



PD Modification Application: MM 22-1637

Zoning Hearing Master Date: August 21, 2023

BOCC Land Use Meeting Date: October 10, 2023

1.0 APPLICATION SUMMARY

Applicant: David Wright / TSP Companies, Inc.

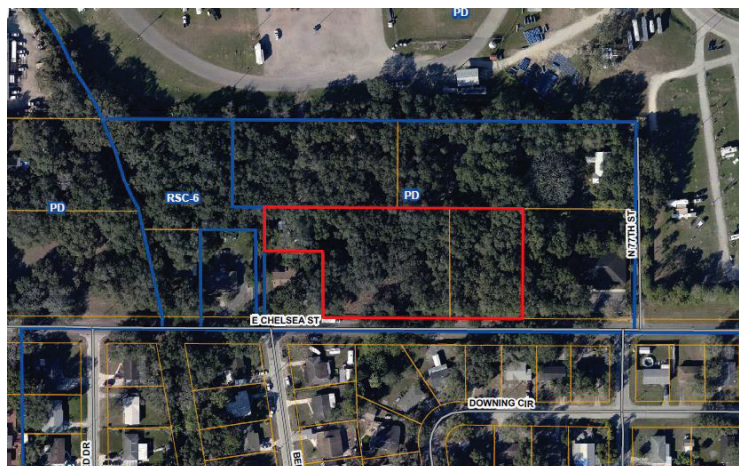
FLU Category: Residential-6 (RES-6)

Service Area: Urban

Site Acreage: 2.04 MOL

Community Plan Area: East Lake/Orient Park

Overlay: None



Introduction Summary:

PD 92-0053 was approved in 1984 to allow for agricultural, commercial, and light industrial uses. The applicant requests a modification to allow for a 300-seat church.

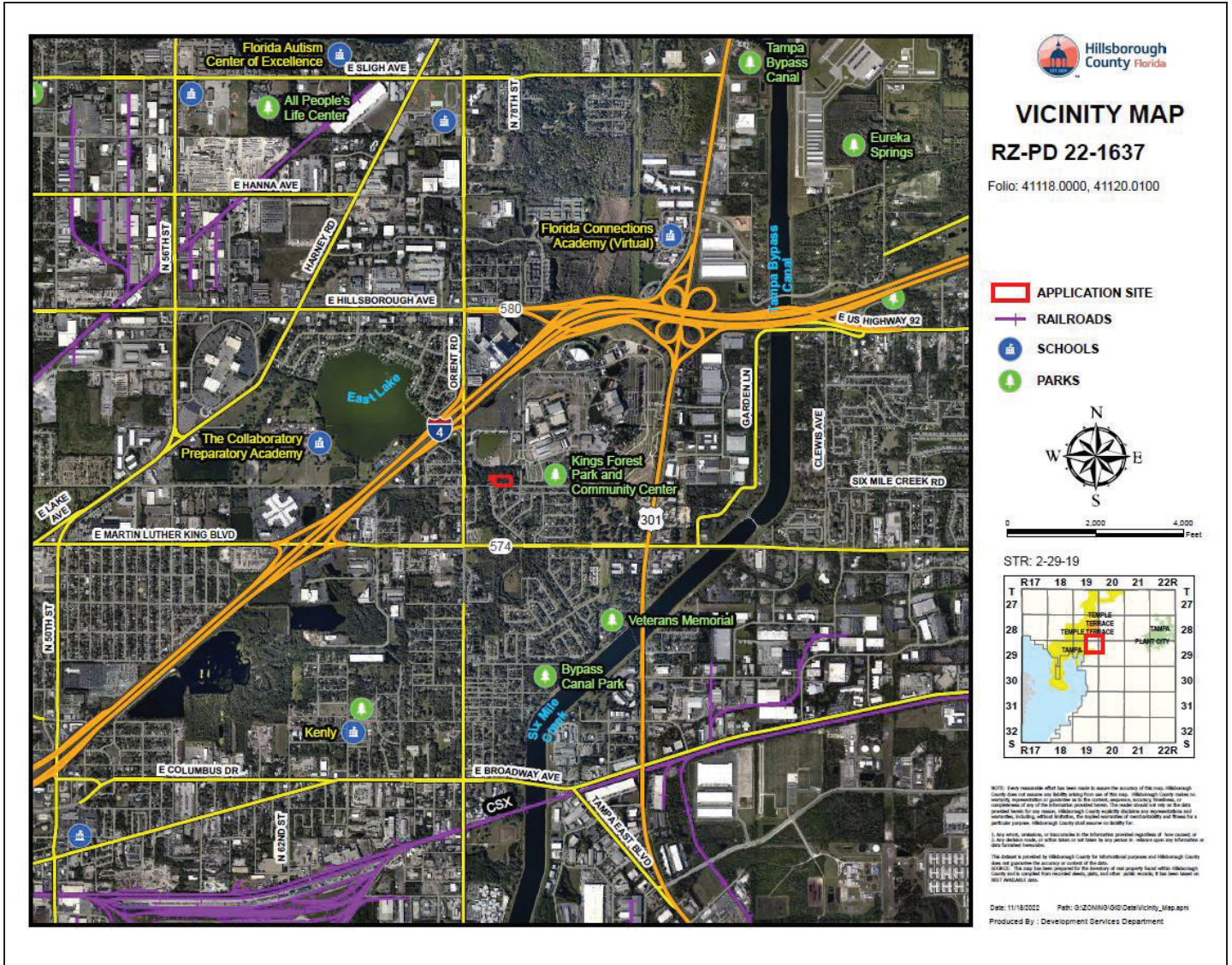
Existing Approval(s):	Proposed Modification(s):
Agricultural, Commercial, and Light Industrial uses	Allow a 300-seat Church

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

2.1 Vicinity Map

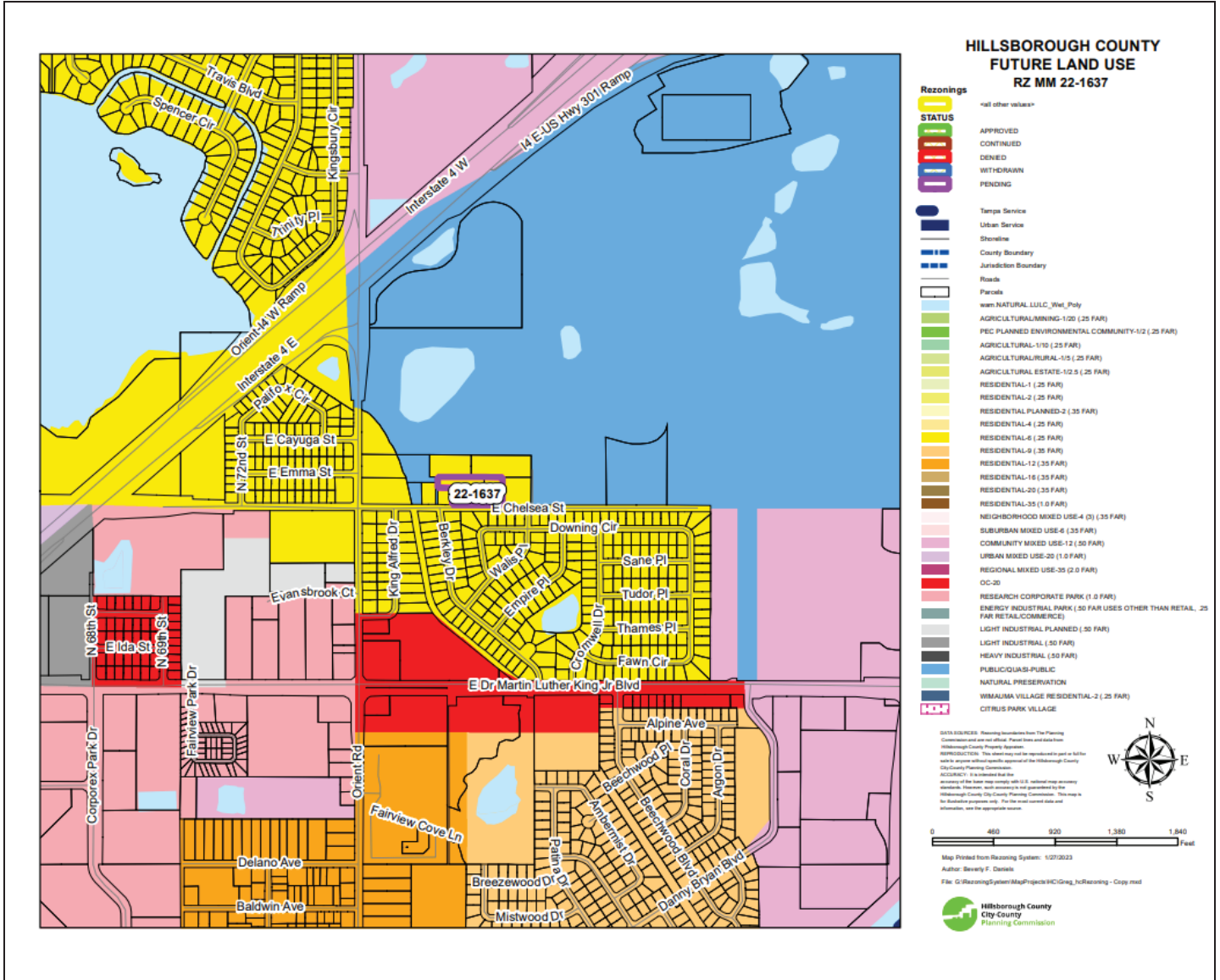


Context of Surrounding Area:

The site is located in the general location of 200 feet northeast of the intersection of East Chelsea Street and Berkley Drive. The area consists of residential and institutional uses. The subject property is adjacent to single-family residential zoned PD 92-0053 to the north. It is adjacent to a small church zoned PD 92-0053 to the east. To the west it is adjacent to single-family residential zoned PD 92-0053 and RSC-6. To the south across East Chelsea Street is single-family residential zoned RSC-6. The Florida State Fairgrounds is in close vicinity to the property. There is another large church located further west on East Chelsea Street.

2.0 LAND USE MAP SET AND SUMMARY DATA

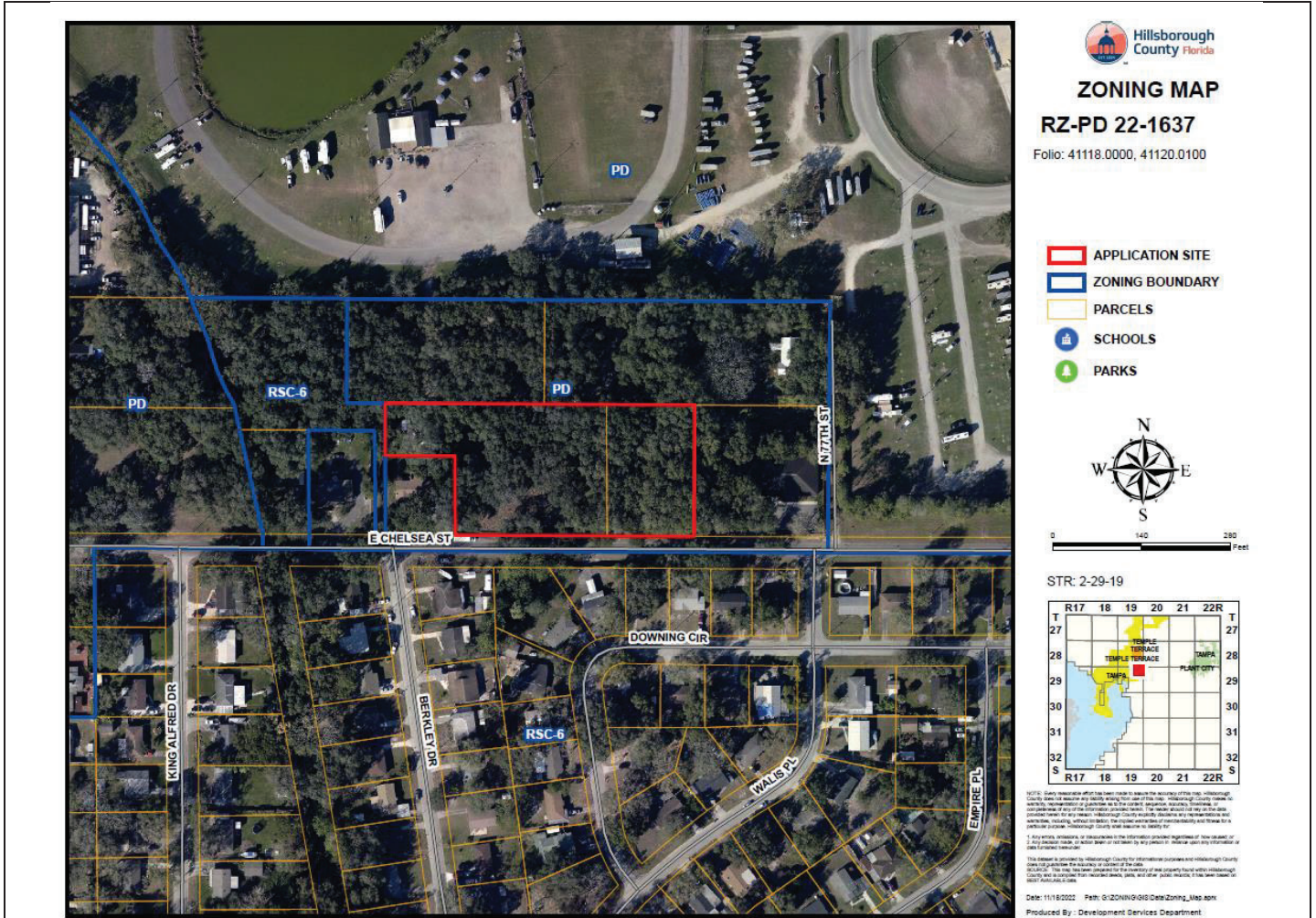
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential-6 (RES-6)
Maximum Density/F.A.R.:	6.0 dwelling units/0.25 F.A.R.
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed-use development. Nonresidential uses shall meet established locational criteria for specific land use.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

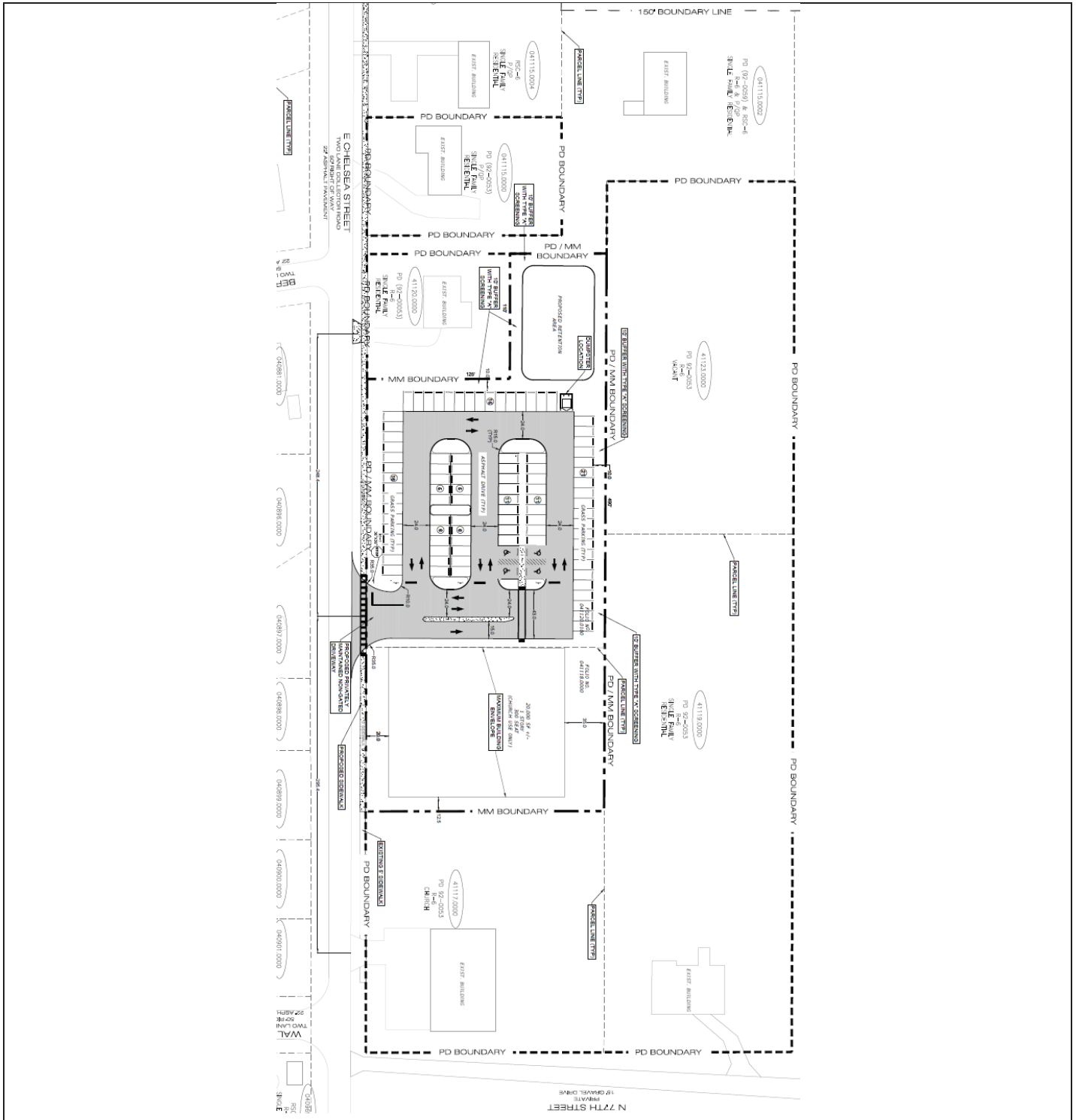


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 92-0053	Per PD 92-0053	Agricultural, Commercial, and Light Industrial uses	Vacant, Single-Family Residential
South	RSC-6	6 du/ac	Single-Family Residential (Conventional Only)	Single-Family Residential
East	PD 92-0053	Per PD 92-0053	Agricultural, Commercial, and Light Industrial uses	Church
West	PD 92-0053, RSC-6	Per PD 92-0053, 6 du/ac	Agricultural, Commercial, and Light Industrial uses, Single-Family Residential (Conventional Only)	Single-Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



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Case Reviewer: Chris Grandlienard, AICP

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
E. Chelsea St.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input 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	1,208	78	124
Proposed	262	21	30
Difference (+/-)	-946	-67	-94

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	None	None	Meets LDC
East		None	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
E. Chelsea St./Substandard Roadway	Design Exception Requested	Approvable
E. Chelsea St./Turn Lane	Administrative Variance 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
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input 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 110' 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 checked="" type="checkbox"/> Yes <input 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 Church (Per 1,000 s.f.) Mobility: \$4,598 Fire: \$95				
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 2.04-acre vacant property is composed of two parcels zoned PD 92-0053 (Planned Development). The site is located in the general location of 200 feet northeast of the intersection of East Chelsea Street and Berkley Drive. The applicant proposes a PD modification to allow a 300-seat church. The area consists of residential and institutional uses. The subject property is adjacent to single-family residential zoned PD 92-0053 to the north. It is adjacent to a small church zoned PD 92-0053 to the east. To the west it is adjacent to single-family residential zoned PD 92-0053 and RSC-6. To the south across East Chelsea Street is single-family residential zoned RSC-6. The Florida State Fairgrounds is in close vicinity to the property. There is another large church located further west on East Chelsea Street.

The subject property is designated Residential-6 (RES-6) 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; single-family residential and institutional. Therefore, the modification of PD 92-0053 to allow a 300-seat church 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

Approval with Conditions: - Staff recommends approval of the PD-MU zoning request, required to satisfy zoning conformance procedures mandated by the 2010 Future of Hillsborough County Comprehensive Plan, with the conditions listed below. Approval is based on the General Development Site Plan, and all data shown, defined, described, noted, referenced, and listed thereon.

1. The maximum densities and intensities of any new use must not exceed the requirements of the UL-1 Land Use Category.
2. Permitted uses are all existing legally permitted uses and legal non-conforming activities, structures, or buildings existing or occurring on the subject property on December 19, 1991.
3. Permitted uses shall also include the following:

(A). Agricultural, horticulture and general farming, including pasturage, forestry, livestock citrus groves, stables, barns, sheds, plant nurseries (wholesale and retail), greenhouses, truck gardening, fish hatcheries or fish pools;

(B). Animal Hospitals or Veterinary Clinics, Aquariums, Auditorium, Automobile, Boat, Recreational Vehicle or Truck Sales (new vehicles and boats only), Automotive Service Stations, Automotive Parts (new only, and excluding service);

(C). Banks (including drive-in), Bowling Alley, Club (private), Lodge, Fraternity and Sorority, Convenience Store, Dairy Bars and Ice Cream Manufacturers, Dry Cleaners, Dwellings (Single Family, Mobile home w/agricultural use);

(D). Food Catering Service, Food Delicatessen Meat and Fish Store (excluding any slaughtering and warehousing), Food Distribution (wholesale w/o outside storage), Funeral Parlor or Mortuaries, Golf Courses and Driving Ranges (no miniature golf course), Ice Delivery Station;

(E). Light Industrial with related office and showroom (industrial uses permitted are those which manufacture, assemble, process, package, store and distribute small unit products such as optical devices, precision instruments, electronic equipment, toys, and fishing tackle);

(F). Mail Order Offices, Medical, Dental, or Research Laboratories (including facilities devoted to commercial industrial or scientific research), Motels and Hotels, Office (including administrative, business, or professional use);

(G). Parks, Park Security Mobile Home, Radio and Television Stations, Recreational Vehicle Park (as provided in the zoning code, as amended), Recyclable Household Goods Collection Facilities (permanent structures), Schools (including industrial or business training), Skating Rink (enclosed structures), Tennis Clubs, Theater (no drive-in), Warehousing (only wholesale/distribution with no outside storage);

(H). Special Use Permits are required for the following: Adult Care Facility, Public Use and Service Facilities, Recyclable Household Goods Collection Facilities (truck trailers), Temporary Mobile Home Permits, Wastewater Treatment Facilities;

- 4. Florida State Fairgrounds shall use the access point on Orient Road as a service entrance only and no public access will be permitted without prior approval from the Board of County Commissioners. In addition there shall be no access point onto Chelsea from any FSF property.
- 5. New Development shall be in accordance with all applicable regulations and ordinances, including Subdivision and Site Development Regulations.
- 6. This development order/permit is issued with the understanding that the concurrency requirements of Chapter 163, Part II, Florida Statutes became effective on February 1, 1990 and that approval of this development order/permit does not constitute a guarantee that there will be public facilities in place at the time of application for subsequent development orders or permits.
- 7. Maximum height, minimum setbacks, maximum lot coverage, FAR, and other bulk requirements shall be that of the C-G zoning district.
- 8. Required buffering of all non-residential uses shall meet the requirements of Section 7.12, Buffers and Screening, as set forth in the Hillsborough County Zoning and/or Land Development Code, as amended.

The following conditions apply to the portion of the PD associated with MM 22-1637, Folios 41118.0000 & 41120.0100. Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 1, 2023.

- 9. The maximum densities and intensities of any new use must not exceed the requirements of the Residential-6 (RES-6) Land Use Category.
- 10. The project shall be limited to a 300-seat church.
- 11. Development shall be in compliance with the following:

Max. F.A.R.: 22,259 SF / 89,025 SF = .25

Height: 35' (peak) / 25' sides (2-story)

Max. Building Coverage: 25%

Max. Impervious Surface: 70%

Setbacks:

Front Yard: 20'

Side Yard: 10'

Rear Yard: 35'

Buffers & Screening:

East: 6-foot landscape buffer

West: 10-foot buffer with Type A screening


North: 10-foot buffer with Type A screening

South: 8-foot landscape buffer

- 12. Required buffering of all non-residential uses shall meet the requirements of Section 6.06.06., Buffering and Screening Requirements, as set forth in the land Development Code, as amended.

13. The project shall have one full access connection on Chelsea St. The existing full access connection shall be removed and restored to the County typical section consistent with the existing roadway.
14. If MM 22-1637 is approved, the County Engineer will approve a Design Exception related to the substandard road improvements on Chelsea St. The developer shall construct improvements to Chelsea St. consistent with the Design Exception (dated August 11, 2023) and found approvable by the County Engineer (August 15, 2023). Specifically, the developer shall construct ± 1,080 feet of continuous 5-foot sidewalk on the north side of Chelsea Street from Orient Road eastward.
15. If MM 22-1637 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated August 11, 2023) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.04.D.1, which was found approvable on August 15, 2023. Approval of this Administrative Variance will waive the required westbound left turn lane site access improvement in association with the proposed development.
16. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
17. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
18. Building, parking, and stormwater areas shall be developed where generally depicted on the site plan.
19. 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.
20. 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
Mon Aug 14 2023 14:18:48

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

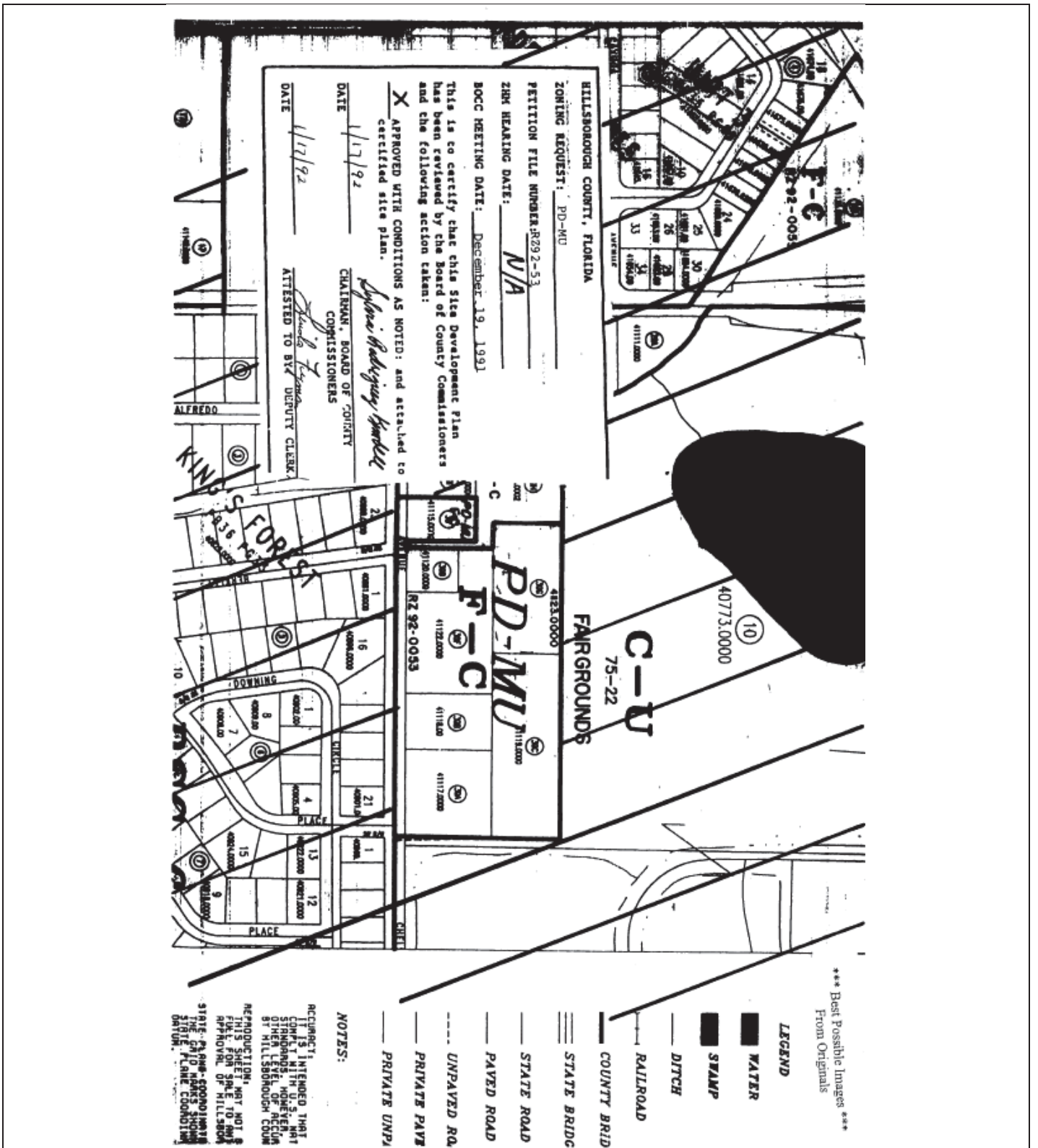
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are 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.

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 8/15/2023

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: ELOP/Central

PETITION NO: MM 22-1637

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

CONDITIONS OF ZONING APPROVAL

- The project shall have one full access connection on Chelsea St. The existing full access connection shall be removed and restored to the County typical section consistent with the existing roadway.
- If MM 22-1637 is approved, the County Engineer will approve a Design Exception related to the substandard road improvements on Chelsea St. The developer shall construct improvements to Chelsea St. consistent with the Design Exception (dated August 11, 2023) and found approvable by the County Engineer (August 15, 2023). Specifically, the developer shall construct ± 1,080 feet of continuous 5-foot sidewalk on the north side of Chelsea Street from Orient Road eastward.
- If MM 22-1637 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated August 11, 2023) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.04.D.1, which was found approvable on August 15, 2023. Approval of this Administrative Variance will waive the required westbound left turn lane site access improvement in association with the proposed development.
- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
- Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a major modification to Planned Development (PD 92-0053) to allow for a 300-seat Church on two parcels, totaling +/- 2.04 ac. The approved PD allows for a variety of limited commercial, office, industrial and residential uses at an FAR of 0.27 consistent with the Commercial General (CG) zoning district. The future land use designation is Residential – 6 (R-6).

As provided for in the Development Review Procedures Manual (DRPM), the applicant provided a transportation analysis to demonstrate the proposed project’s trip generation. Staff prepared the following analysis of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

Approved Uses (PD 92-0053):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 19,000sf Medical Office (ITE LUC 720)	708	54	74
PD: 4,992sf Drive-in Bank (ITE LUC 912)	500	50	104
SubTotal	1,208	104	178
Internal Capture	N/A	26	6
Pass-By Trips	N/A	0	48
Net External Trips	1,208	78	124

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 300-seat, Church (ITE LUC 560)	262	21	30

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-)946	(-) 67	(-)94

The proposed rezoning is anticipated to have a decreased maximum trip generation potential of - 946 daily trips, -67 am peak hour and -94 pm peak hours trips for the subject site.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Chelsea St is a County maintained, 2-lane, substandard, collector roadway, characterized by +/-20 feet of pavement and +/-50 feet of right-of-way. There are no sidewalks, except for ± 200 feet of sidewalk on the north side of Chelsea Street along the frontage of Folio No. 041117-0000 (Iglesia De Dios church site) and to the east of the subject site. There are no paved shoulders on either side of the roadway within the vicinity of project frontage.

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 Orient Rd., to the west, and the existing sidewalk to the east of the property. See the section titled Requested Design Exception below for greater detail.

SITE ACCESS AND CONNECTIVITY

The subject project site is located on the north side of Chelsea Street, approximately 700 feet east of Orient Road. The PD site plan proposes one full access connection.

Chelsea St. is a dead-end roadway. As such all the project traffic entering the site is anticipated to approach from the west triggering the LDC, Sec. 6.04.04.D.1 left turn lane warrant for site access. However, the applicant has submitted a Sec. 6.04.02.B. administrative variance to waive the requirement. The requested administrative variance is discussed below in the section titled "Requested Administrative Variance".

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

REQUESTED DESIGN EXCEPTION – CHELSEA RD SUBSTANDARD ROADWAY

As Chelsea St. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception (dated August 11, 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 August 15, 2023). The developer will be required to construct ± 1,080 feet of continuous 5-foot sidewalk on the north side of Chelsea Street from Orient Road eastward.

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

REQUESTED ADMINISTRATIVE VARIANCE – TURN LANE REQUIREMENT

The applicant's EOR submitted a Section 6.04.02.B. Administrative Variance request (dated August 11, 2023) requesting relief from the Section 6.04.04.D.1 requirement to construct a left turn lane into the project site. On August 15, 2023 the County Engineer found the variance approvable. As such, no westbound left turn lane will be required.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) is report for informational purposes only. Chelsea St. is not a regulated roadway.

From: Williams, Michael [WilliamsM@HillsboroughCounty.ORG]
Sent: Tuesday, August 15, 2023 11:01 AM
To: Michael D. Raysor (mdr@raysor-transportation.com) [mdr@raysor-transportation.com]
CC: Tirado, Sheida [TiradoS@hillsboroughcounty.org]; Perez, Richard [PerezRL@hillsboroughcounty.org]; Grandlienard, Christopher [GrandlienardC@hillsboroughcounty.org]; David Wright [david@tspco.net]; PW-CEIntake [PW-CEIntake@hillsboroughcounty.org]; De Leon, Eleonor [DeLeonE@hillsboroughcounty.org]
Subject: FW: MM 22-1637, Design Exception & Administrative Variance Review
Attachments: 22-1637 DEAddInf 08-11-23.pdf; 22-1637 AVAdInf 08-11-23.pdf

Mike,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 22-1637 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: Monday, August 14, 2023 6:57 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: Perez, Richard <PerezRL@hillsboroughcounty.org>
Subject: MM 22-1637, Design Exception & Administrative Variance Review

Hello Mike,

The attached Design Exception and Administrative Variances are Approvable to me. Please include the following people in your response email:

mdr@raysor-transportation.com
david@tspc.net
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

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.

ZHM HEARING DATE: August 21, 2023

BOCC LUM MEETING DATE: October 10, 2023

Case Reviewer: Chris Grandlienard, AICP



**Hillsborough
County Florida**

Received August 11, 2023
Development Services

DEVELOPMENT SERVICES DEPARTMENT

PO Box 1110, Tampa, FL 33601-1110
813-635-5400 | Fax: (813) 272-5811

SUBJECT: APPROVAL COVER LETTER **DESIGN EXCEPTION** **DESIGN DEVIATION MEMORANDUM**

TO: Michael J. Williams **DATE:** August 11, 2022
County Engineer

County Street Name and/or Road Number: Chelsea Street
Project Description (limits): East of Orient Road
Project Identification Number: _____
Context-Based Classification: _____

TYPE OF CONSTRUCTION: (check all that apply)

- Residential Subdivision Commercial Subdivision Private Property

DESIGN EXCEPTION FOR THE FOLLOWING ELEMENT: (check one)

- Design Speed Horizontal Curve Radius Maximum Grade Design Loading Structural Capacity
 Lane Widths Superelevation Rate Cross Slope
 Shoulder Widths Stopping Sight Distance Vertical Clearance

DESIGN DEVIATION MEMORANDUM FOR THE FOLLOWING ELEMENT:

Include statement identifying location, project limits, key controlling criteria, existing roadway characteristics, and required criteria versus proposed criteria:

A DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) is requested in association with a major modification to PD 92-0053.

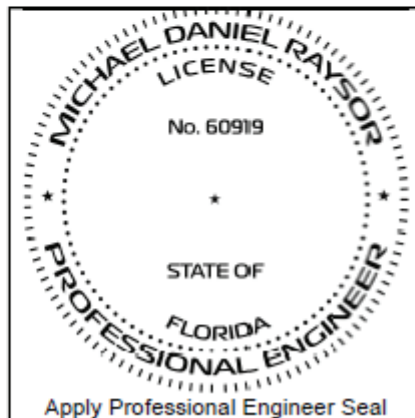
Refer to attached Greater Mount Moriah Primitive Baptist Church Design Exception document (8/11/23) for details.

Attach all supporting documentation to this form in accordance with Section 1.7 of the Transportation Technical Manual for Subdivision and Site Development Projects.

SIGNATURES AND APPROVALS:

Recommended by / Date:

Michael Raysor Digitally signed by Michael Raysor
Date: 2023.08.11 11:01:21 -04'00'
Responsible Professional Engineer



Approved by / Date:
(For Design Exceptions Only)

Michael J. Williams, Professional Engineer, County Engineer

Received August 11, 2023
Development Services



TRAFFIC ENGINEERING
DEVELOPMENT SUPPORT

August 11, 2023

Michael J. Williams, P.E.
County Engineer/Director, Development Review Division
Hillsborough County Development Services
601 East Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

**SUBJECT: GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
EXISTING FACILITIES DESIGN EXCEPTION
MM 22-1637
Folio No's. 041120-0100 & 041118.0000**

Dear Mr. Williams,

This letter documents a request for a DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with a Major Modification to PD 92-0053 for the proposed **GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH**.

The subject project site is located on the north side of Chelsea Street, approximately 700 feet east of Orient Road, in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The project site is currently vacant and is proposed for development consisting of a 22,500 square foot church with 300 seats. Access to the site is planned to be provided via one full access driveway connection to Chelsea Street; as shown in **ATTACHMENT B**.

Pursuant to LDC §6.04.03.L, the following is applicable to Chelsea Street in regard to the subject project:

Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.

Per Local Functional Classification Map, Chelsea Street is a collector roadway. A DESIGN EXCEPTION is requested for relief from the above-referenced requirement to improve Chelsea Street to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of zoning approval for the subject project; where in lieu of meeting the full TS-7 typical section, alternative mitigation is proposed. The County typical section for a two-lane undivided rural collector roadway (TS-7) is provided as **ATTACHMENT C**.

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RAYSOR Transportation Consulting



MICHAEL J. WILLIAMS, P.E.
 GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
 EXISTING FACILITIES DESIGN EXCEPTION
 AUGUST 11, 2023
 PAGE 2 OF 3

Chelsea Street is a two-lane undivided County collector roadway with a rural cross section, which is approximately ½ mile in length between its unsignalized (TWSC) intersection with Orient Road and its eastern terminus (dead-end). The following summarizes the characteristics of Chelsea Street, with supporting photographs provided in **ATTACHMENT D**.

RIGHT-OF-WAY: Chelsea Street has an existing right-of-way width of ± 50 feet, as measured from the *Hillsborough County Property Appraiser* website.

SPEED LIMIT: The subject segment of Chelsea Street was identified to have a posted speed limit of 30 mph.

LANE WIDTH: The subject segment of Chelsea Street has a pavement width of 20', providing for two 10' lanes.

SHOULDER WIDTH: The subject segment of Chelsea Street was found to have unpaved relatively flat areas adjacent to the edge of pavement (at a typical width of at least 5.0') that provide for vehicle refuge and thus function as shoulders. It is unknown whether the referenced areas are stabilized; however, it is noted that off-tracking was not observed along Chelsea Street, which would be indicative of the need for shoulder improvements.

SIDEWALK: The subject segment of Chelsea Street does not have sidewalks, except for ± 200 feet of sidewalk on the north side of Chelsea Street along the frontage of Folio No. 041117-0000 (Iglesia De Dios church site).

In comparison to the applicable TS-7 typical section, the above characteristics indicate that Chelsea Street is substandard in regard to right-of-way width, lane width, shoulders, and sidewalks, as summarized in **TABLE 1.0**.

TABLE 1.0 | CHELSEA STREET SUBSTANDARD ROAD CONDITIONS SUMMARY

Element	Requirement	Existing Condition
Right-of-Way Width	96' (min)	±50'
Lane Width	12'	±10'
Shoulders	5' Paved	5' Unpaved
Sidewalks	Both Sides of Road	Minimal Coverage*

*200' of Sidewalk Exists on North Side of Chelsea Street

A review of Hillsborough County's Crash Data Management (CDM) system identified that zero crashes have occurred on Chelsea Street east of Orient Road within the prior five year period from May 1, 2018 to April 30, 2023. These findings indicate that the substandard roadway conditions identified for Chelsea Street have not historically contributed to a safety deficiency, as evidenced by a lack of crashes attributable to those substandard conditions. Further, the referenced crash history does not exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project.

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MICHAEL J. WILLIAMS, P.E.
GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
EXISTING FACILITIES DESIGN EXCEPTION
AUGUST 11, 2023
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To mitigate the subject project's impact to substandard road conditions, the applicant proposes to construct approximately 700 feet of off-site sidewalk on the north side of Chelsea Street between Orient Road and the project site. In addition, the project will construct approximately 380 feet of sidewalk within its frontage, which will connect to the existing 200 feet of sidewalk within the frontage of Folio No. 041117-0000 (Iglesia De Dios church site). Thus, upon implementation of the referenced sidewalk improvements, there will be ± 1,280 feet of continuous sidewalk on the north side of Chelsea Street from Orient Road eastward; as shown in **ATTACHMENT E**. The sidewalk improvement will benefit the citizenry of Hillsborough County through increased pedestrian safety and increased pedestrian mobility in a predominantly residential area.

The foregoing documents a request for a DESIGN EXCEPTION per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with a Major Modification to PD 92-0053 for the proposed **GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH**.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President



This item has been digitally signed and sealed by Michael Daniel Raysor P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY

APPROVED.....

APPROVED WITH CONDITIONS.....

DENIED.....

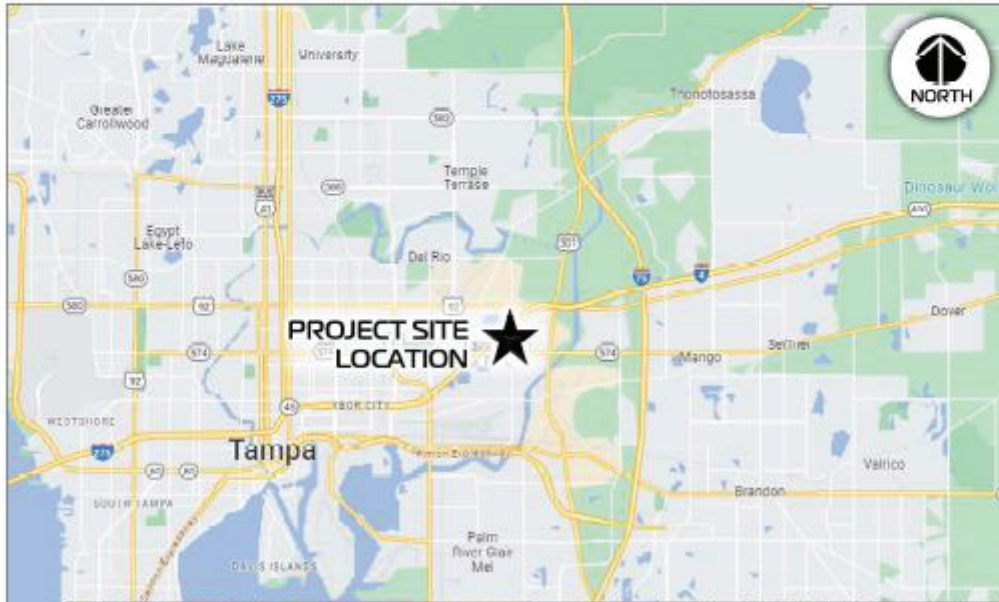
MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION date

Received August 11, 2023
Development Services

ATTACHMENT "A"



GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
Project Site Location Map

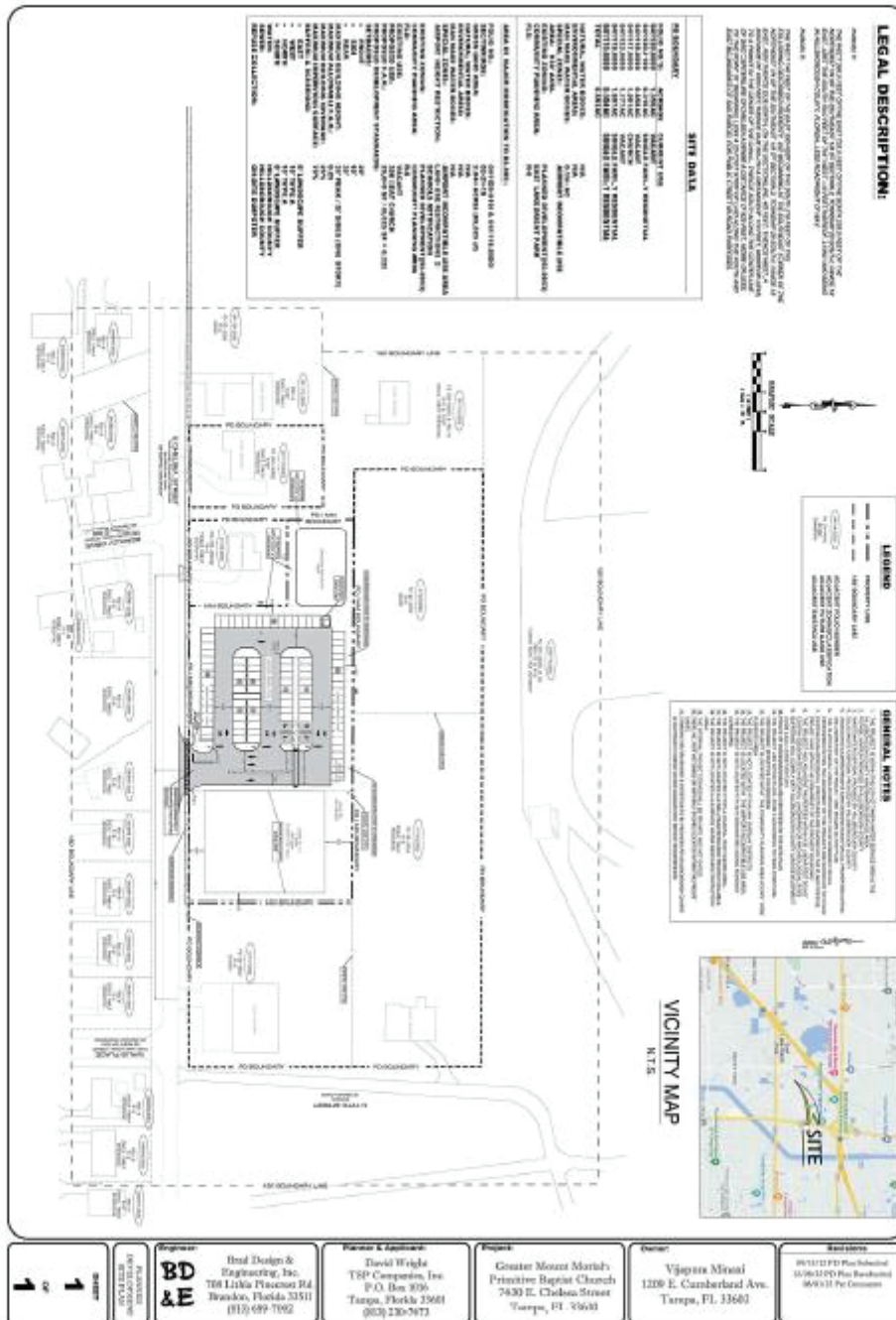


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ATTACHMENT "B"



GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH Planned Development Site Plan

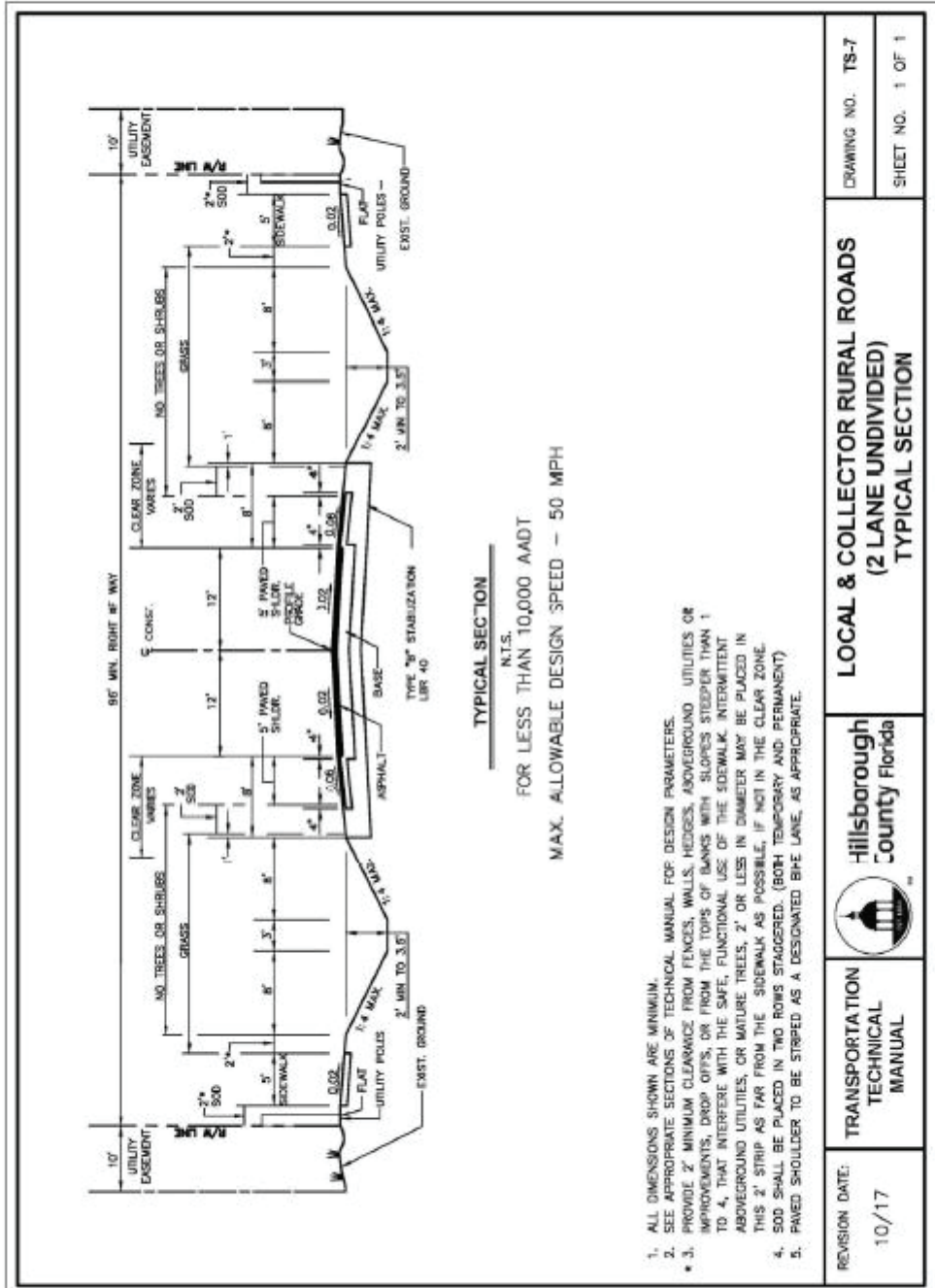


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ATTACHMENT "C"



GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
 Hillsborough County TS-7 Typical Section



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

REVISION DATE: 10/17	 Hillsborough County Florida	LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION
		DRAWING NO. TS-7 SHEET NO. 1 OF 1

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ATTACHMENT "D"



GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
Chelsea Street Photographs



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ATTACHMENT "E"



GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
Sidewalk Improvements Concept



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Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpafl.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

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

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Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at padroni@hcpaf1.gov or via telephone at (813) 307-1709 if you have questions about how to complete this form.

Request Type (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1.	<input checked="" type="checkbox"/> 2. 22-1637 AV	<input type="checkbox"/> 4. <input type="checkbox"/> 5. <input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>			
Project Name/ Phase	MOUNT MORIAH BAPTIST CHURCH		
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>			
Folio Number(s)	41120.0100, 41118.0000		
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers		
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876".</p>			
Name of Person Submitting Request	DAVID WRIGHT		
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>			
Current Property Zoning Designation	PD		
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>			
Pending Zoning Application Number	22-1637		
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>			
Related Project Identification Number (Site/Subdivision Application Number)			
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>			

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TRAFFIC ENGINEERING
DEVELOPMENT SUPPORT

August 11, 2023

Michael J. Williams, P.E.
County Engineer/Director, Development Review Division
Hillsborough County Development Services
601 East Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

**SUBJECT: GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
SITE ACCESS TURN LANE ADMINISTRATIVE VARIANCE
MM 22-1637
FOLIO No's. 041120-0100 & 041118.0000**

Dear Mr. Williams,

This letter documents a request for a Section 6.04.02.B. **ADMINISTRATIVE VARIANCE** to Hillsborough County Land Development Code (LDC) §6.04.04.D. (Auxiliary Lanes) in association with a Major Modification to PD 92-0053 for the proposed **GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH**.

The subject project site is located on the north side of Chelsea Street, approximately 700 feet east of Orient Road, in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The project site is currently vacant and is proposed for development consisting of a 22,500 square foot church with 300 seats. Access to the site is planned to be provided via one full access driveway connection to Chelsea Street; as shown in **ATTACHMENT B**. Chelsea Street is a two-lane undivided roadway, which pursuant to the County's Comprehensive Plan Map 2B (Local Functional Classification) is designated as a collector roadway.

The purpose of this variance is to seek approval from the County Engineer to not construct a site access left turn lane on Chelsea Street at the project site driveway, that was found to be warranted pursuant to LDC §6.04.04.D., due to the distinct circumstances associated with Chelsea Street, including its nature of being a de facto dead-end street with extremely low traffic volumes; where due to the relatively low volume of traffic (less than 5,000 daily trips), Chelsea Street functions more as a local road than a collector road, where local roads do not require site access turn lanes.

Pursuant to the data and analysis documented in **ATTACHMENT C**, a site access left turn lane was found to be warranted on Chelsea Street at the project site driveway pursuant to LDC §6.04.04.D. Specifically, the entering left turn volume for Sunday peak hour conditions, estimated as 129 vph, exceeds the LDC left turn lane warrant threshold of 20 vph. However, due to the distinct circumstances associated with the subject site access driveway connection, a site access left turn lane is not necessary to provide for safe and efficient traffic operating conditions, as outlined below. It is noted that the referenced left turn lane is not warranted for typical peak hour periods.

- Chelsea Street terminates approximately ¼ mile east of the project site. Within the referenced ¼ mile length, Chelsea Street (a) provides access to the 5,440 square foot Iglesia De Dios church, (b) has an intersection with Wallis Place, which is a residential street serving a neighborhood with several access connections to the external "major" roadway network, and (c) provides access to Hillsborough County's King Forest Park, which is a non-staffed 5-acre park.
- Traffic counts were conducted on Chelsea Street on Sunday, April 16, 2023 as documented in **ATTACHMENT C** for the purpose of supporting the operational analysis of the project site access driveway connection to Chelsea Street for worst-case conditions of the generator (i.e., Sunday). The Sunday ADT for Chelsea Street was identified as 441 daily trips. In consideration that Chelsea Street is located in a predominantly residential area, ITE 11th edition trip rates for LUC 210 (single family residential) were compared between weekday (9.43 trips per unit) and Sunday (8.48 trips per unit) periods, and it was found that weekday residential traffic is estimated at approximately 11% higher than Sunday residential traffic. Application of the 11% value to the Sunday ADT, results in an estimated weekday ADT of 500 daily trips, which is 10% of the threshold for a collector road, thus indicating that Chelsea Street functions more as a local road than a collector road.

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RAYSOR Transportation Consulting



MICHAEL J. WILLIAMS, P.E.
GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
SITE ACCESS TURN LANE ADMINISTRATIVE VARIANCE
AUGUST 11, 2023
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- An operational analysis of the project site access driveway connection to Chelsea Street identified that during Sunday peak hour traffic conditions all traffic movements are anticipated to operate at LEVEL-OF-SERVICE "A" with VOLUME-TO-CAPACITY ratios significantly less than 1.00, with minimal delays and minimal queues (refer to **ATTACHMENT C**). Specifically in regard to the subject left turn movement, the resulting LEVEL-OF-SERVICE was identified as "A", with a VOLUME-TO-CAPACITY ratio of 0.114, an average delay of 7.6 seconds per vehicle, and a 95th percentile queue of 0.4 vehicles. These findings indicate that efficient traffic operating conditions can be anticipated for the Sunday peak hour without a site access left turn lane; where these findings, in the absence of any indication of congestion, also serve as a proxy to indicate that the referenced left turn movement is anticipated to operate safely without a site access left turn lane.
- A turn lane warrant evaluation was performed in accordance with National Cooperative Highway Research Program (NCHRP) Report No. 279 found that a left turn lane is not warranted on Chelsea Street at the at the project site driveway in consideration of Sunday peak hour traffic conditions (refer to **ATTACHMENT C**); where NCHRP Report No. 279 is an industry standard of practice that is used to determine the need for left turn lanes which was developed on the premise of minimizing traffic conflicts. It is noted that the NCHRP methodology takes the following into consideration to determine the need for a left turn lane: (a) left turn volume, (b) advancing volume, and (c) opposing volume; where in contrast, the Hillsborough County LDC methodology only considers the left turn volume, without taking into consideration advancing and opposing volumes (which determine the degree of conflict associated with the left turn movement). These findings indicate that safe and efficient traffic operating conditions can be anticipated for the Sunday peak hour without a site access left turn lane.
- A review of Hillsborough County's Crash Data Management (CDM) system identified that zero crashes have occurred on Chelsea Street east of Orient Road within the prior five year period from May 1, 2018 to April 30, 2023. These findings indicate that Chelsea Street does not have an existing safety problem.

This request has been prepared in accordance with LDC §6.04.02.B., to address the following: (a) there is an unreasonable burden on the applicant, (b) the exception would not be detrimental to the public health, safety, and welfare, and (c) without the exception, reasonable access cannot be provided; as discussed herein.

THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT as the subject site access left turn lane is only identified to be warranted based on County LDC requirements, which as discussed herein, do not take into consideration the detailed traffic factors which determine the degree of conflict associated with left turn movements. Furthermore, despite being formally classified as a collector roadway, Chelsea Street functions as a local road, where local roads do not require site access turn lanes. The disconnect between Chelsea Street functioning as a local road but being classified as a collector road is a unique circumstance. Due to the unique and distinct circumstances associated with Chelsea Street, including (a) its nature of being a de facto dead-end street with extremely low traffic volumes which do not warrant the subject site access left turn based on industry standards of practice, and (b) since Chelsea Street functions as a local road, which don't require turn lanes, requiring the applicant to construct an otherwise unwarranted and thus unnecessary site access left turn lane constitutes an unreasonable burden. **Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary such that an unreasonable burden is not unduly imparted upon the applicant.**

THE ADMINISTRATIVE VARIANCE WOULD NOT BE DETRIMENTAL TO THE PUBLIC HEALTH, SAFETY, AND WELFARE in consideration that (A) the analysis of the intersection of Chelsea Street & the project site driveway indicates that efficient traffic operating conditions can be anticipated for the Sunday peak hour without a site access left turn lane; where these findings, in the absence of any indication of congestion, also serve as a proxy to indicate that the referenced left turn movement is anticipated to operate safely without a site access left turn lane, (B) turn lane warrant methodologies pursuant to industry standards of practice found that a left turn lane is not warranted on Chelsea Street at the at the project site driveway in consideration of

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RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
SITE ACCESS TURN LANE ADMINISTRATIVE VARIANCE
AUGUST 11, 2023
PAGE 3 OF 3

Sunday peak hour traffic conditions, indicating that safe and efficient traffic operating conditions can be anticipated for the Sunday peak hour without a site access left turn lane, and (C) the absence of crash activity within the prior five year period indicates that Chelsea Street does not have an existing safety problem, and thus not providing the subject left turn lane does not exacerbate any established safety issue. **Therefore, approval of this ADMINISTRATIVE VARIANCE would not adversely affect public health, safety, or welfare.**

WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED as the subject project site's only means of access is to Chelsea Street, which has been found to not need the subject site access left turn lane to provide for safe and efficient access; where a requirement to implement the left turn lane would thus be unreasonable. **Therefore, approval of this ADMINISTRATIVE VARIANCE is necessary to provide reasonable access to the project.**

The foregoing documents a request for an **ADMINISTRATIVE VARIANCE** to Hillsborough County Land Development Code (LDC) §6.04.04.D. (Auxiliary Lanes) in association with a Major Modification to PD 92-0053 for the proposed **GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH**, to seek approval from the County Engineer to not construct a site access left turn lane on Chelsea Street at the project site driveway, and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President



This item has been digitally signed and sealed by Michael Daniel Raysor P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY

APPROVED.....
APPROVED WITH CONDITIONS.....
DENIED.....

MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

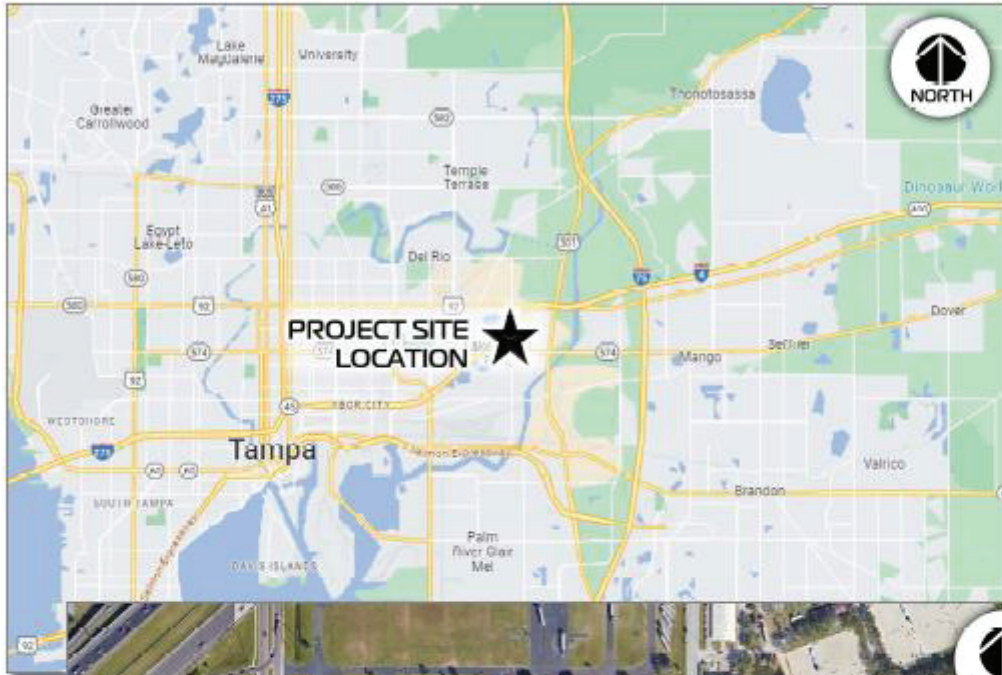
date

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ATTACHMENT "A"



GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
Project Site Location Map

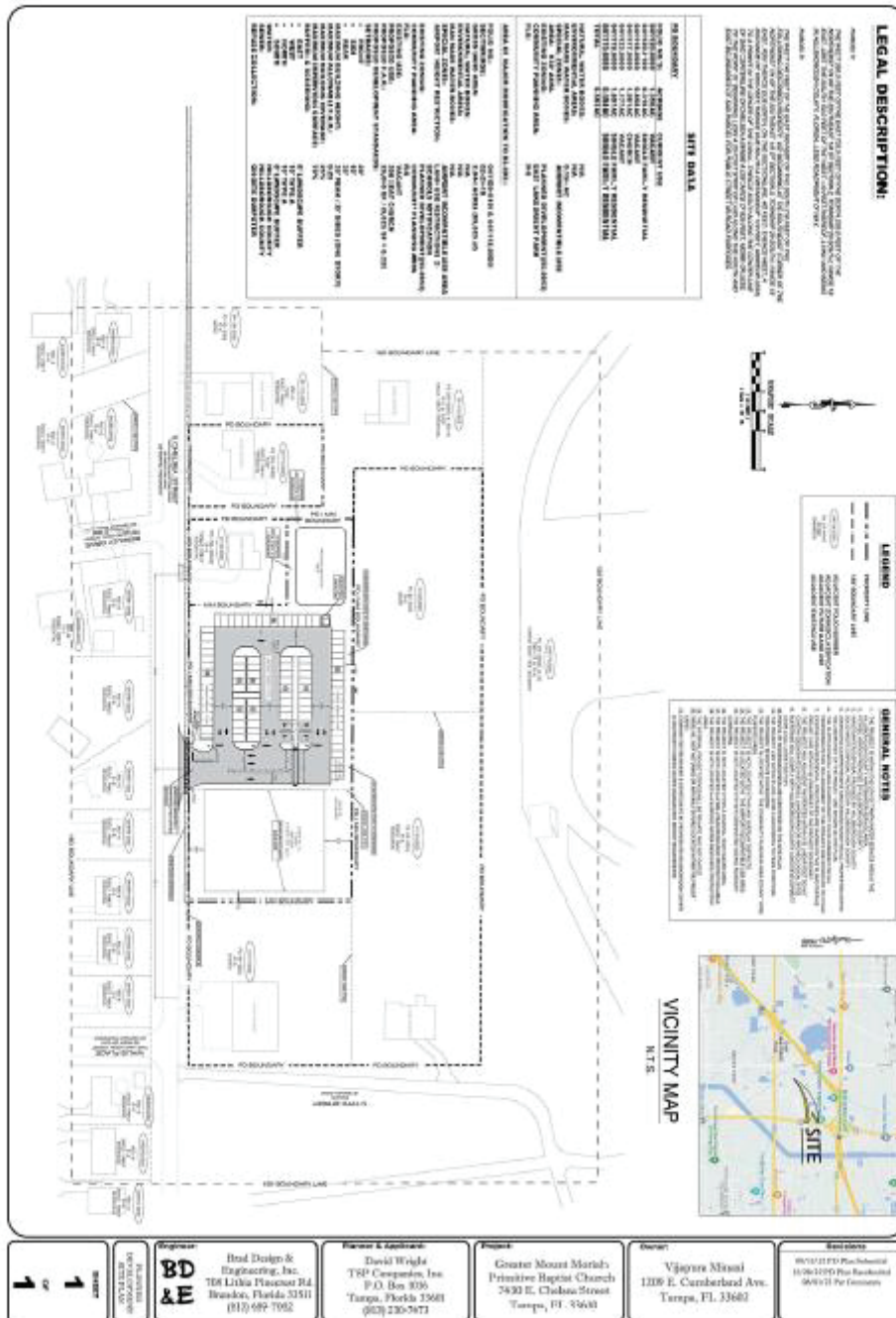


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ATTACHMENT "B"



GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH Planned Development Site Plan



 1 OF 1	Engineer BD AE Brad Design & Engineering, Inc. 108 Lithia Pkwy Ste 314 Bradenton, Florida 33511 (813) 697-7992	Planner & Approver David Wright TRP Companies, Inc. P.O. Box 836 Tampa, Florida 33601 (813) 230-9471	Project Greater Mount Moriah Primitive Baptist Church 7900 E. Chuloua Street Tampa, FL 33603	Owner Vijayaraj Nitsani 1208 E. Cumberland Ave. Tampa, FL 33602	Scale 8/15/23 11:17 AM 11/16/2023 Plot Rescaled 9/29/23 Per Comments
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ATTACHMENT "C"



GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
 Trip Generation Estimate

Greater Mount Moriah Primitive Baptist Church Trip Generation Estimate

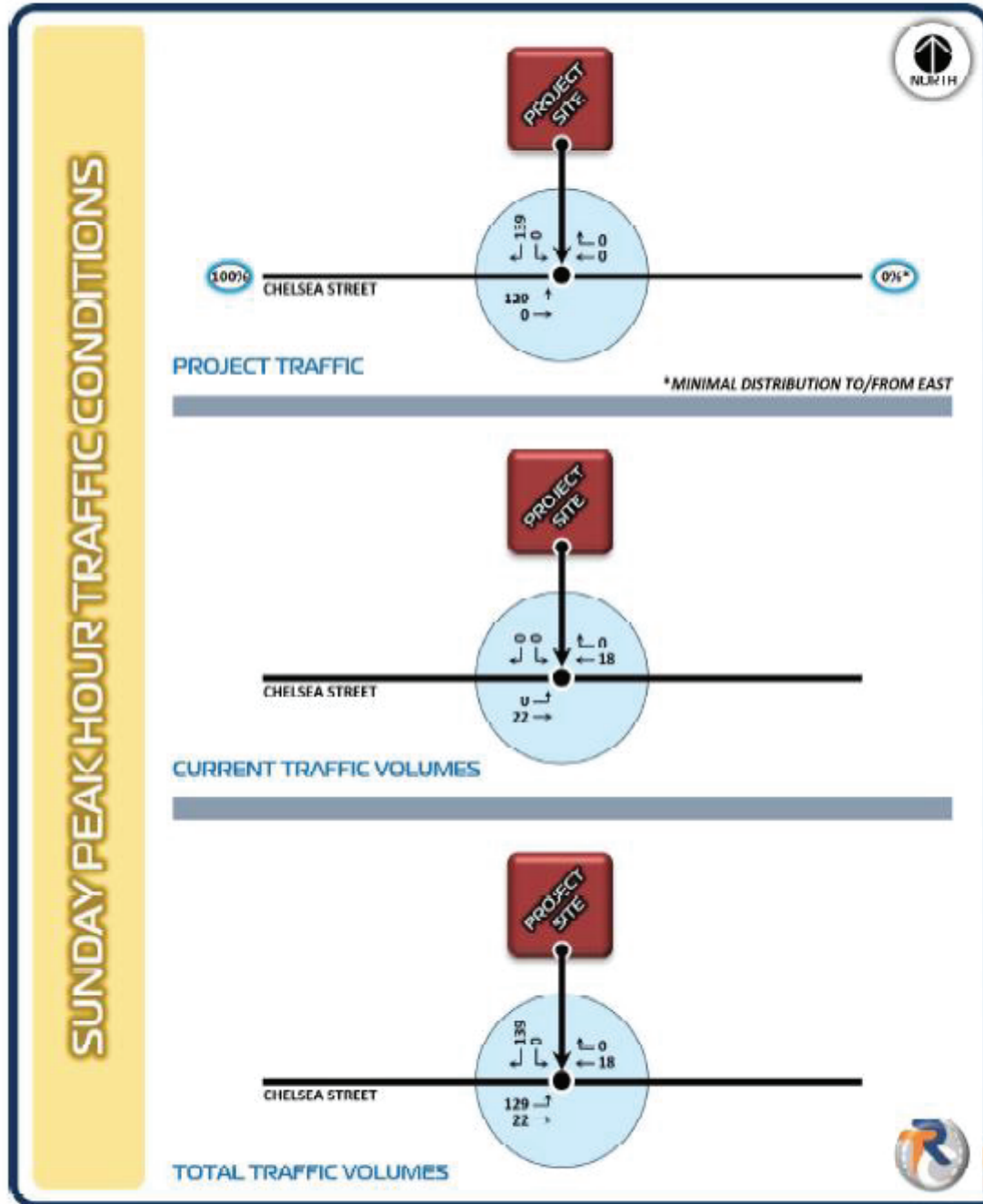
ITE LUC	Land Use Description	Size	Weekday			AM Peak Hour			PM Peak Hour			Sunday Peak Hour					
			Formula	Trips	Exit	Formula	Trips	Enter	Exit	Formula	Trips	Enter	Exit	Formula	Trips	Enter	Exit
560	Church	2,250 sf	T=54.0(X) +50.83	171	2	T=-0.37(X) -0.64	6	4	2	T=-0.36(X) -4.70	13	6	7	T=-2.87(X) -63.13	268	129	139
		300 seats	T=0.93(X) -16.74	262	8	T=0.07(X)	21	13	8	T=-0.10(X)	30	13	17	T=-0.59(X) -2.083	137	67	70
		Worst Case	--	262	--	21	13	8	--	30	13	17	--	268	129	139	

Received August 11, 2023
 Development Services

ATTACHMENT "C"



GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
 Sunday Peak Hour Traffic Volumes

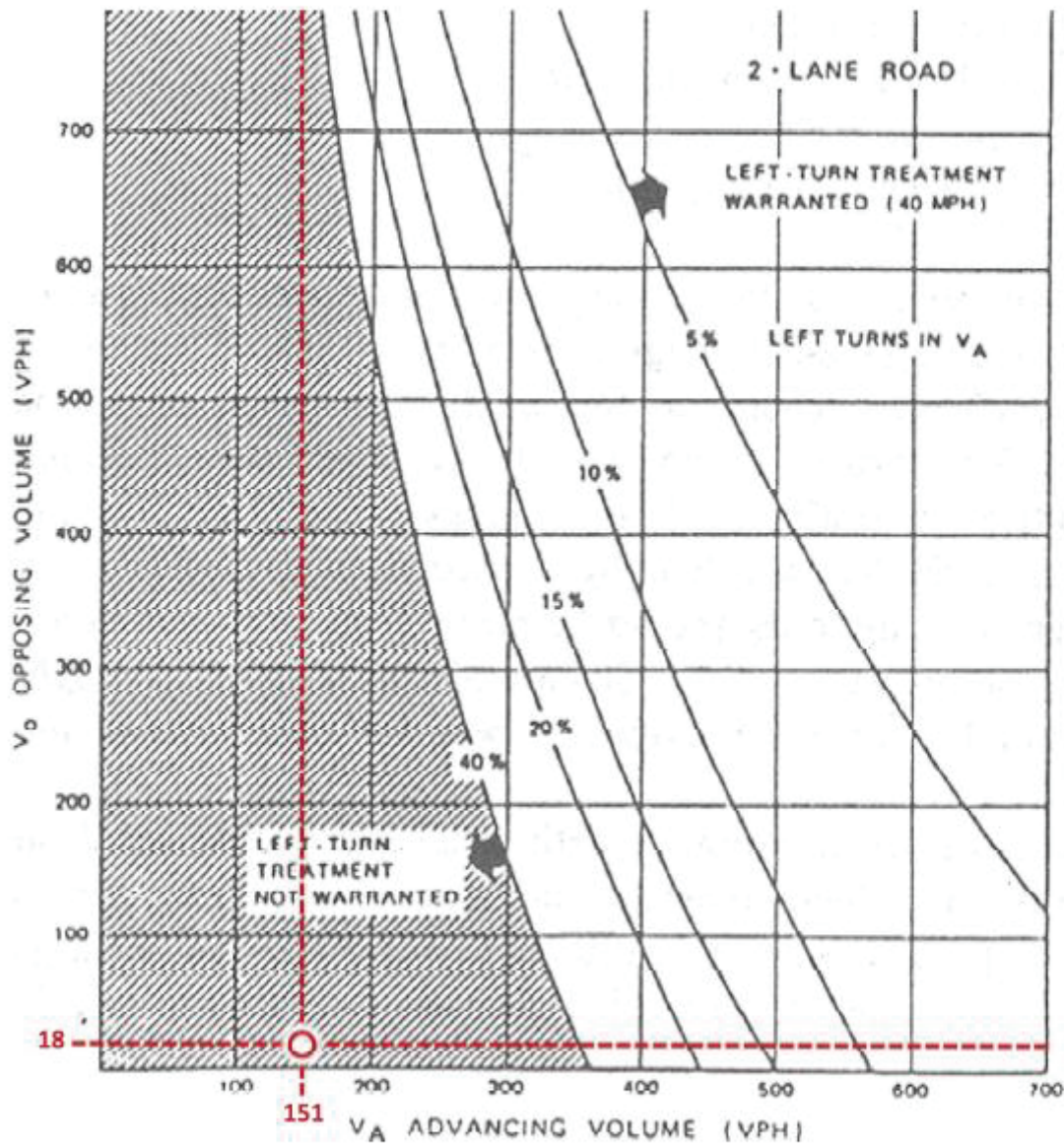


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Development Services

ATTACHMENT "C"



GREATER MOUNT MORIAH PRIMITIVE BAPTIST CHURCH
NCHRP #279 Left Turn Lane Warrant Evaluation



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 Development Services

ATTACHMENT "C"

HCM 6th TWSC
 100: Chelsea Street & Project Site Driveway

Greater Mount Moriah
 Primitive Baptist Church

Intersection						
Int Delay, s/veh	7.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	129	22	18	0	0	139
Future Vol, veh/h	129	22	18	0	0	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	31	25	0	0	196
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	25	0	-	0	420	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	395	-
Critical Hdwy	4,12	-	-	-	6,42	6,22
Critical Hdwy Stg 1	-	-	-	-	5,42	-
Critical Hdwy Stg 2	-	-	-	-	5,42	-
Follow-up Hdwy	2,218	-	-	-	3,518	3,318
Pot Cap-1 Maneuver	1589	-	-	-	590	1051
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1589	-	-	-	521	1051
Mov Cap-2 Maneuver	-	-	-	-	521	-
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	681	-
Approach	EB	WB	SB			
HCM Control Delay, s	6.5	0	9.2			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1589	-	-	-	-	1051
HCM Lane V/C Ratio	0.114	-	-	-	-	0.186
HCM Control Delay (s)	7.6	0	-	-	-	9.2
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	-	0.7

Received August 11, 2023
 Development Services

ATTACHMENT "C"

Type of report: Tube Count - Volume Data		QC JOB #: 16169-01								
LOCATION: Chelsea St Hwy Bertley Dr and Church Dwy		DIRECTION: EB								
SPECIFIC LOCATION:		DATE: Apr 16 2023 - Apr 16 2023								
CITY/STATE: East Lake-Orient Park, FL										
Start Time	Mon	Tue	Wed	Thu	Fr	Average Weekday 15-min Traffic	Sat 16 Apr 23	Sun 16 Apr 23	Average Week 15-min Traffic	Average Week Profile
12:00 AM								2	2	
12:15 AM								1	1	
12:30 AM								3	3	
12:45 AM								0	0	
01:00 AM								2	2	
01:15 AM								2	2	
01:30 AM								4	4	
01:45 AM								0	0	
02:00 AM								0	0	
02:15 AM								1	1	
02:30 AM								0	0	
02:45 AM								0	0	
03:00 AM								1	1	
03:15 AM								1	1	
03:30 AM								0	0	
03:45 AM								0	0	
04:00 AM								0	0	
04:15 AM								1	1	
04:30 AM								1	1	
04:45 AM								0	0	
05:00 AM								0	0	
05:15 AM								1	1	
05:30 AM								0	0	
05:45 AM								0	0	
Day Total										
% Weekly Average										
% Week Average										
AM Peak										
15-min Vol										
PM Peak										
15-min Vol										
Comments:	SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)									
Report generated on 4/18/2023 10:40 AM										

Received August 11, 2023
 Development Services

ATTACHMENT "C"

Start Time	CITY/STATE: East Lake-Orient Park, FL							Average Week 15-min Traffic	Average Week Profile
	Mon	Tue	Wed	Thu	Fr	Sat	Sun 16 Apr 23		
06:00 AM							1	1	
06:15 AM							2	2	
06:30 AM							0	0	
06:45 AM							2	2	
07:00 AM							0	0	
07:15 AM							3	3	
07:30 AM							1	1	
07:45 AM							3	3	
08:00 AM							1	1	
08:15 AM							0	0	
08:30 AM							2	2	
08:45 AM							2	2	
09:00 AM							4	4	
09:15 AM							2	2	
09:30 AM							1	1	
09:45 AM							2	2	
10:00 AM							1	1	
10:15 AM							2	2	
10:30 AM							4	4	
10:45 AM							5	5	
11:00 AM							3	3	
11:15 AM							5	5	
11:30 AM							2	2	
11:45 AM							4	4	
Day Total									
% Weekly Average									
% Week Average									
AM Peak 15-min V/H									
PM Peak 15-min V/H									
Comments:									

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

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 Development Services

ATTACHMENT "C"

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun 16 Apr 23	Average Week 15-min Traffic	Average Week Profile	
										1	2
12:00 PM								1	1	1	1
12:15 PM								2	2	2	2
12:30 PM								5	5	5	5
12:45 PM								3	3	3	3
01:00 PM								8	8	8	8
01:15 PM								1	1	1	1
01:30 PM								4	4	4	4
01:45 PM								1	1	1	1
02:00 PM								3	3	3	3
02:15 PM								5	5	5	5
02:30 PM								3	3	3	3
02:45 PM								3	3	3	3
03:00 PM								7	7	7	7
03:15 PM								6	6	6	6
03:30 PM								6	6	6	6
03:45 PM								8	8	8	8
04:00 PM								3	3	3	3
04:15 PM								3	3	3	3
04:30 PM								4	4	4	4
04:45 PM								3	3	3	3
05:00 PM								5	5	5	5
05:15 PM								10	10	10	10
05:30 PM								4	4	4	4
05:45 PM								7	7	7	7
Day Total											
% Weekday Average											
% Week Average											
AM Peak											
15-min V/I											
PM Peak											
15-min V/I											

QC JOB #: 16169-01
 DIRECTION: EB
 DATE: Apr 16 2023 - Apr 16 2023
 LOCATION: Chelsea St I twin Bentley Dr and Church Dwy
 CITY/STATE: East Lake-Orient Park, FL
 SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)
 Report generated on 4/18/2023 10:40 AM

Received August 11, 2023
 Development Services

ATTACHMENT "C"

Type of report: Tube Count - Volume Data		QC JOB #: 16169.01		DIRECTION: EB						
LOCATION: Chelsea St btwn Bertley Dr and Church Dwy		DATE: Apr 16 2023 - Apr 16 2023								
SPECIFIC LOCATION:		CITY/STATE: East Lake-Orient Park, FL								
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat 16 Apr 23	Sun 16 Apr 23	Average Week 15-min Traffic	Average Week Profile
06:00 PM								1	1	
06:15 PM								4	4	
06:30 PM								4	4	
06:45 PM								4	4	
07:00 PM								5	5	
07:15 PM								3	3	
07:30 PM								7	7	
07:45 PM								2	2	
08:00 PM								2	2	
08:15 PM								0	0	
08:30 PM								3	3	
08:45 PM								11	11	
09:00 PM								3	3	
09:15 PM								5	5	
09:30 PM								2	2	
09:45 PM								2	2	
10:00 PM								3	3	
10:15 PM								1	1	
10:30 PM								1	1	
10:45 PM								1	1	
11:00 PM								2	2	
11:15 PM								4	4	
11:30 PM								2	2	
11:45 PM								0	0	
Day Total								249	249	
% Weekly Average										
% Week Average								100%		
AM Peak 15-min Vol								10:45 AM	10:45 AM	
PM Peak 15-min Vol								8:45 PM	8:45 PM	
Comments:										

Report generated on 4/18/2023 10:40 AM
 SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Received August 11, 2023
 Development Services

ATTACHMENT "C"

Type of report: Tube Count - Volume Data		QC JOB #: 16169-01								
LOCATION: Chelsea St btwn Bertley Dr and Church Dwy		DIRECTION: NB								
CITY/STATE: East Lake-Orient Park, FL		DATE: Apr 16 2023 - Apr 16 2023								
Start Time	Mon	Tue	Wed	Thu	Fr	Average Weekday 15-min Traffic	Sat 16 Apr 23	Sun 16 Apr 23	Average Week 15-min Traffic	Average Week Profile
12:00 AM								2	2	2
12:15 AM								1	1	1
12:30 AM								2	2	2
12:45 AM								2	2	2
01:00 AM								2	2	2
01:15 AM								0	0	0
01:30 AM								0	0	0
01:45 AM								0	0	0
02:00 AM								0	0	0
02:15 AM								0	0	0
02:30 AM								0	0	0
02:45 AM								2	2	2
03:00 AM								0	0	0
03:15 AM								1	1	1
03:30 AM								0	0	0
03:45 AM								1	1	1
04:00 AM								0	0	0
04:15 AM								0	0	0
04:30 AM								0	0	0
04:45 AM								1	1	1
05:00 AM								0	0	0
05:15 AM								1	1	1
05:30 AM								0	0	0
05:45 AM								0	0	0
Day Total								0	0	0
% Weekday Average										
% Week Average										
AM Peak										
15-min Vol										
PM Peak										
15-min Vol										
Comments:										

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Report generated on 4/18/2023 10:40 AM

Received August 11, 2023
 Development Services

ATTACHMENT "C"

Type of report: Tube Count - Volume Data

LOCATION: Chelsea St Iwn Bertley Dr and Church Dwy

SPECIFIC LOCATION:

CITY/STATE: East Lake-Orient Park, FL

QC JOB #: 16169:01

DIRECTION: NB

DATE: Apr 16 2023 - Apr 16 2023

Start Time	Mon	Tue	Wed	Thu	Fr	Average Weekday 15-min Traffic	Sat 16 Apr 23	Sun 16 Apr 23	Average Week 15-min Traffic	Average Week Profile
06:00 AM							1	1	1	
06:15 AM							1	1	1	
06:30 AM							3	3	3	
06:45 AM							1	1	1	
07:00 AM							0	0	0	
07:15 AM							1	1	1	
07:30 AM							0	0	0	
07:45 AM							1	1	1	
08:00 AM							2	2	2	
08:15 AM							1	1	1	
08:30 AM							2	2	2	
08:45 AM							2	2	2	
09:00 AM							0	0	0	
09:15 AM							1	1	1	
09:30 AM							2	2	2	
09:45 AM							5	5	5	
10:00 AM							2	2	2	
10:15 AM							1	1	1	
10:30 AM							3	3	3	
10:45 AM							4	4	4	
11:00 AM							7	7	7	
11:15 AM							4	4	4	
11:30 AM							2	2	2	
11:45 AM							1	1	1	
Day Total										
% Weekly Average										
% Week Average										
AM Peak										
15-min Vol										
PM Peak										
15-min Vol										
Comments:										

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Report generated on 4/18/2023 10:40 AM

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 Development Services

ATTACHMENT "C"

Type of report: Tube Count - Volume Data		QC JOB #: 16169'01								
LOCATION: Chelsea St /Twin Bertley Dr and Church Dwy		DIRECTION: 'WB								
SPECIFIC LOCATION:		DATE: Apr 16 2023 - Apr 16 2023								
CITY/STATE: East Lake-Orient Park, FL										
Start Time	Mon	Tue	Wed	Thu	Fr	Average Weekday 15-min Traffic	Sat	Sun 16 Apr 23	Average Week 15-min Traffic	Average Week Profile
12:00 PM								3	3	3
12:15 PM								6	6	6
12:30 PM								0	0	0
12:45 PM								5	5	5
01:00 PM								3	3	3
01:15 PM								3	3	3
01:30 PM								4	4	4
01:45 PM								3	3	3
02:00 PM								2	2	2
02:15 PM								5	5	5
02:30 PM								6	6	6
02:45 PM								4	4	4
03:00 PM								0	0	0
03:15 PM								3	3	3
03:30 PM								8	8	8
03:45 PM								1	1	1
04:00 PM								2	2	2
04:15 PM								3	3	3
04:30 PM								2	2	2
04:45 PM								6	6	6
05:00 PM								3	3	3
05:15 PM								4	4	4
05:30 PM								5	5	5
05:45 PM								1	1	1
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Report generated on 4/18/2023 10:40 AM

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ATTACHMENT "C"

Start Time	Type of report: Tube Count - Volume Data							Average Week Profile	
	Mon	Tue	Wed	Thu	Fr	Average Weekday 15-min Traffic	Sat		Sun
06:00 PM								5	5
06:15 PM								3	3
06:30 PM								0	0
06:45 PM								4	4
07:00 PM								2	2
07:15 PM								3	3
07:30 PM								1	1
07:45 PM								1	1
08:00 PM								3	3
08:15 PM								4	4
08:30 PM								6	6
08:45 PM								2	2
09:00 PM								1	1
09:15 PM								1	1
09:30 PM								4	4
09:45 PM								0	0
10:00 PM								2	2
10:15 PM								0	0
10:30 PM								1	1
10:45 PM								0	0
11:00 PM								3	3
11:15 PM								1	1
11:30 PM								1	1
11:45 PM								0	0
Day Total								192	192
% Weekly Average									
% Week Average								0%	100%
AM Peak 15-min Vol								11:00 AM	11:00 AM
PM Peak 15-min Vol								3:30 PM	3:30 PM
Comments:								7	8

Report generated on 4/18/2023 10:40 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Received August 11, 2023
Development Services

ATTACHMENT "C"

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2022 - 01/01/2022	1.00	1.03
2	01/02/2022 - 01/08/2022	1.02	1.05
3	01/09/2022 - 01/15/2022	1.05	1.08
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
6	01/30/2022 - 02/05/2022	1.00	1.03
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.96	0.99
* 9	02/20/2022 - 02/26/2022	0.96	0.99
*10	02/27/2022 - 03/05/2022	0.95	0.98
*11	03/06/2022 - 03/12/2022	0.95	0.98
*12	03/13/2022 - 03/19/2022	0.95	0.98
*13	03/20/2022 - 03/26/2022	0.95	0.98
*14	03/27/2022 - 04/02/2022	0.96	0.99
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.98	1.01
*17	04/17/2022 - 04/23/2022	0.96	1.01
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.99	1.02
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	0.99	1.02
22	05/22/2022 - 05/28/2022	1.00	1.03
23	05/29/2022 - 06/04/2022	1.01	1.04
24	06/05/2022 - 06/11/2022	1.02	1.05
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.04	1.07
28	07/03/2022 - 07/09/2022	1.04	1.07
29	07/10/2022 - 07/16/2022	1.05	1.08
30	07/17/2022 - 07/23/2022	1.04	1.07
31	07/24/2022 - 07/30/2022	1.03	1.06
32	07/31/2022 - 08/06/2022	1.02	1.05
33	08/07/2022 - 08/13/2022	1.01	1.04
34	08/14/2022 - 08/20/2022	1.00	1.03
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.04	1.07
37	09/04/2022 - 09/10/2022	1.06	1.09
38	09/11/2022 - 09/17/2022	1.08	1.11
39	09/18/2022 - 09/24/2022	1.05	1.08
40	09/25/2022 - 10/01/2022	1.02	1.05
41	10/02/2022 - 10/08/2022	0.99	1.02
42	10/09/2022 - 10/15/2022	0.96	0.99
43	10/16/2022 - 10/22/2022	0.97	1.00
44	10/23/2022 - 10/29/2022	0.98	1.01
45	10/30/2022 - 11/05/2022	0.99	1.02
46	11/06/2022 - 11/12/2022	1.01	1.04
47	11/13/2022 - 11/19/2022	1.02	1.05
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.01	1.04
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	1.00	1.03
52	12/18/2022 - 12/24/2022	1.02	1.05
53	12/25/2022 - 12/31/2022	1.05	1.08

* PEAK SEASON

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**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: August 21, 2023	Petition: MM 22-1637
Report Prepared: August 9, 2023	7430 E. Chelsea Street <i>North side of E. Chelsea Street, east of Orient Road</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Residential-6 (6 du/ga; 0.25 FAR)
Service Area:	Urban
Community Plan:	East Lake Orient Park
Rezoning Request:	Major Modification to Planned Development (PD 92-0053) to develop a 20,000 square foot, 300-seat church
Parcel Size (Approx.):	2.04 +/- acres (89,025 square feet)
Street Functional Classification:	E. Chelsea Street - County Collector Orient Road - County Collector
Locational Criteria:	N/A
Evacuation Area:	E



Context

- The subject site is located on approximately 2.04 ± acres on the north side of E. Chelsea Street and east of Orient Road.
- The site is in the Urban Service Area and within the limits of the East Lake Orient Park Community Plan.
- The subject site's Future Land Use designation is Residential-6 (RES-6). The RES-6 designation allows for consideration of up to 6 dwelling units per gross acre of land and a 0.25 Floor Area Ratio (FAR) for nonresidential uses. Typical uses in the RES-6 include residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed-use development. Nonresidential uses shall meet established locational criteria for specific land use. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- The subject site is generally surrounded by RES-6. A small area of Public/Quasi Public (P/QP) is located to the west. Further north, northwest and east of the site is designated as P/QP.
- The subject site is zoned Planned Development (PD 92-0053). In the general vicinity, the site is mainly surrounded by PD zoning to the north, east and west, and Residential, Single-Family Conventional (RSC-6) zoning to the south and west.
- The subject site is surrounded by a mix of uses including single family residential, public institutional uses, and light commercial uses. The Florida State Fairgrounds and Kings Forest Park are located to the northeast and east. Single family residential neighborhoods are located on the south side of East Chelsea Road. There are single family residential, light commercial and public institutional uses along Orient Road.
- The applicant requests a major Modification to Planned Development (PD 92-0053) to develop a 20,000 square foot, 300-seat church.

Compliance with Comprehensive Plan:

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

FUTURE LAND USE ELEMENT

Urban Service Area

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

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

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

Land Use Categories

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

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

Relationship to Land Development Regulations

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

Policy 9.2: *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*

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 17: *Neighborhood and Community Serving Uses*

Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible to the surrounding residential development pattern.

Policy 17.1: *Residential support uses (child care centers, adult care centers, churches, etc.) is an allowable land use in any of the residential, commercial and industrial land use plan categories consistent with the following criteria:*

The facility shall be of a design, intensity and scale to serve the surrounding neighborhood or the non-residential development in which it occurs, and to be compatible with the surrounding land uses and zoning.

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

Community Design Component (CDC)

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 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.*

LIVABLE COMMUNITIES ELEMENT: East Lake Orient Park Community Plan

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

Staff Analysis of Goals Objectives and Policies:

The subject site is located on approximately 2.04 ± acres on the north side of E. Chelsea Street and east of Orient Road. The site is in the Urban Service Area and within the limits of the East Lake Orient Park Community Plan. The existing Planned Development (PD 92-0053) is made up of seven folios on approximately 6.59 acres. Currently, the overall site is developed with three single family residential dwellings one church building and three vacant folios. The applicant requests a Major Modification to develop a 20,000 square foot, 300-seat church on two of the vacant folios.

The subject site is in the Urban Service Area and per Objective 1 of the Future Land Use Element (FLUE), 80 percent of the county's growth is to be directed. Policy 1.4 requires all new developments to be compatible with the surrounding area, noting that "Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The area contains mix of uses including single family residential, public institutional uses, and light commercial uses. The proposal is consistent with Objective 8 and Policy 8.1 as the 20,000 square foot single story church building is within the allowable 0.25 FAR expected for nonresidential uses in the Residential-6 (RES-6) Future Land Use category.

The proposed modification meets the intent of FLUE Objective 16 and Policies 16.1, 16.2, 16.3, and 16.5, The proposal includes access to the church site off East Chelsea Street which is a collector roadway. Adequate parking lot facilities are proposed to be located to the west of the church building. A 10' buffer with Type A screening is proposed along the north and west sides of the folio, which abuts the residential uses. A proposed stormwater retention area is located to the west of the parking lot, providing the residents an additional buffer. There are adequate pedestrian facilities within the site and sidewalks are proposed along the site's frontage on East Chelsea Street. Furthermore, the proposal is consistent with Policy 17.1 as a church is a residential support use. At the time of this report, there were no comments in Optix filed by the County Transportation Review Department.

Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC) discuss how new development shall be compatible with the established character of the surrounding area. The development pattern and character of this area contains single family residential, public institutional uses, and light commercial uses and therefore the proposed church use is compatible with the surrounding development pattern.

The proposal is consistent with the intent of the East Lake Orient Park Community Plan in the Livable Communities Element. The proposed church will promote development that recognizes the needs and distinct identities of the East Lake-Orient Park neighborhoods and enhances the quality of life.

Overall, staff finds that the proposed church development is consistent with policy direction in the Urban Service Area. The proposed Major Modification would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*. The request is compatible with the existing development pattern found within the surrounding area.

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 Development Services Department.

HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 22-1637

Rezonings
STATUS

- <all other values>
- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

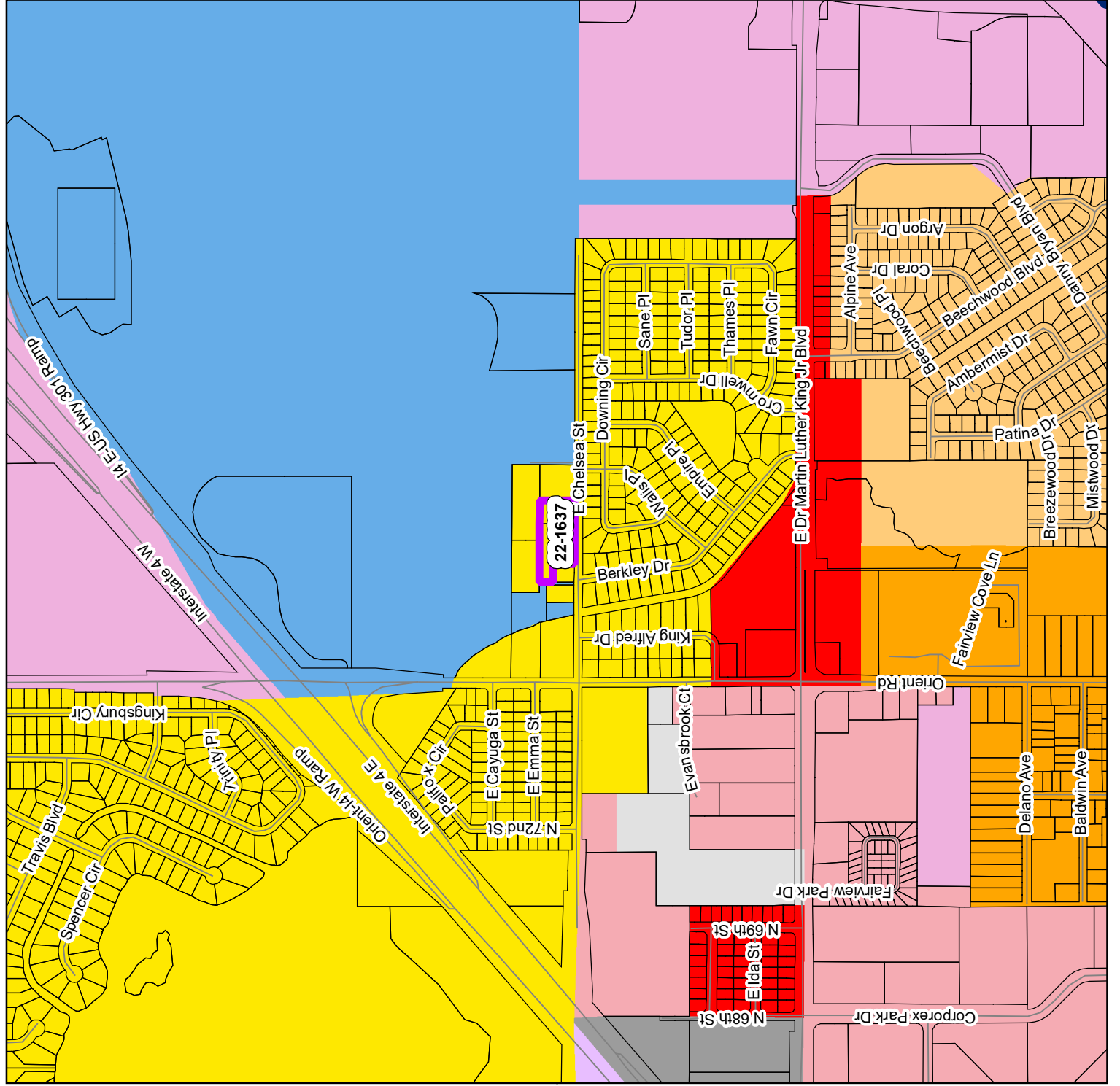
- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels

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

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning status 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 illustrative purposes only. For the most current data and information, visit the appropriate website.



Map Printed from Rezoning System: 11/21/2022
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HIC\Reg_HR\Rezoning - Copy.mxd



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