

PD Modification Application: MM 21-0556**Zoning Hearing Master Date:** September 13, 2021**BOCC Land Use Meeting Date:** November 9, 2021**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY**Applicant:** Chestnut Hill Investments Five, LLC**FLU Category:** Suburban Mixed Use-6 (SMU-6)**Service Area:** Urban**Site Acreage:** 14.51 acres**Community
Plan Area:** Town N' Country**Overlay:** None**Introduction Summary:**

PD 18-1163 was approved in 2019 to allow for 72 single-family residential units. The applicant requests modifications to allow for a warehouse/distribution facility.

Existing Approval(s):	Proposed Modification(s):
72 total units including a maximum of 35 single-family detached and 27 single-family attached units (townhomes)	A warehouse/distribution facility a maximum 110,000 square feet in size
Maximum building height of 35 feet	Maximum building height of 55 feet
Minimum front yard setback is 10 feet (18 feet for units with a garage)	Minimum front yard setback is 30 feet
Minimum side yard setbacks are 5 feet (for single-family detached lots) and 0 feet (for single-family attached (townhomes))	Minimum side yard setbacks are 60 feet (for the north side) and 25 feet (for the south side)
Minimum rear yard setbacks are 15 feet (for single-family detached lots) and 10 feet (for single-family attached (townhomes))	Minimum rear yard setback is 75 feet
Maximum lot coverages are 55% (for single-family detached lots) and 65% (for single-family attached (townhomes))	Maximum building coverage is 75%
A 10 foot buffer with solid 6 foot fence and double row of trees (10 ft. Minimum height, 2" minimum caliper), with trees staggered on 10 foot center shall be provided along the eastern and southern boundary	30 feet type C landscape buffering/screening along the western and northern boundaries
Limited to 1 access connection to George Road	Eliminate access to George Road and add two access points to the south of the property adjacent to other manufacturing uses

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Case Reviewer: Kevie Defranc

Additional Information:

PD Variation(s):

None Requested as part of this application

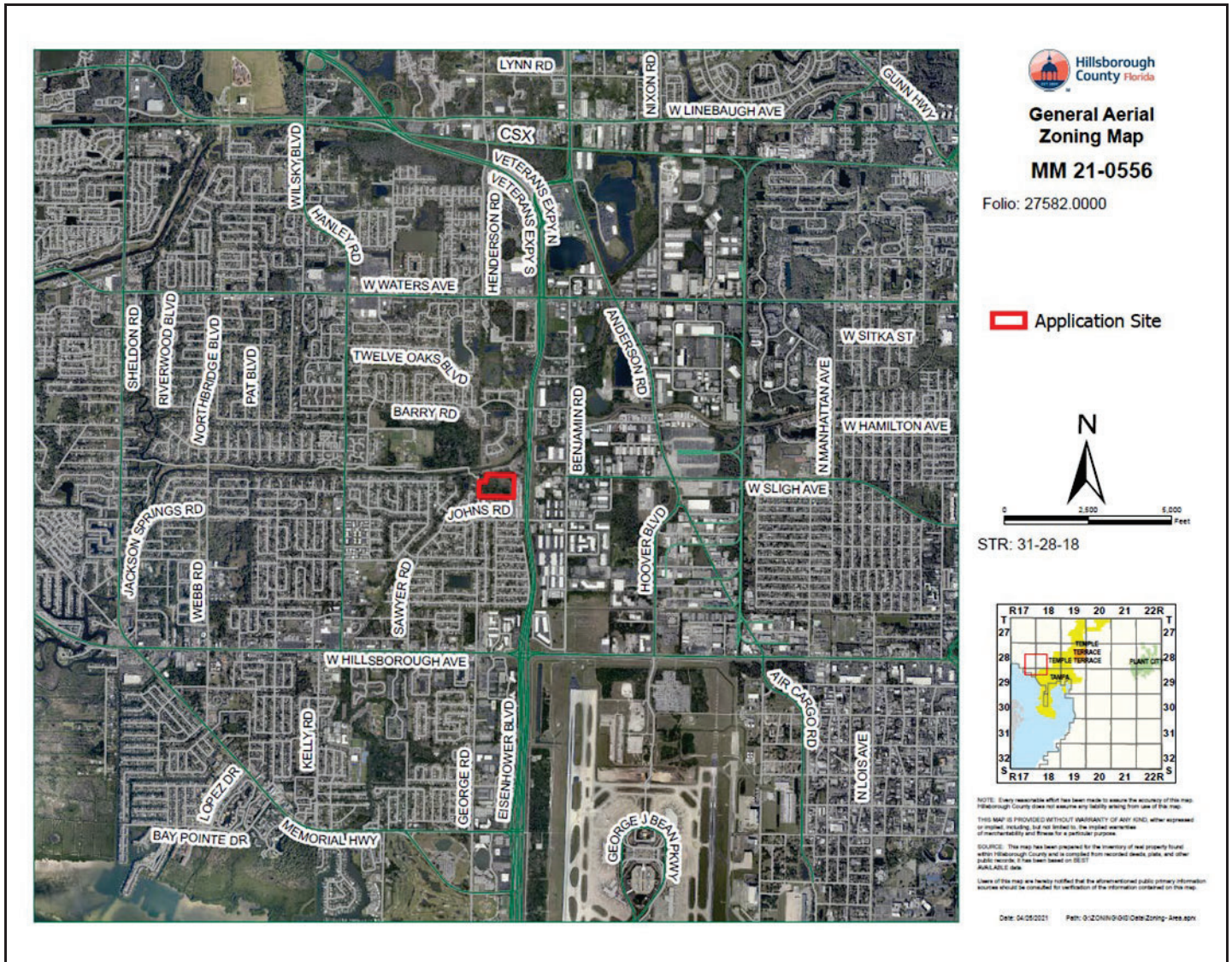
Waiver(s) to the Land Development Code:

Planning Commission Recommendation:
Consistent

Development Services Recommendation:
Approvable, subject to conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

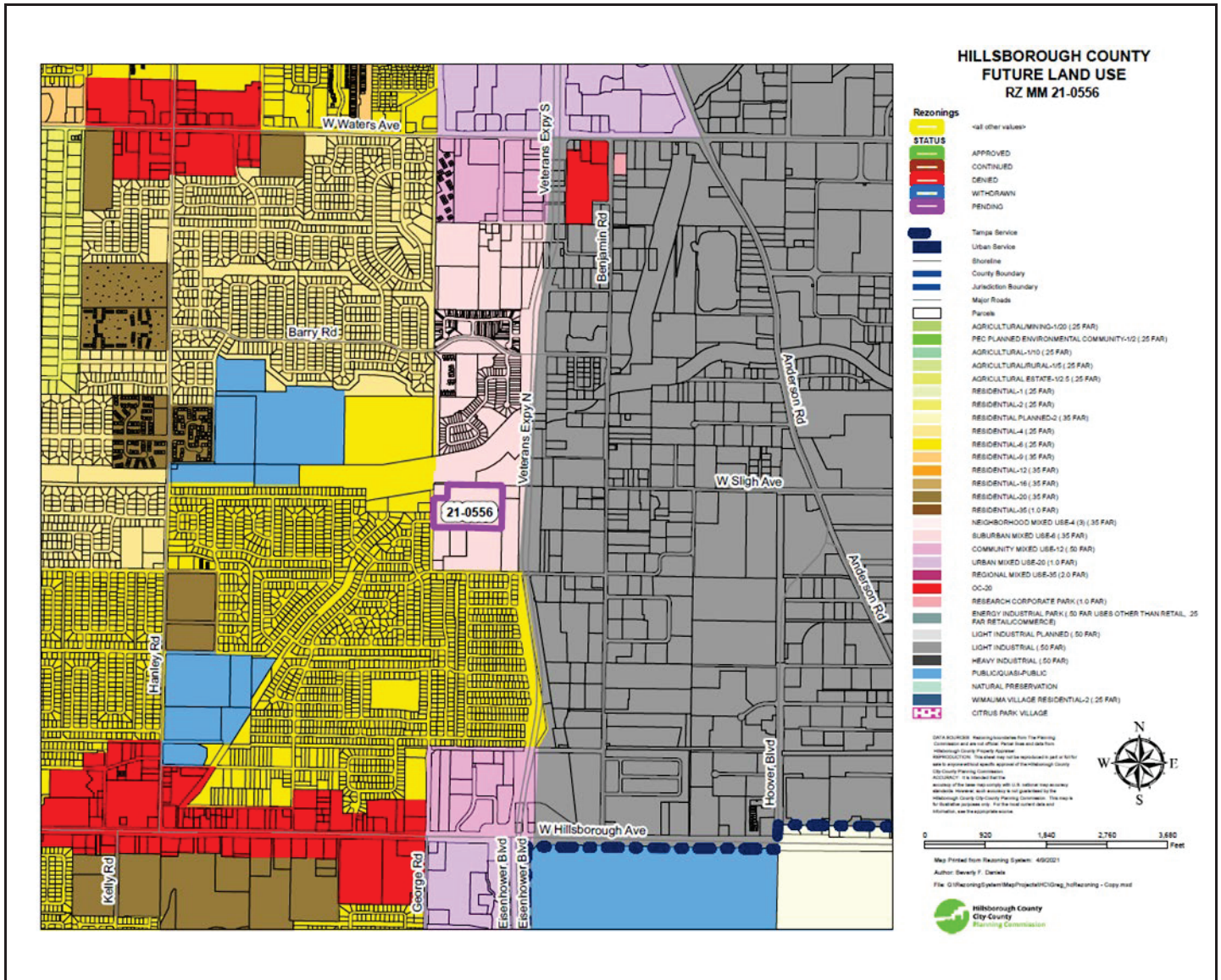


Context of Surrounding Area:

Existing land uses within the area include industrial (warehouses and flex spaces), utility, and residential (single-family residential lots) uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

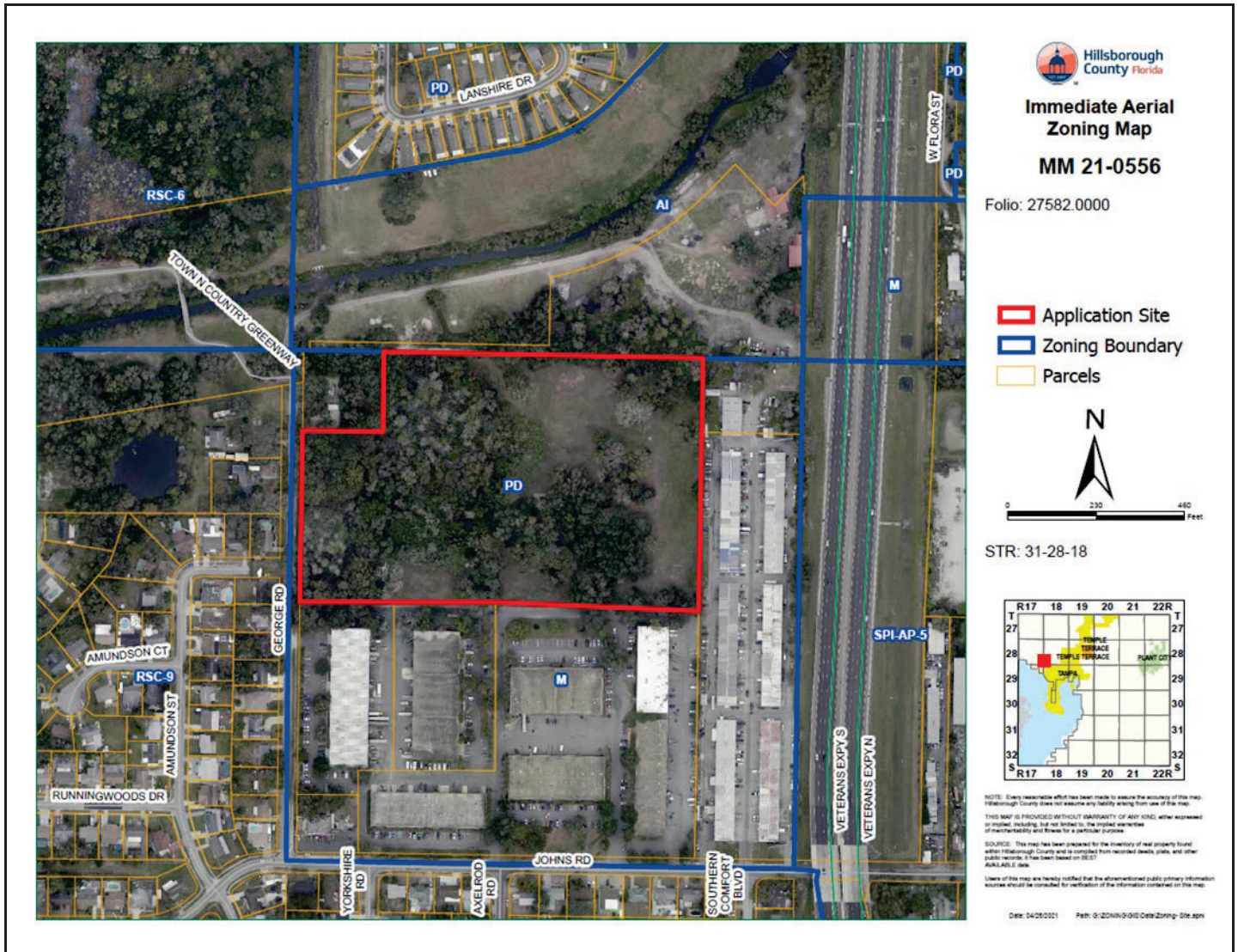
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Suburban Mixed Use-6 (SMU-6)
Maximum Density/F.A.R.:	6 dwelling units per gross acre / 0.50 for light industrial uses
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use projects at appropriate locations.

2.0 LAND USE MAP SET AND SUMMARY DATA

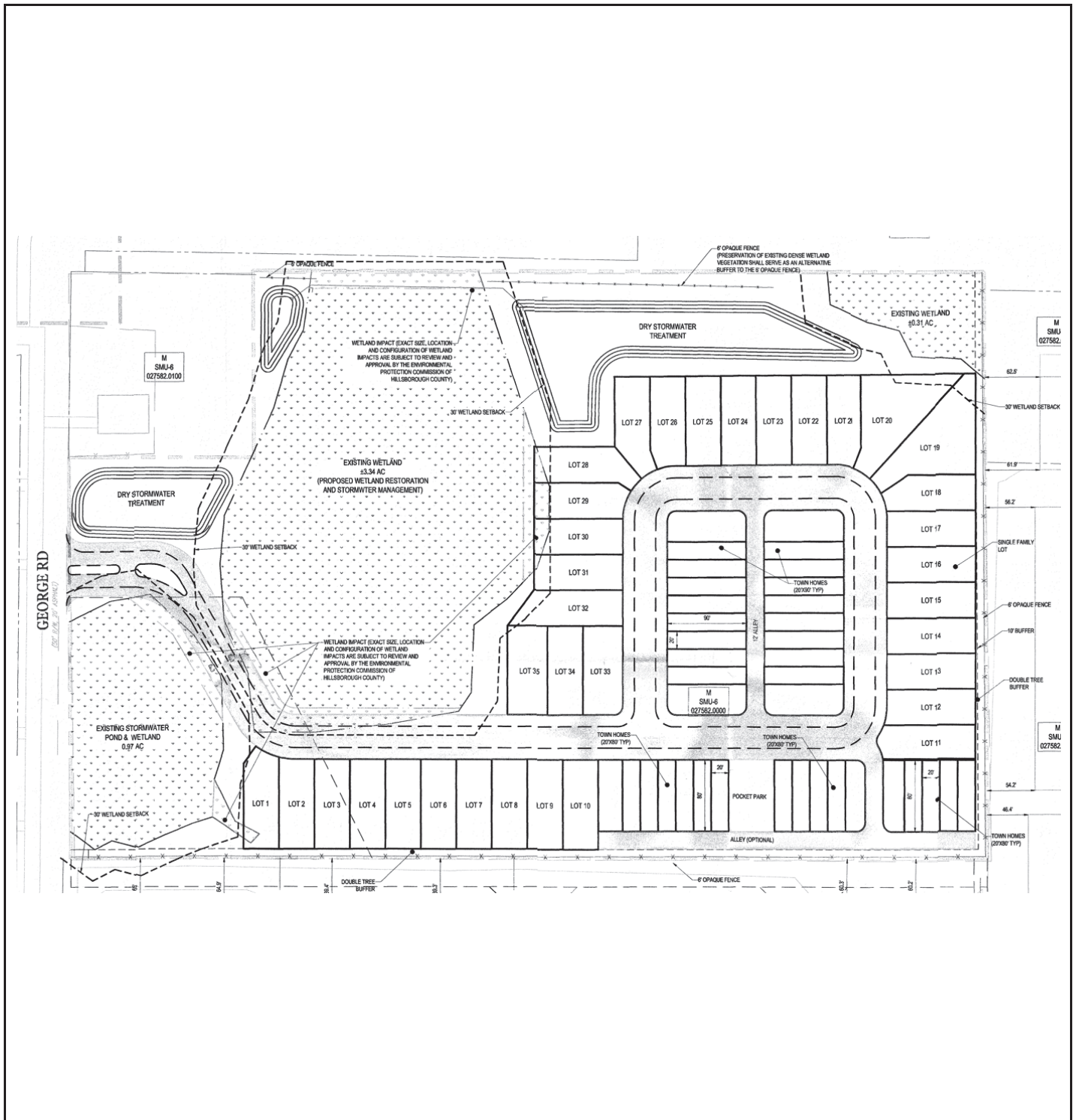
2.3 Immediate Area Map



Adjacent Zonings and Uses

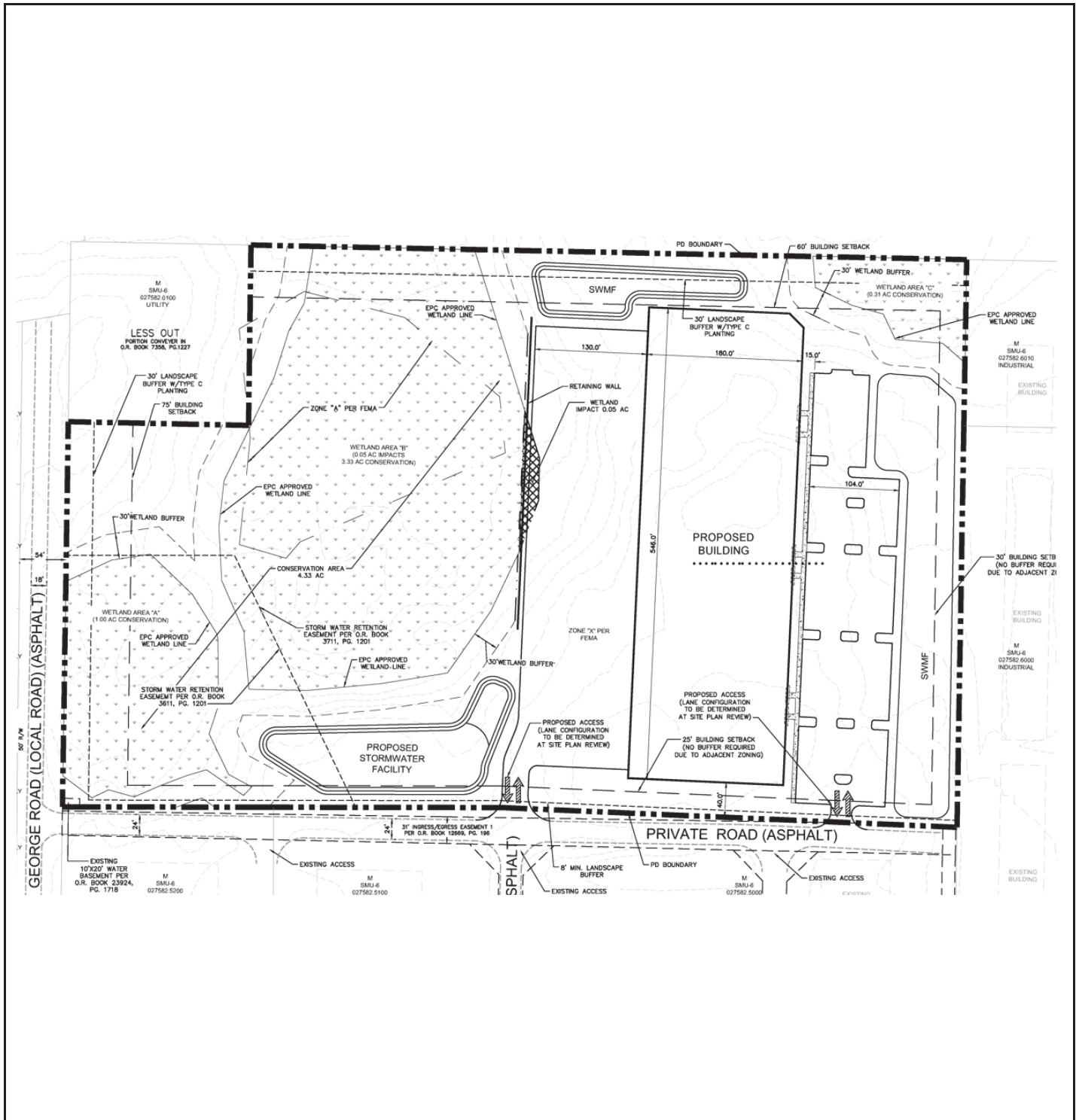
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	M and AI	M District: 0.75 F.A.R. / Residential not permitted AI District: No F.A.R. / Residential not permitted	M District: Manufacturing, processing, assembly warehousing, intensive commercial and other related uses per LDC Section 2.02.02 AI District: Agricultural and related uses within areas designated for industrial uses per LDC Section 2.02.02	Utility and Vacant

South	M	0.75 F.A.R.	Manufacturing, processing, assembly warehousing, intensive commercial and other related uses per LDC Section 2.02.02	Warehouse/Flex Spaces
East	M	0.75 F.A.R.	Manufacturing, processing, assembly warehousing, intensive commercial and other related uses per LDC Section 2.02.02	Warehouse
West	M and RSC-9	M District: 0.75 F.A.R. RSC 9 District: 6 units per acre (per RES-6 Future Land Use)	M District: Manufacturing, processing, assembly warehousing, intensive commercial and other related uses per LDC Section 2.02.02 RSC 9 District: Residential and residential support uses per LDC Section 2.02.02	Utility and Single-Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA**2.4 Approved Site Plan** (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)

2.0 LAND USE MAP SET AND SUMMARY DATA

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
Johns Rd.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other

Project Trip Generation ☒ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	635	49	61
Proposed	175	17	19
Difference (+/-1)	-460	-32	-42

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

Connectivity and Cross Access ☐ Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC

Notes: Pedestrian connectivity may be to the East as an alternative to the south per conditions of approval.

Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Johns Rd./Substandard Road Improvements	Design Exception Requested	Approvable
	Choose an item.	Choose an item.

Notes: Improvement includes construction of a county standard sidewalk to fill in the existing sidewalk gap on the north side of Johns Rd. from property to between the project and Benjamin Rd.

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Conditions requested are as follow:</p> <ul style="list-style-type: none"> • Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals. • EPC has received an application for the proposed wetland impacts. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application, which has been received, pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	

Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input checked="" 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"/> Other <u>Zone "A" on the Airport Height Zoning Map</u>			
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	Conditions requested are as follow: • Notwithstanding anything on the PD site plan or herein these conditions to the contrary, with respect to required pedestrian connectivity, the developer shall construct prior to or concurrent with the initial increment of development: o A minimum 5-foot wide sidewalk connecting each project entrance with the primary entrance(s) of the proposed structure; and, o A minimum 5-foot wide sidewalk which provides a continuous sidewalk (or painted pedestrian way if found to be acceptable to Hillsborough County at the time of plat/site/construction plan approval) which connects the internal sidewalk network with either: ▪ The existing sidewalk along the project's George Rd. frontage; or, ▪ The existing sidewalk along John's Rd. o Where such pedestrian connection traverses private property outside of

				<p>the proposed PD, such external sidewalks shall be located within an easement which provides users of the subject PD pedestrian access to the public sidewalk network in perpetuity. Proof of such easement shall be required at the time of plat/site/construction plan approval.</p> <ul style="list-style-type: none"> • Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries. • If MM 21-0556 is approved, the County Engineer will approve a Design Exception which was found approvable by the County Engineer (on June 18, 2021). Approval of this Design Exception will allow the following improvements on Johns Rd. in lieu of the standard TS-7 typical section of the Hillsborough County Transportation County Technical Manual required by Section 6.02.07. of the LDC. The developer shall construct a <u>county standard sidewalk to fill in the gap</u> on the north side of Johns Rd. from <u>between</u> the project to <u>and</u> Benjamin Rd. <p>Prior to PD Site Plan Certification, the applicant shall revise the PD site plan development summary proposed use to only include 100,800 sf warehouse building.</p>
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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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	This site is located within the Hillsborough County Urban Wastewater Service Area, therefore the subject property should be served by Hillsborough County Wastewater Service. The site also falls within the City of Tampa Water Service Area. This comment sheet does not guarantee water or wastewater service or a point of connection. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site improvements as well as possible off-site improvements		
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 checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No			
Impact/Mobility Fees <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"> Warehouse (Per 1,000 s.f.) Mobility: \$1,102.00*110=\$121,220.00 Fire: \$34.00*110=\$3,740.00 </td> <td style="width: 50%;"> High-Cube Warehouse (Per 1,000 s.f.) Mobility: \$862.00*110=\$94,820.00 Fire: \$34.00*110=\$3,740.00 </td> </tr> </table>					Warehouse (Per 1,000 s.f.) Mobility: \$1,102.00*110=\$121,220.00 Fire: \$34.00*110=\$3,740.00	High-Cube Warehouse (Per 1,000 s.f.) Mobility: \$862.00*110=\$94,820.00 Fire: \$34.00*110=\$3,740.00
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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 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

Staff has identified no compatibility issues with the request. The existing wetlands on the subject property provides enhanced buffering and screening to the existing residential uses to the west of the site. To the north and south of the parcel are M zoned districts developed with industrial/warehousing uses. To the north are public lands zoned M and a vacant AI zoned parcel that cannot be developed with residential uses. As noted in the agency comment section, the Environmental Protection Commission is not objecting to the request and has noted the zoning proposal is conceptually justified to move forward through the zoning process with the depicted wetland impact of 0.05 acres. The retaining wall provided in the area adjacent to area of the wetland impact is permitted to be located in the new wetland setback pursuant to LDC Section 4.01.07.B.4. With the stem/retaining wall, curbing of the vehicle use area to contain vehicles and stormwater and convey the stormwater to the stormwater system, these design measures help to accomplish the intended function of the wetland setback in the area of the proposed retaining wall. The subject design measures are identified as critical design features so that failure to provide those design measures will require the applicant to amend the PD through a noticed public hearing.

Based on the adjacent zonings and uses identified above in the report, staff finds the proposed modification to PD 18-1163 compatible with the existing zoning districts and development pattern in the area.

5.2 Recommendation

Based on the above considerations, staff recommends approval of the request, subject to conditions.

6.0 PROPOSED CONDITIONS (CHANGES TO CONDITIONS)

Prior to PD site plan certification, the applicant shall revise the PD site plan as follows:

- Update the development summary proposed use to only include a warehouse/distribution facility at a maximum square footage of 100,800 square feet.

Approval- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 23, 2021.

1. The project shall be developed with ~~up to 72 total units including a maximum of 35 single family detached and 27 single family attached units (townhomes)~~ a 100,800 square-foot warehouse/distribution facility.

2. Development standards shall be as follows ~~for Single Family Detached lots:~~

Minimum lot area:	4,000 s.f.
Minimum lot width:	40 feet
Maximum building height:	35 <u>55</u> feet*
Minimum front (west) yard setback:	10' (18' w/garage) <u>75 feet</u>
Minimum side (north) yard setback:	5 <u>60</u> feet
Minimum side (south) yard setback:	25 <u>feet</u>
Minimum rear (east) yard setback:	15 <u>30</u> feet
Maximum lot building coverage:	5 <u>75</u> %
Maximum FAR:	0.50
Maximum impervious surface:	75 <u>feet</u>

*Building will be subject to height limitations. Project will require an FAA Determination and Permit from the Aviation Authority.

Development standards shall be as follows ~~for Single Attached (Townhome) lots:~~

Minimum lot area:	1,800 s.f.
Minimum lot width:	20 feet
Maximum building height:	35 feet
Minimum front yard setback:	10' (8' w/garage)
Minimum side yard setback:	0 feet
Minimum rear yard setback:	10 feet
Maximum lot coverage:	65 <u>feet</u>

~~2.1 All 2-story Single Family Detached lots shall comply with the following:~~

~~2.1.1 Each unit shall provide 2 car garage.~~

~~2.1.2 The garage door shall not exceed 60% of the unit's façade length.~~

~~2.1.3 A driveway a minimum of 18 feet in width shall be provided.~~

~~2.1.4 All 2-story lots shall provide a transition between the first and second floor to break up the façade by using one or more of the following:~~

~~(a) A roof feature with a minimum projection of 1 foot from the wall surface. The projection shall consist of overhangs or other roof elements.~~

~~(b) A horizontal banding of 6 to 8 inches in height that projects at least 2 inches from the wall surface.~~

~~(c) A change in materials between the first and second floors.~~

2.2 All Single Family Detached lots (both 1 story and 2 story) shall comply with the following:

~~2.2.1 All driveways shall be located in an alternating pattern on the left or right side of the unit's front façade. Homes shall not have the same driveway location (left or right side) as the adjacent home. The alternating pattern may be adjusted at corner lots as necessary.~~

~~2.2.2 Each unit's primary entrance door shall face the roadway.~~

~~2.2.3 Garages shall be permitted to extend a maximum of 5 feet in front of the front façade if an entry feature over primary entrance facing the street is provided. The garage setback shall meet the minimum front yard setback of 8 feet. The entry feature shall be at least 5 feet in depth, unless otherwise stated. The entry feature shall consist of, but not be limited to, a covered stoop, a covered porch, or other architectural feature. If the garage extends less than 5 feet from the front façade, the depth of the entry feature may be reduced accordingly and shall not at any point be permitted to be located at a setback that exceeds the garage façade setback. If no entry feature is provided, the garage shall not be placed closer to the street than any portion of the front façade.~~

~~3. A 10 foot buffer with solid 6 foot fence and double row of trees (10 ft. minimum height, 2" minimum caliper), with trees staggered on 10 foot center shall be provided along the eastern and southern boundary, unless otherwise specified herein. Alternative tree types and locations can be permitted to accommodate/address existing trees subject to review and approval by Hillsborough County. The buffer shall not be platted as part of the individual lots. It shall be platted as a separate tract to be owned and maintained by the Homeowner's Association or similar entity. The landscape buffering and screening shall be in accordance with the requirements of Part 6.06.00 of the Land Development Code, except as provided herein. The developer shall provide a 30-foot buffer and Type C screening along the western and northern boundaries (as depicted on the General Site Development Plan).~~

4. The parking shall be in accordance with Part 6.05.00 of the Land Development Code.

5. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, with respect to required pedestrian connectivity, the developer shall construct prior to or concurrent with the initial increment of development:

- A minimum 5-foot wide sidewalk connecting each project entrance with the primary entrance(s) of the proposed structure; and,
- A minimum 5-foot wide sidewalk which provides a continuous sidewalk (or painted pedestrian way if found to be acceptable to Hillsborough County at the time of plat/site/construction plan approval) which connects the internal sidewalk network with either:
 - The existing sidewalk along the project's George Road frontage; or,
 - The existing sidewalk along John's Road.

- Where such pedestrian connection traverses private property outside of the proposed PD, such external sidewalks shall be located within an easement which provides users of the subject PD pedestrian access to the public sidewalk network in perpetuity. Proof of such easement shall be required at the time of plat/site/construction plan approval.

~~64. The project shall be limited to one (1) access connection to George Road. Notwithstanding anything herein or on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.~~

~~5. Alleyway widths indicated on the PD site plan shall be considered minimum pavement widths. Notwithstanding anything on the PD site plan to the contrary, alleyways shall meet TND 1 Typical Section standards. Additionally:~~

~~(a) Alleyways designed to accommodate two-way traffic shall have a minimum pavement width of 16 feet; and~~

~~(b) The developer shall install appropriate signage (e.g. one-way traffic, no entry, etc.) for all alleyways where the pavement width is less than 15 feet (i.e. those that accommodate one-way traffic).~~

~~6. The developer shall construct a minimum 5 foot wide sidewalk along its George Road frontage. That may require the developer to dedicate and convey additional right of way to the County. Alternatively, the developer may construct the sidewalk within the PD (and provide an easement for public access and maintenance purposed to the County).~~

~~7. As George Road is a substandard local roadway, the developer will be required to construct certain substandard road improvements to George Road, consistent with the Design Exception approved on January 14, 2019 by the County Engineer, including the following: If MM 21-0556 is approved, the County Engineer will approve a Design Exception which was found approvable by the County Engineer (on June 18, 2021). Approval of this Design Exception will allow the following improvements on Johns Road in lieu of the standard TS-7 typical section of the Hillsborough County Transportation County Technical Manual required by Section 6.02.07. of the LDC. The developer shall construct a county standard sidewalk to fill in the existing sidewalk gap on the north side of Johns Road from between the project to and Benjamin Road.~~

~~7.1 Widen the existing roadway to 20 feet of pavement (i.e. 10 foot travel lanes) between the northernmost project entrance and Johns Road.~~

~~7.2 Install a curb (Miami or F Type) along the eastern side of the roadway between the northernmost project entrance and Johns Road.~~

~~7.3 Construct/maintain, as applicable, a minimum 5 foot wide sidewalk between the northernmost project boundary and Johns Road.~~

8. Approval of this application does not ensure that public wastewater and potable water services will be available at the time when the applicant seeks permits to actually develop.

98. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.

109. EPC has received an application for the proposed wetland impacts. The construction and location of any proposed wetland impacts are not approved by ~~this current EPC correspondence of record to date~~, but shall be reviewed by EPC staff under separate application, which has been received, pending pursuant to the EPC wetlands rule detailed in Chapter 1-11, Rules of the EPC₂ (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.

11. The vehicle use area to the west of the proposed building shall include the following design features:

- Retaining wall(s) shall be provided along the western side of the vehicle use area adjacent to the wetland in the area as depicted on the general site plan.
- The vehicle use area shall be designed with curbs to contain vehicles and stormwater and convey it to the stormwater system for the project.
- Deviations in the location/alignment of the vehicle use area as shown on the site plan shall only be permitted so as to meet applicable technical design requirements as determined/required by Hillsborough County.

The above design measures shall be designated as Critical Design Features and any request to modify these design features shall require modification of the site plan project in accordance with LDC Section 5.03.07.A.

102. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

113. Final design of stormwater, retention areas, and ingress/egress are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approved by the appropriate regulatory agencies.

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

135. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Development Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

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


APPLICATION NUMBER: MM 21-0556

ZHM HEARING DATE: September 13, 2021

BOCC LUM MEETING DATE: November 9, 2021

Case Reviewer: Kevie Defranc

Zoning Administrator Sign Off:


J. Brian Grady
Mon Sep 13 2021 11:16:25

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.

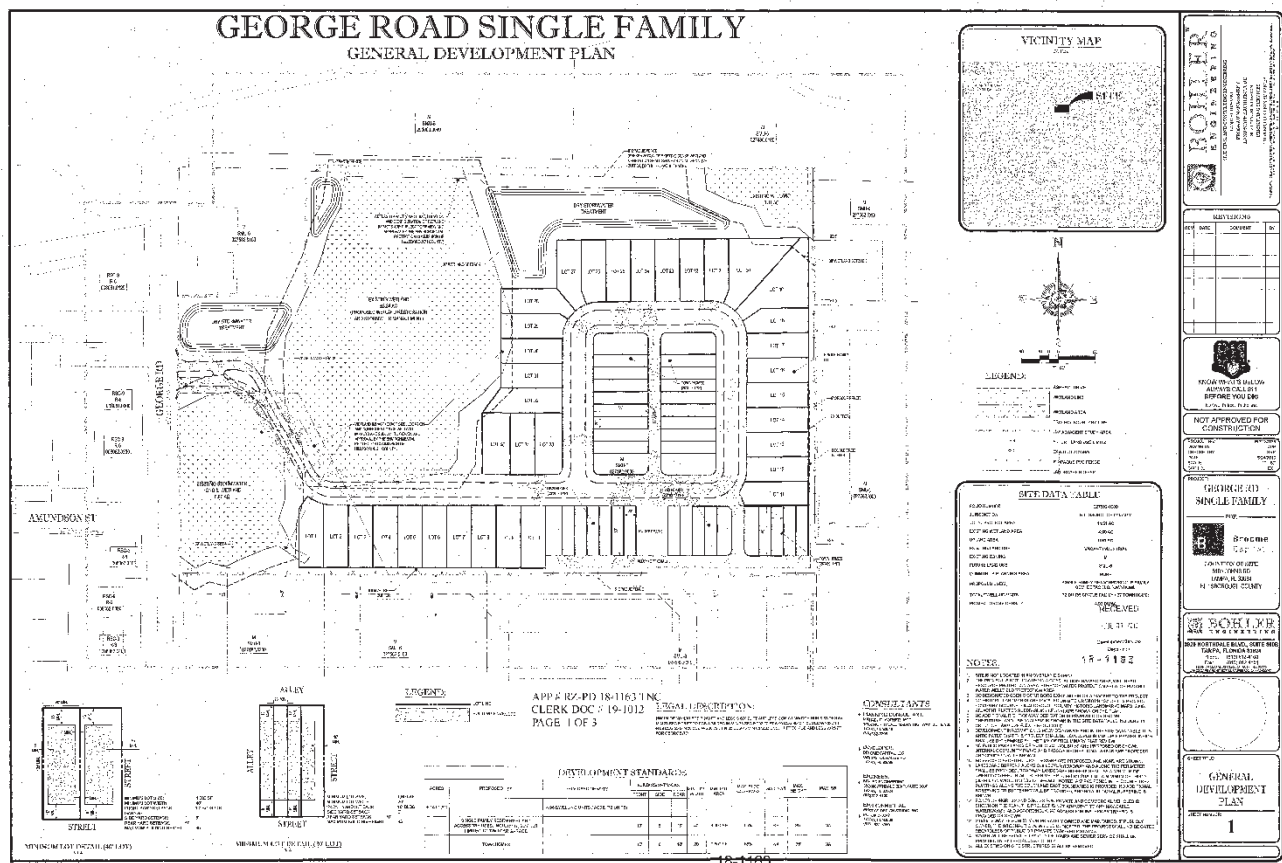
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Comments from the AVIATION AUTHORITY LAND USE REVIEW include the following:

- The proposed site falls within Zone "A" on the Airport Height Zoning Map. Any structure including construction equipment that exceeds 70 feet Above Mean Sea Level may require an Airport Height Zoning Permit and must be reviewed by the Airport Zoning Director.
- Building will be subject to height limitations. Project will require an FAA Determination and Permit from the Aviation Authority.

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)





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Case Reviewer: Kevie Defranc

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 09/03/2021

REVIEWER: Alex Steady, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: TNC/ Northwest

PETITION NO: MM 21-0556

☐

This agency has no comments.

☐

This agency has no objection.

☒

This agency has no objection, subject to the conditions proposed herein below.

REPORT SUMMARY AND CONCLUSIONS

- The proposed major modification to the Planned Development is anticipated to decrease the number of trips potentially generated by development of the subject parcel (by 460 average daily trips, 32 a.m. peak hour trips, and 42 p.m. peak hour trips).
- The developer will be required to construct certain substandard road improvements to Johns Rd. consistent with the Design Exception found approvable on June 18, 2021 by the County Engineer.
- The developer will be required to construct a 5-foot sidewalk on the northside of Johns Rd from the project to Benjamin Rd.
- Transportation Review Section staff has no objection to the proposed rezoning, subject to the conditions proposed herein below.

CONDITIONS OF APPROVAL

Revised Conditions:

4. ~~The project shall be limited to one (1) access connection to George Road. Notwithstanding anything herein or on the PD site plan to the contrary, Bicycle and pedestrian access may be permitted anywhere along the PD boundary.~~

[The proposed Planned Development will no longer have vehicular or pedestrian access on George Rd.]

5. ~~Alleyway widths indicated on the PD site plan shall be considered minimum pavement widths. Notwithstanding anything on the PD site plan to the contrary, alleyways shall meet TND-1 Typical Section standards. Additionally:~~

(a) ~~Alleyways designed to accommodate two way traffic shall have a minimum pavement width of 16 feet; and~~

(b) ~~The developer shall install appropriate signage (e.g. one way traffic, no entry, etc.) for all alleyways where the pavement width is less than 15 feet (i.e. those that accommodate one-way traffic).~~

[The Planned Development is no longer proposing residential uses. Alleyways are no longer included on the proposed site plan]

~~6. The developer shall construct a minimum 5-foot wide sidewalk along its George Road frontage. That may require the developer to dedicate and convey additional right of way to the County. Alternatively, the developer may construct the sidewalk within the PD (and provide an easement for public access and maintenance purposed to the County).
[The proposed Planned Development will no longer have vehicular or pedestrian access on George Rd.]~~

~~7. As George Road is a substandard local roadway, the developer will be required to construct certain substandard road improvements to George Road, consistent with the Design Exception approved on January 14, 2019 by the County Engineer, including the following:~~

~~7.1 Widen the existing roadway to 20 feet of pavement (i.e. 10-foot travel lanes) between the northernmost project entrance and Johns Road.~~

~~7.2 Install a curb (Miami or F Type) along the eastern side of the roadway between the northernmost project entrance and Johns Road.~~

~~7.3 Construct/maintain, as applicable, a minimum 5-foot wide sidewalk between the northernmost project boundary and Johns Road.~~

~~[The proposed Planned Development will no longer have vehicular or pedestrian access to George Rd.]~~

New Conditions:

- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, with respect to required pedestrian connectivity, the developer shall construct prior to or concurrent with the initial increment of development:
 - A minimum 5-foot wide sidewalk connecting each project entrance with the primary entrance(s) of the proposed structure; and,
 - A minimum 5-foot wide sidewalk which provides a continuous sidewalk (or painted pedestrian way if found to be acceptable to Hillsborough County at the time of plat/site/construction plan approval) which connects the internal sidewalk network with either:
 - The existing sidewalk along the project's George Rd. frontage; or,
 - The existing sidewalk along John's Rd.
 - Where such pedestrian connection traverses private property outside of the proposed PD, such external sidewalks shall be located within an easement which provides users of the subject PD pedestrian access to the public sidewalk network in perpetuity. Proof of such easement shall be required at the time of plat/site/construction plan approval.
- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- If MM 21-0556 is approved, the County Engineer will approve a Design Exception which was found approvable by the County Engineer (on June 18, 2021). Approval of this Design Exception will allow the following improvements on Johns Rd. in lieu of the standard TS-7 typical section of the Hillsborough County Transportation County Technical Manual required by Section 6.02.07. of the LDC. The developer shall construct a sidewalk on the northside of Johns Rd. from the project to Benjamin Rd.

Other Conditions:

Prior to PD Site Plan Certification, the applicant shall revise the PD site plan development summary proposed use to only include 100,800 sf warehouse building.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a major modification to the existing Planned Development (PD 18-1161) totaling +/- 14.51 acres. The applicant is proposing a 100,800-sf warehouse. The property is presently vacant.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a transportation analysis for the subject property. Staff has prepared a comparison of the trips generated by development under the existing and proposed zoning designations, consistent with the applicant's analysis, and based upon a generalized worst-case scenario.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 35 Single-Family Detached Dwelling Units (ITE Code 210)	396	30	37
PD, 37 Multi-Family Townhome Units (ITE Code 220)	239	19	24
Subtotal:	635	49	61

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
100,800 s.f. Warehouse/Distribution Facility (ITE Code 150)	175	17	19

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	-460	-32	-42

The proposed major modification to the Planned Development is anticipated to decrease the number of trips potentially generated by development of the subject parcel (by 460 average daily trips, 32 a.m. peak hour trips, and 42 p.m. peak hour trips).

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Johns Rd. is a 2-lane, undivided, substandard, local roadway. The roadway lies within a +/- 50 to 53-foot wide right-of-way and is characterized by +/- 20 feet of pavement in average condition. There are no bicycle facilities on Johns Rd. in the vicinity of the proposed project. There is a +/- 5-foot wide sidewalk along portions of the north and south side of Johns Rd. in the vicinity of the project. An entrance to the Town and Country Greenway (Trail) is located immediately to the northwest of the proposed project.

SITE ACCESS

Vehicular and pedestrian access to the site is from an existing access point on Johns Rd through the property located directly south of the subject property (folio 27582.5000 and 27582.5100). The applicant analyzed existing project trips at the intersection of Johns Rd. and the most eastern entrance on Johns Rd. as well as the intersection of Johns Rd. and Axelrod Rd. as potentially eligible for site access improvements (if warranted per Section 6.04.04.D. of the LDC). As shown on the applicant's transportation analysis, the number of projected volumes does not warrant turns lanes on either intersection included in the study. As such, no auxiliary (turn) lanes are required pursuant to Section 6.04.04.D.

The subject property is required to provide sidewalk connectivity. The project to the south of the proposed site was constructed before the requirements for sidewalks and as such does not have any existing sidewalks. As this proposed site will only have access to through the project to the south, sidewalk connectivity will need to be provided through that site to the existing sidewalks on either George Rd. or Johns Rd. The existing drive aisles through the property directly south of the subject property do not appear to have sufficient space to include the required sidewalk as currently situated. It is unclear that the existing easements give the ability to traverse through the neighboring property and/or make improvements within their easements. Where such pedestrian connection traverses private property outside of the proposed PD, such external sidewalks should be located within an easement which provides users of the subject PD pedestrian access to the public sidewalk network in perpetuity. Proof of such easement would be required at the time of plat/site/construction plan approval.

DESIGN EXCEPTION; JOHNS RD.

Given that Johns Rd. is a substandard roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for Johns Rd. to determine the specific improvements that would be required by the County Engineer. Given existing right-of-way limitations and based on other factors, the County Engineer found a Roadway Design Exception approvable on June 18, 2019 that would allow deviations from TS-7 Typical Section including construction of a sidewalk along the northside of Johns Rd. from the project to Benjamin Rd.

ROADWAY LEVEL OF SERVICE

As Johns Rd. is not a regulated roadway and not included in the 2020 Level of Service (LOS) report, no LOS information has been provided for the proposed project.



**Hillsborough
County Florida**
Development Services

601 E. Kennedy Blvd., 19th Floor | (813) 272 5600

Additional / Revised Information Sheet

Received June 11, 2021
Development Services

Date Stamp Here

Application Number: MM 21-0556 Applicant's Name: Jacob T. Cremer - Stearns Weaver Miller

Reviewing Planner's Name: Kevin Defranc Date: 06/15/21

Application Type:

- ☐ Planned Development (PD)
 ☐ Minor Modification/Personal Appearance (PRS)
 ☐ Standard Rezoning (RZ)
- ☐ Variance (VAR)
 ☐ Development of Regional Impact (DRI)
 ☒ Major Modification (MM)
- ☐ Special Use (SU)
 ☐ Conditional Use (CU)
 ☐ Other _____

Current Hearing Date (if applicable): 08/16/21

The following must be attached to this Sheet.

☒ Design Exception Regarding Sidewalk

☐ Cover Letter with summary of the changes and/or additional information provided. If a revised Site Plan is being submitted, all changes on the site plan must be listed in detail in the Cover Letter.

☐ An updated Project Narrative consistent with the changes or additional information provided, if applicable.

Submittal Via:

☒ Email (Preferred). Note that no follow up paper file is necessary. Pdf format only. Maximum attachment(s) size is 15 MB.

Email this sheet along all the additional/revised submittal items in pdf to: ZoningIntake-DSD@hcfllgov.net

☐ Mail or delivery. Number of Plans Submitted: Large _____ Small _____

For PD, MM, PRS and SU: 7 large copies 24"X36", one small 8.5X11".

For RZ-Standard: if plot plan is larger than 8.5"X11", 7 large copies should be submitted.

For Minor Change: 6 large copies.

For Variances or Conditional Use permits: one 8.5"X11" or larger)

Mail to:

Development Services Department
Community Development Division
P.O. Box 1110
Tampa, FL 33601-1110

Hand Deliver to:

County Center
Development Services Department
19th Floor
601 E. Kennedy Blvd., Tampa

I certify that changes described above are the only changes that have been made to the submission. Any further changes will require an additional submission and certification.

Carol Walden

Signature

06/15/2021

Date

FOR OFFICE USE ONLY

☐ Notification E-Mail Sent

☐ Scanned into OPTIX

☐ Transmittal Completed

In-Take Completed by: _____



LINCKS & ASSOCIATES, INC.

June 11, 2021

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

Re: Johns Road
Folio Number: 027582.0000
MM21-0556
Lincks Project No. 21045

The purpose of this letter is to request a Design Exception to Section 6.02.07 of the Hillsborough County Land Development Code, to Johns Road adjacent to the site.

The developer proposes to modify the existing Planned Development (PD) for the subject property allow a 100,800 square foot warehouse. The subject property is currently zoned PD to the following land uses:

- Single Family – 35 Dwelling Units
- Townhomes – 37 Dwelling Units

The access for the approved PD is via George Road.

The developer proposed to amend the existing PD to allow the proposed use and in addition the access for the proposed warehouse will be through the existing Executive Industrial Park which has two existing accesses to Johns Road. No new access is proposed with the PD Modification.

As shown in Table 1, the proposed project will attract less AM and PM peak hour traffic than the approved land uses. In addition, as shown in Table 2, Johns Road currently operates at an acceptable Level of Service and will continue to operate at an acceptable Level of Service with the addition of the project traffic.

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

The request is for a Design Exception to TS-7 of Hillsborough County Transportation Technical Manual for Johns Road Adjacent to the project access. The proposed project has no frontage along Johns Road. Therefore, the following exceptions to TS-7 are required for the project.

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

Mr. Mike Williams
June 11, 2021
Page 2

- 1) Lane Width – TS-7 has 12 foot lanes. According to the field measurements, the existing roadway has 11-foot lanes. The posted speed limit on the roadway is 25 MPH. According to Table 201.2.1 of the 2020 Florida Design Manual, 10-foot lanes are acceptable for Suburban (C3)/Urban General (C4) roadways with a design speed between 25 MPH and 35 MPH.
- 2) Shoulders – TS-7 has 8 foot shoulders with 5 foot paved. The existing roadway has intermittent unpaved shoulders and miami curb. There is not sufficient right of way to provide the paved shoulders.

In addition, there are speed bumps along the roadway. Providing paved shoulders would potentially increase the speed along the roadway.

- 3) Sidewalk – TS-7 has 5 foot sidewalks on both sides of the roadway. The existing roadway has intermittent sidewalks along the subject section of Johns Road.

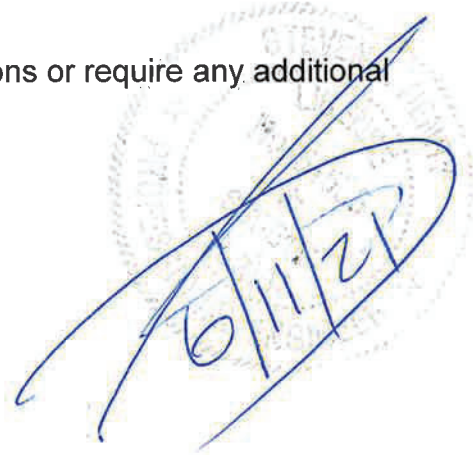
The developer proposes to construct the sidewalk gap as shown in Figure 1. This will provide continuous sidewalk on the northside of Johns Road from the project to Benjamin Road.

Mr. Mike Williams
June 11, 2021
Page 3

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

Best Regards,

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



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

_____ Disapproved

_____ Approved

If there are any further questions or you need clarification, please contact James Ratliff, AICP.

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Mike Williams
June 11, 2021
Page 4

TABLE 1
ESTIMATED PROJECT TRIP ENDS (1)

<u>Scenario</u>	<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Approved	Single Family	210	35 DU's	396	8	22	30	23	14	37
	Townhomes	220	37 DU's	239	4	15	19	15	9	24
	Total			635	12	37	49	38	23	61
Proposed	Warehousing	150	100,800 SF	205	28	9	37	11	29	40
	Difference			<430>	16	<28>	<12>	<27>	6	<21>

(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.

Mr. Mike Williams
June 11, 2021
Page 5

TABLE 2
ARTERIAL ANALYSIS

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Period</u>	<u>LOS Standard</u>	<u>Peak Hour Capacity (1)</u>	<u>Peak Season Peak Hour Volume (2)</u>	<u>Project Traffic (3)</u>	<u>Peak Season + Project Traffic</u>	<u>Available Capacity</u>
Johns Rd	George Rd	Project Access	AM	D	1,197	552	9	561	636
			PM	D	1,197	643	10	653	544
	Project Access	Benjamin Rd	AM	D	1,197	725	28	753	444
			PM	D	1,197	798	30	828	369

(1) Source: 2020 FDOT Quality/Level of Service Handbook Tables.

(2) Source: Access Management Analysis dated March, 2021.

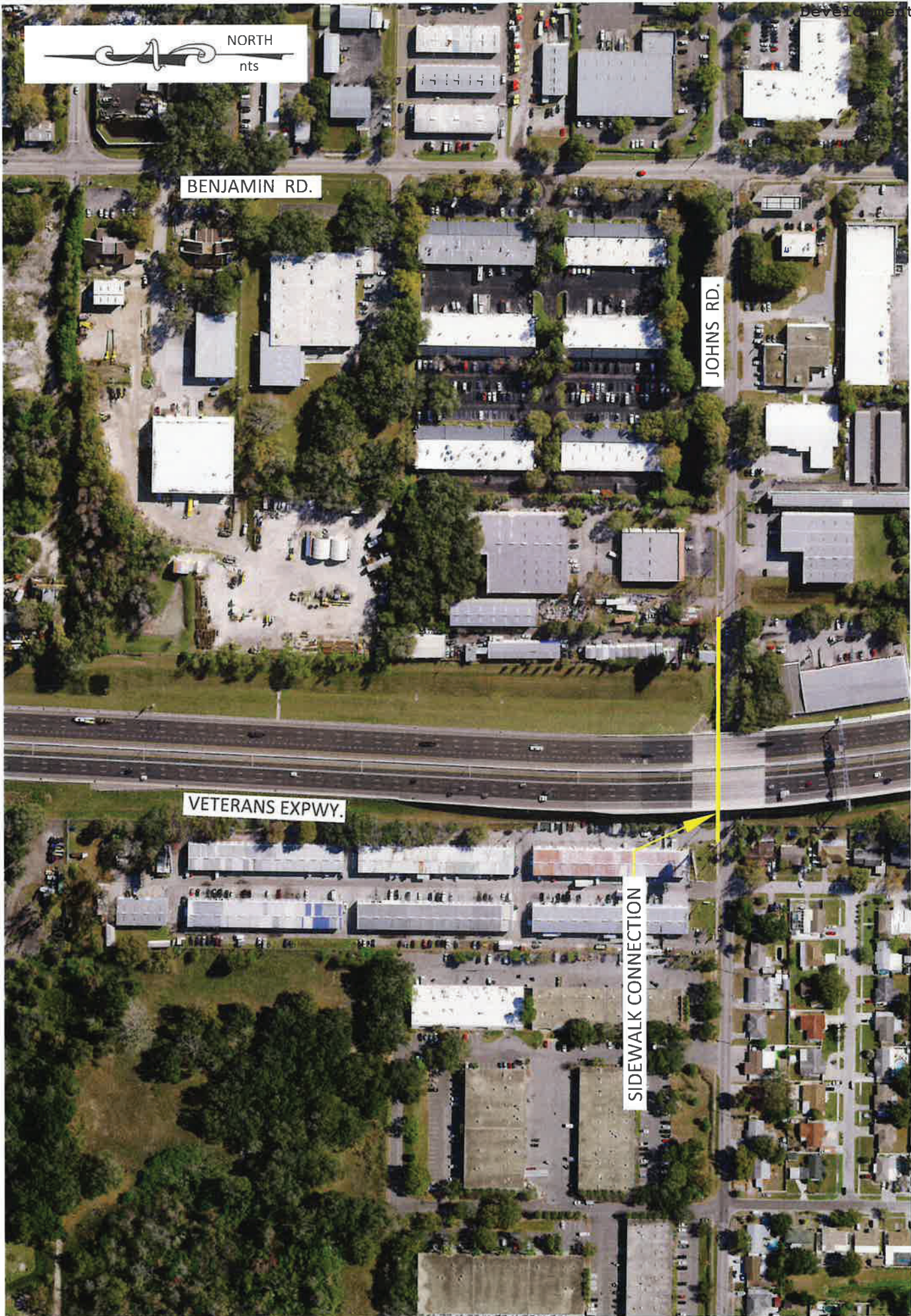


FIGURE 1
SIDEWALK IMPROVEMENTS

APPENDIX



ROADWAY ASSESSMENT



Lincks & Associates, Inc.
Road Name

Johns Road

Type of Road: 2 lane, asph, crown, mix rural/urban

Special Field Survey for Substandard Road Assessment
Benjamin Road to Golden Drive

By: WLR

Date of Survey: 04/05/21

Speed Limit: 35 mph to 17+00±, 25 mph after

Pav't condition: good to poor
Shoulder cond.: good to poor

Swales: some both sides, shallow

Notes: Heavy traffic, many trucks (over 10%)

* denotes nominal shoulder

Lane Pavement		
Left Slope	Width	Right Slope
Minimum: 2.6%	20'	4.0%
Maximum: 8.9%	32'	10.1%
Average: 6.8%	22.1'	6.6%

Station	Left Slopes and Swales			Lane Pavement			Right Shoulder			Right Slopes and Swales		
	Back Slope (width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved Slope	Left Slope	Width	Right Slope	Total/Paved Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)	
1+00	5'/32%	0'	3'/25%	4'/0'/6%	6.3%	32.0'	-4.0%	5'/0'/4%	3'/12%-7'/50%	Stormwater Pond		
LT 4' conc S/W 12' LT, 0+17 U.P. 11' LT, 13' LT TECO gas pipe, 0+38 unmarked 5' crosswalk, 0+41 F.H. 13' LT, 0+44 PC curb return, 1+50 U.P. 12' LT												
RT 5' conc. S/W 5' RT, Landscape trees 12' RT, 0+48 PT curb return, Stormwater Pond 20' RT												
Notes 0+00 set at Benjamin Road thru lane EOP, 0+44 stop bar, Pav't section: 6.3%, -0.6%, -4.0%, pav't cond.: poor (long. & traverse cracks)												
2+00	5'/28%	0'	3'/7%	4'/0'/6%	5.4%	30.0'	-8.7%	5'/0'/+7%	3'/12%-7'/50%	Stormwater Pond		
LT 4' conc S/W 12' LT												
RT 5' conc. S/W 5' RT, Landscape trees 12' RT, Stormwater Pond 20' RT												
Notes Pav't cond. Poor (long. & trav. Cracks), left turn lane 0+44 to 1+91 (includes taper), Shoulders eroded from wheels, RT S/W silted over												
4+00	4'/35%	0'	3'/25%	2'/0'/11%	8.3%	22.0'	-5.4%	*6'/0'/10%	7'/10%	0'	7'/7%	
LT Parking lot 11' LT												
RT 5' conc. S/W 14' RT, Stormwater Pond 42' RT												
Notes Pav't cond. Poor (long. & trav. Cracks,												
8+00	Variable slopes AFR		10'/+8%	*6'/0'/+26%	7.5%	22.0'	-5.6%	*6'/0'/+3%	6'/+3%		Slopes to road	
LT 5' conc. S/W 6' LT												
RT 5' conc. S/W 12' RT, asph. Parking 46' RT												
Notes 1' shoulder erosion both sides from wheels, 10+75 to 12+23 Overpass, asph. Cond. Fair												
12+00	6'/11%	0'	3'/1%	*6'/6'/1%	7.0%	23.0'	-9.2%	*6'/6'/4%	3'/4%	0'	10'/9%	
LT 6' CLF 15' LT, 17+07 U.P. 5' LT, 13+26 U.P. 5' LT, 13+42 30" long-leaf pine 4' LT, 13+80 begin valley gutter LT, 14+30 Southern Comfort Blvd												
RT 6' CLF 14' RT												
Notes Under overpass, asphalt and concrete structure, asph. Cond. Fair to poor, cracking over drain pipe,												
16+00	+7% up to house			-	6.8%	22.4'	-10.1%	*6'/0'/8%	2'/8% to S/W	8'/+10 S/W to berm		
LT 2' VG												
RT 5' conc. S/W 8' RT												
Notes Asph. Cond. Fair (long. Cracks)												
20+00	+9% up to fence			-	8.9%	22.4'	-4.6%	*6'/0'/+3%	2'/+3%		+2% from S/W	
LT 2' VG, 4' wood fence 10' LT, 22+45 U.P. 2' LT BOC, 20+70 Axelrod Rd												
RT 5' conc. S/W 8' RT												
Notes Asph. Cond. Fair (long. Cracks)												

[illegible]

HILLSBOROUGH COUNTY
ROADWAYS FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Legend

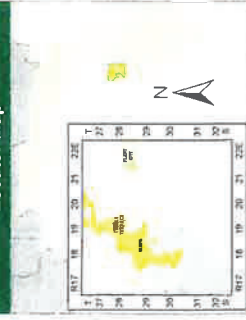
- Functional Classifications
Authority, Classification
- State, Principal Arterial
 - State, Arterial
 - Hillsborough, Arterial
 - Hillsborough, Collector
 - Urban Service Area Boundary
 - City Limits

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

- PART 3.02.00 INTERSTATE/75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.10.00 CTRUS PARK VILLAGE DEVELOPMENT STANDARDS
- PART 3.11.00 CTRUS PARK VILLAGE DEVELOPMENT STANDARDS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.07.00 FENCES AND WALLS
- PART 12.01.00 DEFINITIONS
- OTHER PARTS OF THE LDC NOT LISTED ABOVE.

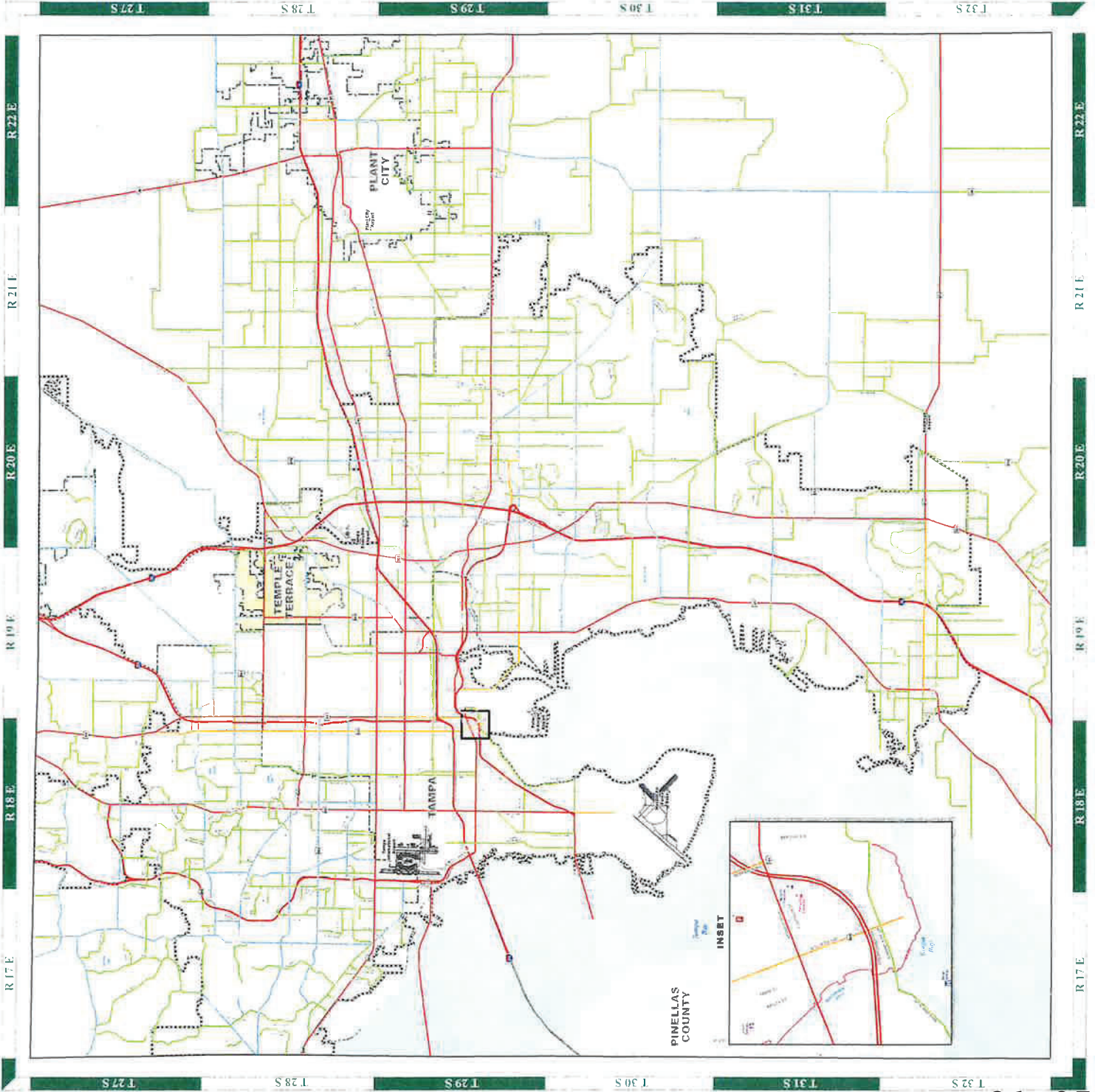
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.

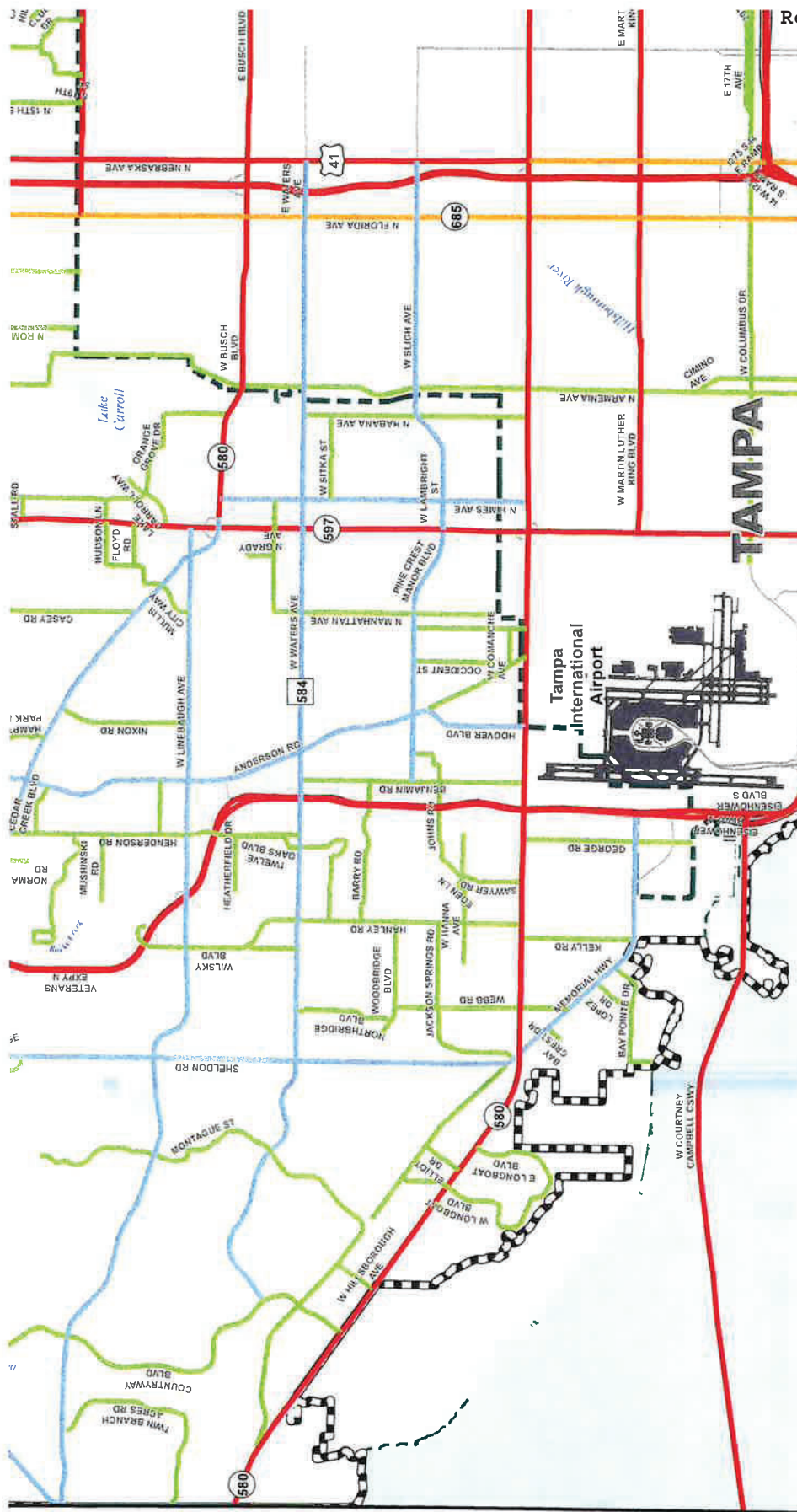
Locator Map



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of this map. The map is provided for informational purposes only and is not intended for any other purpose. The map is not intended to be used as a basis for any legal action. The map is not intended to be used as a basis for any legal action. The map is not intended to be used as a basis for any legal action.

601 E. Kennedy Blvd.
Tampa, FL 33602
(813) 272-3810
printroom@hillsboroughcounty.org

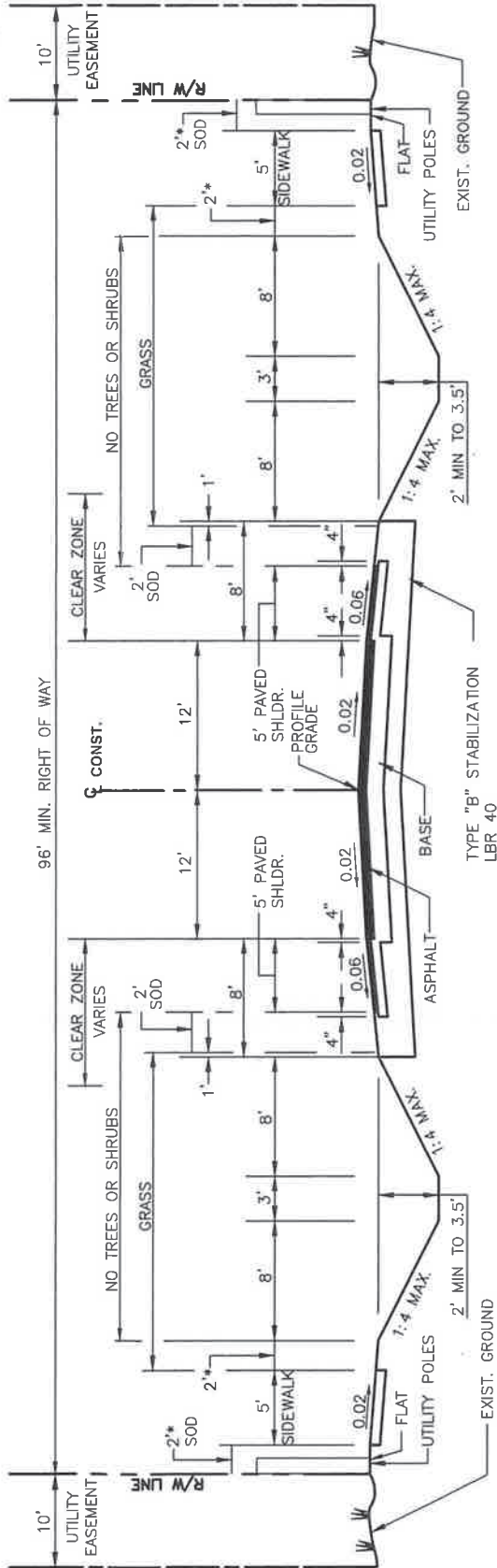




T 28 S

TS-7





TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 50 MPH

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

REVISION DATE:

10/17

TRANSPORTATION TECHNICAL MANUAL



Hillsborough
County Florida

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

DRAWING NO. TS-7

SHEET NO. 1 OF 1

2020 FLORIDA DESIGN MANUAL



LINCKS & ASSOCIATES, INC.

21-0556

Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

Context Classification		Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
		Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
		25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1	Natural	11	11	12	11	11	12	N/A	
C2	Rural	11	11	12	11	11	12		
C2T	Rural Town	11	11	12	11	11	12	12	12
C3	Suburban	10	11	12	10	11	12	11	12
C4	Urban General	10	11	12	10	11	12	11	12
C5	Urban Center	10	11	12	10	11	12	11	12
C6	Urban Core	10	11	12	10	11	12	11	12

Notes:**Travel Lanes:**

- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

Auxiliary Lanes:

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths for dual left turn lanes are allowed.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

Two-way Left Turn Lanes:

- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.

Table 200.4.1 Context Classifications

Context Classification		Description of Adjacent Land Use
C1	Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
C2	Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
C2T	Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
C3R	Suburban Residential	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
C3C	Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
C4	Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.
C5	Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the community, town, or city of a civic or economic center.
C6	Urban Core	Areas with the highest densities and with building heights typically greater than four floors within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Johns Rd.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" 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	635	49	61
Proposed	175	17	19
Difference (+/-)	-460	-32	-42

*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	Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes: Pedestrian connectivity may be to the East as an alternative to the south per conditions of approval.				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Johns Rd./Substandard Road Improvements	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes: Improvement includes constructing sidewalk on northside of Johns Road from property to Benjamin Rd.		

4.0 Additional Site Information & Agency Comments Summary

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

COUNTY OF HILLSBOROUGH

RECOMMENDATION OF THE LAND USE HEARING OFFICER

APPLICATION NUMBER:	MM 21-0556
DATE OF HEARING:	September 13, 2021
APPLICANT:	Chestnut Hill Investments Five, LLC
PETITION REQUEST:	The Major Modification request is to modify PD 18-1163 to permit a warehouse/distribution facility with a maximum of 110,000 square feet
LOCATION:	820 feet north of Johns Rd. and George Rd
SIZE OF PROPERTY:	14.51 acres, m.o.l.
EXISTING ZONING DISTRICT:	PD 18-1163
FUTURE LAND USE CATEGORY:	SMU-6
SERVICE AREA:	Urban
COMMUNITY PLAN:	Town N Country

DEVELOPMENT REVIEW STAFF REPORT

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

1.0 APPLICATION SUMMARY



Applicant: Chestnut Hill Investments Five, LLC

FLU Category: Suburban Mixed Use-6 (SMU-6)

Service Area: Urban

Site Acreage: 14.51 acres

Community Plan Area: Town N' Country

Overlay: None

Introduction Summary:

PD 18-1163 was approved in 2019 to allow for 72 single-family residential units. The applicant requests modifications to allow for a warehouse/distribution facility.

Existing Approval(s): Proposed Modification(s):	
72 total units including a maximum of 35 single-family detached and 27 single-family attached units (townhomes)	A warehouse/distribution facility a maximum 110,000 square feet in size

Maximum building height of 35 feet

Minimum front yard setback is 10 feet (18 feet for units with a garage)

Maximum building height of 55 feet Minimum front yard setback is 30 feet

Minimum side yard setbacks are 5 feet (for single-family detached lots) and 0 feet (for single-family attached (townhomes))	Minimum side yard setbacks are 60 feet (for the north side) and 25 feet (for the south side)
Minimum rear yard setbacks are 15 feet (for single-family detached lots) and 10 feet (for single-family attached (townhomes))	Minimum rear yard setback is 75 feet
Maximum lot coverages are 55% (for single-family detached lots) and 65% (for single-family attached (townhomes))	Maximum building coverage is 75%
A 10 foot buffer with solid 6 foot fence and double row of trees (10 ft. Minimum height, 2" minimum caliper), with trees staggered on 10 foot center shall be provided along the eastern and southern boundary	30 feet type C landscape buffering/screening along the western and northern boundaries

Limited to 1 access connection to George Road

Eliminate access to George Road and add two access points to the south of the property adjacent to other manufacturing uses

Additional Information:

PD Variation(s): None Requested as part of this application

Development Services Recommendation:

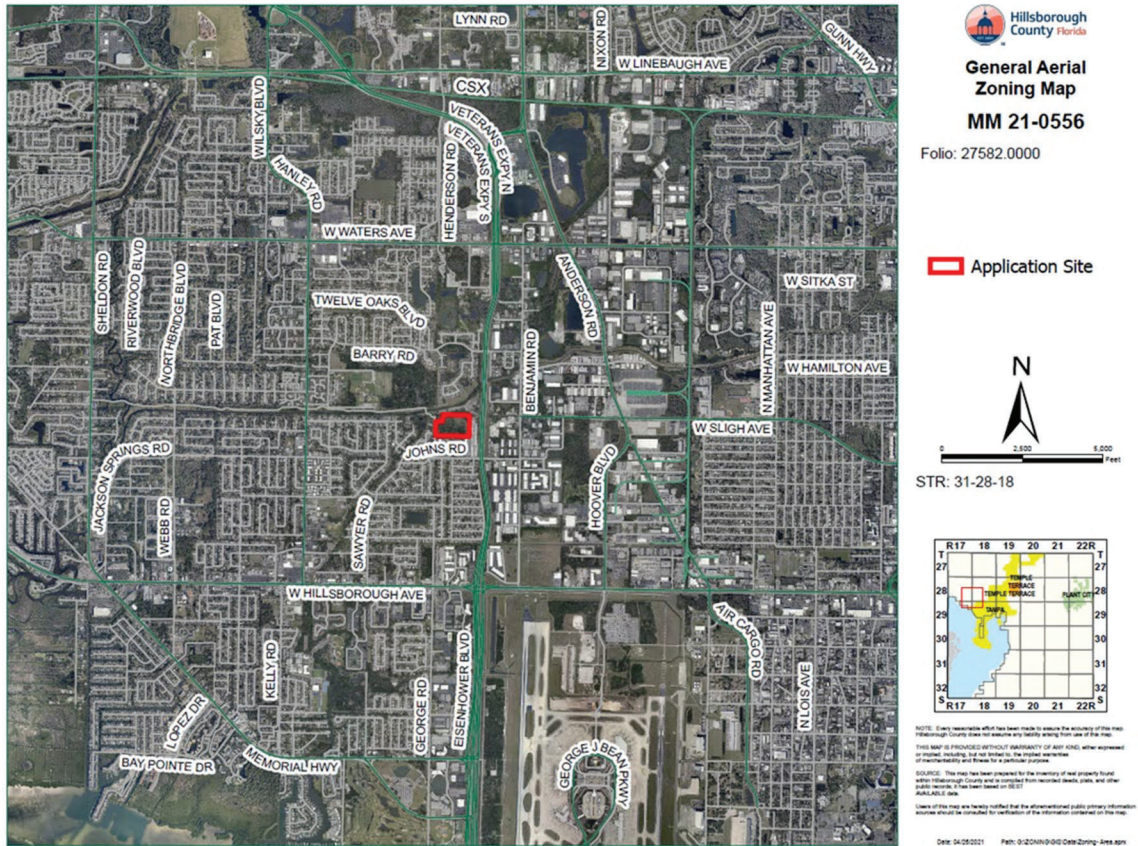
Approvable, subject to conditions

Waiver(s) to the Land Development Code:

Planning Commission Recommendation:

Consistent

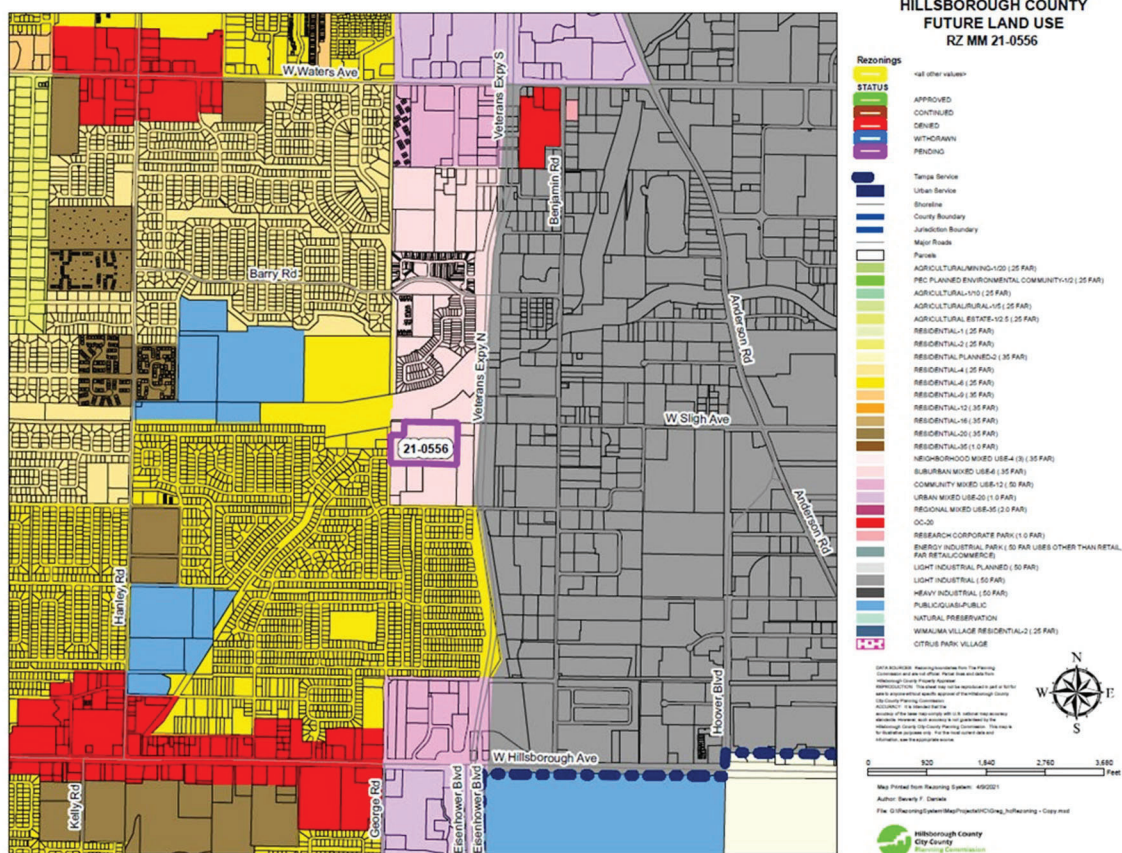
2.0 LAND USE MAP SET AND SUMMARY DATA 2.1 Vicinity Map



Context of Surrounding Area:

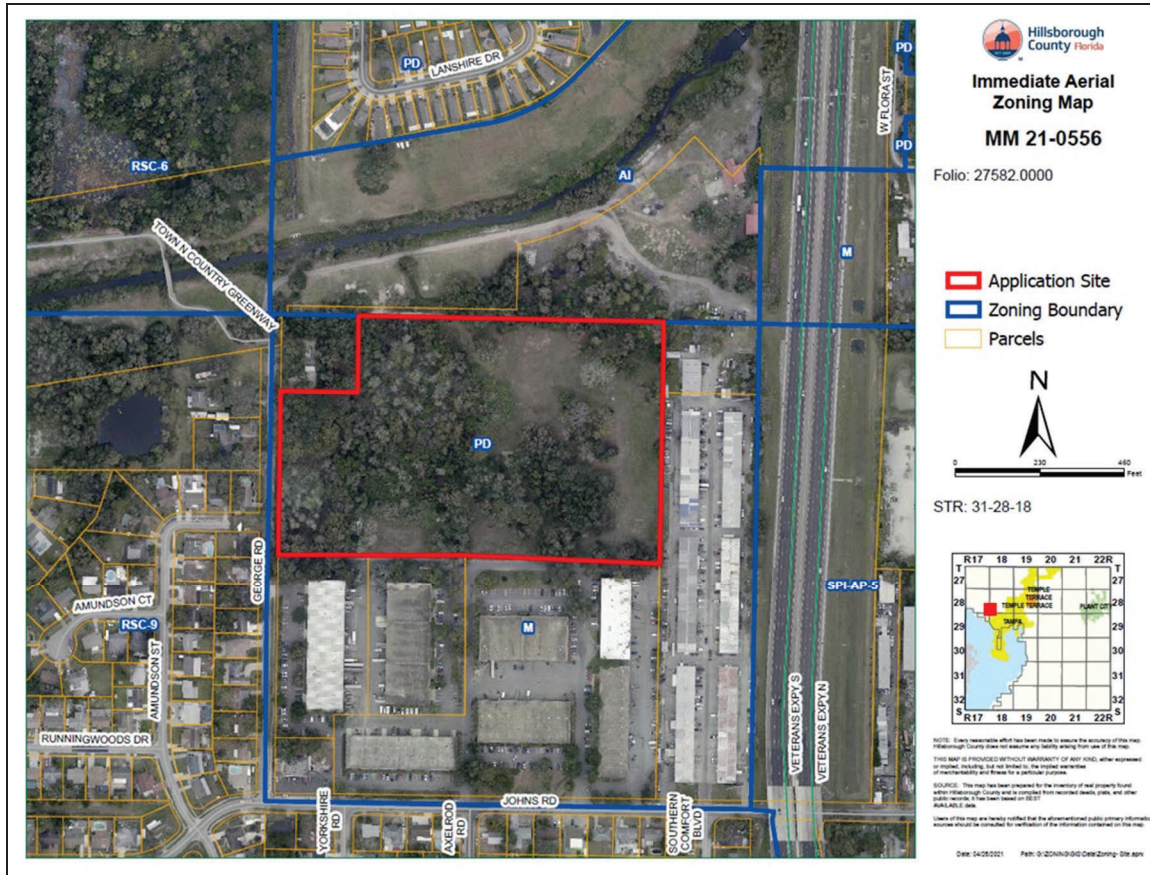
Existing land uses within the area include industrial (warehouses and flex spaces), utility, and residential (single- family residential lots) uses.

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



Subject Site Future Land Use Category:	Suburban Mixed Use-6 (SMU-6)
Maximum Density/F.A.R.:	6 dwelling units per gross acre / 0.50 for light industrial uses
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use projects at appropriate locations.

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



Adjacent Zonings and Uses

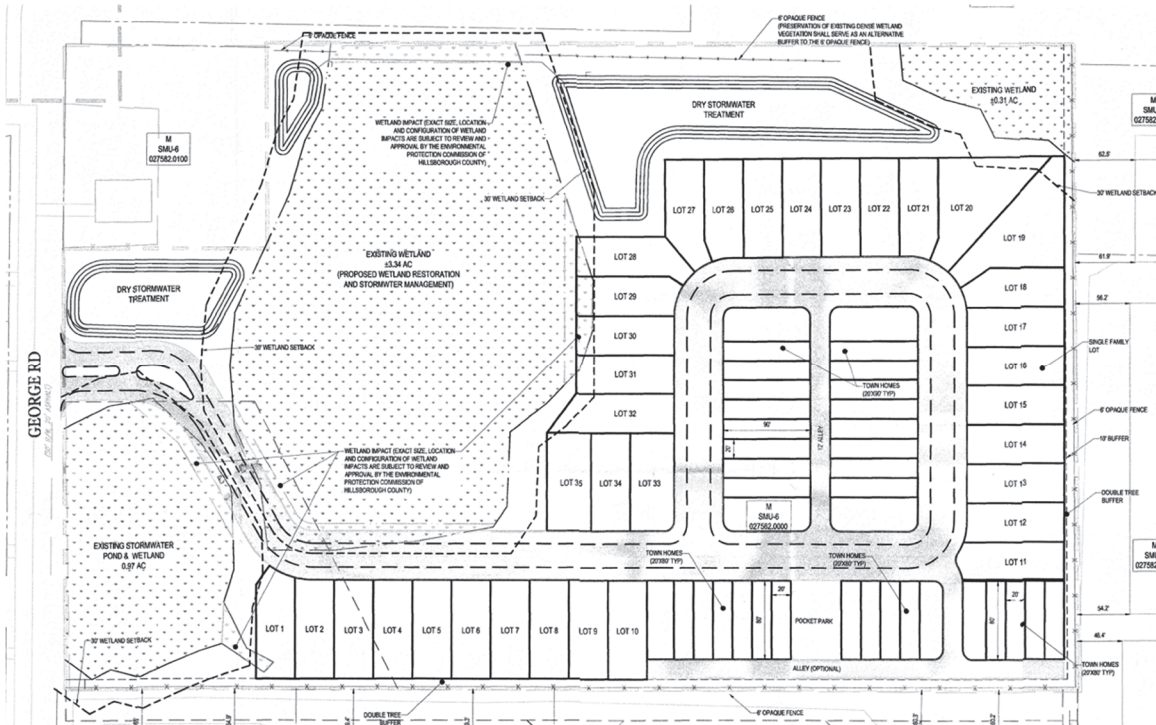
Location :	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	M and AI	<p>M District: 0.75 F.A.R. / Residential not permitted</p> <p>AI District: No F.A.R. / Residential not permitted</p>	<p>M District: Manufacturing, processing, assembly warehousing, intensive commercial and other related uses per LDC Section 2.02.02</p> <p>AI District: Agricultural and related uses within areas designated for industrial uses per LDC Section 2.02.02</p>	Utility and Vacant

South	M	0.75 F.A.R.	Manufacturing, processing, assembly warehousing,	Warehouse/Flex Spaces
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			intensive commercial and other related uses per LDC Section 2.02.02	
East	M	0.75 F.A.R.	Manufacturing, processing, assembly warehousing, intensive commercial and other related uses per LDC Section 2.02.02	Warehouse
West	M and RSC-9	M District: 0.75 F.A.R. RSC 9 District: 6 units per acre (per RES-6 Future Land Use)	M District: Manufacturing, processing, assembly warehousing, intensive commercial and other related uses per LDC Section 2.02.02 RSC 9 District: Residential and residential support uses per LDC Section 2.02.02	Utility and Single-Family Residential

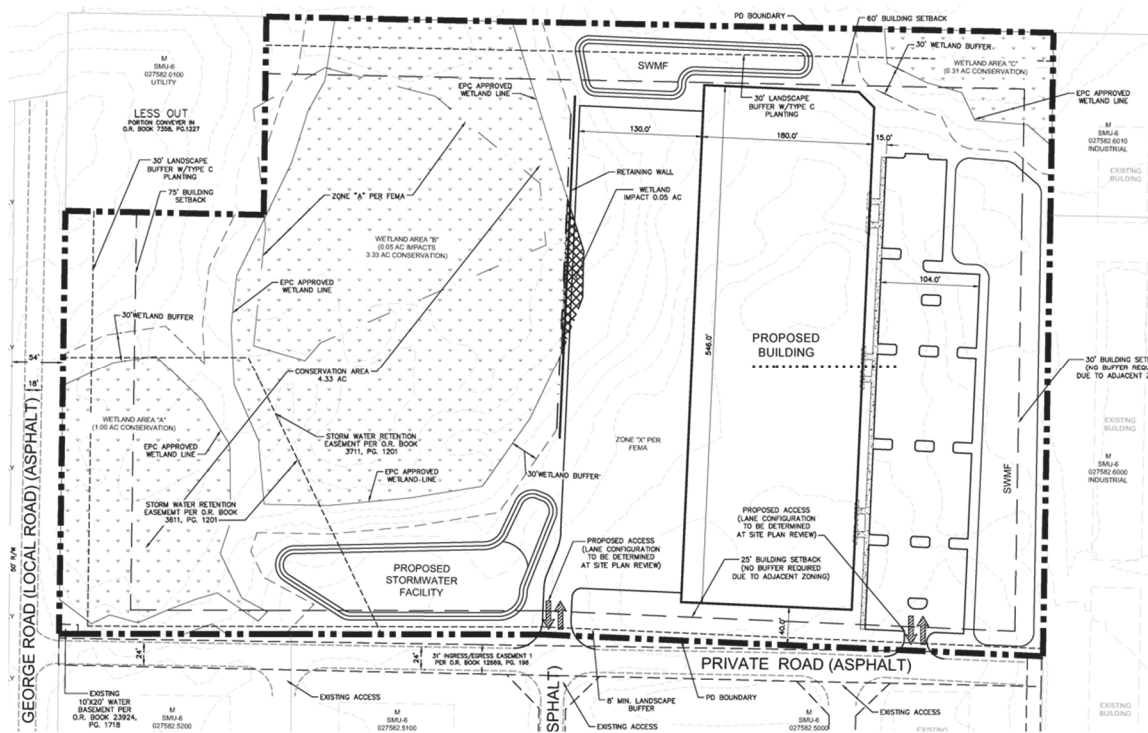
2.0 LAND USE MAP SET AND SUMMARY DATA

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



2.0 LAND USE MAP SET AND SUMMARY DATA

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT) Road Name Classification Current Conditions Select Future Improvements

Adjoining Roadways (check if applicable)

Johns Rd.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other
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Project Trip Generation ☒ Not applicable for this request

Connectivity and Cross Access ☐ Not applicable for this request

Design Exception/Administrative Variance ☐ Not applicable for this request

Notes: Improvement includes construction of a county standard sidewalk to fill in

the existing sidewalk gap on the north side of Johns Road. from property to between the project and Benjamin Rd.

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<p>Conditions requested are as follow:</p> <ul style="list-style-type: none"> • Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals. • EPC has received an application for the proposed wetland impacts. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application, which has been received, pursuant to the EPC Wetlands rule

				detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
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Natural Resources

Conservation & Environ. Lands Mgmt.

Check if Applicable: <input checked="" 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"/> Other _ Zone "A" on the Airport Height Zoning Map				
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	Conditions requested are as follow: • Notwithstanding anything on the PD site plan or here in these conditions to the contrary, with respect to required pedestrian connectivity, the developer shall construct prior to or concurrent with the initial increment of development: A minimum 5-footwide sidewalk connecting each project entrance with the primary entrance(s) of the proposed

				<p>structure; and, A minimum 5-footwide sidewalk which provides a continuous sidewalk(or painted pedestrian way if found to be acceptable to Hillsborough County at the time of plat/site/construction plan approval) which connects the internal sidewalk network with either:</p> <ul style="list-style-type: none"> ▪ The existing sidewalk along the project's George Rd. frontage; or, ▪ The existing sidewalk along Johns Rd. Where such pedestrian connection traverses private property outside of
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<p>the proposed PD, such external sidewalks shall be located within an easement which provides users of the subject PD pedestrian access to the public sidewalk network in perpetuity. Proof of such easement shall be required at the time of plat/site/construction plan approval.</p> <ul style="list-style-type: none"> • Notwithstanding anything on the PD site plan or here in these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries. • If MM 21-0556 is approved, the County Engineer will approve a Design Exception which was found approvable by the County Engineer (on June 18, 2021). Approval of this Design Exception <p>will allow the following improvements on Johns Rd.in lieu of the standard TS-7 typical section of the Hillsborough County Transportation County Technical Manual required by Section 6.02.07. of the LDC. The developer shall construct a county standard sidewalk to fill in the gap on the north side of Johns Rd. from between the project to and Benjamin.</p> <p>Prior to PD Site Plan Certification, the applicant shall revise the PD site plan development summary proposed use to only include 100,800 sf warehouse building.</p>
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<p>Service Area/ Water & Wastewater</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>This site is located within the Hillsborough County Urban Wastewater Service Area; therefore, the subject property</p>
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<input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace				should be served by Hillsborough County Wastewater Service. The site also falls within the City of Tampa Water Service Area. This comment sheet does not guarantee water or wastewater service or a point of connection. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site improvements as well as possible off-site improvements
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 checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Warehouse (Per1,000 s.f.) Mobility: \$1,102.00*110=\$121,220.00 Fire: \$34.00*110=\$3,740.00 High-Cube Warehouse (Per1,000 s.f.) Mobility: \$862.00*110=\$94,820.00 Fire: \$34.00*110=\$3,740.00				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission	<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	

<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 type="checkbox"/> N/A				
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5.1 Compatibility

Staff has identified no compatibility issues with the request. The existing wetlands on the subject property provides enhanced buffering and screening to the existing residential uses to the west of the site. To the north and south of the parcel are M zoned districts developed with industrial/warehousing uses. To the north are public lands zoned M and a vacant A I zoned parcel that cannot be developed with residential uses. As noted in the agency comment section, the Environmental Protection Commission is not objecting to the request and has noted the zoning proposal is conceptually justified to move forward through the zoning process with the depicted wetland impact of 0.05 acres. The retaining wall provided in the area adjacent to area of the wetland impact is permitted to be located in the new wetland setback pursuant to LDC Section 4.01.07.B.4. With the stem/retaining wall, curbing of the vehicle use area to contain vehicles and stormwater and convey the stormwater to the stormwater system, these design measures help to accomplish the intended function of the wetland setback in the area of the proposed retaining wall. The subject design measures are identified as critical design features so that failure to provide those design measures will require the applicant to amend the PD through a noticed public hearing.

Based on the adjacent zonings and uses identified above in the report, staff finds the proposed modification to PD 18- 1163 compatible with the existing zoning districts and development pattern in the area.

5.2 Recommendation

Based on the above considerations, staff recommends approval of the request, subject to conditions.

Zoning conditions were presented to the Zoning Hearing Master at the hearing and are hereby incorporated into the Zoning Hearing Master's recommendation.

SUMMARY OF HEARING

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on September 13, 2021. Mr. Brian Grady of the Hillsborough County Development Services Department introduced the petition.

Ms. Jessica Icerman 401 East Jackson Street Suite 2100 Tampa testified on behalf of the applicant. Ms. Icerman introduced the applicant's development team.

Mr. David Smith 401 East Jackson Street Suite 2100 Tampa testified for the applicant regarding development and zoning issues. Mr. Smith showed graphics to discuss the location of the property and the request. He stated that the Planned Development is approved for 73 dwelling units that include townhome and single-family units. The property was previously zoned M but was rezoned in 2018 for residential development. That rezoning was amended prior to approval primarily regarding wetland impacts. The modification proposes to eliminate the access to George Road thereby eliminating wetland impacts with a slight wetland impact on the west side of the property. The proposed use is a warehouse flex space with access through the industrial park. The proposed use represents a decrease in transportation impacts as well. Residential traffic will access Johns Road on the west side. The maximum height will be 55 feet. A design exception pertaining to Johns Road which is a substandard road has been reviewed by the County Engineer and will result in the continuation of the sidewalk on the north side all the way to Benjamin. Mr. Smith concluded his comments by stating that the proposed development is compatible with the neighborhood.

Mr. Kevie Defranc of the Development Services Department, testified regarding the County staff report. Mr. Defranc described the location of the property and stated that the request is for maximum 100,800 square foot warehouse distribution facility. A revised staff report reflects the fact that the locational criteria waiver is not necessary and information regarding the height.

Hearing Master Finch asked Mr. Defranc to confirm the requested maximum square footage of 100,800 square feet. Mr. Defranc confirmed that was correct.

Ms. Melissa Lienhard of the Planning Commission testified regarding the Planning Commission staff report. Ms. Lienhard stated that the property is designated Suburban Mixed Use-6 by the Future Land Use Map and is located within the Urban Service Area and the Town N Country Community Plan. She described the request and stated that the proposed development would complement the surrounding land uses and is consistent with Objective 16 regarding compatibility. Ms. Lienhard added that the existing wetlands would serve as a natural buffer to the residential uses to the west. The project is consistent with the Town N Country Community Plan and found the modification is consistent with the Comprehensive Plan.

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

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

County staff did not have additional comments.

Mr. Smith testified during the rebuttal period that the applicant has reviewed the conditions of approval and agreed to the changes requested by staff relative to the square footage of the building.

Hearing Master Finch then concluded the hearing.

EVIDENCE SUBMITTED

*Mr. Grady submitted a revised County staff report and a copy of the design exception into the record.

*Mr. Smith submitted a copy of the applicant's PowerPoint presentation into the record.

PREFACE

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

FINDINGS OF FACT

1. The subject site is 14.51 acres in size and is zoned Planned Development (18-1163). The property is designated SMU-6 by the Comprehensive Plan and located in the Urban Service Area and the Town N Country Community Planning Area.
2. The Planned Development is currently approved for 72 residential dwelling units which include both single-family detached and single-family attached (townhome) housing types.
3. The Major Modification request proposes to delete the residential use and instead develop a 100,800 square foot warehouse/distribution facility.
4. No waivers or Planned Development variations are requested.
5. The Planning Commission found the proposed development would complement the surrounding land uses and is consistent with Objective 16 regarding compatibility. Further, the Planning Commission found that the

existing wetlands would serve as a natural buffer to the residential uses to the west. The Planning Commission determined the project is consistent with the Town N Country Community Plan and the modification consistent with the Comprehensive Plan.

6. Adjacent parcels are zoned Manufacturing to the north, south, east and west and surrounding land uses include warehouses and utility easements.
7. The modification proposes to eliminate the approved access point to George Road.
8. The applicant's representative testified that there will be a reduction in the transportation impacts of the proposed warehouse use as compared to the approved residential development.
9. The proposed Major Modification request is consistent with the character of the area and intent of the Land Development Code and the Comprehensive Plan.

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

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

CONCLUSIONS OF LAW

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

SUMMARY

Planned Development 18-1163 is currently approved for 72 residential dwelling units which include both single-family detached and single-family attached (townhome) housing types. The Major Modification proposes to delete the residential entitlements and instead permit a 100,800 square foot warehouse/distribution facility.

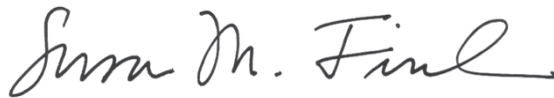
No waivers of Planned Development variations are requested.

The Planning Commission supports the request and found the modification consistent with the Town N Country Community Plan and with the Comprehensive Plan.

The applicant's representative testified that the transportation impacts will be reduced for the warehouse land use as compared to the approved residential entitlements.

RECOMMENDATION

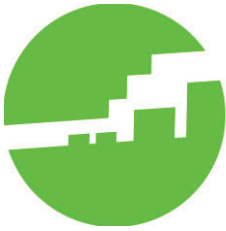
Based on the foregoing, this recommendation is for **APPROVAL** of the Major Modification to Planned Development 18-1163 as indicated by the Findings of Fact and Conclusions of Law stated above subject to the zoning conditions prepared by the Development Services Department.



October 1, 2021

Susan M. Finch, AICP
Land Use Hearing Officer

Date



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: September 13, 2021	Petition: PD 21-0556
Report Prepared: September 2, 2021	6101 Johns Road <i>Northeast corner of Johns Road and George Road</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Suburban Mixed Use-6 (6 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan:	Town and Country
Requested Rezoning:	Planned Development to develop a 110,000 sq. ft. warehouse distribution use
Parcel Size (Approx.):	14.51± acres
Street Functional Classification:	Johns Road— Local George Road-- Local
Locational Criteria	N/A
Evacuation Area	The subject property is in Evacuation Zone B.



Context

- The site is 14.51 ± acres on the north side of Johns Road and east side of George Road. The site is in the Urban Service Area and within the limits of the Town and Country Community Plan
- The property's Future Land Use designation is Suburban Mixed Use-6 (SMU-6). Typical uses in this category include residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects at appropriate locations. Neighborhood Commercial uses are required to meet locational criteria or be part of larger mixed use planned development. Office uses are not subject to locational criteria.
- The site is surrounded by SMU-6 to the north, south and east. Further east of the site is designated Light Industrial (LI). West of the site is designated Residential-6 (RES-6).
- The site is currently zoned Planned Development (PD), approved for single family residential. The area east and south of the subject site is industrial between George Road and the Veterans Expressway and is zoned Manufacturing (M). The industrial uses are warehousing in nature. North of the subject site is zoned Agricultural Industrial (AI). West of the site is zoned Residential Single Family Conventional-9 (RSC-9) and is developed with single family residential.
- The site contains a significant amount of wetlands.
- The applicant is requesting a PD for warehouse distribution uses at a maximum of 110,000 square 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)

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

Relationship to Land Development Regulations

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.

Environmental Considerations

Objective 13: New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan.

Policy 13.3: Environmentally Sensitive Land Credit

Density and FAR calculations for properties that include wetlands will comply with the following calculations and requirements for determining density/intensity credits.

- Wetlands are considered to be the following:
 - Conservation and preservation areas as defined in the Conservation and Aquifer Recharge Element
 - Man-made water bodies as defined (including borrow pits).
- If wetlands are less than 25% of the acreage of the site, density and intensity is calculated based on:
 - Entire project acreage multiplied by Maximum intensity/density for the Future Land Use Category
- If wetlands are 25% or greater of the acreage of the site, density and intensity is calculated based on:
 - Upland acreage of the site multiplied by 1.25 = Acreage available to calculate density/intensity based on
 - That acreage is then multiplied by the Maximum Intensity/Density of the Future Land Use Category

Neighborhood/Community Development

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

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

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

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

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

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

d) transportation/pedestrian connections

Community Design Component

2.3 SUSTAINABILITY

3-1.4: Discourage development in areas that possess the following characteristics: wetlands, 100-year floodplain, and/or habitat for species on the federal or state threatened or endangered list.

3-1.5: Avoid major alterations to areas with sensitive topography, vegetation and wildlife habitat.

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

Environmental and Sustainability Section

Objective 3.5: Apply adopted criteria, standards, methodologies and procedures to manage and maintain wetlands and/or other surface waters for optimum fisheries and other environmental values in consultation with EPC.

Policies: 3.5.1 Collaborate with the EPC to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration. Apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values provided by the functions performed by wetlands and/or other surface waters authorized for projects in Hillsborough County.

3.5.2: Collaborate with the EPC through the land planning and development review processes to prohibit unmitigated encroachment into wetlands and/or other surface waters and maintain equivalent functions.

3.5.4: Regulate and conserve wetlands and/or other surface waters through the application of local rules and regulations including mitigation during the development review process.

Staff Analysis of Goals, Objectives, and Policies:

The applicant is requesting a Planned Development (PD) to accommodate 110,000 square feet of warehouse distribution uses. The parcel is currently vacant and is located at the northeast quadrant of Johns Road and George Road. The requested use can be considered within the Suburban Mixed Use-6 (SMU-6) future land use classification. The intent of the

SMU-6 future land use classification is to develop areas at an urban/suburban level of intensity or density. Office/warehouse uses are not subject to Commercial Locational Criteria.

The subject site and properties to the east, south and north are designated Suburban Mixed Use-6 on the Future Land Use Map. Further east is designated Light Industrial (LI) and to the west is designated as Residential-6 (RES-6). The character of the immediate area is a mix of uses (light commercial, light industrial, heavy industrial and single family residential) but transitions to predominately a residential character moving west of the subject site. The subject parcel abuts Manufacturing (M) zoning and heavy commercial/industrial land uses on the east and south. The proposed development would complement the surrounding land uses and is therefore consistent with Objective 16, Policy 16.1, Policy 16.2 and 16.3 of the Future Land Use Element (FLUE) of the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*.

The subject site contains a substantial amount of wetlands on the western portion of the site. Due to this, the PD proposes that the development will be oriented to the eastern portion of the site. This will act as a natural buffer to the single- family residential uses west of the subject site mitigating any impacts to the single family in the area.

According to the applicant's site plan, there are 9.61 acres of uplands on the 14.51-acre site. Taking into account Future Land Use Element (FLUE) Policy 13.3 regarding the Environmentally Sensitive Land Credit, the applicant could be considered for up :

$9.61 \text{ (upland acreage)} * 1.25 = 12.01 \text{ (available acreage for intensity calculations)}$

$12.01 \text{ acres} * 43,560 \text{ X.50 FAR} = 261,360 \text{ square feet}$

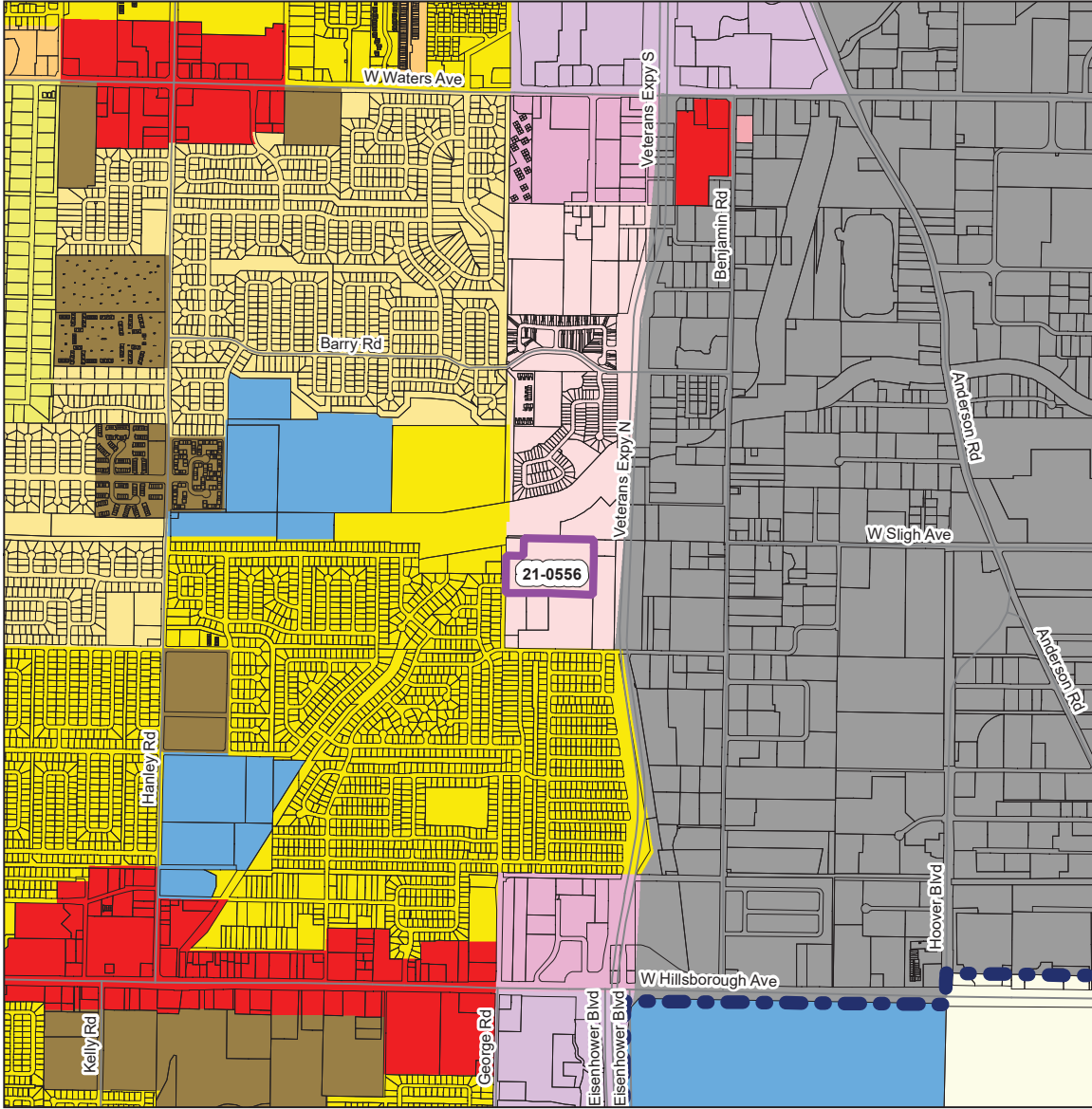
There are wetlands present on the property. The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed rezoning. The EPC has determined a resubmittal is not necessary for the site plan's current configuration. If the site plan changes, EPC staff will need to review the zoning again. Planning Commission staff finds this request consistent given that there is a separate approval process for wetland impacts with the Environmental Protection Commission.

The site is located within the Town and Country Community Planning Area. There are no goals, objectives or policies within the community plan that apply to this request.

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

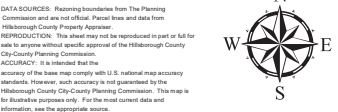
Recommendation

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



HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ MM 21-0556

- Rezoning**
- STATUS**
- APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING
- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Major 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/QUASI-PUBLIC
 - NATURAL PRESERVATION
 - WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
 - CITRUS PARK VILLAGE



Map Printed from Rezoning System: 4/9/2021
Author: Beverly F. Daniels
File: G:\Rezoning\System\MapProjects\HCG\Greg_hcRezoning - Copy.mxd





**GENERAL
SITE PLAN
FOR
CERTIFICATION**



**Hillsborough
County Florida**

DEVELOPMENT SERVICES

PO Box 1110, Tampa, FL 33601-1110
(813) 272-5600

**HILLSBOROUGH COUNTY
DEVELOPMENT SERVICES DEPARTMENT**

GENERAL SITE PLAN REVIEW/CERTIFICATION

**BOARD OF COUNTY
COMMISSIONERS**

Harry Cohen
Ken Hagan
Pat Kemp

Gwendolyn "Gwen" Myers
Kimberly Overman
Mariella Smith
Stacy R. White

COUNTY ADMINISTRATOR

Bonnie M. Wise

COUNTY ATTORNEY

Christine M. Beck

INTERNAL AUDITOR

Peggy Caskey

DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Project Name: Chestnut Hill Investment Five, LLC

Zoning File: PD (18-1163) Modification: MM (21-0556)

Atlas Page: None Submitted: 10/11/21

To Planner for Review: 10/11/11 Date Due: 10/18/21

Contact Person: Jacob T Cremer Phone: 813-223-4800/jcremer@stearnsweaver.com

Right-Of-Way or Land Required for Dedication: Yes ☐ No ☒

☒ The Development Services Department HAS NO OBJECTION to this General Site Plan.

☐ The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:

Reviewed by: Kevie Defranc Date: 10/14/21

Date Agent/Owner notified of Disapproval: _____



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 09/03/2021

REVIEWER: Alex Steady, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: TNC/ Northwest

PETITION NO: MM 21-0556

☐

This agency has no comments.

☐

This agency has no objection.

☒

This agency has no objection, subject to the conditions proposed herein below.

REPORT SUMMARY AND CONCLUSIONS

- The proposed major modification to the Planned Development is anticipated to decrease the number of trips potentially generated by development of the subject parcel (by 460 average daily trips, 32 a.m. peak hour trips, and 42 p.m. peak hour trips).
- The developer will be required to construct certain substandard road improvements to Johns Rd. consistent with the Design Exception found approvable on June 18, 2021 by the County Engineer.
- The developer will be required to construct a 5-foot sidewalk on the northside of Johns Rd from the project to Benjamin Rd.
- Transportation Review Section staff has no objection to the proposed rezoning, subject to the conditions proposed herein below.

CONDITIONS OF APPROVAL

Revised Conditions:

4. ~~The project shall be limited to one (1) access connection to George Road. Notwithstanding anything herein or on the PD site plan to the contrary, Bicycle and pedestrian access may be permitted anywhere along the PD boundary.~~

[The proposed Planned Development will no longer have vehicular or pedestrian access on George Rd.]

5. ~~Alleyway widths indicated on the PD site plan shall be considered minimum pavement widths. Notwithstanding anything on the PD site plan to the contrary, alleyways shall meet TND-1 Typical Section standards. Additionally:~~

(a) ~~Alleyways designed to accommodate two way traffic shall have a minimum pavement width of 16 feet; and~~

(b) ~~The developer shall install appropriate signage (e.g. one way traffic, no entry, etc.) for all alleyways where the pavement width is less than 15 feet (i.e. those that accommodate one-way traffic).~~

[The Planned Development is no longer proposing residential uses. Alleyways are no longer included on the proposed site plan]

~~6. The developer shall construct a minimum 5-foot wide sidewalk along its George Road frontage. That may require the developer to dedicate and convey additional right of way to the County. Alternatively, the developer may construct the sidewalk within the PD (and provide an easement for public access and maintenance purposed to the County).
[The proposed Planned Development will no longer have vehicular or pedestrian access on George Rd.]~~

~~7. As George Road is a substandard local roadway, the developer will be required to construct certain substandard road improvements to George Road, consistent with the Design Exception approved on January 14, 2019 by the County Engineer, including the following:~~

~~7.1 Widen the existing roadway to 20 feet of pavement (i.e. 10-foot travel lanes) between the northernmost project entrance and Johns Road.~~

~~7.2 Install a curb (Miami or F Type) along the eastern side of the roadway between the northernmost project entrance and Johns Road.~~

~~7.3 Construct/maintain, as applicable, a minimum 5-foot wide sidewalk between the northernmost project boundary and Johns Road.~~

~~[The proposed Planned Development will no longer have vehicular or pedestrian access to George Rd.]~~

New Conditions:

- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, with respect to required pedestrian connectivity, the developer shall construct prior to or concurrent with the initial increment of development:
 - A minimum 5-foot wide sidewalk connecting each project entrance with the primary entrance(s) of the proposed structure; and,
 - A minimum 5-foot wide sidewalk which provides a continuous sidewalk (or painted pedestrian way if found to be acceptable to Hillsborough County at the time of plat/site/construction plan approval) which connects the internal sidewalk network with either:
 - The existing sidewalk along the project's George Rd. frontage; or,
 - The existing sidewalk along John's Rd.
 - Where such pedestrian connection traverses private property outside of the proposed PD, such external sidewalks shall be located within an easement which provides users of the subject PD pedestrian access to the public sidewalk network in perpetuity. Proof of such easement shall be required at the time of plat/site/construction plan approval.
- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- If MM 21-0556 is approved, the County Engineer will approve a Design Exception which was found approvable by the County Engineer (on June 18, 2021). Approval of this Design Exception will allow the following improvements on Johns Rd. in lieu of the standard TS-7 typical section of the Hillsborough County Transportation County Technical Manual required by Section 6.02.07. of the LDC. The developer shall construct a sidewalk on the northside of Johns Rd. from the project to Benjamin Rd.

Other Conditions:

Prior to PD Site Plan Certification, the applicant shall revise the PD site plan development summary proposed use to only include 100,800 sf warehouse building.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a major modification to the existing Planned Development (PD 18-1161) totaling +/- 14.51 acres. The applicant is proposing a 100,800-sf warehouse. The property is presently vacant.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a transportation analysis for the subject property. Staff has prepared a comparison of the trips generated by development under the existing and proposed zoning designations, consistent with the applicant's analysis, and based upon a generalized worst-case scenario.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 35 Single-Family Detached Dwelling Units (ITE Code 210)	396	30	37
PD, 37 Multi-Family Townhome Units (ITE Code 220)	239	19	24
Subtotal:	635	49	61

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
100,800 s.f. Warehouse/Distribution Facility (ITE Code 150)	175	17	19

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	-460	-32	-42

The proposed major modification to the Planned Development is anticipated to decrease the number of trips potentially generated by development of the subject parcel (by 460 average daily trips, 32 a.m. peak hour trips, and 42 p.m. peak hour trips).

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Johns Rd. is a 2-lane, undivided, substandard, local roadway. The roadway lies within a +/- 50 to 53-foot wide right-of-way and is characterized by +/- 20 feet of pavement in average condition. There are no bicycle facilities on Johns Rd. in the vicinity of the proposed project. There is a +/- 5-foot wide sidewalk along portions of the north and south side of Johns Rd. in the vicinity of the project. An entrance to the Town and Country Greenway (Trail) is located immediately to the northwest of the proposed project.

SITE ACCESS

Vehicular and pedestrian access to the site is from an existing access point on Johns Rd through the property located directly south of the subject property (folio 27582.5000 and 27582.5100). The applicant analyzed existing project trips at the intersection of Johns Rd. and the most eastern entrance on Johns Rd. as well as the intersection of Johns Rd. and Axelrod Rd. as potentially eligible for site access improvements (if warranted per Section 6.04.04.D. of the LDC). As shown on the applicant's transportation analysis, the number of projected volumes does not warrant turns lanes on either intersection included in the study. As such, no auxiliary (turn) lanes are required pursuant to Section 6.04.04.D.

The subject property is required to provide sidewalk connectivity. The project to the south of the proposed site was constructed before the requirements for sidewalks and as such does not have any existing sidewalks. As this proposed site will only have access to through the project to the south, sidewalk connectivity will need to be provided through that site to the existing sidewalks on either George Rd. or Johns Rd. The existing drive aisles through the property directly south of the subject property do not appear to have sufficient space to include the required sidewalk as currently situated. It is unclear that the existing easements give the ability to traverse through the neighboring property and/or make improvements within their easements. Where such pedestrian connection traverses private property outside of the proposed PD, such external sidewalks should be located within an easement which provides users of the subject PD pedestrian access to the public sidewalk network in perpetuity. Proof of such easement would be required at the time of plat/site/construction plan approval.

DESIGN EXCEPTION; JOHNS RD.

Given that Johns Rd. is a substandard roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for Johns Rd. to determine the specific improvements that would be required by the County Engineer. Given existing right-of-way limitations and based on other factors, the County Engineer found a Roadway Design Exception approvable on June 18, 2019 that would allow deviations from TS-7 Typical Section including construction of a sidewalk along the northside of Johns Rd. from the project to Benjamin Rd.

ROADWAY LEVEL OF SERVICE

As Johns Rd. is not a regulated roadway and not included in the 2020 Level of Service (LOS) report, no LOS information has been provided for the proposed project.



**Hillsborough
County Florida**
Development Services

601 E. Kennedy Blvd., 19th Floor | (813) 272 5600

Additional / Revised Information Sheet

Received June 11, 2021
Development Services

Date Stamp Here

Application Number: MM 21-0556 Applicant's Name: Jacob T. Cremer - Stearns Weaver Miller

Reviewing Planner's Name: Kevin Defranc Date: 06/15/21

Application Type:

- ☐ Planned Development (PD) ☐ Minor Modification/Personal Appearance (PRS) ☐ Standard Rezoning (RZ)
☐ Variance (VAR) ☐ Development of Regional Impact (DRI) ☒ Major Modification (MM)
☐ Special Use (SU) ☐ Conditional Use (CU) ☐ Other _____

Current Hearing Date (if applicable): 08/16/21

The following must be attached to this Sheet.

X Design Exception Regarding Sidewalk

☐ Cover Letter with summary of the changes and/or additional information provided. If a revised Site Plan is being submitted, all changes on the site plan must be listed in detail in the Cover Letter.

☐ An updated Project Narrative consistent with the changes or additional information provided, if applicable.

Submittal Via:

☒ Email (Preferred). Note that no follow up paper file is necessary. Pdf format only. Maximum attachment(s) size is 15 MB.

Email this sheet along all the additional/revised submittal items in pdf to: ZoningIntake-DSD@hcfllgov.net

☐ Mail or delivery. Number of Plans Submitted: Large _____ Small _____

For PD, MM, PRS and SU: 7 large copies 24"X36", one small 8.5X11".
 For RZ-Standard: if plot plan is larger than 8.5"X11", 7 large copies should be submitted.
 For Minor Change: 6 large copies.
 For Variances or Conditional Use permits: one 8.5"X11" or larger)

Mail to:
 Development Services Department
 Community Development Division
 P.O. Box 1110
 Tampa, FL 33601-1110

Hand Deliver to:
 County Center
 Development Services Department
 19th Floor
 601 E. Kennedy Blvd., Tampa

I certify that changes described above are the only changes that have been made to the submission. Any further changes will require an additional submission and certification.

Carol Walden

Signature

06/15/2021

Date

FOR OFFICE USE ONLY

- ☐ Notification E-Mail Sent ☐ Scanned into OPTIX
☐ Transmittal Completed

In-Take Completed by: _____



LINCKS & ASSOCIATES, INC.

June 11, 2021

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

Re: Johns Road
Folio Number: 027582.0000
MM21-0556
Lincks Project No. 21045

The purpose of this letter is to request a Design Exception to Section 6.02.07 of the Hillsborough County Land Development Code, to Johns Road adjacent to the site.

The developer proposes to modify the existing Planned Development (PD) for the subject property allow a 100,800 square foot warehouse. The subject property is currently zoned PD to the following land uses:

- Single Family – 35 Dwelling Units
- Townhomes – 37 Dwelling Units

The access for the approved PD is via George Road.

The developer proposed to amend the existing PD to allow the proposed use and in addition the access for the proposed warehouse will be through the existing Executive Industrial Park which has two existing accesses to Johns Road. No new access is proposed with the PD Modification.

As shown in Table 1, the proposed project will attract less AM and PM peak hour traffic than the approved land uses. In addition, as shown in Table 2, Johns Road currently operates at an acceptable Level of Service and will continue to operate at an acceptable Level of Service with the addition of the project traffic.

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

The request is for a Design Exception to TS-7 of Hillsborough County Transportation Technical Manual for Johns Road Adjacent to the project access. The proposed project has no frontage along Johns Road. Therefore, the following exceptions to TS-7 are required for the project.

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

Mr. Mike Williams
June 11, 2021
Page 2

- 1) Lane Width – TS-7 has 12 foot lanes. According to the field measurements, the existing roadway has 11-foot lanes. The posted speed limit on the roadway is 25 MPH. According to Table 201.2.1 of the 2020 Florida Design Manual, 10-foot lanes are acceptable for Suburban (C3)/Urban General (C4) roadways with a design speed between 25 MPH and 35 MPH.
- 2) Shoulders – TS-7 has 8 foot shoulders with 5 foot paved. The existing roadway has intermittent unpaved shoulders and miami curb. There is not sufficient right of way to provide the paved shoulders.

In addition, there are speed bumps along the roadway. Providing paved shoulders would potentially increase the speed along the roadway.

- 3) Sidewalk – TS-7 has 5 foot sidewalks on both sides of the roadway. The existing roadway has intermittent sidewalks along the subject section of Johns Road.

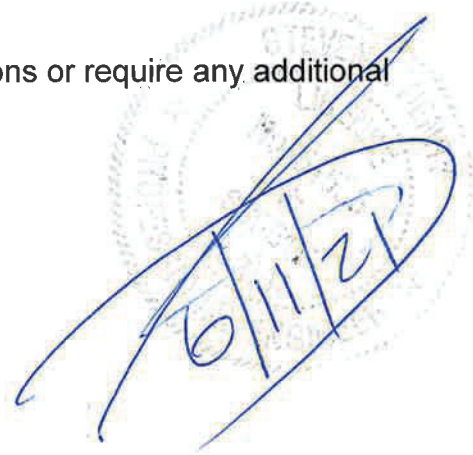
The developer proposes to construct the sidewalk gap as shown in Figure 1. This will provide continuous sidewalk on the northside of Johns Road from the project to Benjamin Road.

Mr. Mike Williams
June 11, 2021
Page 3

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

Best Regards,

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



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

_____ Disapproved

_____ Approved

If there are any further questions or you need clarification, please contact James Ratliff, AICP.

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Mike Williams
June 11, 2021
Page 4

TABLE 1
ESTIMATED PROJECT TRIP ENDS (1)

<u>Scenario</u>	<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Approved	Single Family	210	35 DU's	396	8	22	30	23	14	37
	Townhomes	220	37 DU's	239	4	15	19	15	9	24
	Total			635	12	37	49	38	23	61
Proposed	Warehousing	150	100,800 SF	205	28	9	37	11	29	40
	Difference			<430>	16	<28>	<12>	<27>	6	<21>

(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.

Mr. Mike Williams
June 11, 2021
Page 5

TABLE 2
ARTERIAL ANALYSIS

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Period</u>	<u>LOS Standard</u>	<u>Peak Hour Capacity (1)</u>	<u>Peak Season Peak Hour Volume (2)</u>	<u>Project Traffic (3)</u>	<u>Peak Season + Project Traffic</u>	<u>Available Capacity</u>
Johns Rd	George Rd	Project Access	AM	D	1,197	552	9	561	636
			PM	D	1,197	643	10	653	544
	Project Access	Benjamin Rd	AM	D	1,197	725	28	753	444
			PM	D	1,197	798	30	828	369

(1) Source: 2020 FDOT Quality/Level of Service Handbook Tables.

(2) Source: Access Management Analysis dated March, 2021.

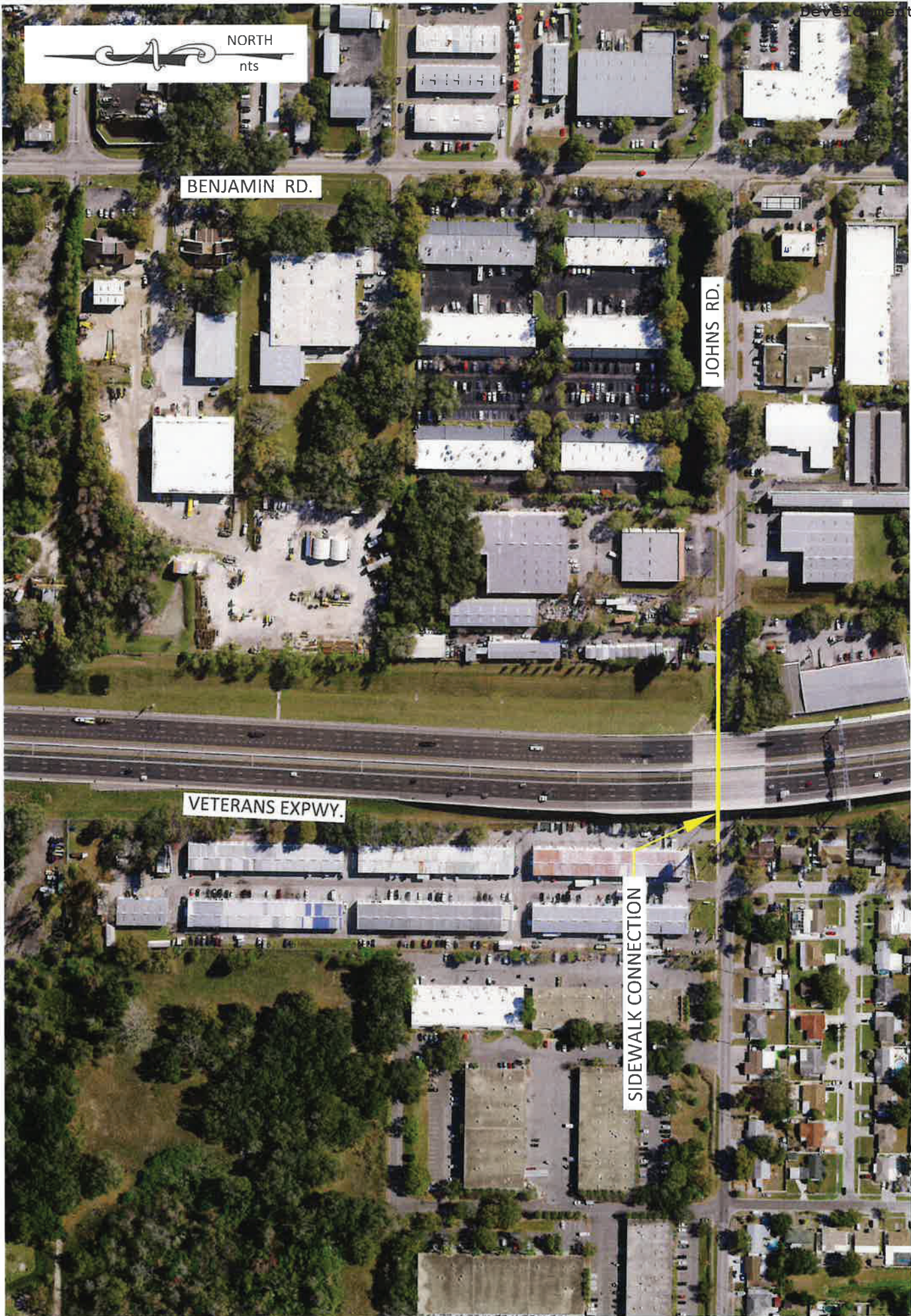


FIGURE 1
SIDEWALK IMPROVEMENTS

APPENDIX



ROADWAY ASSESSMENT



Lincks & Associates, Inc.
Road Name

Johns Road

Type of Road: 2 lane, asph, crown, mix rural/urban

Special Field Survey for Substandard Road Assessment
Benjamin Road to Golden Drive

By: WLR

Date of Survey: 04/05/21

Speed Limit: 35 mph to 17+00±, 25 mph after

Pav't condition: good to poor
Shoulder cond.: good to poor

Swales: some both sides, shallow

Notes: Heavy traffic, many trucks (over 10%)

* denotes nominal shoulder

Lane Pavement		
Left Slope	Width	Right Slope
Minimum: 2.6%	20'	4.0%
Maximum: 8.9%	32'	10.1%
Average: 6.8%	22.1'	6.6%

Station	Left Slopes and Swales			Lane Pavement			Right Shoulder			Right Slopes and Swales		
	Back Slope (width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved Slope	Left Slope	Width	Right Slope	Total/Paved Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)	
1+00	5'/32%	0'	3'/25%	4'/0'/6%	6.3%	32.0'	-4.0%	5'/0'/4%	3'/12%-7'/50%	Stormwater Pond		
LT 4' conc S/W 12' LT, 0+17 U.P. 11' LT, 13' LT TECO gas pipe, 0+38 unmarked 5' crosswalk, 0+41 F.H. 13' LT, 0+44 PC curb return, 1+50 U.P. 12' LT												
RT 5' conc. S/W 5' RT, Landscape trees 12' RT, 0+48 PT curb return, Stormwater Pond 20' RT												
Notes 0+00 set at Benjamin Road thru lane EOP, 0+44 stop bar, Pav't section: 6.3%, -0.6%, -4.0%, pav't cond.: poor (long. & traverse cracks)												
2+00	5'/28%	0'	3'/7%	4'/0'/6%	5.4%	30.0'	-8.7%	5'/0'/+7%	3'/12%-7'/50%	Stormwater Pond		
LT 4' conc S/W 12' LT												
RT 5' conc. S/W 5' RT, Landscape trees 12' RT, Stormwater Pond 20' RT												
Notes Pav't cond. Poor (long. & trav. Cracks), left turn lane 0+44 to 1+91 (includes taper), Shoulders eroded from wheels, RT S/W silted over												
4+00	4'/35%	0'	3'/25%	2'/0'/11%	8.3%	22.0'	-5.4%	*6'/0'/10%	7'/10%	0'	7'/7%	
LT Parking lot 11' LT												
RT 5' conc. S/W 14' RT, Stormwater Pond 42' RT												
Notes Pav't cond. Poor (long. & trav. Cracks,												
8+00	Variable slopes AFR		10'/+8%	*6'/0'/+26%	7.5%	22.0'	-5.6%	*6'/0'/+3%	6'/+3%		Slopes to road	
LT 5' conc. S/W 6' LT												
RT 5' conc. S/W 12' RT, asph. Parking 46' RT												
Notes 1' shoulder erosion both sides from wheels, 10+75 to 12+23 Overpass, asph. Cond. Fair												
12+00	6'/11%	0'	3'/1%	*6'/6'/1%	7.0%	23.0'	-9.2%	*6'/6'/4%	3'/4%	0'	10'/9%	
LT 6' CLF 15' LT, 17+07 U.P. 5' LT, 13+26 U.P. 5' LT, 13+42 30" long-leaf pine 4' LT, 13+80 begin valley gutter LT, 14+30 Southern Comfort Blvd												
RT 6' CLF 14' RT												
Notes Under overpass, asphalt and concrete structure, asph. Cond. Fair to poor, cracking over drain pipe,												
16+00	+7% up to house			-	6.8%	22.4'	-10.1%	*6'/0'/8%	2'/8% to S/W	8'/+10 S/W to berm		
LT 2' VG												
RT 5' conc. S/W 8' RT												
Notes Asph. Cond. Fair (long. Cracks)												
20+00	+9% up to fence			-	8.9%	22.4'	-4.6%	*6'/0'/+3%	2'/+3%		+2% from S/W	
LT 2' VG, 4' wood fence 10' LT, 22+45 U.P. 2' LT BOC, 20+70 Axelrod Rd												
RT 5' conc. S/W 8' RT												
Notes Asph. Cond. Fair (long. Cracks)												

[illegible]

HILLSBOROUGH COUNTY
ROADWAYS FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Hillsborough County,
Florida

Legend

Functional Classifications

Authority, Classification

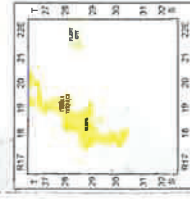
- State, Principal Arterial
- State, Arterial
- Hillsborough, Arterial
- Hillsborough, Collector
- Urban Service Area Boundary
- City Limits

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

- PART 3.02.00 INTERSTATE/75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.10.00 CTRUS PARK VILLAGE DEVELOPMENT STANDARDS
- PART 3.12.00 CTRUS PARK VILLAGE DEVELOPMENT STANDARDS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.07.00 FENCES AND WALLS
- PART 12.01.00 DEFINITIONS
- OTHER PARTS OF THE LDC NOT LISTED ABOVE.

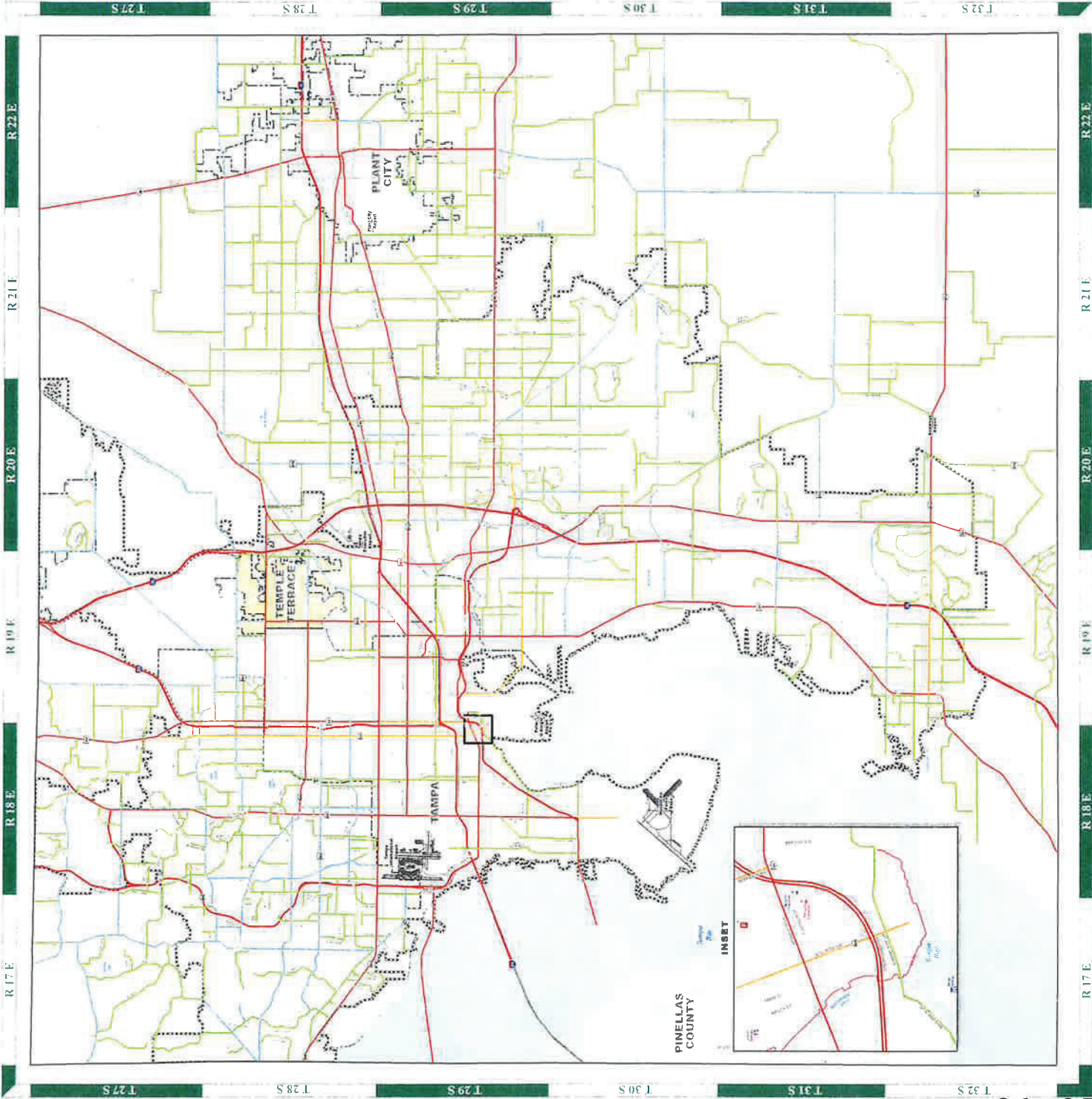
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.

Locator Map



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the map. The map is provided for informational purposes only and is not intended for any other purpose. The map is not intended to be used as a basis for any legal action. The map is not intended to be used as a basis for any legal action. The map is not intended to be used as a basis for any legal action.

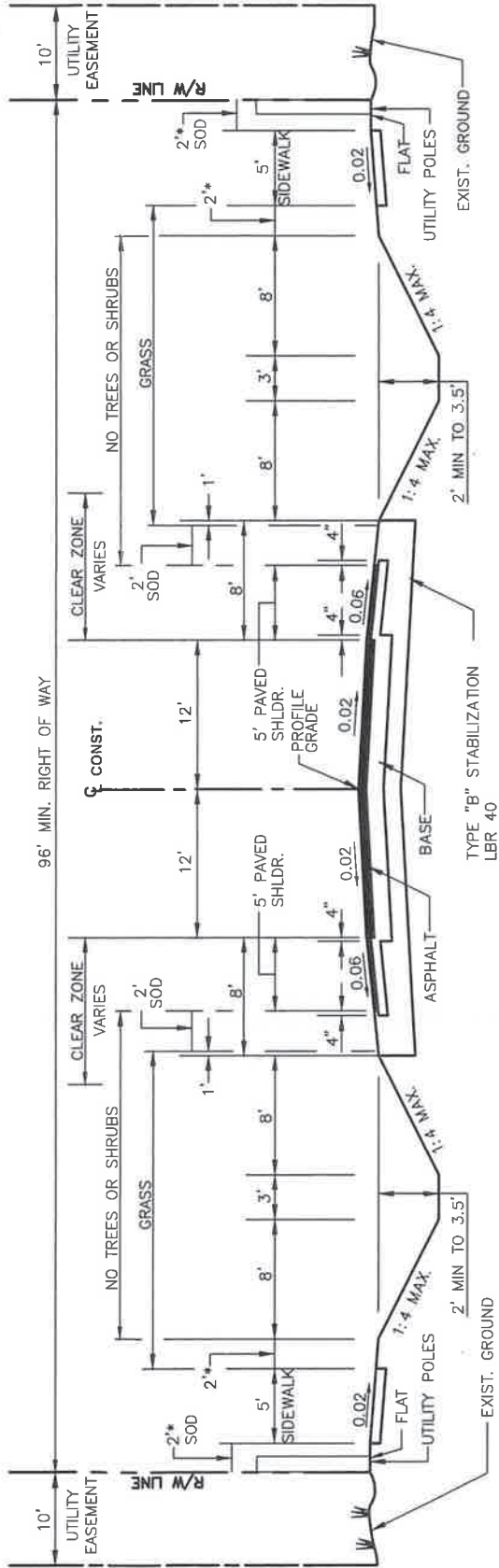
601 E. Kennedy Blvd.
Tampa, FL 33602
(813) 272-3810
printroom@hillsboroughcounty.org



21-0556

TS-7





TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

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

REVISION DATE:

10/17

TRANSPORTATION TECHNICAL MANUAL

Hillsborough
County Florida

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

DRAWING NO. TS-7

SHEET NO. 1 OF 1

2020 FLORIDA DESIGN MANUAL



Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

Context Classification	Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
	Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
	25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1 Natural	11	11	12	11	11	12	N/A	
C2 Rural	11	11	12	11	11	12		
C2T Rural Town	11	11	12	11	11	12	12	12
C3 Suburban	10	11	12	10	11	12	11	12
C4 Urban General	10	11	12	10	11	12	11	12
C5 Urban Center	10	11	12	10	11	12	11	12
C6 Urban Core	10	11	12	10	11	12	11	12

Notes:**Travel Lanes:**

- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

Auxiliary Lanes:

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths for dual left turn lanes are allowed.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

Two-way Left Turn Lanes:

- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.

Table 200.4.1 Context Classifications

Context Classification		Description of Adjacent Land Use
C1	Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
C2	Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
C2T	Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
C3R	Suburban Residential	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
C3C	Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
C4	Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.
C5	Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the community, town, or city of a civic or economic center.
C6	Urban Core	Areas with the highest densities and with building heights typically greater than four floors within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Johns Rd.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" 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	635	49	61
Proposed	175	17	19
Difference (+/-)	-460	-32	-42

*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	Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes: Pedestrian connectivity may be to the East as an alternative to the south per conditions of approval.				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Johns Rd./Substandard Road Improvements	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes: Improvement includes constructing sidewalk on northside of Johns Road from property to Benjamin Rd.		

4.0 Additional Site Information & Agency Comments Summary

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

From: [Steady, Alex](#)
To: [Defranc, Kevie](#)
Cc: [Grady, Brian](#); [Williams, Michael](#); [Perez, Richard](#)
Subject: RE: MM 21-0556
Date: Thursday, September 9, 2021 3:55:19 PM
Attachments: [image002.png](#)

Kevie,

I agree that the conditional language should be revised to increase clarity concerning the Design Exception.

- Please change condition 7 on page 17 to the following:

“If MM 21-0556 is approved, the County Engineer will approve a Design Exception which was found approvable by the County Engineer (on June 18, 2021). Approval of this Design Exception will allow the following improvement on Johns Road in lieu of the standard TS-7 typical section of the Hillsborough County Transportation County Technical Manual required by Section 6.02.07. of the LDC. The developer shall construct a county standard sidewalk to fill in the existing sidewalk gap on the north side of Johns Rd. between the project and Benjamin Rd.”

- On page 9:

Change the note in the Design Exception/Administrative Variance section to the following:

Note: Improvement includes construction of a county standard sidewalk to fill in the existing sidewalk gap on the north side of Johns Rd. between the project and Benjamin Rd.

- On page 12:

Please replace the phrase ~~“The developer shall construct a sidewalk on the northside of Johns Rd. from the project to Benjamin Rd.”~~ with “The developer shall construct a county standard sidewalk to fill in the existing sidewalk gap on the north side of Johns Rd. between the project and Benjamin Rd.”

Should I revise my staff report in OPTIX or is it too late?

Thanks,

Alex Steady

Senior Planner

Development Services Department, Transportation Review Section

P: (813)-276-8330

E: steadya@hillsboroughcounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Defranc, Kevie <DefrancK@hillsboroughcounty.org>
Sent: Thursday, September 9, 2021 2:16 PM
To: Grady, Brian <GradyB@HillsboroughCounty.ORG>; Williams, Michael <WilliamsM@HillsboroughCounty.ORG>; Steady, Alex <SteadyA@hillsboroughcounty.org>
Subject: RE: MM 21-0556

Good afternoon,

It appears I checked both the Planning Commission "N/A" and "Locational Criteria Waiver Requested" boxes, so I can easily make the requested correction to page 13.

However, do you agree with his comment about the conditional language associated with the Design Exception? If so, any suggestions on the revised language?

Thank you,

Kevie Defranc

Senior Planner

Community Development Division
Development Services Department

P: (813) 274-6714
E: DefrancK@HCFLGov.net
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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From: David Smith <DSmith@stearnsweaver.com>
Sent: Thursday, September 9, 2021 1:40 PM
To: Grady, Brian <GradyB@HillsboroughCounty.ORG>; Williams, Michael <WilliamsM@HillsboroughCounty.ORG>; Defranc, Kevie <DefrancK@hillsboroughcounty.org>
Cc: Jessica Icerman <jicerman@stearnsweaver.com>; Jake Cremer <jcremer@stearnsweaver.com>; 'jjc@chestnuthillco.com' <jjc@chestnuthillco.com>; Steven Henry <shenry@lincks.com>
Subject: MM 21-0556

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In reviewing the staff report I have identified a couple of items that I would like corrected/modified:

Pages 9, 12 and Condition 7 on page 13 all indicate construction of a sidewalk on the north side of John's Road to Benjamin Road. I think the Design Exception indicated filling in the gap in the sidewalk along the north side of John's road to Benjamin. I am concerned that the Condition could be read to require a new sidewalk from the project entrance on John's to Benjamin instead of only constructing sidewalks where they are missing along John's to Benjamin. Could staff revise the Condition to make it clear?

Page 13 Bottom of page indicates Waiver of Locational Criteria requested. Actually the Planning Commission agreed (and indicates as such on page 4 of their report) that for this use Locational Criteria was not applicable. Can staff correct the report to indicate Not Applicable?

David M. Smith
Director of Development and Zoning
Stearns Weaver Miller Weissler Alhadeff & Sitterson, P.A.
401 E. Jackson Street, Suite 2100
Tampa, Florida 33602
Direct Tel: (813) 222-5010
Main Tel: (813) 223-4800
Main Fax: (813) 222-5089
dsmith@stearnsweaver.com
www.stearnsweaver.com

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Sterlin Woodard, P.E. AIR DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: 6/14/2021	COMMENT DATE: 4/28/2021
PETITION NO.: 21-0556	PROPERTY ADDRESS: 6101 Johns Rd, Tampa, FL 33634
EPC REVIEWER: Chris Stiens	FOLIO #: 0275820000
CONTACT INFORMATION: (813) 627-2600 X1225	STR: 31-28S-18E
EMAIL: stiensc@epchc.org	
REQUESTED ZONING: MM of PD	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	3/27/2019
WETLAND LINE VALIDITY	Valid through 5/29/2024
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetland Survey Approval on file with EPC
RECOMMENDED ZONING RESUBMITTAL COMMENTS: 1. The Major Modification to the Planned Development as proposed on the site plan would result in wetland impacts for a nondescript vehicle access area which has not been authorized by the Executive Director of the Environmental Protection Commission (EPC). EPC staff recommends that the applicant redesign this site plan to utilize the available upland areas and avoid impacts to the wetlands, pursuant to the EPC Wetlands rule, Chapter 1-11, Rules of the EPC and the adopted Basis of Review for Chapter 1-11. Chapter 1-11 prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan. If you choose to proceed with the wetland impacts depicted on the plan, a separate wetland impact/mitigation proposal and appropriate fees must be submitted to this agency for review. Please note a previous impact approval for a residential development is not valid for the proposed development.	
INFORMATIONAL COMMENTS:	

Environmental Excellence in a Changing World

Environmental Protection Commission - Roger P. Stewart Center
3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org

- The acreage of the wetland areas, and associated wetland setbacks, may result in the applicant's inability to construct the project as envisioned, and it may be necessary to reduce the scope of the project and/or redesign the proposed development layout to avoid wetland impacts.
- Please note that the construction and location of any proposed wetland/other surface water impacts and mitigation plan shall be reviewed separately by EPC pursuant to Chapter 1-11 and Basis of Review. Please be aware that a submittal provides no reliance that the wetlands may be developed as proposed and that EPC staff cannot approve plans at the construction phase if unapproved wetland impacts are depicted.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

cs/mst

cc: jcremer@stearnsweaver.com

From: Yeneka Mills <hemingway@plancom.org>
Sent: Thursday, June 3, 2021 9:33 AM
To: Defranc, Kevie
Subject: RE: 21-0556

[External]

I was just reviewing the agency comments and EPC stated that a resubmittal was necessary from the applicant due to wetland impacts, PC will not be able to move forward with supporting the case with wetland impacts. Please give me a call today when you get a moment.

Thanks

From: Defranc, Kevie <DefrancK@hillsboroughcounty.org>
Sent: Monday, May 31, 2021 11:48 AM
To: Yeneka Mills <hemingway@plancom.org>
Subject: RE: 21-0556

Yes, as of this moment, this case is in order to move forward to the June ZHM.

Best regards,

Kevie Defranc

Senior Planner

Community Development Division
Development Services Department

P: (813) 274-6714
E: DefrancK@HCFLGov.net
W: HCFLGov.net

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

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From: Yeneka Mills <hemingway@plancom.org>
Sent: Friday, May 28, 2021 3:14 PM
To: Defranc, Kevie <DefrancK@hillsboroughcounty.org>
Subject: 21-0556

[External]

I just wanted to make sure this case was still moving forward for the June ZHM. Please let me know the status.

Thanks

Yeneka Mills
Plan Amendment Coordinator | Principal Planner



Comprehensive Plan Policy and Review Division
millsy@plancom.org • 813/272-5940 (main) | 813/547-4373 (direct)
planhillsborough.org

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From: [Stiens, Christopher](#)
To: [Defranc, Kevie](#)
Subject: New info Received 8/30/2021 for MM 21-0556 CHESTNUT HILL INVESTMENTS, LLC aka SLV Lighting(ca)66246
Date: Thursday, September 9, 2021 6:21:43 PM

External email: Use caution when clicking on links and attachments from outside sources.

Kevie,

We have no comment to add regarding the documents dated 8/30/2021, the EPC comments remain the same as the 8/19/2021 dated comment sheet.

Christopher Stiens

Environmental Scientist

Wetlands Division

(813) 627-2600 ext. 1225 | www.epchc.org

Environmental Protection Commission

3629 Queen Palm Drive, Tampa, FL 33619

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**Hillsborough
County Florida**
Development Services

AGENCY REVIEW COMMENT SHEET

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

TO: Zoning Review, Development Services

DATE: 08/05/2021

REVIEWER: Ron Barnes, Impact & Mobility Fee Coordinator

APPLICANT: Chestnut Hill Investments Five, LLC

PETITION NO: 21-0556

LOCATION: North of the intersection of George Rd & Johns Rd

FOLIO NO: 27582.0000

Estimated Fees:

(Various use types allowed. Estimates are a sample of potential development)

Warehouse

(Per 1,000 s.f.)

Mobility: $\$1,102.00 \times 110 = \$121,220.00$

Fire: $\$34.00 \times 110 = \$3,740.00$

High-Cube Warehouse

(Per 1,000 s.f.)

Mobility: $\$862.00 \times 110 = \$94,820.00$

Fire: $\$34.00 \times 110 = \$3,740.00$

Project Summary/Description:

Urban Mobility, Northwest Fire - Warehouse/Distribution up to 110,000 s.f.



AVIATION AUTHORITY LAND USE REVIEW

Hillsborough County - OPTIX

DATE: March 29, 2021

PROPOSED USE INFORMATION:

Case No.: 21-0556 Reviewer: Tony Mantegna

Location: George Rd

Folio: 27582.0000

Current use of Land: vacant

Zoning: PD

REQUEST: Industrial Warehouse

COMMENTS:

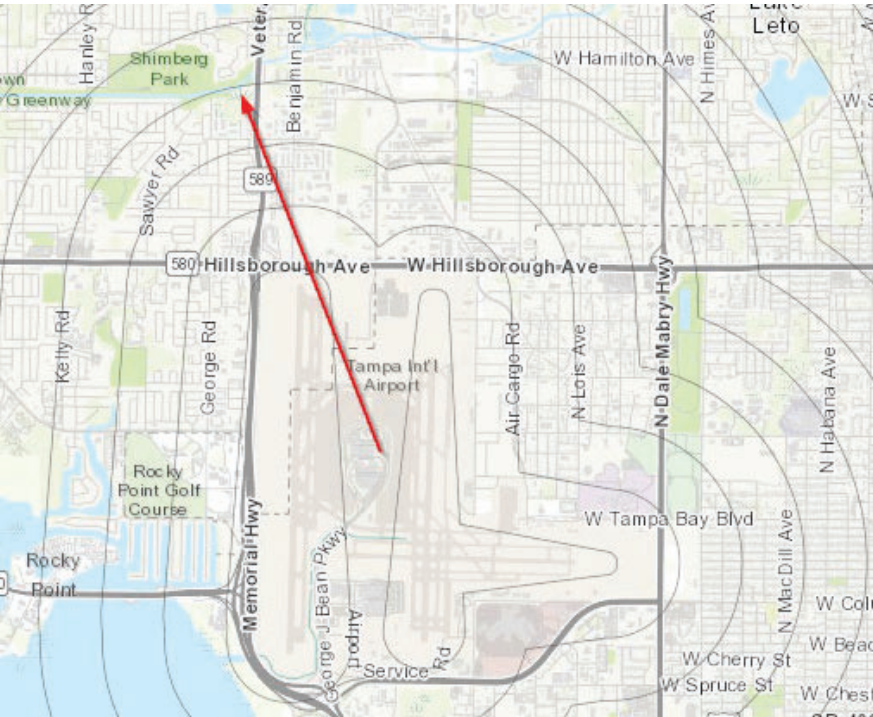
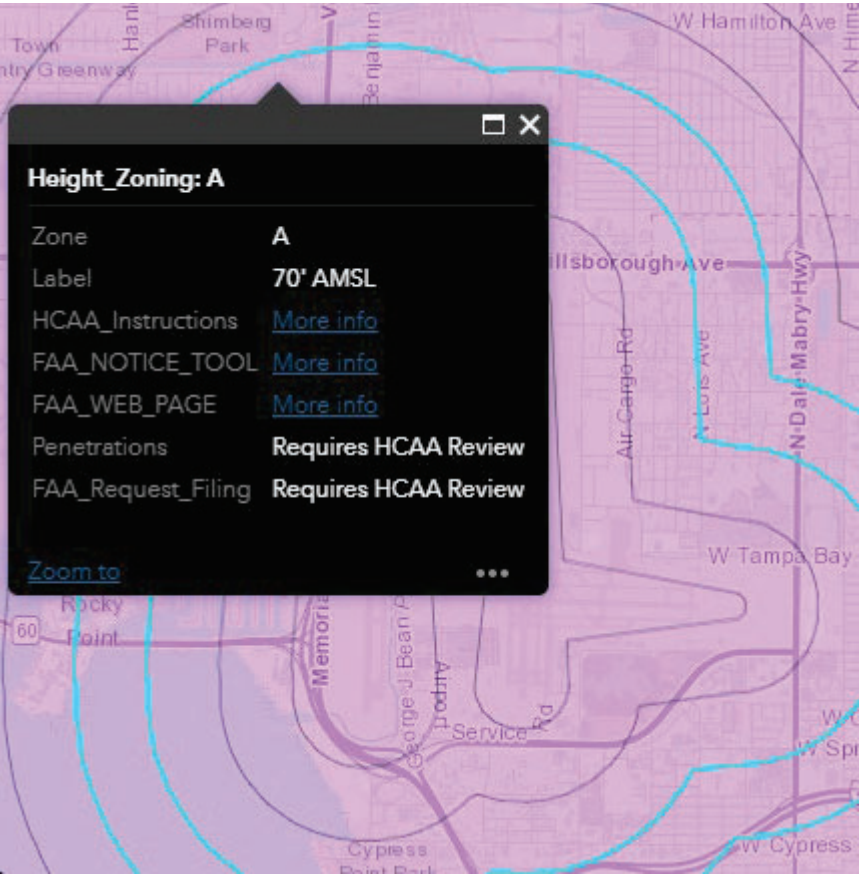
The proposed site falls within Zone "A" on the Airport Height Zoning Map. Any structure including construction equipment that exceeds 70 feet Above Mean Sea Level may require an Airport Height Zoning Permit and must be reviewed by the Airport Zoning Director.

☐ Compatible without conditions (see comments above) - _____

☐ Not compatible (comments) - _____

☒ Compatible with conditions (see comments above) – Building will be subject to height limitations. Project will require an FAA Determination and Permit from the Aviation Authority.

cc: Aviation Authority Zoning Director/Legal/Records Management/Central Records



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

PETITION NO.: MM21-0556 **REVIEWED BY:** Randy Rochelle **DATE:** 3/29/2021

FOLIO NO.: 27582.5000

☒ This agency would ☐ (support), ☒ (conditionally support) the proposal.

WATER

- ☒ The property lies within the City of Tampa Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☐ No Hillsborough County water line of adequate capacity is presently available.
- ☐ A inch water main exists ☐ (adjacent to the site), ☐ (approximately feet from the site) .
- ☐ Water distribution improvements may be needed prior to connection to the County's water system.
- ☐ No CIP water line is planned that may provide service to the proposed development.
- ☐ The nearest CIP water main (inches), will be located ☐ (adjacent to the site), ☐ (feet from the site at). Expected completion date is .

WASTEWATER

- ☒ The property lies within the Hillsborough County Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☐ No Hillsborough County wastewater line of adequate capacity is presently available.
- ☒ A 8 inch wastewater gravity main exists ☒ (adjacent to the site), ☐ (approximately feet from the site) and is located within the north Right-of-Way of Johns Road.
- ☐ Wastewater distribution improvements may be needed prior to connection to the County's wastewater system.
- ☐ No CIP wastewater line is planned that may provide service to the proposed development.
- ☐ The nearest CIP wastewater main (inches), will be located ☐ (adjacent to the site), ☐ (feet from the site at). Expected completion date is .

COMMENTS: This site is located within the Hillsborough County Urban Wastewater Service Area, therefore the subject property should be served by Hillsborough County Wastewater Service. The site also falls within the City of Tampa Water Service Area. This comment sheet does not guarantee water or wastewater service or a point of connection. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site improvements as well as possible off-site improvements.



VERBATIM TRANSCRIPT

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

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

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: SUSAN FINCH
Land Use Hearing Master

DATE: Monday, September 13, 2021

TIME: Commencing at 6:00 p.m.
Concluding at 10:36 p.m.

PLACE: Cisco Webex

Reported By:

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

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

ZONING HEARING MASTER HEARINGS
September 13, 2021
ZONING HEARING MASTER: SUSAN FINCH

D5:

Application Number: MM 21-0556
Applicant: Chestnut Hill Investments Five,
LLC
Location: Approx. 820' N of Johns Rd. &
George Rd. intersection on
right side
Folio Number: 027582.0000
Acreage: 14.51 acres, more or less
Comprehensive Plan: SMU-6
Service Area: Urban
Existing Zoning: PD 18-1163
Request: Major Modification to a Planned
Development

1 MR. GRADY: The next item is agenda item
2 D-5, Major Modification 21-0556. The applicant is
3 Chestnut Hill Investments Five, LLC. The request
4 is for a Major Modification to existing Planned
5 Development.

6 Kevie Defranc will provide staff
7 recommendation after presentation by the applicant.

8 HEARING MASTER FINCH: Good evening.

9 MS. ICERMAN: Good evening. My name's
10 Jessica Icerman. I'm an attorney with Stearns
11 Weaver Miller, 401 East Jackson Street, Suite 2100,
12 Tampa.

13 I just would like to introduce our team
14 today. We have several members present virtual and
15 in person. With me is David Smith, our planner.
16 We also have JJ Connors, who is the applicant
17 representative with Chestnut Hill Investments Five.
18 We also have the engineer, Jason Lewis, and our
19 traffic engineer, Steven Henry.

20 So if you have any questions pertaining to
21 those areas, we have our experts available. And
22 with that, I'll turn it over to Mr. Smith. Thank
23 you.

24 HEARING MASTER FINCH: Okay. Thank you.
25 Good evening.

1 MR. SMITH: Good evening. David Smith, 401
2 East Jackson Street, 33602, Suite 2100 for the
3 applicant, director of development and zoning for
4 Stearns Weaver Miller.

5 The application we have here tonight is --
6 you can go to the first slide there -- is -- it's
7 located just off the Veterans Expressway. It's
8 north of Johns Road. It's -- sorry -- east -- east
9 of Johns Road and -- excuse me, George Road.

10 And this is a proposal for rezoning of a
11 piece of property that is currently approved for
12 72 -- and, actually, the correction should be 73.
13 I think there's a scrivener's error on that
14 originally. But 73 single-family units split
15 between townhome, houses, and single-family units.

16 If you go to the next slide. The site
17 currently is located in -- in -- as I said, against
18 the Veterans Expressway, but it's south of a
19 drainage canal. There's single-family to the west.
20 There's an existing industrial park to the south
21 and also to the east.

22 The property was originally zoned M and in
23 2018, it was rezoned for the single-family
24 development -- residential development. You can go
25 to the next slide, please.

1 It just confirms the land use on the
2 property. We have RES-9. We have SMU-6. Next
3 slide. This zoning has accommodation of
4 residential zonings to the west. We have M zonings
5 to the south. We have AI zonings to the north. To
6 the northeast -- or excuse me, northwest, we have M
7 and also to the east, we have M, Selmon, and then
8 it continues on towards Benjamin Road. Next slide.

9 This shows the existing approval on the
10 site. This particular property went through
11 several iterations, was remanded several times, and
12 was finally approved. Most of the remands were
13 related to the wetland impacts.

14 And I show you this because our proposal
15 eliminates any access to George Road. By doing so,
16 we actually eliminate wetland impacts on the
17 particular property to only a very slight impact
18 that I'll show you on the next slide, site plan.

19 This is the proposed use. It's a warehouse
20 flex space. Access is going to be through the
21 adjacent easements that are available through the
22 industrial park. This particular property was sold
23 off during the development of that existing park,
24 and it has easement rights to access Johns Road.

25 As you can see, the only wetland impact we

1 now propose is in the truck court on the west side
2 of the property, which is very minimal. That
3 impact also was being experienced on the property
4 with the single-family proposed development.

5 So that there's a reduction on wetland
6 impacts. We have Steve Henry here that can speak
7 to any questions on transportation. However, this
8 proposed use also has a reduction in transportation
9 impacts.

10 Most importantly, it eliminates any traffic
11 impacts from the previous development that we're
12 going to go out on to George Road, which is for the
13 most part a residential street from the private
14 road to the north, and then it's all residential
15 out to Johns Road on the west side.

16 So this provides an improvement. We have
17 had meetings with the neighbors, and they were
18 appreciative of that fact; that we were reducing
19 the access points and traffic. We also had a
20 meeting with the citizens.

21 The conditions reflect the restriction on
22 height, and that height restriction is reflected in
23 the conditions and the -- it's 55 feet. And if we
24 can go to the next slide.

25 The SMU-6 Future Land Use Category provides

1 for this type of use as well as residential uses
2 and retail uses. And because of the use in SMU-6,
3 we are not subject to locational criteria. We've
4 worked with staff of the Planning Commission and
5 confirmed that -- that fact.

6 The wetlands, as far as the transition of
7 uses, we -- we have the wetlands on the west that
8 provide as a transitional a buffer to single-family
9 uses, and then we also have slight wetland to the
10 north.

11 And when you look at the Comprehensive Plan
12 Map and the Zoning Map, it really doesn't represent
13 the full wetlands. The site plan shows pretty much
14 the whole western half of the site is actually a
15 wetland area.

16 If we can go to the next slide. The only
17 variation that we ask, we don't have any PD
18 variations or LDC variations. It deals with the
19 technical standards of the -- of the technical
20 manual of the city -- excuse me, the County dealing
21 with Johns Road.

22 And Johns Road is a substandard road, which
23 is almost every road in Hillsborough County is
24 substandard to some technical standard. In this
25 particular case, we've worked with the county

1 engineer to identify, based upon the conditions and
2 the right-of-way available, improvements are going
3 to be made for safety purposes.

4 That is reflected in the staff report and
5 the conditions, and that is basically we're
6 providing for the continuation or having to
7 continue the sidewalk from the general access
8 points of the project site to ensure that they have
9 sidewalk on the north side of the road all the way
10 to Benjamin.

11 There's probably a piece of it that's
12 probably from the project frontage. Underneath the
13 Veterans is the connection that we're working with.

14 We reviewed all the conditions. We agree
15 with the staff conditions and findings of the
16 Planning Commission. Go to the next slide. And
17 this just shows the site and the context of what I
18 described.

19 It's pretty much an industrial area. I
20 believe but for the veterans going through this is
21 one continuous industrial park until you get to
22 George Road.

23 We think this completes the development in
24 this area and provides a development that's
25 compatible and consistent with the neighborhood and

1 is sensitive to the community in that area, and
2 we're here to answer any questions you may have.

3 HEARING MASTER FINCH: So just the only --
4 not a PD variation but rather a design exception
5 that's been deemed approvable?

6 MR. SMITH: Correct. And that's reflected
7 in the conditions approved by staff.

8 HEARING MASTER FINCH: Okay. That was it.

9 MR. SMITH: I'm here to answer any
10 questions.

11 HEARING MASTER FINCH: No questions at this
12 time. Does that complete your presentation for the
13 team?

14 MR. SMITH: Yes, ma'am. Unless there's
15 questions.

16 HEARING MASTER FINCH: No, not at this time.
17 Thank you.

18 Development Services, please.

19 MR. DEFRANC: Kevie Defranc with Development
20 Services. I'm going to share my screen. Okay.
21 Can you see my screen everyone?

22 MR. LAMPE: Yes.

23 MR. DEFRANC: All righty. So for this case,
24 the applicant as stated and as explained, he's
25 requesting a Major Modification to the existing PD

1 to allow for a warehouse distribution facility.

2 And the subject property is located in
3 Tampa, which is on the east side of the George
4 Road, approximately 820 feet north of the Johns
5 Road and George Road intersection.

6 The subject property has a FLU category of
7 SMU-6, and the maximum FAR within the SMU-6 FLU
8 category is 0.50 for Light Industrial uses, and the
9 nearby FLU category is RES-6.

10 The subject property is adjacent to property
11 zoned M to the north, east, south, and west; AI to
12 the north. RSC-9 to the west. Within the general
13 area, there are other properties zoned SPI-AP-5 to
14 the east and RSC-6 to the northwest.

15 And the subject property is located in an
16 area comprised of industrial, utility, and
17 residential uses. The development of this project
18 shall be limited to a maximum 100,800-square-foot
19 warehouse distribution facility, and it is also
20 subject to the critical design features
21 requirements associated with the proposed vehicle
22 use area and the existing wetland as stated in the
23 conditions.

24 However, as stated in the report, a revised
25 site plan must be provided prior to the PD site

1 plan certification, which includes the required
2 revision to the development summary proposed to use
3 indication.

4 And based on the SMU-6 FLU category,
5 surrounding zoning, and development pattern and the
6 proposed use and development standards for the PD
7 zoning district, staff finds the request approvable
8 subject to the revised conditions that Mr. Grady
9 provided to you today.

10 The reason why he provided to you the
11 revised staff report is because last week Mr. Smith
12 and his team brought to our attention a few minor
13 issues with the staff report that included a
14 correction resulting in the locational criteria
15 waiver not being applicable for the proposed
16 request as the applicant stated and a revision to
17 the proposed condition No. 7 for clarification
18 purposes to what is being required for the -- of
19 the developer for the improvements on Johns Road
20 and a revision to the condition No. 2 to remove the
21 language referring to the airport height limitation
22 requirement due to the proposal not exceeding the
23 maximum height restriction.

24 And with that said, that concludes my
25 presentation, and I'm available for questions.

1 HEARING MASTER FINCH: Just a quick question
 2 to clarify for the record, so I have your revised
 3 staff report. And on the front, it talks about a
 4 warehouse with a maximum of 110,000 square feet,
 5 but the actual condition reads, as you said in your
 6 testimony, 100,800 square feet. So that is the
 7 maximum?

8 MR. DEFRANC: Yes.

9 HEARING MASTER FINCH: All right. Thank you
 10 so much. I really appreciate it.

11 Planning Commission, please.

12 MS. LIENHARD: Thank you. Melissa Lienhard,
 13 Planning Commission staff.

14 The subject property is located in the
 15 Suburban Mixed-Use-6 Future Land Use category. It
 16 is in the Urban Service Area, and it is also
 17 located within the limits of the Town N Country
 18 Community Plan.

19 The applicant is requesting a Planned
 20 Development to accommodate 110,000 square feet of
 21 warehouse distribution uses. This requested use
 22 can be considered within the SMU-6 Future Land Use
 23 Category.

24 The intent of this category is to develop
 25 areas at an urban, slash, suburban level of

1 intensity or density. Office and warehouse uses in
2 SMU-6 are not subject to commercial locational
3 criteria.

4 The subject site of properties to the east,
5 south, and north are designated SMU-6 on the Future
6 Land Use Map. Further east is designated Light
7 Industrial and to the west is designated as
8 Residential-6.

9 The character of the immediate area is a mix
10 of uses, including light commercial, light
11 industrial, heavy industrial, and single-family
12 residential that transitions to predominantly a
13 residential character west of the subject site.

14 The subject parcel abuts Manufacturing
15 zoning and heavy commercial and industrial land
16 uses on the east and south.

17 The proposed development would complement
18 the surrounding land uses and is, therefore,
19 consistent with Objective 16 of the Future Land Use
20 Element and its accompanying policies with regard
21 to compatibility.

22 The subject site contains substantial amount
23 of wetlands on the western portion of the site.
24 Due to this, the Planned Development proposes that
25 the development will be oriented toward the eastern

1 portion of the site.

2 This will act as a natural buffer to the
3 single-family residential uses to the west of the
4 site mitigating impacts to the single-family in the
5 area.

6 The site is located within the Town N
7 Country Community Plan limits, and there are no
8 goals, objectives, or policies within that
9 community plan that apply to this request.

10 Overall, the proposed rezoning would allow
11 for development that is consistent with the
12 Comprehensive Plan, and it is compatible with the
13 existing and Planned Development pattern found in
14 the surrounding area.

15 Based upon those considerations, Planning
16 Commission staff finds the proposed modification
17 consistent with the Future of Hillsborough
18 Comprehensive Plan for Unincorporated Hillsborough
19 County subject to the conditions as proposed by
20 Development Services. Thank you.

21 HEARING MASTER FINCH: Thank you.

22 All right. Is there anyone in the room or
23 online that would like to speak in support? Anyone
24 in favor?

25 Seeing no one, anyone in opposition to this

1 request? No one.

2 Mr. Grady, anything else?

3 MR. GRADY: Nothing further.

4 HEARING MASTER FINCH: Ma'am, do you have
5 anything else? Mr. Smith? You can have the last
6 word.

7 MR. SMITH: Thank you very much. Just to
8 confirm, we've reviewed the conditions of approval,
9 the critical design features that are relevant, and
10 we agreed to make the changes requested by staff
11 relative to the square footage of the building.
12 Other than that, that's all we have.

13 HEARING MASTER FINCH: All right. Thank you
14 for putting that on the record. I appreciate it.

15 Then with that, we'll close Major
16 Modification 21-0556 and go to the next case.

17

18

19

20

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HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

-----X
)
)
IN RE:)
)
ZONING HEARING MASTER (ZHM))
HEARING)
)
)
-----X

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: SUSAN FINCH
Zoning Hearing Master

DATE: Monday, August 16, 2021

TIME: Commencing at 6:00 p.m.
Concluding 8/17/21 at 12:04 a.m.

PLACE: Hybrid Meeting/Cisco Webex
R.W. Saunders Sr. Public Library
Ada T. Payne Community Room
1505 Nebraska Avenue
Tampa, Florida

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

Executive Reporting Service

1 Item A.7., major mod application 21-0316.

2 This application is out of order to be heard and
3 is being continued to the September 13, 2021,
4 Zoning Hearing Master hearing.

5 Item A.8., major mod application 21-0556.

6 This application is being continued by the
7 applicant to the September 13, 2021, Zoning
8 Hearing Master hearing.

9 Item A.9., rezoning PD 21-0560. This
10 application is being continued by the applicant to
11 the September 13, 2021, Zoning Hearing Master
12 hearing.

13 Item A.10., rezoning PD 21-0592. This
14 application is out of order to be heard and is
15 being continued to the September 13, 2021, Zoning
16 Hearing Master hearing.

17 Item A.11., rezoning PD 21-0626. This
18 application is out of order to be heard and is
19 being continued to the September 13, 2021, Zoning
20 Hearing Master hearing.

21 Item A.12., rezoning PD 21-0647. This
22 application is out of order to be heard and is
23 being continued to the September 13, 2021, Zoning
24 Hearing Master hearing.

25 Item A.13., rezoning PD 21-0650. This

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

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

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: SUSAN FINCH
Land Use Hearing Master

DATE: Monday, June 14, 2021

TIME: Commencing at 6:00 p.m.
Concluding at 10:36 p.m.

PLACE: Cisco Webex

Reported By:

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

1 applicant available?

2 MR. HUDSON: Yes, ma'am. Tyler Hudson, 400
3 North Ashley Drive. Thanks, Brian.

4 Madam Hearing Master, the reason for this
5 continuance request is that both the initial site
6 plan that we submitted as well as the resubmittal
7 site plan only contemplated a rezoning of a portion
8 of the folio zoning lots. And after a lot of back
9 and forth with staff, we decided that we would like
10 to go ahead and rezone the entirety of that folio.

11 And that's not really something we can
12 process through a condition discussed at this
13 evening's hearing. So we'd like a continuance so
14 that we're clear about exactly the right dimensions
15 of the site plan in July.

16 HEARING MASTER FINCH: All right. Thank
17 you. I understand.

18 Is there anyone in the room or online that
19 would like to speak to the continuance of RZ-PD
20 21-0554?

21 Seeing no one, we'll continue RZ-PD 21-0554
22 to the July 26th, 2021, ZHM Hearing at 6:00 p.m.

23 MR. GRADY: The next change is on page 4 of
24 the agenda. Item A-14, Major Mod 21-0556. This is
25 already on the withdrawals -- the published

1 withdrawals and continuances. But it was shown as
2 a staff continuance to the July 26th, 2021, Zoning
3 Hearing Master Hearing. It'll be actually a
4 continuance to the August 16th, 2021, Zoning
5 Hearing Master Hearing.

6 HEARING MASTER FINCH: All right. Is the
7 applicant here or online that would like to add
8 anything to the request?

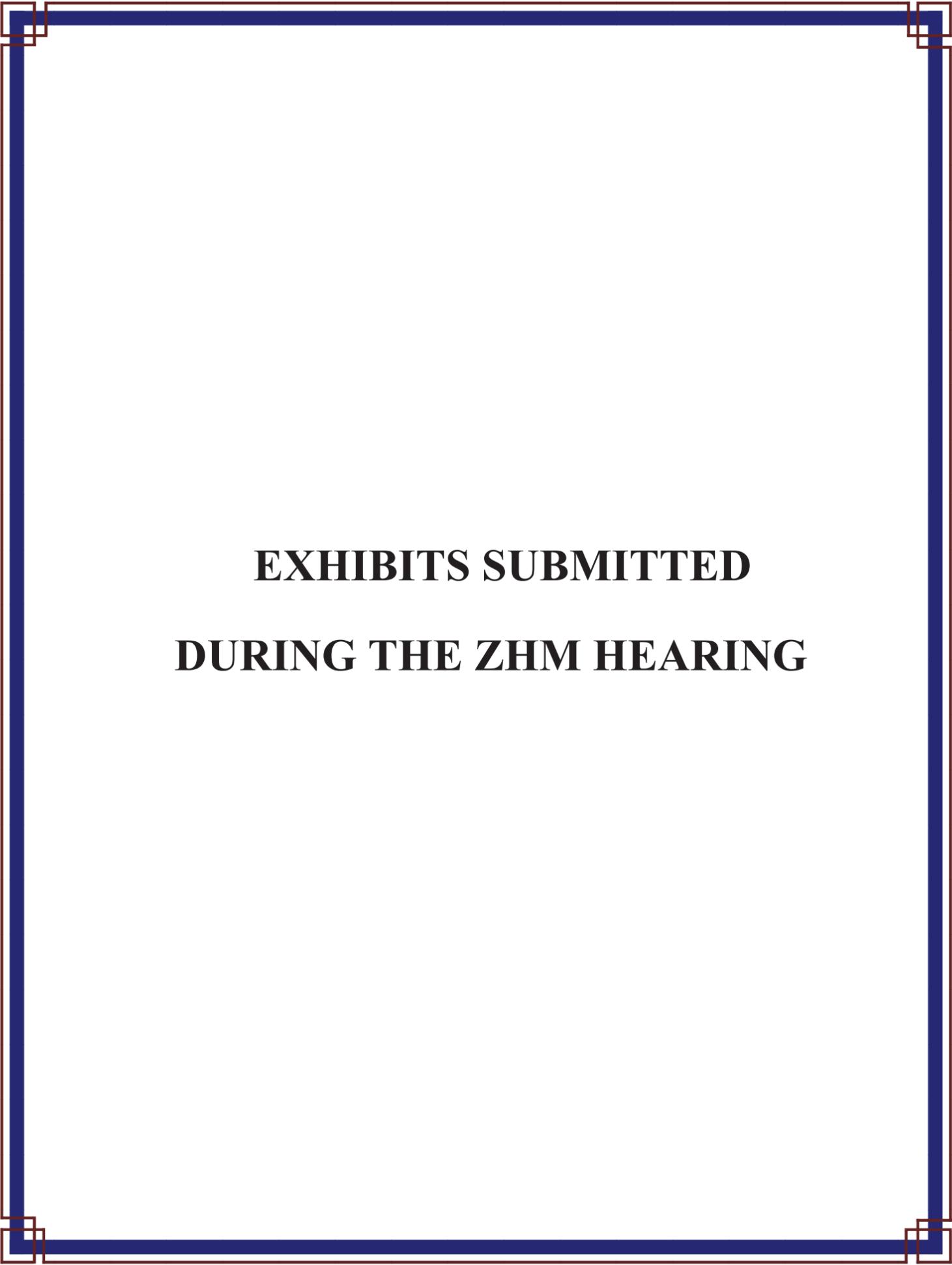
9 All right. Don't see the applicant. Is
10 there anyone in the audience that would like to
11 speak to the continuance, either in person or
12 online?

13 All right. Seeing no one, then we'll
14 continue Major Modification 21-0556 to the
15 August 16th, 2021, Zoning Hearing Master Hearing at
16 6:00 p.m.

17 MR. GRADY: And we do have one more change
18 that's on page 7 of the agenda. Item D-4, Major
19 Mod Application 21-0169. My understanding is the
20 applicant wants to request a continuance to the
21 August 16th Zoning Hearing Master Hearing. And I
22 believe he can come and speak to the reason for the
23 requested continuance.

24 HEARING MASTER FINCH: Mr. Pressman.

25 MR. PRESSMAN: Hearing Officer, Todd



**EXHIBITS SUBMITTED
DURING THE ZHM HEARING**

DATE/TIME: 9-13-2021HEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>MM 21-0169</u>	PLEASE PRINT NAME <u>Todd Pressman</u> MAILING ADDRESS <u>2001 Oak Ave, S #451</u> CITY <u>St Pete</u> STATE <u>FL</u> ZIP <u>33709</u> PHONE <u>824 1700</u>
APPLICATION # <u>RZ-PO</u> <u>21-0221</u>	PLEASE PRINT NAME <u>RONALD FLOYD</u> MAILING ADDRESS <u>6170 LINDBAUGH AVE</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33625</u> PHONE <u>83969619</u>
APPLICATION # <u>21-022</u>	PLEASE PRINT NAME <u>J.D. ALSABBAGH</u> MAILING ADDRESS <u>8370 W. Hills Ave #205</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33615</u> PHONE <u>813 889-0700</u>
APPLICATION # <u>21-0556</u>	PLEASE PRINT NAME <u>Jessica Iceman</u> MAILING ADDRESS <u>401 East Jackson St. #2100</u> CITY <u>tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813 222-5066</u>
APPLICATION # <u>21-0556</u>	PLEASE PRINT NAME <u>Javis M. Smith</u> MAILING ADDRESS <u>401 E. Jackson St. Suite 2100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33601</u> PHONE <u>813 222 5010</u>
APPLICATION # <u>21-0557</u>	PLEASE PRINT NAME <u>Colin Rice</u> MAILING ADDRESS <u>101 E Kennedy Blvd Ste 2800</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33609</u> PHONE <u>813-676-7226</u>

PD Modification Application: MM 21-0556
Zoning Hearing Master Date: September 13, 2021
BOCC Land Use Meeting Date: November 9, 2021



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Chestnut Hill Investments Five, LLC
FLU Category: Suburban Mixed Use-6 (SMU-6)
Service Area: Urban
Site Acreage: 14.51 acres
Community Plan Area: Town N' Country
Overlay: None



Introduction Summary:

PD 18-1163 was approved in 2019 to allow for 72 single-family residential units. The applicant requests modifications to allow for a warehouse/distribution facility.

Existing Approval(s):	Proposed Modification(s):
72 total units including a maximum of 35 single-family detached and 27 single-family attached units (townhomes)	A warehouse/distribution facility a maximum 110,000 square feet in size
Maximum building height of 35 feet	Maximum building height of 55 feet
Minimum front yard setback is 10 feet (18 feet for units with a garage)	Minimum front yard setback is 30 feet
Minimum side yard setbacks are 5 feet (for single-family detached lots) and 0 feet (for single-family attached (townhomes))	Minimum side yard setbacks are 60 feet (for the north side) and 25 feet (for the south side)
Minimum rear yard setbacks are 15 feet (for single-family detached lots) and 10 feet (for single-family attached (townhomes))	Minimum rear yard setback is 75 feet
Maximum lot coverages are 55% (for single-family detached lots) and 65% (for single-family attached (townhomes))	Maximum building coverage is 75%
A 10 foot buffer with solid 6 foot fence and double row of trees (10 ft. Minimum height, 2" minimum caliper), with trees staggered on 10 foot center shall be provided along the eastern and southern boundary	30 feet type C landscape buffering/screening along the western and northern boundaries
Limited to 1 access connection to George Road	Eliminate access to George Road and add two access points to the south of the property adjacent to other manufacturing uses

Application No. 21-0556
 Name: Brian Grady
 Entered at Public Hearing: ZHM
 Exhibit # 1 Date: 9-13-21

APPLICATION NUMBER: MM 21-0556

ZHM HEARING DATE: September 13, 2021

BOCC LUM MEETING DATE: November 9, 2021

Case Reviewer: Kevie Defranc

Additional Information:

PD Variation(s):

None Requested as part of this application

Waiver(s) to the Land Development Code:

Planning Commission Recommendation:

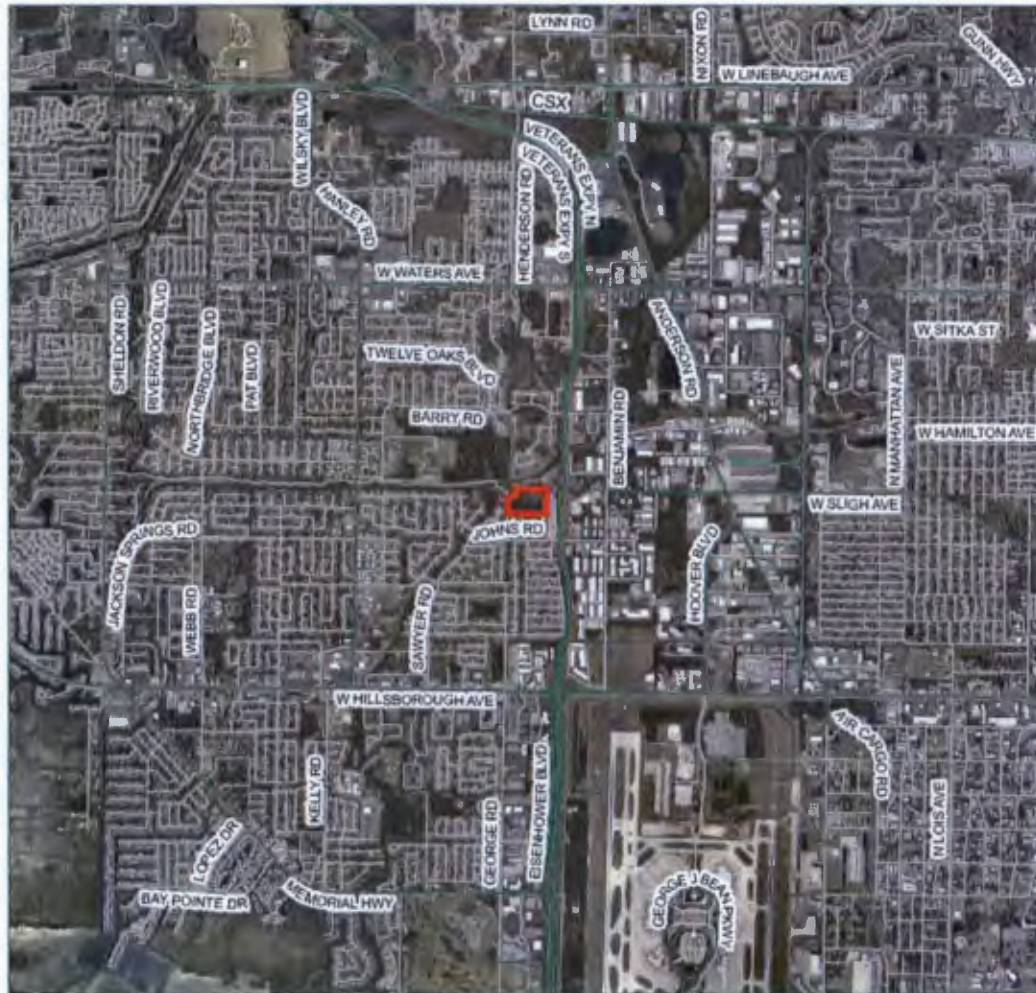
Consistent

Development Services Recommendation:

Approvable, subject to conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



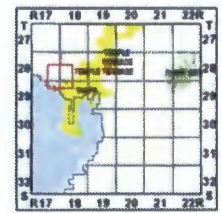
General Aerial Zoning Map

MM 21-0556

Folio: 27582.0000



STR: 31-28-18



NOTE: Every registrant will have been made to ensure the integrity of this map. Registrants will not receive any liability relief from use of this map.

Investor's responsibility to ensure the integrity of their data, other registrants or related companies, but not limited to the map's data, is the responsibility of the investor and the investor.

NOTE: This map is not intended to be used for any other purpose, but only for the purpose of the map. It is not intended to be used for any other purpose, but only for the purpose of the map.

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NOTICE: This map/document prepared for the inventory of real property located within Philadelphia County and is intended Non-assessed death duties and other public records. It has been issued on 02/27/2014, 10:11 AM.

DOI: 10.1002/anie.200500021 Epub: 20050404

Context of Surrounding Area:

Existing land uses within the area include industrial (warehouses and flex spaces), utility, and residential (single-family residential lots) uses.

APPLICATION NUMBER: MM 21-0556

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BOCC LUM MEETING DATE: November 9, 2021

Case Reviewer: Kevie DeFranc

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



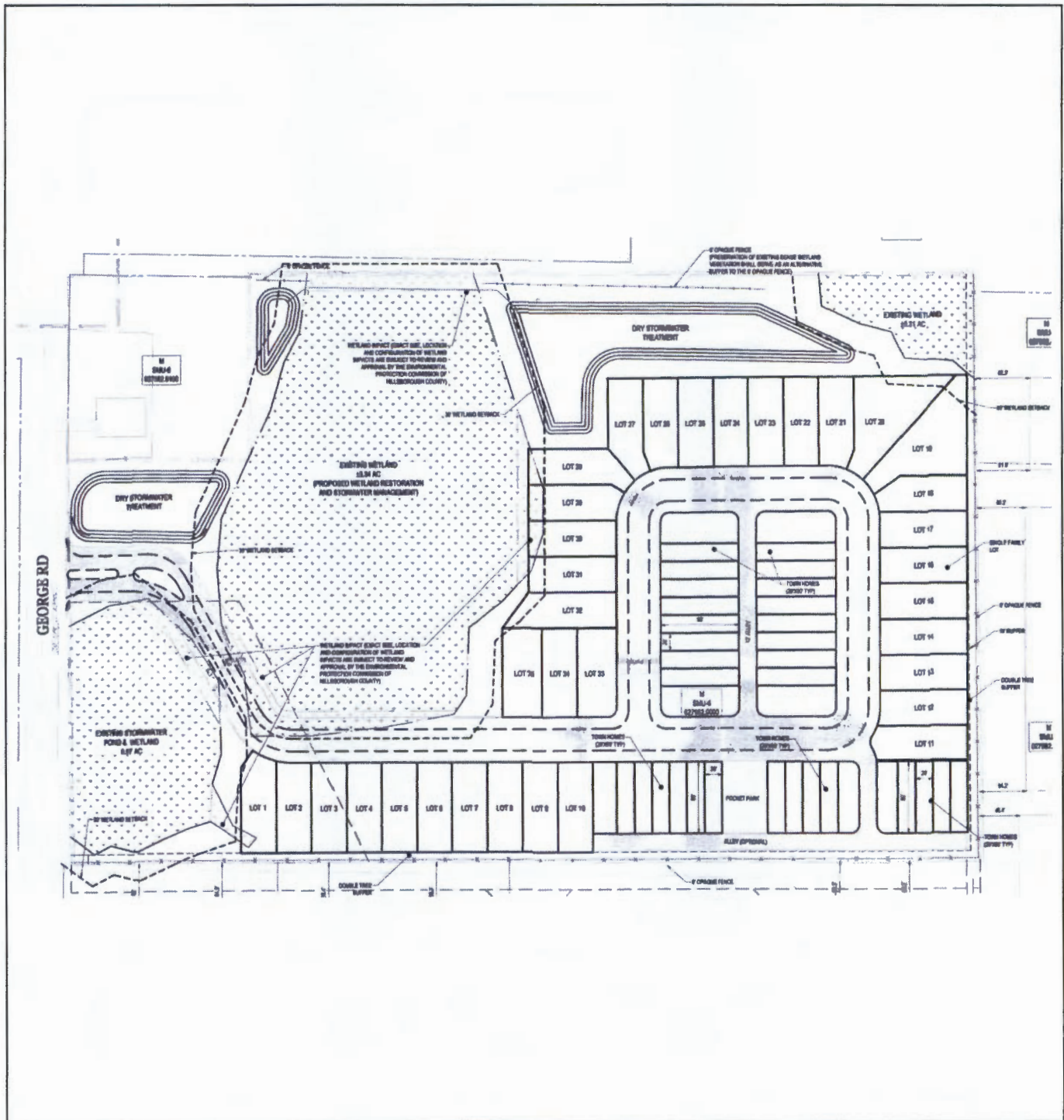
APPLICATION NUMBER: MM 21-0556

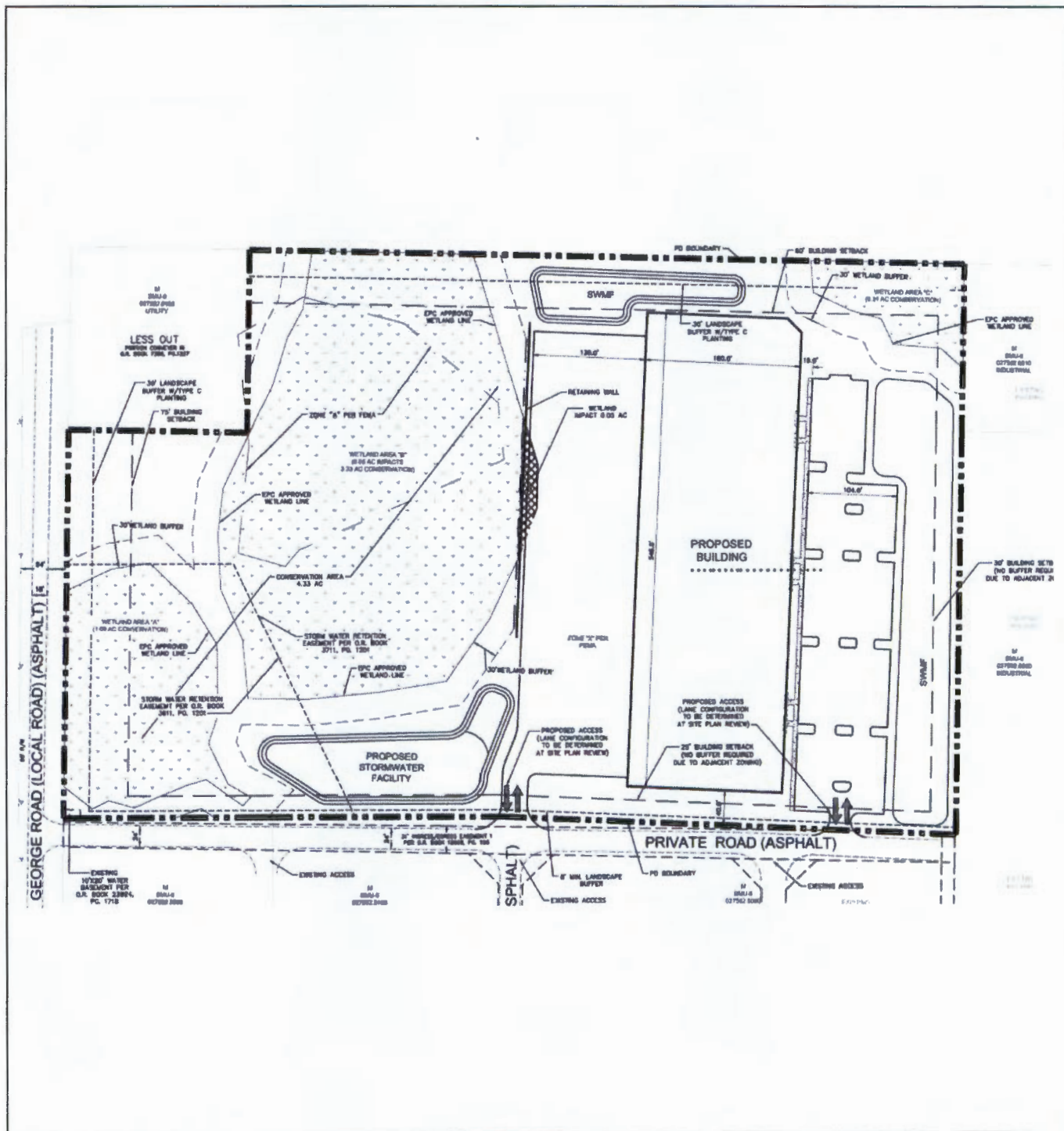
ZHM HEARING DATE: September 13, 2021

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Case Reviewer: Kevie Defranc

South	M	0.75 F.A.R.	Manufacturing, processing, assembly warehousing, intensive commercial and other related uses per LDC Section 2.02.02	Warehouse/Flex Spaces
East	M	0.75 F.A.R.	Manufacturing, processing, assembly warehousing, intensive commercial and other related uses per LDC Section 2.02.02	Warehouse
West	M and RSC-9	M District: 0.75 F.A.R. RSC 9 District: 6 units per acre (per RES-6 Future Land Use)	M District: Manufacturing, processing, assembly warehousing, intensive commercial and other related uses per LDC Section 2.02.02 RSC 9 District: Residential and residential support uses per LDC Section 2.02.02	Utility and Single-Family Residential





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3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
Johns Rd.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other

Project Trip Generation ☒ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	635	49	61
Proposed	175	17	19
Difference (+/-)	-460	-32	-42

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

Connectivity and Cross Access ☐ Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC

Notes: Pedestrian connectivity may be to the East as an alternative to the south per conditions of approval.

Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Johns Rd./Substandard Road Improvements	Design Exception Requested	Approvable
	Choose an item.	Choose an item.

Notes: Improvement includes construction of a county standard sidewalk to fill in the existing sidewalk gap on the north side of Johns Road, from property to between the project and Benjamin Rd.

APPLICATION NUMBER: MM 21-0556

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Case Reviewer: Kevie Defranc

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			<p>Conditions requested are as follow:</p> <ul style="list-style-type: none"> Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals. EPC has received an application for the proposed wetland impacts. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application, which has been received, pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
Environmental Protection Commission		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	

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Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" 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"/> 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"/> Other <u>Zone "A" on the Airport Height Zoning Map</u>			
<input checked="" 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				
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	Conditions requested are as follow: <ul style="list-style-type: none"> • Notwithstanding anything on the PD site plan or herein these conditions to the contrary, with respect to required pedestrian connectivity, the developer shall construct prior to or concurrent with the initial increment of development: <ul style="list-style-type: none"> o A minimum 5-foot wide sidewalk connecting each project entrance with the primary entrance(s) of the proposed structure; and, o A minimum 5-foot wide sidewalk which provides a continuous sidewalk (or painted pedestrian way if found to be acceptable to Hillsborough County at the time of plat/site/construction plan approval) which connects the internal sidewalk network with either: <ul style="list-style-type: none"> ▪ The existing sidewalk along the project's George Rd. frontage; or, ▪ The existing sidewalk along John's Rd. o Where such pedestrian connection traverses private property outside of

APPLICATION NUMBER: MM 21-0556

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Case Reviewer: Kevie Defranc

				<p>the proposed PD, such external sidewalks shall be located within an easement which provides users of the subject PD pedestrian access to the public sidewalk network in perpetuity. Proof of such easement shall be required at the time of plat/site/construction plan approval.</p> <ul style="list-style-type: none">• Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.• If MM 21-0556 is approved, the County Engineer will approve a Design Exception which was found approvable by the County Engineer (on June 18, 2021). Approval of this Design Exception will allow the following improvements on Johns Rd. in lieu of the standard TS-7 typical section of the Hillsborough County Transportation County Technical Manual required by Section 6.02.07. of the LDC. The developer shall construct a <u>county standard sidewalk to fill in the gap</u> on the north side of Johns Rd. from between the project to and Benjamin Rd. <p>Prior to PD Site Plan Certification, the applicant shall revise the PD site plan development summary proposed use to only include 100,800 sf warehouse building.</p>
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APPLICATION NUMBER: MM 21-0556

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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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	This site is located within the Hillsborough County Urban Wastewater Service Area, therefore the subject property should be served by Hillsborough County Wastewater Service. The site also falls within the City of Tampa Water Service Area. This comment sheet does not guarantee water or wastewater service or a point of connection. Developer is responsible for submitting a utility service request at the time of development plan review and will be responsible for any on-site improvements as well as possible off-site improvements		
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 checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No			
<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> Impact/Mobility Fees Warehouse (Per 1,000 s.f.) Mobility: \$1,102.00*110=\$121,220.00 Fire: \$34.00*110=\$3,740.00 </td> <td style="width: 50%; vertical-align: top;"> High-Cube Warehouse (Per 1,000 s.f.) Mobility: \$862.00*110=\$94,820.00 Fire: \$34.00*110=\$3,740.00 </td> </tr> </table>					Impact/Mobility Fees Warehouse (Per 1,000 s.f.) Mobility: \$1,102.00*110=\$121,220.00 Fire: \$34.00*110=\$3,740.00	High-Cube Warehouse (Per 1,000 s.f.) Mobility: \$862.00*110=\$94,820.00 Fire: \$34.00*110=\$3,740.00
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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 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

Staff has identified no compatibility issues with the request. The existing wetlands on the subject property provides enhanced buffering and screening to the existing residential uses to the west of the site. To the north and south of the parcel are M zoned districts developed with industrial/warehousing uses. To the north are public lands zoned M and a vacant AI zoned parcel that cannot be developed with residential uses. As noted in the agency comment section, the Environmental Protection Commission is not objecting to the request and has noted the zoning proposal is conceptually justified to move forward through the zoning process with the depicted wetland impact of 0.05 acres. The retaining wall provided in the area adjacent to area of the wetland impact is permitted to be located in the new wetland setback pursuant to LDC Section 4.01.07.B.4. With the stem/retaining wall, curbing of the vehicle use area to contain vehicles and stormwater and convey the stormwater to the stormwater system, these design measures help to accomplish the intended function of the wetland setback in the area of the proposed retaining wall. The subject design measures are identified as critical design features so that failure to provide those design measures will require the applicant to amend the PD through a noticed public hearing.

Based on the adjacent zonings and uses identified above in the report, staff finds the proposed modification to PD 18-1163 compatible with the existing zoning districts and development pattern in the area.

5.2 Recommendation

Based on the above considerations, staff recommends approval of the request, subject to conditions.

6.0 PROPOSED CONDITIONS (CHANGES TO CONDITIONS)

Prior to PD site plan certification, the applicant shall revise the PD site plan as follows:

- Update the development summary proposed use to only include a warehouse/distribution facility at a maximum square footage of 100,800 square feet.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 23, 2021.

1. The project shall be developed with ~~up to 72 total units including a maximum of 35 single family detached and 27 single family attached units (townhomes)~~ a 100,800 square-foot warehouse/distribution facility.

2. Development standards shall be as follows ~~for Single Family Detached lots:~~

Minimum lot area:	4,000 s.f.
Minimum lot width:	40 feet
Maximum building height:	35 feet*
Minimum front (west) yard setback:	10' (18' w/garage) 75 feet
Minimum side (north) yard setback:	560 feet
Minimum side (south) yard setback:	25 feet
Minimum rear (east) yard setback:	1530 feet
Maximum lot building coverage:	575%
Maximum FAR:	0.50
Maximum impervious surface:	75%

*Building will be subject to height limitations. Project will require an FAA Determination and Permit from the Aviation Authority.

Development standards shall be as follows ~~for Single Attached (Townhome) lots:~~

Minimum lot area:	1,800 s.f.
Minimum lot width:	20 feet
Maximum building height:	35 feet
Minimum front yard setback:	10' (8' w/garage)
Minimum side yard setback:	0 feet
Minimum rear yard setback:	10 feet
Maximum lot coverage:	65%

~~2.1 All 2 story Single Family Detached lots shall comply with the following:~~

~~2.1.1 Each unit shall provide 2 car garage.~~

~~2.1.2 The garage door shall not exceed 60% of the unit's façade length.~~

~~2.1.3 A driveway a minimum of 18 feet in width shall be provided.~~

~~2.1.4 All 2 story lots shall provide a transition between the first and second floor to break up the façade by using one or more of the following:~~

~~(a) A roof feature with a minimum projection of 1 foot from the wall surface. The projection shall consist of overhangs or other roof elements.~~

~~(b) A horizontal banding of 6 to 8 inches in height that projects at least 2 inches from the wall surface.~~

~~(c) A change in materials between the first and second floors.~~

2.2 All Single Family Detached lots (both 1 story and 2 story) shall comply with the following:

2.2.1 All driveways shall be located in an alternating pattern on the left or right side of the unit's front façade. Homes shall not have the same driveway location (left or right side) as the adjacent home. The alternating pattern may be adjusted at corner lots as necessary.

2.2.2 Each unit's primary entrance door shall face the roadway.

2.2.3 Garages shall be permitted to extend a maximum of 5 feet in front of the front façade if an entry feature over primary entrance facing the street is provided. The garage setback shall meet the minimum front yard setback of 8 feet. The entry feature shall be at least 5 feet in depth, unless otherwise stated. The entry feature shall consist of, but not be limited to, a covered stoop, a covered porch, or other architectural feature. If the garage extends less than 5 feet from the front façade, the depth of the entry feature may be reduced accordingly and shall not at any point be permitted to be located at a setback that exceeds the garage façade setback. If no entry feature is provided, the garage shall not be placed closer to the street than any portion of the front façade.

3. ~~A 10 foot buffer with solid 6 foot fence and double row of trees (10 ft. minimum height, 2" minimum caliper), with trees staggered on 10 foot center shall be provided along the eastern and southern boundary, unless otherwise specified herein. Alternative tree types and locations can be permitted to accommodate/address existing trees subject to review and approval by Hillsborough County. The buffer shall not be platted as part of the individual lots. It shall be platted as a separate tract to be owned and maintained by the Homeowner's Association or similar entity. The landscape buffering and screening shall be in accordance with the requirements of Part 6.06.00 of the Land Development Code, except as provided herein. The developer shall provide a 30-foot buffer and Type C screening along the western and northern boundaries (as depicted on the General Site Development Plan).~~

4. The parking shall be in accordance with Part 6.05.00 of the Land Development Code.

5. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, with respect to required pedestrian connectivity, the developer shall construct prior to or concurrent with the initial increment of development:

- A minimum 5-foot wide sidewalk connecting each project entrance with the primary entrance(s) of the proposed structure; and,
- A minimum 5-foot wide sidewalk which provides a continuous sidewalk (or painted pedestrian way if found to be acceptable to Hillsborough County at the time of plat/site/construction plan approval) which connects the internal sidewalk network with either:
 - The existing sidewalk along the project's George Road frontage; or,
 - The existing sidewalk along John's Road.

- Where such pedestrian connection traverses private property outside of the proposed PD, such external sidewalks shall be located within an easement which provides users of the subject PD pedestrian access to the public sidewalk network in perpetuity. Proof of such easement shall be required at the time of plat/site/construction plan approval.

~~64. The project shall be limited to one (1) access connection to George Road. Notwithstanding anything herein or on the PD site plan or herein these conditions to the contrary, Bbicycle and pedestrian access may be permitted anywhere along the PD boundaries.~~

~~5. Alleyway widths indicated on the PD site plan shall be considered minimum pavement widths. Notwithstanding anything on the PD site plan to the contrary, alleyways shall meet TND 1 Typical Section standards. Additionally:~~

~~(a) Alleyways designed to accommodate two-way traffic shall have a minimum pavement width of 16 feet; and~~

~~(b) The developer shall install appropriate signage (e.g. one-way traffic, no entry, etc.) for all alleyways where the pavement width is less than 15 feet (i.e. those that accommodate one-way traffic).~~

~~6. The developer shall construct a minimum 5-foot wide sidewalk along its George Road frontage. That may require the developer to dedicate and convey additional right of way to the County. Alternatively, the developer may construct the sidewalk within the PD (and provide an easement for public access and maintenance purposed to the County).~~

~~7. As George Road is a substandard local roadway, the developer will be required to construct certain substandard road improvements to George Road, consistent with the Design Exception approved on January 14, 2019 by the County Engineer, including the following: If MM 21-0556 is approved, the County Engineer will approve a Design Exception which was found approvable by the County Engineer (on June 18, 2021). Approval of this Design Exception will allow the following improvements on Johns Road in lieu of the standard TS-7 typical section of the Hillsborough County Transportation County Technical Manual required by Section 6.02.07. of the LDC. The developer shall construct a county standard sidewalk to fill in the existing sidewalk gap on the north side of Johns Road from between the project and Benjamin Road.~~

~~7.1 Widen the existing roadway to 20 feet of pavement (i.e. 10-foot travel lanes) between the northernmost project entrance and Johns Road.~~

~~7.2 Install a curb (Miami or F Type) along the eastern side of the roadway between the northernmost project entrance and Johns Road.~~

~~7.3 Construct/maintain, as applicable, a minimum 5-foot wide sidewalk between the northernmost project boundary and Johns Road.~~

8. Approval of this application does not ensure that public wastewater and potable water services will be available at the time when the applicant seeks permits to actually develop.

98. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.

109. EPC has received an application for the proposed wetland impacts. The construction and location of any proposed wetland impacts are not approved by this ~~current EPC~~ correspondence ~~of record to date~~, but shall be reviewed by EPC staff under separate application, which has been received, ~~pending~~ pursuant to the EPC wetlands rule detailed in Chapter 1-11, Rules of the EPC₂ (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.

11. The vehicle use area to the west of the proposed building shall include the following design features:

- Retaining wall(s) shall be provided along the western side of the vehicle use area adjacent to the wetland in the area as depicted on the general site plan.
- The vehicle use area shall be designed with curbs to contain vehicles and stormwater and convey it to the stormwater system for the project.
- Deviations in the location/alignment of the vehicle use area as shown on the site plan shall only be permitted so as to meet applicable technical design requirements as determined/required by Hillsborough County.

The above design measures shall be designated as Critical Design Features and any request to modify these design features shall require modification of the site plan project in accordance with LDC Section 5.03.07.A.

102. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

143. Final design of stormwater, retention areas, and ingress/egress are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approved by the appropriate regulatory agencies.

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

135. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Development Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

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

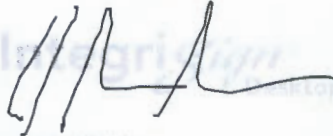
APPLICATION NUMBER: MM 21-0556

ZHM HEARING DATE: September 13, 2021

BOCC LUM MEETING DATE: November 9, 2021

Case Reviewer: Kevie Defranc

Zoning Administrator Sign Off:

A handwritten signature in black ink, appearing to read 'J. Brian Grady', is written over a faint, light blue watermark that says 'Integrity Sign'. The signature is fluid and cursive.

J. Brian Grady
Mon Sep 13 2021 11:16:25

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.

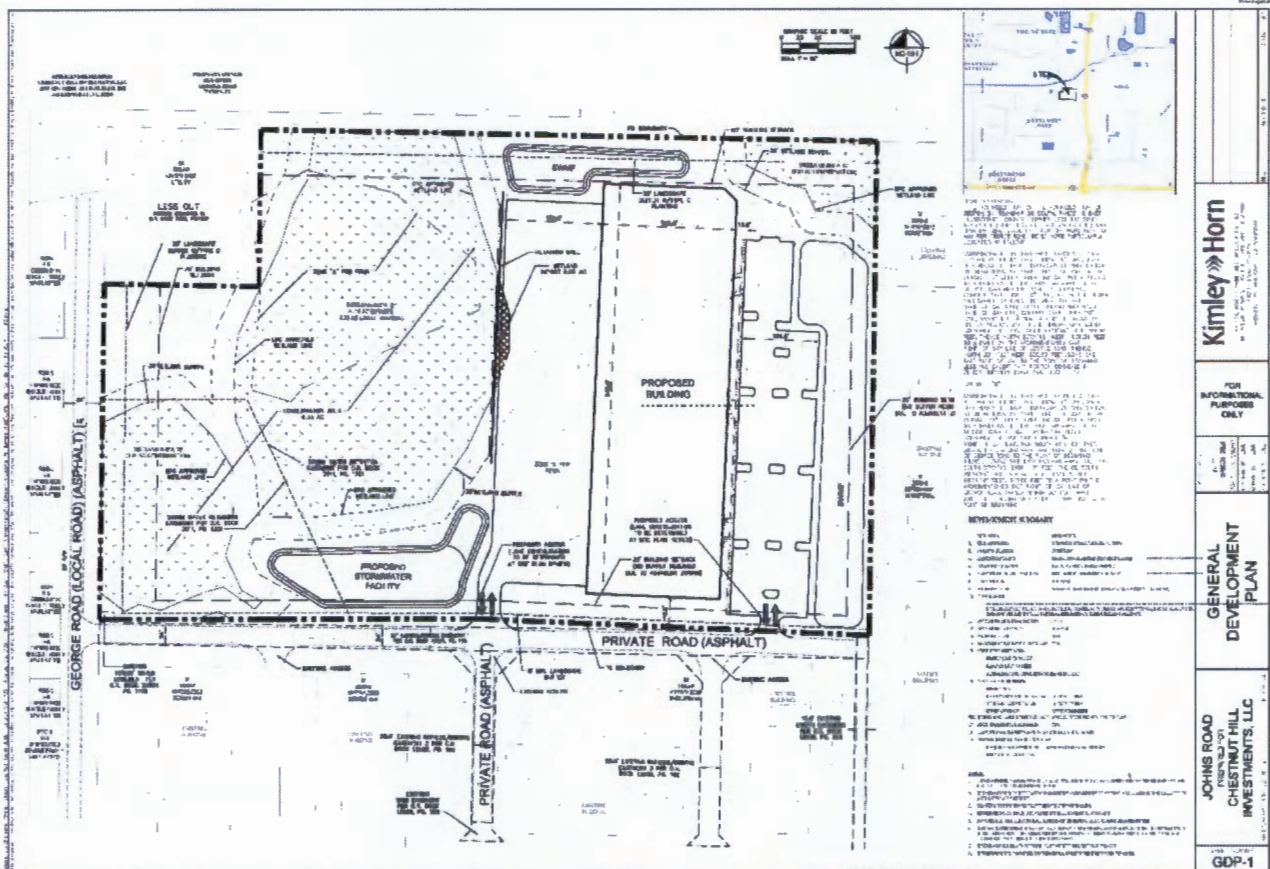
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Comments from the AVIATION AUTHORITY LAND USE REVIEW include the following:

- The proposed site falls within Zone "A" on the Airport Height Zoning Map. Any structure including construction equipment that exceeds 70 feet Above Mean Sea Level may require an Airport Height Zoning Permit and must be reviewed by the Airport Zoning Director.
- Building will be subject to height limitations. Project will require an FAA Determination and Permit from the Aviation Authority.

8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



APPLICATION NUMBER: MM 21-0556

ZHM HEARING DATE: September 13, 2021

BOCC LUM MEETING DATE: November 9, 2021

Case Reviewer: Kevie Defranc

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 09/03/2021

REVIEWER: Alex Steady, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: TNC/ Northwest

PETITION NO: MM 21-0556

- ☐ This agency has no comments.
- ☐ This agency has no objection.
- ☒ This agency has no objection, subject to the conditions proposed herein below.

REPORT SUMMARY AND CONCLUSIONS

- The proposed major modification to the Planned Development is anticipated to decrease the number of trips potentially generated by development of the subject parcel (by 460 average daily trips, 32 a.m. peak hour trips, and 42 p.m. peak hour trips).
- The developer will be required to construct certain substandard road improvements to Johns Rd. consistent with the Design Exception found approvable on June 18, 2021 by the County Engineer.
- The developer will be required to construct a 5-foot sidewalk on the northside of Johns Rd from the project to Benjamin Rd.
- Transportation Review Section staff has no objection to the proposed rezoning, subject to the conditions proposed herein below.

CONDITIONS OF APPROVAL

Revised Conditions:

4. ~~The project shall be limited to one (1) access connection to George Road. Notwithstanding anything herein or on the PD site plan to the contrary. Bicycle and pedestrian access may be permitted anywhere along the PD boundary.~~

[The proposed Planned Development will no longer have vehicular or pedestrian access on George Rd.]

5. ~~Alleyway widths indicated on the PD site plan shall be considered minimum pavement widths. Notwithstanding anything on the PD site plan to the contrary, alleyways shall meet TND-1 Typical Section standards. Additionally:~~

~~(a) Alleyways designed to accommodate two-way traffic shall have a minimum pavement width of 16 feet; and~~

~~(b) The developer shall install appropriate signage (e.g. one-way traffic, no entry, etc.) for all alleyways where the pavement width is less than 15 feet (i.e. those that accommodate one-way traffic).~~

[The Planned Development is no longer proposing residential uses. Alleyways are no longer included on the proposed site plan]

6. ~~The developer shall construct a minimum 5 foot wide sidewalk along its George Road frontage. That may require the developer to dedicate and convey additional right-of-way to the County. Alternatively, the developer may construct the sidewalk within the PD (and provide an easement for public access and maintenance purposed to the County).~~

~~[The proposed Planned Development will no longer have vehicular or pedestrian access on George Rd.]~~

7. ~~As George Road is a substandard local roadway, the developer will be required to construct certain substandard road improvements to George Road, consistent with the Design Exception approved on January 14, 2019 by the County Engineer, including the following:~~

~~7.1 Widen the existing roadway to 20 feet of pavement (i.e. 10 foot travel lanes) between the northernmost project entrance and Johns Road.~~

~~7.2 Install a curb (Miami or F Type) along the eastern side of the roadway between the northernmost project entrance and Johns Road.~~

~~7.3 Construct/maintain, as applicable, a minimum 5 foot wide sidewalk between the northernmost project boundary and Johns Road.~~

~~[The proposed Planned Development will no longer have vehicular or pedestrian access to George Rd.]~~

New Conditions:

- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, with respect to required pedestrian connectivity, the developer shall construct prior to or concurrent with the initial increment of development:
 - A minimum 5-foot wide sidewalk connecting each project entrance with the primary entrance(s) of the proposed structure; and,
 - A minimum 5-foot wide sidewalk which provides a continuous sidewalk (or painted pedestrian way if found to be acceptable to Hillsborough County at the time of plat/site/construction plan approval) which connects the internal sidewalk network with either:
 - The existing sidewalk along the project's George Rd. frontage; or,
 - The existing sidewalk along John's Rd.
 - Where such pedestrian connection traverses private property outside of the proposed PD, such external sidewalks shall be located within an easement which provides users of the subject PD pedestrian access to the public sidewalk network in perpetuity. Proof of such easement shall be required at the time of plat/site/construction plan approval.
- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- If MM 21-0556 is approved, the County Engineer will approve a Design Exception which was found approvable by the County Engineer (on June 18, 2021). Approval of this Design Exception will allow the following improvements on Johns Rd. in lieu of the standard TS-7 typical section of the Hillsborough County Transportation County Technical Manual required by Section 6.02.07. of the LDC. The developer shall construct a sidewalk on the northside of Johns Rd. from the project to Benjamin Rd.

Other Conditions:

Prior to PD Site Plan Certification, the applicant shall revise the PD site plan development summary proposed use to only include 100,800 sf warehouse building.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a major modification to the existing Planned Development (PD 18-1161) totaling +/- 14.51 acres. The applicant is proposing a 100,800-sf warehouse. The property is presently vacant.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a transportation analysis for the subject property. Staff has prepared a comparison of the trips generated by development under the existing and proposed zoning designations, consistent with the applicant's analysis, and based upon a generalized worst-case scenario.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 35 Single-Family Detached Dwelling Units (ITE Code 210)	396	30	37
PD, 37 Multi-Family Townhome Units (ITE Code 220)	239	19	24
Subtotal:	635	49	61

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
100,800 s.f. Warehouse/Distribution Facility (ITE Code 150)	175	17	19

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	-460	-32	-42

The proposed major modification to the Planned Development is anticipated to decrease the number of trips potentially generated by development of the subject parcel (by 460 average daily trips, 32 a.m. peak hour trips, and 42 p.m. peak hour trips).

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Johns Rd. is a 2-lane, undivided, substandard, local roadway. The roadway lies within a +/- 50 to 53-foot wide right-of-way and is characterized by +/- 20 feet of pavement in average condition. There are no bicycle facilities on Johns Rd. in the vicinity of the proposed project. There is a +/- 5-foot wide sidewalk along portions of the north and south side of Johns Rd. in the vicinity of the project. An entrance to the Town and Country Greenway (Trail) is located immediately to the northwest of the proposed project.

SITE ACCESS

Vehicular and pedestrian access to the site is from an existing access point on Johns Rd through the property located directly south of the subject property (folio 27582.5000 and 27582.5100). The applicant analyzed existing project trips at the intersection of Johns Rd. and the most eastern entrance on Johns Rd. as well as the intersection of Johns Rd. and Axelrod Rd. as potentially eligible for site access improvements (if warranted per Section 6.04.04.D. of the LDC). As shown on the applicant's transportation analysis, the number of projected volumes does not warrant turns lanes on either intersection included in the study. As such, no auxiliary (turn) lanes are required pursuant to Section 6.04.04.D.

The subject property is required to provide sidewalk connectivity. The project to the south of the proposed site was constructed before the requirements for sidewalks and as such does not have any existing sidewalks. As this proposed site will only have access to through the project to the south, sidewalk connectivity will need to be provided through that site to the existing sidewalks on either George Rd. or Johns Rd. The existing drive aisles through the property directly south of the subject property do not appear to have sufficient space to include the required sidewalk as currently situated. It is unclear that the existing easements give the ability to traverse through the neighboring property and/or make improvements within their easements. Where such pedestrian connection traverses private property outside of the proposed PD, such external sidewalks should be located within an easement which provides users of the subject PD pedestrian access to the public sidewalk network in perpetuity. Proof of such easement would be required at the time of plat/site/construction plan approval.

DESIGN EXCEPTION; JOHNS RD.

Given that Johns Rd. is a substandard roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for Johns Rd. to determine the specific improvements that would be required by the County Engineer. Given existing right-of-way limitations and based on other factors, the County Engineer found a Roadway Design Exception approvable on June 18, 2019 that would allow deviations from TS-7 Typical Section including construction of a sidewalk along the northside of Johns Rd. from the project to Benjamin Rd.

ROADWAY LEVEL OF SERVICE

As Johns Rd. is not a regulated roadway and not included in the 2020 Level of Service (LOS) report, no LOS information has been provided for the proposed project.



**Hillsborough
County Florida**

Development Services

601 E. Kennedy Blvd., 19th Floor | (813) 272 5600

Additional / Revised Information Sheet

Received June 11, 2021
Development Services

Date Stamp Here

Application Number: MM 21-0556 Applicant's Name: Jacob T. Cremer - Stearns Weaver Miller

Reviewing Planner's Name: Kevin DeFranc Date: 06/15/21

Application Type:

- ☐ Planned Development (PD) ☐ Minor Modification/Personal Appearance (PRS) ☐ Standard Rezoning (RZ)
☐ Variance (VAR) ☐ Development of Regional Impact (DRI) ☒ Major Modification (MM)
☐ Special Use (SU) ☐ Conditional Use (CU) ☐ Other _____

Current Hearing Date (if applicable): 08/16/21

The following must be attached to this Sheet.

☒ Design Exception Regarding Sidewalk

☐ Cover Letter with summary of the changes and/or additional information provided. If a revised Site Plan is being submitted, all changes on the site plan must be listed in detail in the Cover Letter.

☐ An updated Project Narrative consistent with the changes or additional information provided, if applicable.

Submittal Via:

☒ Email (Preferred). Note that no follow up paper file is necessary. Pdf format only. Maximum attachment(s) size is 15 MB.

Email this sheet along all the additional/revised submittal items in pdf to: ZoningIntake-DSD@hcfllgov.net

☐ Mail or delivery. Number of Plans Submitted: Large _____ Small _____

For PD, MM, PRS and SU: 7 large copies 24"x36", one small 8.5"x11".
 For RZ-Standard: if plot plan is larger than 8.5"x11", 7 large copies should be submitted.
 For Minor Change: 6 large copies.
 For Variances or Conditional Use permits: one 8.5"x11" or larger)

Mail to:
 Development Services Department
 Community Development Division
 P.O. Box 1110
 Tampa, FL 33601-1110

Hand Deliver to:
 County Center
 Development Services Department
 19th Floor
 601 E. Kennedy Blvd., Tampa

I certify that changes described above are the only changes that have been made to the submission. Any further changes will require an additional submission and certification.

Carol Walden

Signature

06/15/2021

Date

FOR OFFICE USE ONLY

- ☐ Notification E-Mail Sent
☐ Transmittal Completed

☐ Scanned into OPTIX

In-Take Completed by: _____



LINCKS & ASSOCIATES, INC.

June 11, 2021

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

Re: Johns Road
Folio Number: 027582.0000
MM21-0556
Lincks Project No. 21045

The purpose of this letter is to request a Design Exception to Section 6.02.07 of the Hillsborough County Land Development Code, to Johns Road adjacent to the site.

The developer proposes to modify the existing Planned Development (PD) for the subject property allow a 100,800 square foot warehouse. The subject property is currently zoned PD to the following land uses:

- Single Family – 35 Dwelling Units
- Townhomes – 37 Dwelling Units

The access for the approved PD is via George Road.

The developer proposed to amend the existing PD to allow the proposed use and in addition the access for the proposed warehouse will be through the existing Executive Industrial Park which has two existing accesses to Johns Road. No new access is proposed with the PD Modification.

As shown in Table 1, the proposed project will attract less AM and PM peak hour traffic than the approved land uses. In addition, as shown in Table 2, Johns Road currently operates at an acceptable Level of Service and will continue to operate at an acceptable Level of Service with the addition of the project traffic.

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

The request is for a Design Exception to TS-7 of Hillsborough County Transportation Technical Manual for Johns Road Adjacent to the project access. The proposed project has no frontage along Johns Road. Therefore, the following exceptions to TS-7 are required for the project.

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

21-0556

Mr. Mike Williams
June 11, 2021
Page 2

- 1) Lane Width – TS-7 has 12 foot lanes. According to the field measurements, the existing roadway has 11-foot lanes. The posted speed limit on the roadway is 25 MPH. According to Table 201.2.1 of the 2020 Florida Design Manual, 10-foot lanes are acceptable for Suburban (C3)/Urban General (C4) roadways with a design speed between 25 MPH and 35 MPH.
- 2) Shoulders – TS-7 has 8 foot shoulders with 5 foot paved. The existing roadway has intermittent unpaved shoulders and miami curb. There is not sufficient right of way to provide the paved shoulders.

In addition, there are speed bumps along the roadway. Providing paved shoulders would potentially increase the speed along the roadway.

- 3) Sidewalk – TS-7 has 5 foot sidewalks on both sides of the roadway. The existing roadway has intermittent sidewalks along the subject section of Johns Road.

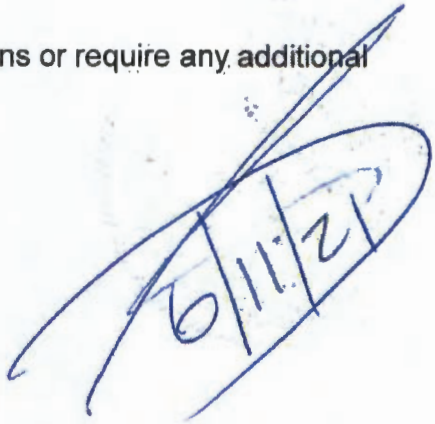
The developer proposes to construct the sidewalk gap as shown in Figure 1. This will provide continuous sidewalk on the northside of Johns Road from the project to Benjamin Road.

Mr. Mike Williams
June 11, 2021
Page 3

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

Best Regards,


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



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

_____ Disapproved

_____ Approved

If there are any further questions or you need clarification, please contact James Ratliff, AICP.

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1
ESTIMATED PROJECT TRIP ENDS (1)

Scenario	Land Use	ITE LUC	Size	Daily Trip Ends	AM Peak Hour Trip Ends			PM Peak Hour Trip Ends		
					In	Out	Total	In	Out	Total
Approved	Single Family	210	35 DU's	396	8	22	30	23	14	37
	Townhomes	220	37 DU's	<u>239</u>	<u>4</u>	<u>15</u>	<u>19</u>	<u>15</u>	<u>9</u>	<u>24</u>
	Total			635	12	37	49	38	23	61
Proposed	Warehousing	150	100,800 SF	205	28	9	37	11	29	40
	Difference			<430>	16	<28>	<12>	<27>	6	<21>

(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.

TABLE 2
ARTERIAL ANALYSIS

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Period</u>	<u>LOS Standard</u>	<u>Peak Hour Capacity (1)</u>	<u>Peak Season Peak Hour Volume (2)</u>	<u>Project Traffic (3)</u>	<u>Peak Season + Project Traffic</u>	<u>Available Capacity</u>
Johns Rd	George Rd	Project Access	AM	D	1,197	552	9	561	636
			PM	D	1,197	643	10	653	544
	Project Access	Benjamin Rd	AM	D	1,197	725	28	753	444
			PM	D	1,197	798	30	828	369

(1) Source: 2020 FDOT Quality/Level of Service Handbook Tables.

(2) Source: Access Management Analysis dated March, 2021.

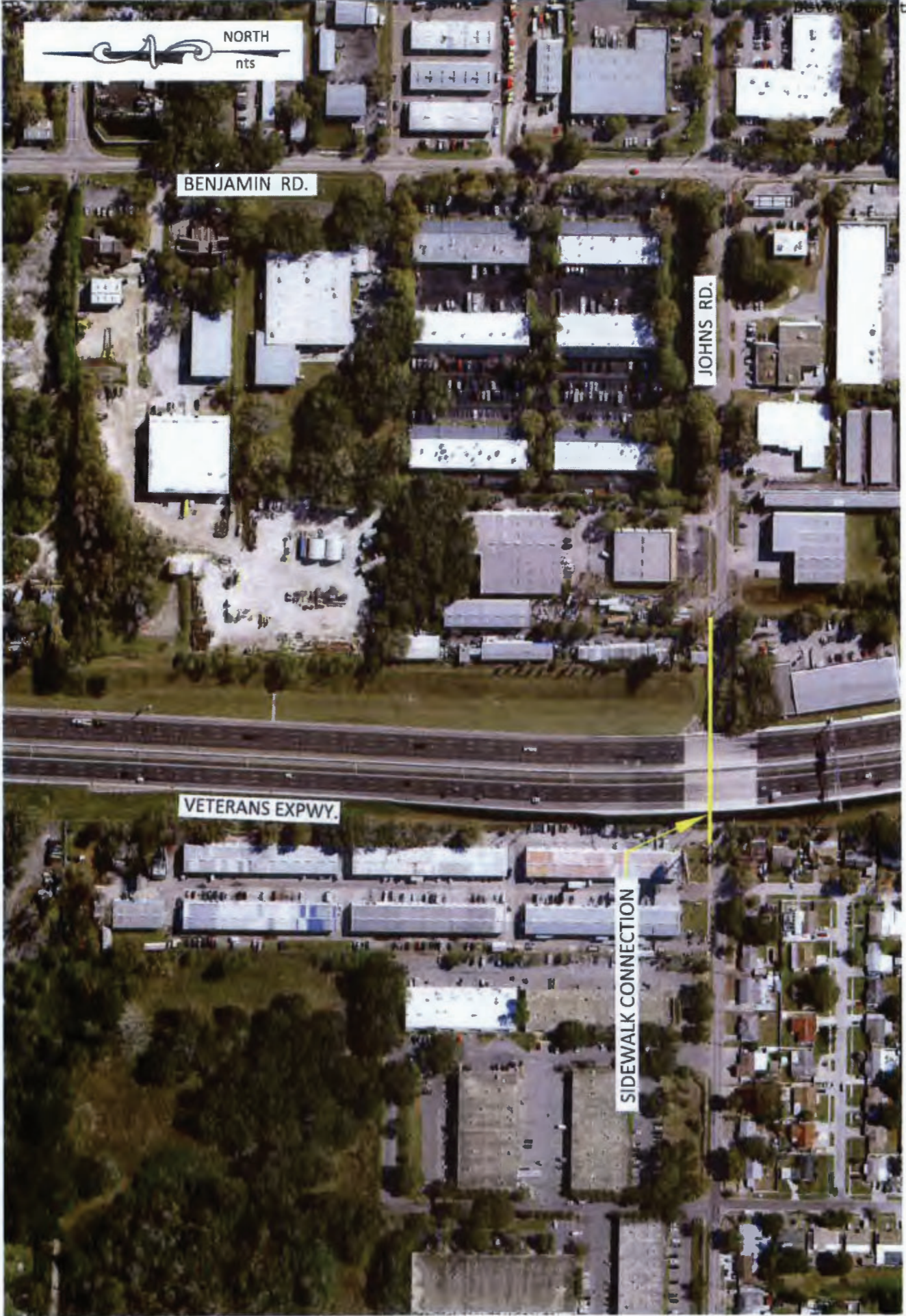


FIGURE 1
SIDEWALK IMPROVEMENTS

APPENDIX



ROADWAY ASSESSMENT



Johns Road

Special Field Survey for Substandard Road Assessment

Benjamin Road to Golden Drive

By: WLR

Date of Survey: 04/05/21

Speed Limit: 35 mph to 17+00±, 25 mph after

Lane Pavement		
Left Slope	Width	Right Slope
Minimum: 2.6%	20'	4.0%
Maximum: 8.9%	32'	10.1%
Average: 6.8%	22.1'	6.6%

Type of Road: 2 lane, asph, crown, mix rural/urban

Pav't condition: good to poor

Shoulder cond.: good to poor

Swales: some both sides, shallow

Notes: Heavy traffic, many trucks (over 10%)

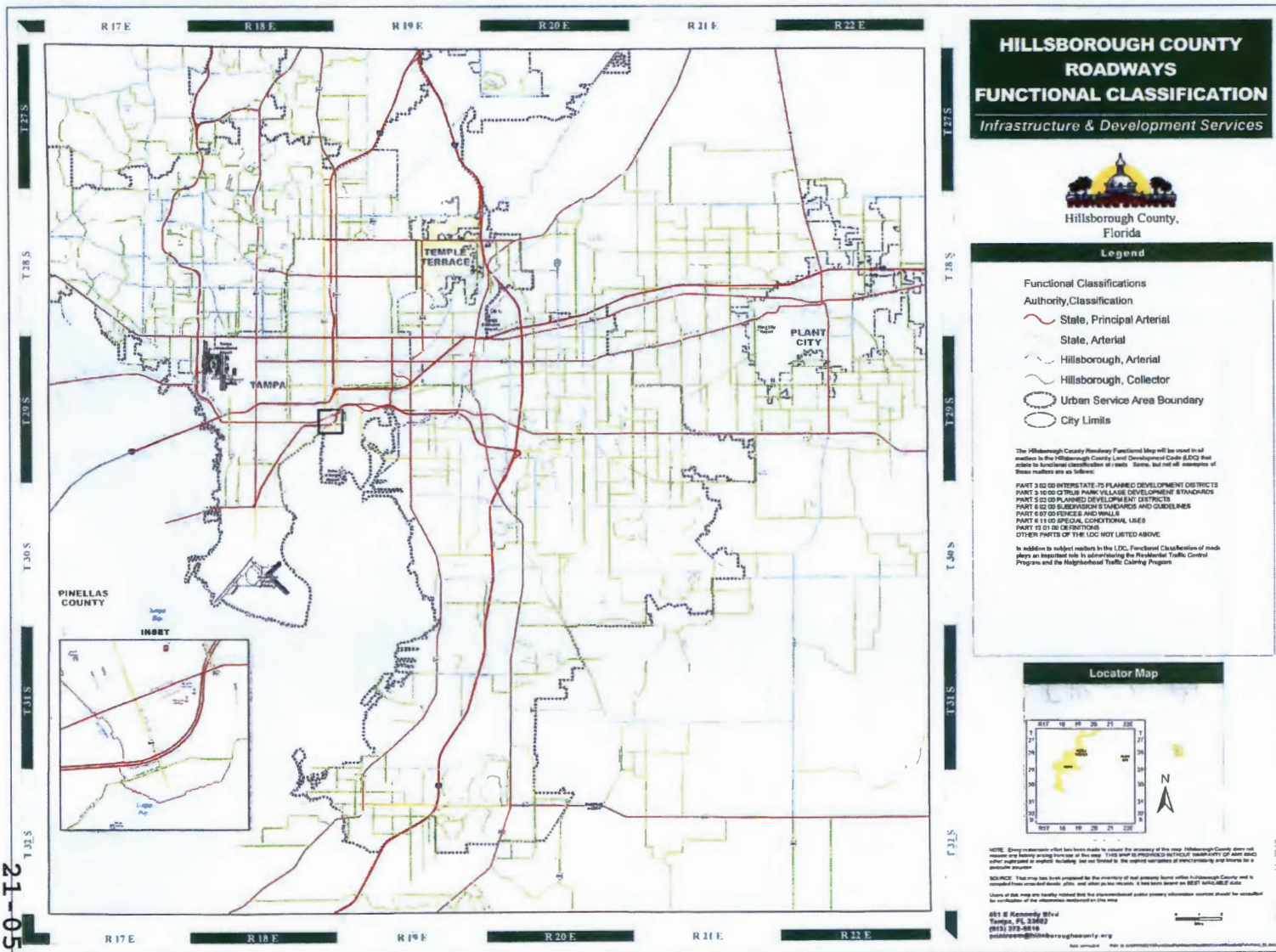
* denotes nominal shoulder

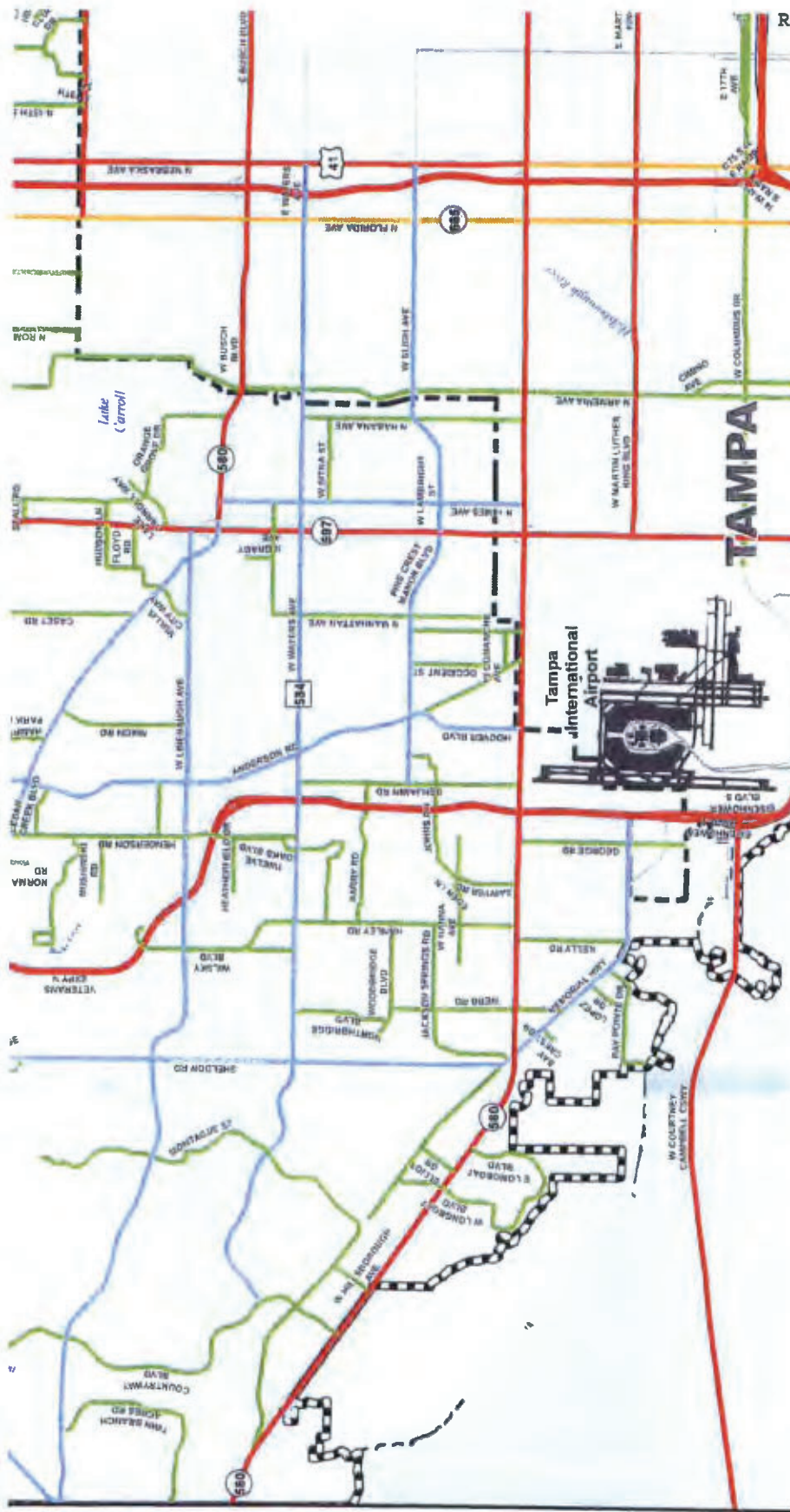
Station	Left Slopes and Swales			Left Shoulder	Lane Pavement			Right Shoulder	Right Slopes and Swales			
	Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/ Slope	Left Slope	Width	Right Slope	Total/Paved/ Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)	
1+00	5'/32%	0'	3'/25%	4'/0'/6%	6.3%	32.0'	-4.0%	5'/0'/4%	3'/12%-7'/50%	Stormwater Pond		
LT 4' conc S/W 12' LT, 0+17 U.P. 11' LT, 13' LT TECO gas pipe, 0+38 unmarked 5' crosswalk, 0+41 F.H. 13' LT, 0+44 PC curb return, 1+50 U.P. 12' LT												
RT 5' conc. S/W 5' RT, Landscape trees 12' RT, 0+48 PT curb return, Stormwater Pond 20' RT												
Notes 0+00 set at Benjamin Road thru lane EOP, 0+44 stop bar, Pav't section: 6.3%, -0.6%, -4.0%, pav't cond.: poor (long. & traverse cracks)												
2+00	5'/28%	0'	3'/7%	4'/0'/6%	5.4%	30.0'	-8.7%	5'/0'/+7%	3'/12%-7'/50%	Stormwater Pond		
LT 4' conc S/W 12' LT												
RT 5' conc. S/W 5' RT, Landscape trees 12' RT, Stormwater Pond 20' RT												
Notes Pav't cond. Poor (long. & trav. Cracks), left turn lane 0+44 to 1+91 (includes taper), Shoulders eroded from wheels, RT S/W silted over												
4+00	4'/35%	0'	3'/25%	2'/0'/11%	8.3%	22.0'	-5.4%	*6'/0'/10%	7'/10%	0'	7'/7%	
LT Parking lot 11' LT												
RT 5' conc. S/W 14' RT, Stormwater Pond 42' RT												
Notes Pav't cond. Poor (long. & trav. Cracks,												
8+00	Variable slopes AFR		10'/+8%	*6'/0'/+26%	7.5%	22.0'	-5.6%	*6'/0'/+3%	6'/+3%	Slopes to road		
LT 5' conc. S/W 6' LT												
RT 5' conc. S/W 12' RT, asph. Parking 46' RT												
Notes 1' shoulder erosion both sides from wheels, 10+75 to 12+23 Overpass, asph. Cond. Fair												
12+00	6'/11%	0'	3'/1%	*6'/6'/1%	7.0%	23.0'	-9.2%	*6'/6'/4%	3'/4%	0'	10'/9%	
LT 6' CLF 15' LT, 17+07 U.P. 5' LT, 13+26 U.P. 5' LT, 13+42 30" long-leaf pine 4' LT, 13+80 begin valley gutter LT, 14+30 Southern Comfort Blvd												
RT 6' CLF 14' RT												
Notes Under overpass, asphalt and concrete structure, asph. Cond. Fair to poor, cracking over drain pipe,												
16+00	+7% up to house			-	6.8%	22.4'	-10.1%	*6'/0'/8%	2'/8% to S/W	8'/+10 S/W to berm		
LT 2' VG												
RT 5' conc. S/W 8' RT												
Notes Asph. Cond. Fair (long. Cracks)												
20+00	+9% up to fence			-	8.9%	22.4'	-4.6%	*6'/0'/+3%	2'/+3%	+2% from S/W		
LT 2' VG, 4' wood fence 10' LT, 22+45 U.P. 2' LT BOC, 20+70 Axelrod Rd												
RT 5' conc. S/W 8' RT												
Notes Asph. Cond. Fair (long. Cracks)												

Page 2

HILLSBOROUGH COUNTY
ROADWAYS FUNCTIONAL CLASSIFICATION MAP



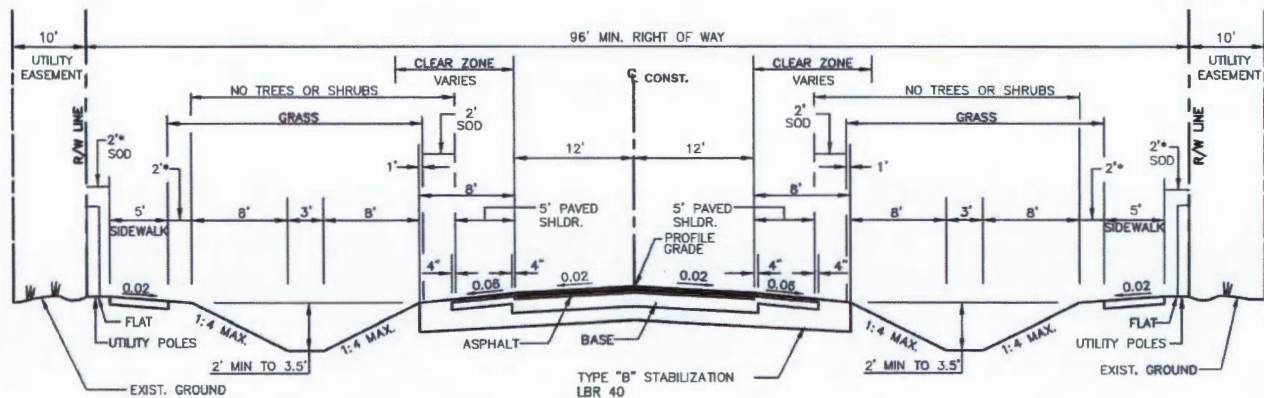




T 28 S

TS-7





TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

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

REVISION DATE:

10/17

**TRANSPORTATION
TECHNICAL
MANUAL**



**Hillsborough
County Florida**

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

DRAWING NO. TS-7

SHEET NO. 1 OF 1

Received June 11, 2021
Development Services

21-0556

2020 FLORIDA DESIGN MANUAL



LINCKS & ASSOCIATES, INC.

21-0556

Topic #625-000-002
FDOT Design Manual

January 1, 2020

Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

Context Classification	Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
	Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
	25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1 Natural	11	11	12	11	11	12	N/A	
C2 Rural	11	11	12	11	11	12		
C2T Rural Town	11	11	12	11	11	12	12	12
C3 Suburban	10	11	12	10	11	12	11	12
C4 Urban General	10	11	12	10	11	12	11	12
C5 Urban Center	10	11	12	10	11	12	11	12
C6 Urban Core	10	11	12	10	11	12	11	12

Notes:

Travel Lanes:

- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

Auxiliary Lanes:

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths for dual left turn lanes are allowed.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

Two-way Left Turn Lanes:

- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.

Topic #625-000-002
FDOT Design Manual

January 1, 2020

Table 200.4.1 Context Classifications

Context Classification		Description of Adjacent Land Use
C1	Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
C2	Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
C2T	Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
C3R	Suburban Residential	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
C3C	Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
C4	Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.
C5	Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the community, town, or city of a civic or economic center.
C6	Urban Core	Areas with the highest densities and with building heights typically greater than four floors within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
Johns Rd.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other

Project Trip Generation ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	635	49	61
Proposed	175	17	19
Difference (+/-)	-460	-32	-42

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

Connectivity and Cross Access ☐ Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC

Notes: Pedestrian connectivity may be to the East as an alternative to the south per conditions of approval.

Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Johns Rd./Substandard Road Improvements	Design Exception Requested	Approvable
	Choose an item.	Choose an item.

Notes: Improvement includes constructing sidewalk on northside of Johns Road from property to Benjamin Rd.

4.0 Additional Site Information & Agency Comments Summary

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

STEARNS
WEAVER
MILLER



Application No. 21-0556
Name: David Smith
Entered at Public Hearing: ZHM
Exhibit # 2 Date: 9-13-21

Chestnut Hill Investments Five, LLC

MM 21-0556

Zoning Hearing Master
Item # D.5
September 13, 2021

Property Location

- Property is generally located at the northeast corner of Johns Road and George Road

Vicinity Map



Property Location

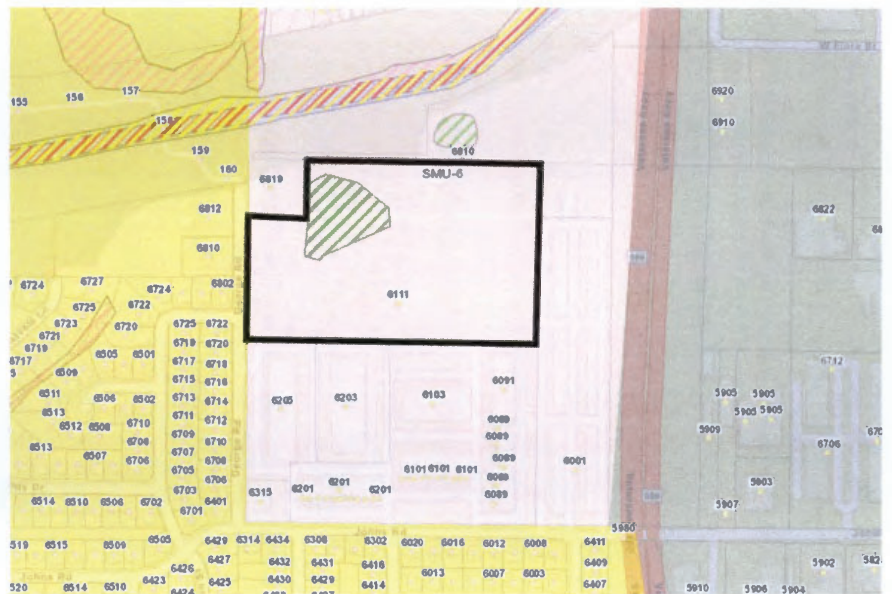
- Property is ± 14.51 acres
 - 9.61 Uplands
 - 4.89 Wetlands
- Urban Service Area
- Town and Country Community Plan

Vicinity Map



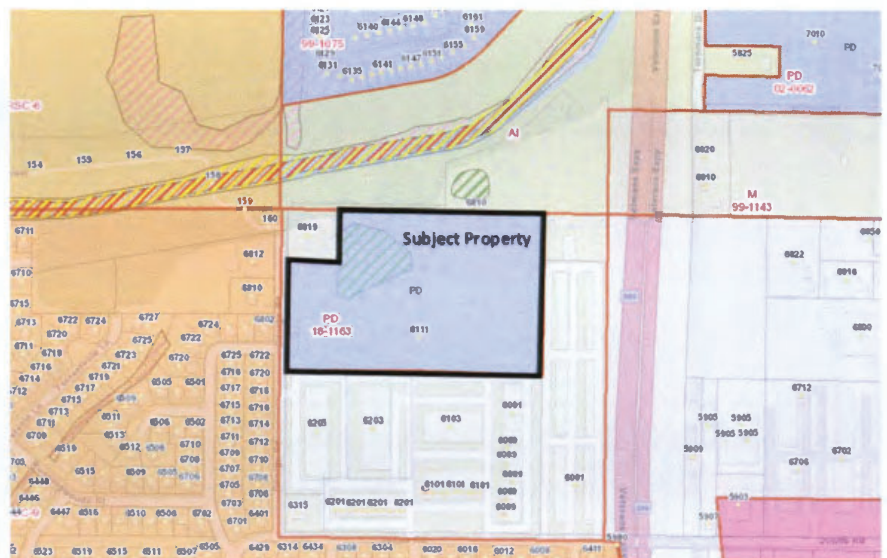
Future Land Use Classification

- Future Land Use: Suburban Mixed Use-6 (SMU-6)
- Future Land Use category provides for light industrial multi-purpose uses

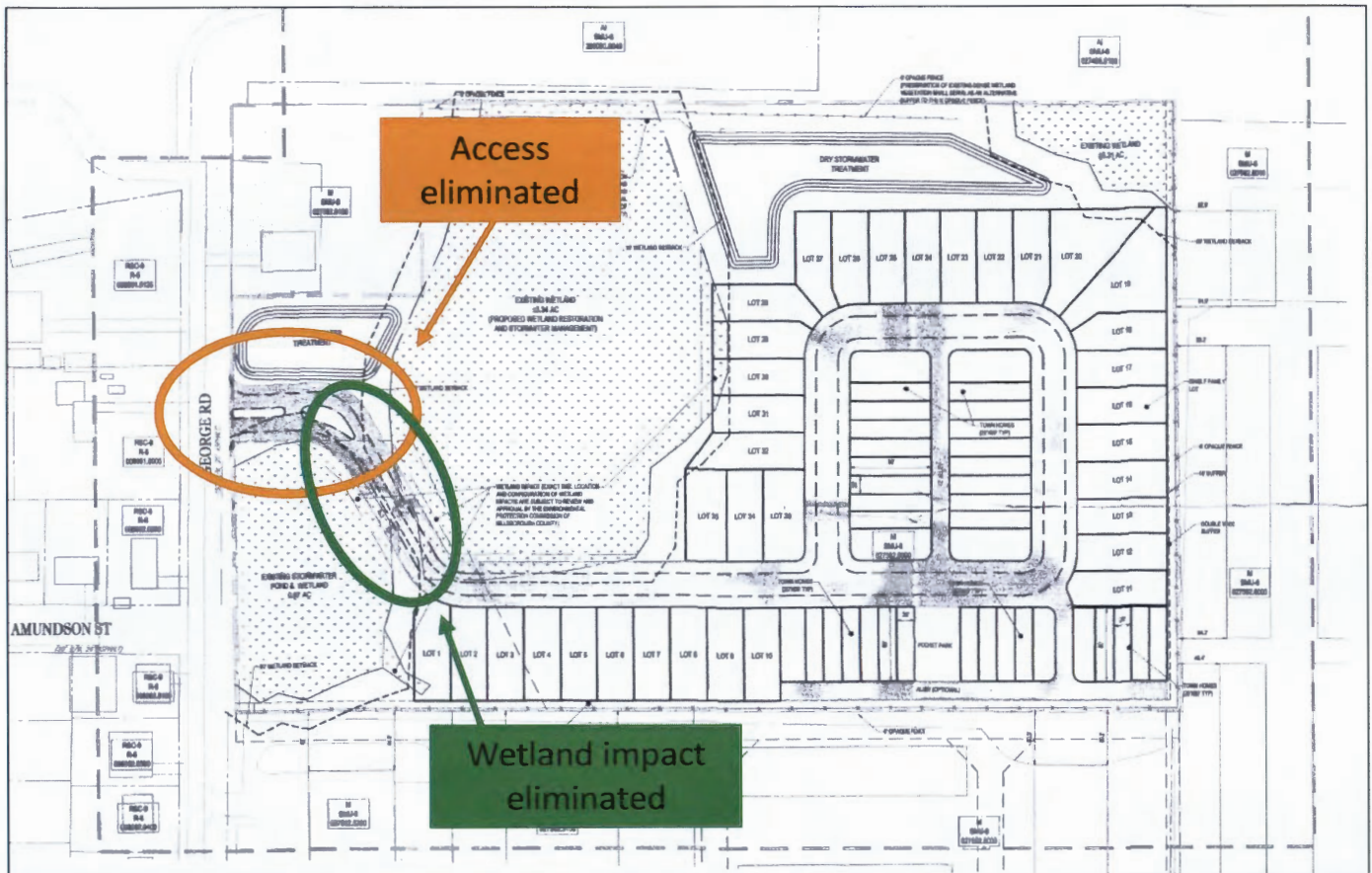


Zoning

- Current Zoning:
Planned Development
(PD) 18-1163
 - 72 Single family homes
(35 SF detached and
27 SF attached)
 - Prior to being rezoned
to PD 18-1163,
Property was zoned M
- Proposed Zoning:
Planned Development
to develop a warehouse
distribution use

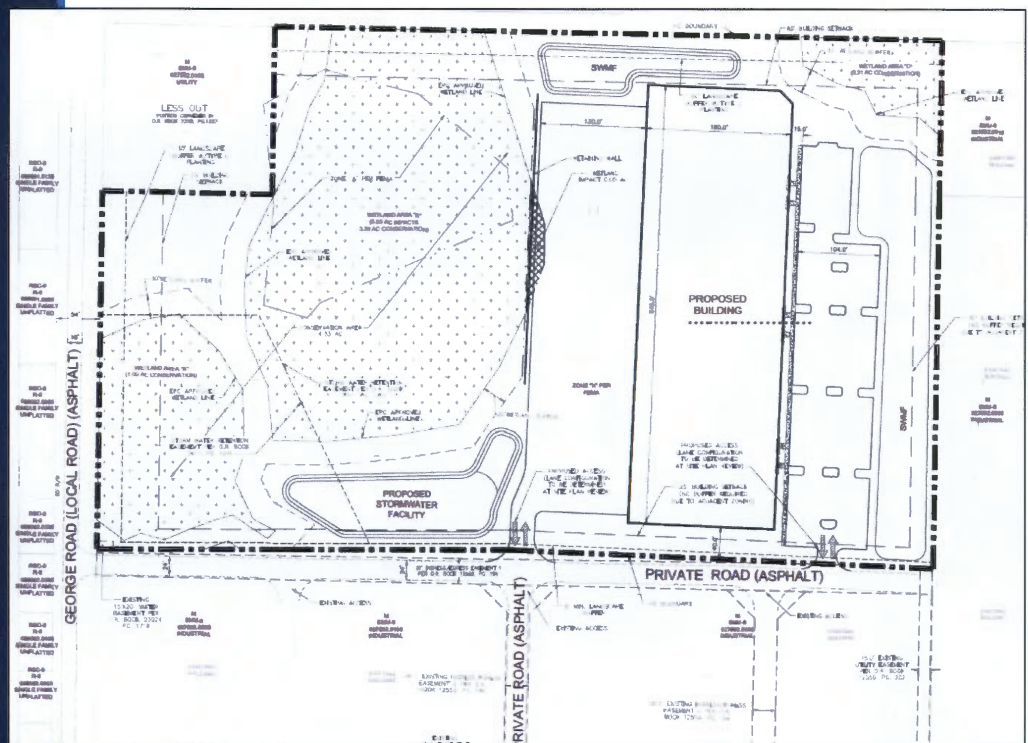


Current Zoning: PD 18-1163



Rezoning

- Planned Development to develop a warehouse distribution use
- A building with a maximum of 100,800 SF and no more than 55 feet in height
- Building setbacks of 30 feet (front/east); 75 feet (rear/west); 60 feet (side/north); and 25 feet (side/south)
- Type C landscape buffers that are 30 feet in the rear/west and 30 feet on the side/north
- Eliminate access to George Road
- Add two access points to the south of the Property adjacent to other manufacturing uses



Consistency with the Hillsborough County Comprehensive Plan

- Application is **CONSISTENT** with the Comprehensive Plan

- The SMU-6 Future Land Use category provides for light industrial multi-purpose uses at a FAR up to 0.50.
 - The proposed use for this project is a warehouse/distribution facility with an FAR at 0.16.
- Wetland acts as a natural buffer to the residential area to the west

Transportation

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	635	49	61
Proposed	175	17	19
Difference (+/-)	-460	-32	-42

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Johns Rd./Substandard Road Improvements	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes: Improvement includes constructing sidewalk on northside of Johns Road from property to Benjamin Rd.		



CONCLUSION

- Planning Commission Staff found application **CONSISTENT** with Comprehensive Plan
- Development Services Staff finds the application **APPROVABLE**
- We respectfully request the ZHM recommend **APPROVAL** of this application



PARTY OF RECORD

From: [Defranc, Kevie](#)
To: [Edwards-Walpole, Katie](#); [Cabrera, Cecilia](#)
Cc: [Ratliff, James](#)
Subject: RE: MM 21-0556 Application
Date: Wednesday, August 18, 2021 2:26:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)

Good afternoon Katie,

My apologies for responding so late, but the applicant requested a continuance to the September 13, 2021 ZHM meeting.

I will defer to James to respond to your question about “the concerns on the pedestrian/ADA accessible path”.

Best regards,

Kevie Defranc

Senior Planner

Community Development Division
Development Services Department

P: (813) 274-6714

E: DefrancK@HCFLGov.net

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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From: Edwards-Walpole, Katie <KatieEdwards@beckerlawyers.com>

Sent: Tuesday, August 3, 2021 7:12 AM

To: Defranc, Kevie <DefrancK@hillsboroughcounty.org>; Cabrera, Cecilia
<CCabrera@beckerlawyers.com>

Cc: Ratliff, James <RatliffJa@hillsboroughcounty.org>

Subject: Re: MM 21-0556 Application

[External]

Good morning Kevie,

Just following up on this application and wanted to know whether it is still slated for the August 16th meeting. Have the concerns on the pedestrian/ADA accessible path been addressed?

Thank you,

Katie Edwards-Walpole

Senior Attorney

Becker

Becker & Poliakoff
1 East Broward Blvd., Suite 1800
Ft. Lauderdale, FL 33301



[561.820.2877](tel:561.820.2877)



[954.985.4716](tel:954.985.4716)



KatieEdwards@beckerlawyers.com



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From: Defranc, Kevie <DefrancK@hillsboroughcounty.org>

Sent: Friday, June 11, 2021 11:54:58 AM

To: Edwards-Walpole, Katie <KatieEdwards@beckerlawyers.com>; Cabrera, Cecilia <CCabrera@beckerlawyers.com>

Cc: Ratliff, James <RatliffJa@hillsboroughcounty.org>

Subject: RE: MM 21-0556 Application

Good morning Katie,

This application is being continued to the August 16, 2021 ZHM Hearing.

Best regards,

Kevie Defranc

Senior Planner

Community Development Division
Development Services Department

P: (813) 274-6714
E: DefrancK@HCFLGov.net
W: HCFLGov.net

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

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From: Edwards-Walpole, Katie <KatieEdwards@beckerlawyers.com>
Sent: Friday, June 11, 2021 7:16 AM
To: Defranc, Kevie <DefrancK@hillsboroughcounty.org>; Cabrera, Cecilia <CCabrera@beckerlawyers.com>
Cc: Ratliff, James <RatliffJa@hillsboroughcounty.org>
Subject: Re: MM 21-0556 Application

[External]

James and Kevie,

Good morning. I am just following up on the Chestnut Hill rezoning application we discussed last week. Are there any updates to share?


Do you believe this will go to hearing in June?


Thank you,



Katie Edwards-Walpole
Senior Attorney

Becker

Becker & Poliakoff
1 East Broward Blvd., Suite 1800
Ft. Lauderdale, FL 33301

 [561.820.2877](tel:561.820.2877)

 [954.985.4716](tel:954.985.4716)

 KatieEdwards@beckerlawyers.com
 www.beckerlawyers.com

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From: Defranc, Kevie <DefrancK@hillsboroughcounty.org>
Sent: Tuesday, June 1, 2021 9:57:31 AM
To: Cabrera, Cecilia <CCabrera@beckerlawyers.com>
Cc: Edwards-Walpole, Katie <KatieEdwards@beckerlawyers.com>; Ratliff, James <RatliffJa@hillsboroughcounty.org>
Subject: RE: MM 21-0556 Application

EXTERNAL EMAIL - This message originated from an External Source.

Good morning Ms. Cabrera,

My colleague, James Ratliff (who is the Transportation Review Section Principal Planner reviewing this case), will be participating in the call, as well.

Best regards,

Kevie Defranc

Senior Planner

Community Development Division
Development Services Department

P: (813) 274-6714
E: DefrancK@HCFLGov.net
W: HCFLGov.net

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601 E. Kennedy Blvd., Tampa, FL 33602

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From: Cabrera, Cecilia <CCabrera@beckerlawyers.com>
Sent: Friday, May 28, 2021 10:56 AM

To: Defranc, Kevie <DefrancK@hillsboroughcounty.org>
Cc: Edwards-Walpole, Katie <KatieEdwards@beckerlawyers.com>
Subject: FW: MM 21-0556 Application

[External]

Good Afternoon Mr. Franck,

Please see below, I wanted to be sure you had a copy of the email below for the call on Tuesday.

Kind Regards,

Cecilia Cabrera

Executive Assistant to Katie A. Edwards-Walpole, Esq., and Jeremy Shir, Esq.

Becker

Becker & Poliakoff
1 East Broward Blvd., Suite 1800
Ft. Lauderdale, FL 33301



[954.665.2613](tel:954.665.2613)



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From: Edwards-Walpole, Katie <KatieEdwards@beckerlawyers.com>

Sent: Tuesday, May 25, 2021 3:43 PM

To: ZoningHelp <ZoningHelp@hillsboroughcounty.org>

Subject: Question

[External]

Hello,

I received notice of a proposed major modification to a PD. The subject property is accessible only through another, adjacent property. Is the applicant required to address/mitigate the off-site impacts from vehicular traffic as part of the MM application and/or site plan approval? What is the

Level of Service for private roads needed to support a warehouse/light industrial use?

Thank you,

Katie Edwards-Walpole

Attorney

Becker

Becker & Poliakoff
625 N. Flagler Drive
7th Floor
West Palm Beach, FL 33401



[561.820.2877](tel:561.820.2877)



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KatieEdwards@beckerlawyers.com



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From: Edwards-Walpole, Katie <KatieEdwards@beckerlawyers.com>
Sent: Friday, June 11, 2021 11:40 AM
To: Defranc, Kevie
Subject: Re: MM 21-0556 Application

[External]





Kevie,

Is this still on the June 14th agenda or has it been deferred?

Katie Edwards-Walpole
Senior Attorney

Becker

Becker & Poliakoff
1 East Broward Blvd., Suite 1800
Ft. Lauderdale, FL 33301

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From: Defranc, Kevie <DefrancK@hillsboroughcounty.org>
Sent: Tuesday, June 1, 2021 9:57:31 AM
To: Cabrera, Cecilia <CCabrera@beckerlawyers.com>
Cc: Edwards-Walpole, Katie <KatieEdwards@beckerlawyers.com>; Ratliff, James <RatliffJa@hillsboroughcounty.org>
Subject: RE: MM 21-0556 Application

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Good morning Ms. Cabrera,

My colleague, James Ratliff (who is the Transportation Review Section Principal Planner reviewing this case), will be participating in the call, as well.

Best regards,

Kevie Defranc

Senior Planner

Community Development Division

Development Services Department

P: (813) 274-6714

E: DefrancK@HCFLGov.net

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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From: Cabrera, Cecilia <CCabrera@beckerlawyers.com>

Sent: Friday, May 28, 2021 10:56 AM

To: Defranc, Kevie <DefrancK@hillsboroughcounty.org>

Cc: Edwards-Walpole, Katie <KatieEdwards@beckerlawyers.com>

Subject: FW: MM 21-0556 Application

[External]

Good Afternoon Mr. Franck,

Please see below, I wanted to be sure you had a copy of the email below for the call on Tuesday.

Kind Regards,





Cecilia Cabrera

Executive Assistant to Katie A. Edwards-Walpole, Esq., and Jeremy Shir, Esq.

Becker

Becker & Poliakoff

1 East Broward Blvd., Suite 1800
Ft. Lauderdale, FL 33301

 [954.665.2613](tel:954.665.2613)
 [954.985.4176](tel:954.985.4176)
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From: Edwards-Walpole, Katie <KatieEdwards@beckerlawyers.com>
Sent: Tuesday, May 25, 2021 3:43 PM
To: ZoningHelp <ZoningHelp@hillsboroughcounty.org>
Subject: Question

[External]

Hello,





I received notice of a proposed major modification to a PD. The subject property is accessible only through another, adjacent property. Is the applicant required to address/mitigate the off-site impacts from vehicular traffic as part of the MM application and/or site plan approval? What is the Level of Service for private roads needed to support a warehouse/light industrial use?

Thank you,

Katie Edwards-Walpole
Attorney

Becker

Becker & Poliakoff
625 N. Flagler Drive
7th Floor
West Palm Beach, FL 33401

 [561.820.2877](tel:561.820.2877)
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From: Edwards-Walpole, Katie <KatieEdwards@beckerlawyers.com>
Sent: Friday, June 11, 2021 11:40 AM
To: Defranc, Kevie
Subject: Re: MM 21-0556 Application

[External]





Kevie,

Is this still on the June 14th agenda or has it been deferred?

Katie Edwards-Walpole
Senior Attorney

Becker

Becker & Poliakoff
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