Report.

From: Williams, Michael [WilliamsM@HillsboroughCounty.ORG]
Sent: Wednesday, June 7, 2023 10:15 AM
To: Bynum, Kevin [kbynum@vhb.com]
CC: Neale Stralow [nstralow@vhb.com]; Grandlienard, Christopher [GrandlienardC@hillsboroughcounty.org]; Perez, Richard [PerezRL@hillsboroughcounty.org]; Tirado, Sheida [TiradoS@hillsboroughcounty.org]; PW-CEIntake [PW-CEIntake@hillsboroughcounty.org]; De Leon, Eleonor [DeLeonE@hillsboroughcounty.org]
Subject: FW: MM 22-1510 - Design Exception Review
Attachments: 22-1510 DEReq 06-05-23.pdf

Kevin,

I have found the attached Design Exception (DE) for PD 22-1510 APPROVABLE.

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

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

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

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

Mike

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

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

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Tuesday, June 6, 2023 8:06 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: Perez, Richard <PerezRL@hillsboroughcounty.org>
Subject: MM 22-1510 - Design Exception Review

Hello Mike,

The attached Design Exception is Approvable to me, please include the following people in your email response:

kbynum@vhb.com
nstralow@vhb.com
grandlienardc@hillsboroughcounty.org
perezrl@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE *(she/her/hers)*
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

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601 E. Kennedy Blvd., Tampa, FL 33602

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Received June 5, 2023
Development Services



June 5, 2023

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

Re: Design Exception (MM 22-1510)
Project Name: Chelsea Street Hotel
Folio #: 041093-0000
6615 E. Chelsea St, Tampa, FL
Hillsborough County, FL
VHB Project No.: 66490.00

Dear Mr. Williams,

Please allow this letter to serve as a request for a Design Exception to Hillsborough County's Technical Manual (TTM) per Section 1.7.2 to meet Land Development Code Section 6.04.03L for E. Chelsea Street.

The proposed MM 22-1510 application includes up to 84 hotel rooms. Specifically, this request is for a Design Exception to TS-7 of the TTM for E. Chelsea Street. E. Chelsea Street's right-of-way varies in width with the majority of Hillsborough County's right-of-way being 60 feet wide. The Eastern end of E. Chelsea Street's right of way and the planned access point for this project falls within FDOT's right-of-way and control. A pre-application meeting was completed with FDOT and County representatives. A letter dated, April 11, 2023 is included in this submittal documenting FDOT's amenable position for a "T" Type Turnaround at the Eastern dead-end of E. Chelsea Street and acceptance of Hillsborough County's conditions of approval.

In its existing conditions E. Chelsea Street is a dead-end, two-lane roadway with 11' lanes, no paved shoulders, intermittent sidewalks, 60 feet right-of-way, and intermittent ditches and does not currently meet Hillsborough County TS-7 (Local & Collector Rural Roads (2 Lane Undivided)) typical section standards. The County's typical TS-7 cross-section requires a minimum of 95 feet right-of-way and cannot be constructed within the existing 60 feet right-of-way limits. The proposed project's transportation analysis shows 50 or fewer peak hour trips for the 84 hotel room program. Therefore, the design exceptions being requested for this project are as follows:

- 1) Eliminate the 8' shoulders shown by TS-7. There are intermittent unpaved shoulders along E. Chelsea.
- 2) Reduce the lane widths to 11' from the 12' shown by TS-7.
- 3) Eliminate sidewalks being required on both sides of the roadway. There are intermittent sidewalks along E. Chelsea Street.

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Project Name: Chelsea Street Hotel
Design Exception (MM 22-1510)
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- 4) Eliminate ditches being required on both sides of the roadway. There are intermittent ditches along E. Chelsea.

The justifications for this Design Exception are as follows:

- 1) The subject parcel has limited frontage along E. Chelsea Street and is located at the far eastern end of a dead-end road in part of FDOT's controlled right-of-way.
- 2) A significant portion of Hillsborough County's E. Chelsea Street right-of-way is only 60' wide and there is insufficient room to fit the roadside elements of TS-7 which requires a minimum of 96' of right-of-way.

The project is proposing the following mitigation items which are shown on General Development Plan sheet EX-01:

- 1) To construct a Turnaround to replace the current dead-end. The specific design of the turnaround will be decided during construction permitting and subject to the approval of FDOT.
- 2) To construct a new sidewalk that will connect to the existing sidewalk gap that is located approximately 350' west of the subject property along the southern right-of-way line. That sidewalk will continue around the proposed Turnaround and then terminate at the existing drive to the Citylife Church Inc. property. A roadway section for the proposed work within the 60' wide right-of-way region is provided on sheet EX-01.

Should you have any questions please feel free to contact me as needed for your approval for the aforementioned design exceptions.

Sincerely,
Vanasse Hangen Brustlin, Inc.



Kevin M. Bynum, P.E.
Senior Civil Engineer
kbynum@vhb.com

Kevin M. Bynum, State of Florida, Professional Engineer, License No. PE 62392

This Item has been digitally signed and sealed by Kevin M. Bynum, PE, on 2023.06.05 11:46:08-04:00'

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Attachment:
FDOT Pre-Application Letter (April 11, 2023)
Hillsborough County Detail TS-7
Exhibit EX-01

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Development Services

Project Name: Chelsea Street Hotel
Design Exception (MM 22-1510)
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Based on the information provided by the applicant, this request is:

- _____ Disapproved
- _____ Approved
- _____ Approved with Conditions

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Received June 5, 2023
Development Services



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

April 11th, 2023

Chelsea St Hotel Pre App Meeting

6615 E Chelsea Street in Tampa
SR 400 – Interstate 4
10 190 000
MP 12.26 Lt Rdwy
Folio # 041093-0000

RE: Pre-Application Meeting

THIS DOCUMENT IS NOT A PERMIT APPROVAL

THE COMMENTS AND FINDINGS FROM THIS PRE-APPLICATION MEETING MAY BE SUBJECT TO CHANGE
AND MAY NOT BE USED AS A BASIS OF APPROVAL AFTER 10/11/2023

Attendees:

Guests: Kevin Bynum, Neale Stralow, Richard Perez, and Bryon Smith

FDOT: Todd Croft, Mecale' Roth, Tom Allen, Allison Carroll, William Gregory, Lindsey Mineer, Luis Mejia, Antonius Lebrun, Caroline Cation-Smith, Andrew Perez, Leanna Schail, and Liyanage Ratnayake

Proposed Conditions:

This development is proposing a new 84-room hotel adjacent to SR 400, a class 1 roadway with a posted speed limit of 65 MPH. Project is in the process of major modification rezoning, case number is 22-1510.

FDOT Recommendations:

Received June 5, 2023
Development Services



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

1. This property is in the FDOT ROW but does not access a state road and other than drainage, will have no impact on the Department.
2. The Department does not use this roadway for maintenance, this is only used as drainage access for the interstate runoff to drain to the pond on the north side of the street, across from the Hotel.
3. The Department will follow the county's recommendations for the roadway improvements.
4. The Department is amenable to having a T intersection for EMS instead of the cul-de sac.
5. Access permit would be required for the significant change of use from vacant land
6. A sidewalk along the property frontage will be required.
7. A sidewalk connection to the road will be required.
8. Provide auto turn templates for turn-around/cul-de-sac and entering and exiting the property.
9. No traffic study will be required.
10. If site drains to the state system or there is an existing structure or system, either active or inactive, in the existing or proposed condition, then a drainage permit will be required. If it does not discharge to any state system, then it may qualify as a drainage exemption. Complete the attached exception questionnaire to determine which you will need to apply for.
11. If applying for an exception, include the completed questionnaire in the submittal package.
12. Provide pre and post drainage maps, drainage patterns, pre and post runoff volume, show the impact to the state system, ponds, and the roadway, and show pond stages
13. Current PD&E for I-4 does not require acquiring property from this location.
14. Contact Leanna Schail or Andrew Perez for any traffic or access related questions at leanna.schail@dot.state.fl.us, andrewa.perez@dot.state.fl.us, or at 813-975-6000.
15. Contact Todd, Tom or Mecale' (makayla) for permit, pre app, or general questions at todd.croft@dot.state.fl.us, thomas.allen@dot.state.fl.us, mecale.roth@dot.state.fl.us, or 813-612-3200.
16. Contact Amanda Serra for drainage related questions at amanda.serra@dot.state.fl.us or 813-262-8257.

Received June 5, 2023
Development Services



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

Summary:

After reviewing and discussing the information presented in this meeting, the Department has determined we are

- in favor (considering the conditions stated above)
- not in favor
- willing to revisit a revised plan

The access, as proposed in this meeting, would be considered

- conforming
- non-conforming
- N/A (no access proposed)

in accordance with the rule chapters 1996/97 for connection spacing. The following state permits will need to be applied for by visiting our One Stop Permitting website (osp.fdot.gov):

- access-category A or B
- access-category C, D, E, or F
 - traffic study required
- access safety upgrade
- drainage
 - or
 - drainage exception
 - construction agreement
 - utility
 - general Use
 - other _____

Thank you for allowing us the opportunity to review and discuss this project in advance. Please feel free to contact me with any questions. We look forward to working with you again.

Respectfully,

Mecale' Roth

FDOTTampaBay.com | @MyFDOT_Tampa | Facebook.com/MyFDOTTampa

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22-1510

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GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

Permit Coordinator II
2822 Leslie Rd.
Tampa, FL 33619
Office - 813-812-3237
M-F 8:30 AM – 5:00 PM



Additional Comments/Standard Information:

(These comments may or may not apply to this project, they are standard comments)

1. Document titles need to reflect what the document is before it is uploaded into OSP, and please do not upload unnecessary documents.
2. Documents need to be signed and sealed or notarized.
3. Include these notes with the application submittal.
4. Permits that fall within the limit of a FDOT project must contact project manager, provide a work schedule, and coordinate construction activities prior to permit approval. Ask Mecale' for information if not provided in the notes.
5. Plans shall be per the current Standard Plans and FDM.
6. All the following project identification information must be on the Cover Sheet of the plans:
 - a. all associated FDOT permit #'s
 - b. state road # (& local road name) and road section ID #
 - c. mile post # and left (Lt) or right (Rt) side of the roadway (when facing north or east)
 - d. roadway classification # and posted speed limit (MPH)
7. All typical driveway details are to be placed properly:
 - a. 24" thermoplastic white stop bar equal to the lane width placed 4' behind crosswalk or a minimum of 25' in front of it
 - b. 36" stop sign mounted on a 3" round post, aligned with the stop bar
 - c. if applicable, a "right turn only" sign mounted below the stop sign (FTP-55R-06 or FTP-52-06)
 - d. double yellow 6" lane separation lines
 - e. 6' wide, high emphasis, ladder style crosswalk straddling the detectable warning mats
 - f. warning mats to be red in color unless specified otherwise
 - g. directional arrow(s) 25' behind the stop bar



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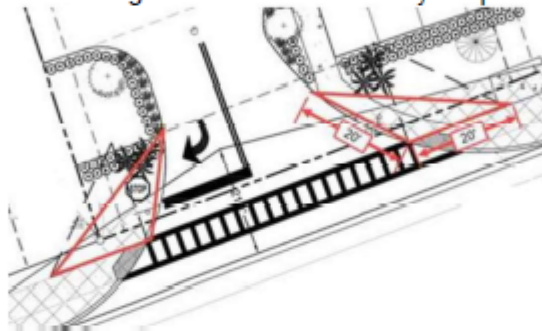
Florida Department of Transportation

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2822 Leslie Road
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SECRETARY

- h. all markings on concrete are to be high contrast (white with black border)
 - i. all striping within and approaching FDOT ROW shall be thermoplastic
8. Maintain 20' x 20' pedestrian sight triangles and draw the triangles on the plans to show there are no obstructions taller than 24" within the triangles. Also, no parking spaces can be in these triangles Measure 20' up the sidewalk and 20' up the driveway from the point at which the sidewalk meets the driveway. Here is an example of what these triangles look like and how they are positioned.



- 9. Any relocation of utilities, utility poles, signs, or other agency owned objects must be coordinated with the Department and the existing and proposed location must be clearly labeled on the plans. Contact the Permits Department for more details and contact information.
- 10. Make note on plans that it is the responsibility of the contractor to not only restore the ROW, but they are also responsible for maintaining the ROW for the duration of the project.

Context Classification:

Here is the link to find information about context classification to see what class standards the proposed project needs to be built to. Below is the standard table for sidewalk width for each class:

<https://kai.maps.arcgis.com/apps/webappviewer/index.html?id=b5ecc163fe04491dafeb44194851ba93>

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Topic #625-000-002
FDOT Design Manual January 1, 2020

Table 222.1.1 Standard Sidewalk Widths

Context Classification	Sidewalk Width (feet)
C1 Natural	5
C2 Rural	5
C2T Rural Town	6
C3 Suburban	6
C4 Urban General	6
C5 Urban Center	10
C6 Urban Core	12

Notes:

- (1) For C2T, C3 and C4, sidewalk width may be increased up to 8 feet when the demand is demonstrated.
- (2) For C5 and C6, when standard sidewalk width cannot be attained, provide the greatest attainable width possible, but not less than 6 feet.
- (3) For RRR projects, unaltered sidewalk with width 4 feet or greater may be retained within any context classification.
- (4) See **FDM 266.2.2** for sidewalk width requirements on bridges.

Provide the following minimum unobstructed sidewalk width (excluding the width of the curb) when there is no practical alternative to placing a pole within the sidewalk:

- 36 inches for aboveground utilities. This 36 inch width may be reduced to 32 inches, not exceeding 24 inches in length, when there is no practical alternative available to avoid an obstruction.
- 48 inches for signal, light, sign poles

When used for plantings and street furniture, the area between the back of curb and the sidewalk should be 5 feet or greater in width. Consider providing tree wells in areas where on-street parking is provided.

Lighting:

Lighting of sidewalks and/or shared paths must be to current standards (FDM section 231). Newly implemented FDOT Context classifications updated the required sidewalk widths (FDM section 222.2.1.1). Where sidewalk is being added and/or widened, the lighting will be analyzed to ensure sidewalks are properly lit per FDOT FDM standards. Reference the following link and table for details:

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2020/2020fdm231lighting.pdf?sfvrsn=2ad35fbf_2

Received June 5, 2023
 Development Services



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RON DESANTIS
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 Tampa, FL 33612-6456

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Topic #625-006-002
 FDOT Design Manual January 1, 2020

Table 231.2.1 Lighting Initial Values

Roadway Classification Or Project Type	Illumination Level Average Foot Candles		Illumination Uniformity Ratios		Veiling Luminance Ratio L _{max} /L _{ave}
	Horizontal (H.F.C.)	Vertical (V.F.C.)	Avg./Min.	Max./Min.	
Conventional Lighting					
Limited Access Facilities	1.5	N/A	4:1 or Less	10:1 or Less	0.3:1 or Less
Major Arterials	1.5				
Other Roadways	1.0				
High Mast Lighting					
All Roadway Classifications	0.8 to 1.0	N/A	3:1 or Less	10:1 or Less	N/A
Signalized Intersection Lighting					
New Reconstruction	3.0	2.3	4:1 or Less	10:1 or Less	N/A
Lighting Retrofit	1.5 Std. 1.0 Min.	1.5 Std. 1.0 Min.			
Midblock Crosswalk Lighting					
Low Ambient Luminance	N/A	2.2	N/A	N/A	N/A
Medium & High Ambient Luminance		3.0			
Sidewalks and Shared Use Paths					
Facilities Separated from the Roadway	2.5	N/A	4:1 or Less	10:1 or Less	N/A
Sign Lighting					
Low Ambient Luminance	15-20	N/A	N/A	8:1	N/A
Medium & High Ambient Luminance	25-35				
Rest Area Lighting					
All Roadways and Parking Areas	1.5	N/A	4:1 or Less	10:1 or Less	N/A

231-Lighting

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**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: July 24, 2023 Report Prepared: July 12, 2023	Petition: MM 22-1510 6615 East Chelsea Street <i>Northeast of State Road 574 and Interstate-4 intersection.</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Urban Mixed Use-20 (20 du/ga; 1.0 FAR)
Service Area	Urban
Community Plan:	East Lake-Orient Park
Requested Modification:	Major Modification to a Planned Development (PD 84-0056) for a 31,200 square foot hotel
Parcel Size (Approx.):	3.17 +/- acres (138,085 square feet)
Street Functional Classification:	Interstate-4 – Principal Arterial State Road 574 – Principal Arterial East Chelsea Drive- Local
Locational Criteria	N/A
Evacuation Zone	E



Context

- The 3.17 +/- acre subject property is located northeast of the State Road 574 and Interstate-4 intersection along East Chelsea Street.
- The site is located within the Urban Service Area and within the limits of the East Lake-Orient Park Community Plan.
- The subject site is located within the Urban Mixed-Use 20 (UMU-20) Future Land Use category, which can be considered for a maximum density of 20 dwelling units per gross acre and a maximum intensity of 1.0 FAR. The UMU-20 Future Land Use category is intended for areas with uses that are urban in intensity and density. Typical uses of UMU-20 include residential, regional scale commercial uses such as a mall, office and business park uses, light industrial, multi-purpose and clustered residential and/or mixed use projects at appropriate locations.
- The Residential-6 (RES-6) Future Land Use category extends north of the subject site. UMU-20 is located west of the subject site. The Light Industrial (LI) Future Land Use category is located southeast of the subject site across Interstate-4. Further southwest and southeast of the site is the Office Commercial-20 (OC-20) category. In addition, further south and east is the Research Corporate Park (RCP) category.
- The area is mostly developed with a mix of public and commercial uses. The subject site is currently vacant. North and west of the site are public/quasi-public institutional uses. Further west, there are light commercial uses along East Chelsea Street. Southeast of the subject site, there is a mix of light commercial, heavy commercial, and public institutional across Interstate-4.
- The subject site is currently zoned as Planned Development (PD 85-0086). Zoning districts to the north and east are also PD. Commercial Neighborhood (CN) is located to the west and south of the site. Further east is Manufacturing (M), further north is Residential Single-Family Conventional 6 (RSC-6). Further south is Commercial Intensive (CI), and further west is PD.
- The applicant is requesting a Major Modification (MM) to a Planned Development (PD 84-0056) for a 31,200 square foot hotel with a maximum height of 50 feet.

Compliance with Comprehensive Plan:

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

Future Land Use Element

Urban Service Area (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.

Land Use Categories

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

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

Policy 8.2: Each potential use must be evaluated for compliance with the goals, objectives, and policies of the Future Land Use Element and with applicable development regulations.

Relationship to Land Development Regulations

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

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

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

Neighborhood/Community Development

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

Policy 16.1: 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

Community Design Component

2.1 MIXED-USE DEVELOPMENT

Goal 1: Plan a pattern of compact, livable and walkable neighborhoods and communities within the urban service area which are supported by locally-oriented employment, goods and services.

Objective 1-1: Make it easier to develop in a traditional urban pattern in the Urban Service Area of the County.

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

GOAL 12: Design neighborhoods which are related to the predominant character of the surroundings.

Objective 12-1: New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE policy 1.4) with the established character of the surrounding neighborhood.

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

7.0 SITE DESIGN DESIGN

7.1 DEVELOPMENT PATTERN

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

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

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

LIVABLE COMMUNITIES ELEMENT: East Lake-Orient Park Community Plan

Goals

Community Improvement – Enhance the appearance of the East Lake-Orient Park community.

Neighborhood Identity – Promote development that recognizes the needs and distinct identities of the East Lake-Orient Park neighborhoods and enhances the quality of life.

Transportation – Ensure a balanced transportation system that reflects the community’s character and provides for options including walking, bicycling and transit.

New development should include pedestrian and bicycle access.

Economic Development – Provide opportunities for business growth and jobs in the East Lake-Orient Park community.

- *Create a commercial redevelopment area along 56th Street from the Temple Terrace boundary to Harney Road and along Hillsborough Avenue from 56th Street to Orient Road.*

Staff Analysis of Goals, Objectives, and Policies:

The 3.17 +/- acre subject property is located northeast of the State Road 574 and Interstate-4 Intersection along East Chelsea Street. The site is located within the Urban Service Area and within the limits of the East Lake-Orient Park Community Plan. The site is currently approved for a Planned Development (PD 84-0056). Across East Chelsea Street, there is a Florida Department of Transportation facility and a church. The property located directly west of the subject site is a meeting hall owned by the Electrical Workers Fraternal Order. Further west is an interstate corporate center. Interstate-4 abuts the entire southeast site of the parcel. The applicant is requesting a major modification to a Planned Development (PD 84-0056) to allow for a 31,200 square foot hotel with 84 rooms and a maximum height of 50 feet.

The subject site is located within the Urban Service Area, where according to Objective 1 of the Future Land Use Element (FLUE), 80% of all population growth will occur. Policy 1.4 outlines compatibility as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development. The proposed major modification is compatible with the existing light commercial, heavy commercial and public institutional uses surrounding the subject site. It also ensures adequate buffering along the east and south sides of the parcel by implementing stormwater ponds and a 15-foot landscape buffer to remedy potential impacts from Interstate-4.

Objective 8 of the FLUE establishes Future Land Use Categories that outline the maximum level of intensity and density as well as the range of permitted land uses allowed for certain

areas. The proposed major modification to allow for 31,200 square foot hotel is compliant with the subject sites UMU-20 Future Land Use classification. The proposed 31,200 square feet of development on the 138,085 square foot parcel has an FAR of approximately 0.23 and therefore does not exceed the maximum allowable intensity of 1.0 FAR. The overall intensity, use and character of the proposed major modification is consistent with Policies 8.1 and 8.2.

The subject site was previously approved as a Planned Development (PD 84-0056). Objective 9, Policy 9.1 and Policy 9.2 require that all development meet or exceed the land development regulations in Hillsborough County. At the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposed major modification meets the intent of Objective 16 and Policies 16.1, 16.2 and 16.3. The proposed major modification is similar in nature to the surrounding land uses, which utilizes a variety of public institutional and commercial uses. The landscape buffer on the south, east and west sides of the subject site provides appropriate buffering between the proposed hotel, Interstate-4 and the western public institutional land use. The proposed major modification will create complementary uses to the area and will still be compatible with the surrounding developments.

Goal 17, Objective 17.1 and Policy 17-1.4 of the Community Design Component (CDC) encourage purposeful commercial developments that contribute to their overall character. The proposed major modification would meet these policy directions by providing purposeful commercial developments in the surrounding area.

The subject site is within the limits of the East Lake-Orient Park Community Plan. The plan aims at enhancing the appearance of the East Lake-Orient Park Community while also promoting development that recognizes the identities of the area's neighborhoods. The proposed major modification would enhance both the appearance and character of the area it is located within. The plan states new development should include bicycle and pedestrian access. The proposed will include a new 5-foot sidewalk along the north property boundary connecting to existing sidewalk on East Chelsea Street and connecting to the proposed hotel. The Community Plan seeks to create a commercial redevelopment area along 56th Street from the Temple Terrace boundary to Harney Road and along Hillsborough Avenue from 56th Street to Orient Road. Although the subject site is slightly south of this targeted area, its proposed use would help contribute to this economic development goal. The proposed development would also provide for business growth and new jobs and is consistent with the community plan.

Overall, staff finds that the proposed Major Modification is consistent with Urban Service Area policies and supports the vision of the East Lake-Orient Park Community Plan. The request is compatible with the existing development pattern in the area. The request would allow for a development that is consistent with the Goals, Objectives and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 22-1510

Rezoning

<all other values>

- STATUS**
- APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING

- Tampa Service Area
- Urban Service Area
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels

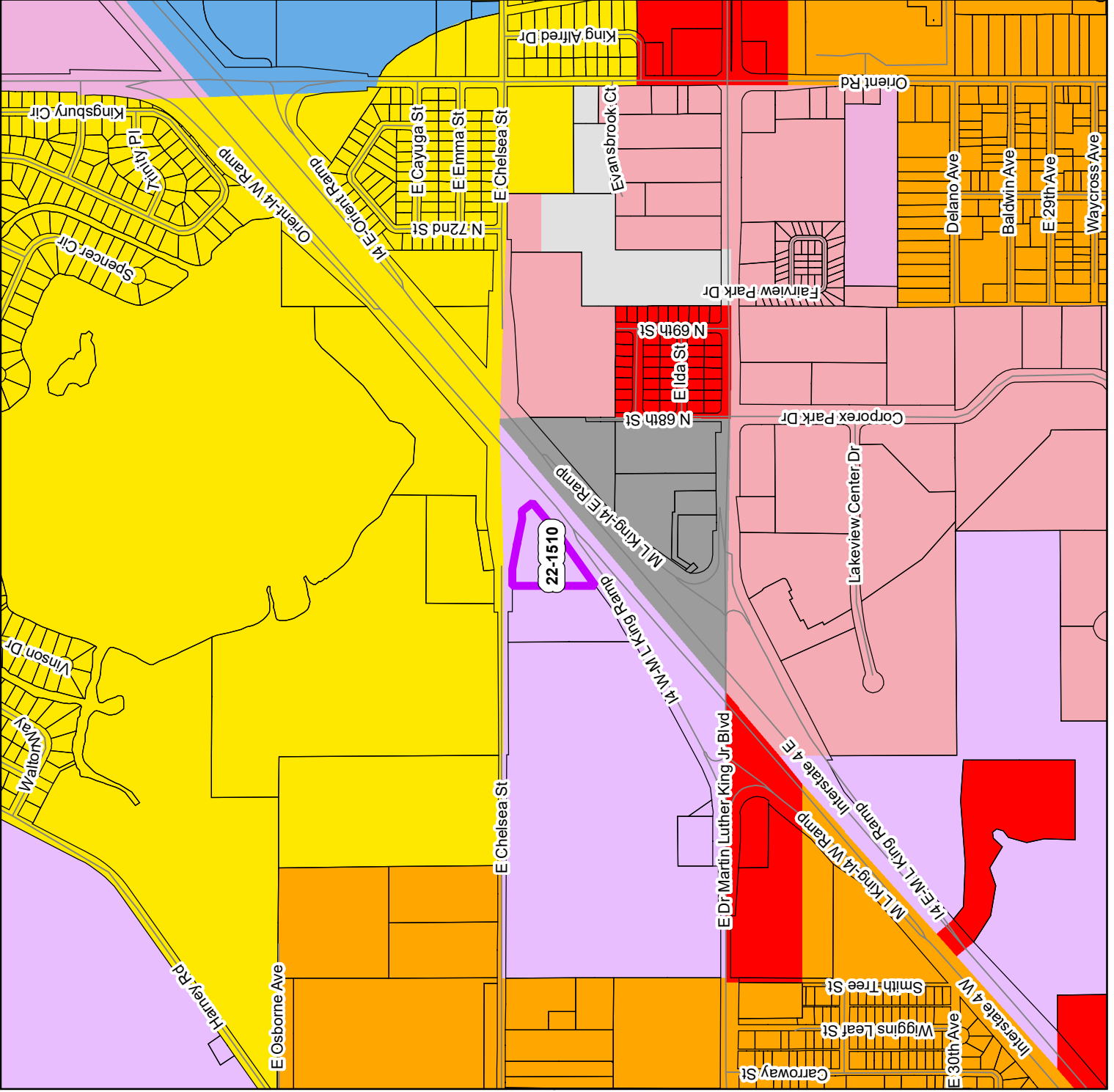
- AGRICULTURAL/MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL/ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- OC-20
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.50 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- HEAVY INDUSTRIAL (.50 FAR)
- PUBLIC/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning map is for informational purposes only and is not intended to be used for any legal or financial purposes without specific approval of the Hillsborough County City/County Planning Commission.

ACCURACY: It is intended that the information shown on this map is accurate to the best of our knowledge and belief. Hillsborough County City/County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate website.

0 460 920 1,380 1,840 Feet

Map Printed from Rezoning System: 11/18/2022
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HC\Gis\ReZoning_Copy.mxd



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