

HERNANDO COUNTY ZONING AMENDMENT PETITION



Application to Change a Zoning Classification

Application request (check one):

- Rezoning [] Standard [x] PDP
Master Plan [x] New [] Revised
PSFOD [] Communication Tower [] Other
PRINT OR TYPE ALL INFORMATION

Date: June 30, 2023

File No. W23A6 Official Date Stamp:
Received
JUL 26 2023
Planning Department
Hernando County Florida

APPLICANT NAME: Land America, LLC

Address: 101 Pugliese's Way, Suite 200
City: Delray Beach State: Florida Zip: 33444
Phone: 561-454-1680 Email: dbrink@puglieseco.com
Property owner's name: (if not the applicant) D B W Enterprises, Inc.

REPRESENTATIVE/CONTACT NAME: Anne Pollack

Company Name: Fletcher Fischer Pollack P.L.
Address: 433 Central Ave Suite 401
City: St. Petersburg State: Florida Zip: 33701
Phone: 813-898-2836 Email: apollack@ffplegal.com

HOME OWNERS ASSOCIATION: [x] Yes [] No (if applicable provide name) Springwood Estates

Contact Name: Rick Charrette
Address: 5901 US HWY 19 City: New Port Richey State: FL Zip: 34652

PROPERTY INFORMATION:

- 1. PARCEL(S) KEY NUMBER(S): 01229218
2. SECTION 14, TOWNSHIP 23, RANGE 18
3. Current zoning classification: PDP(GHC)
4. Desired zoning classification: PDP(GC)
5. Size of area covered by application: 21.3 acres
6. Highway and street boundaries: North of Spring Hill Drive, East of Spring Park Way
7. Has a public hearing been held on this property within the past twelve months? [] Yes [x] No
8. Will expert witness(es) be utilized during the public hearings? [x] Yes [] No (If yes, identify on an attached list.)
9. Will additional time be required during the public hearing(s) and how much? [] Yes [] No (Time needed: Unknown)

PROPERTY OWNER AFFIDIVAT

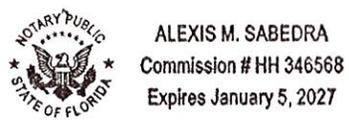
I, D B W Enterprises, Inc., have thoroughly examined the instructions for filing this application and state and affirm that all information submitted within this petition are true and correct to the best of my knowledge and belief and are a matter of public record, and that (check one):

- [] I am the owner of the property and am making this application OR
[x] I am the owner of the property and am authorizing (applicant): Land America, LLC
and (representative, if applicable): Anne Pollack, Fletcher Fischer Pollack P.L.
to submit an application for the described property.

Ralph K. Wetherell
Signature of Property Owner

STATE OF FLORIDA
COUNTY OF HERNANDO Indian River
The foregoing instrument was acknowledged before me this 5th day of July, 2023, by Ralph K. Wetherell who is personally known to me or produced FLDL as identification.

Alexis M. Sabedra
Signature of Notary Public



Effective Date: 11/8/16 Last Revision: 11/8/16 Notary Seal/Stamp

North of Spring Hill – Application for Rezoning / Master Plan Approval

Parcel Key: 1229218

Parcel#: R14 423 18 0000 0020 0010

Written Narrative

SUMMARY

The subject property is an approximately 21-acre vacant parcel located adjacent to and along the north side of Spring Hill Drive ("Property"). It is conveniently located near the Brooksville Airport between the Suncoast Parkway (FL 589) and Broad Street (US41).

The Property is currently zoned PDP-GHC and has a Future Land Use designation of Residential. It received its zoning approval in 1994 but has not yet been developed. It is an infill parcel along Spring Hill Drive in a busy commercial area. The existing zoning allows C-1 commercial uses on the Property. The rezoning requests certain additional C-2 uses to be permitted. These include:

- Drive-in restaurants
- Veterinarian and animal clinics or hospital service establishment
- Alcoholic beverage dispensation
- Publishing and printing service establishments
- Light construction service establishments
- Mini-warehouse
- Tire and automotive accessory establishments
- Automotive specialty establishments
- Automotive and truck rental establishments
- Automobile and truck repair establishments excluding body shops
- Automobile service establishments

All proposed automotive uses will be limited to the outparcels designated on the master plan as Parcels 1 through 6 along Spring Hill Drive.

The master plan identifies the location of the proposed uses. The project proposes to mitigate any potential negative impacts through the selected location of the proposed uses, to transition between the residential area to the north and Spring Hill Drive commercial to the south. It will provide extensive landscape buffers and stormwater ponds around the site that will mitigate visual, noise and lighting impacts. Further, all lighting will be focused down and inward to minimize the escape of artificial light while allowing for necessary illumination. The frontage of the business professional/light construction service establishment development faces south, away from the residential development and, along with the self-storage use which will have more limited vehicle trips, are located such that they will transition between the heavier intensity commercial uses which have been located farthest from the residential uses, along Spring Hill Drive. This will protect the existing residential areas from encroachment of busier uses that are permitted by the zoning. No odor impacts are expected as manufacturing and other odor-causing uses are not permitted. The proposed rezoning and master planned commercial development will likewise provide for a transition of intensity of uses between the airport PDD development and the residential development to the north and northeast.

LAND USE CONSISTENCY AND COMPATIBILITY

The Residential Land Use Category allows office and commercial uses subject to locational criteria and performance standards. The project is consistent with the Residential category and per the Master Plan will meet required performance standards. No land use amendments are required.

The proposed rezoning and master plan is compatible with the surrounding area and will minimize impacts wholly, including to natural resources. Adjacent to the Property across Spring Hill Drive is the Airport PDD, which was created to “facilitate maximum utilization of the Brooksville-Tampa Bay Regional Airport as a center for aviation and aviation-related uses, industrial and business park uses and the development of private lands in support of an employment center.” Objective 1.05B. The proposed project will provide a transition of intensity of uses between the airport PDD development and the residential development to the north and northeast.

The Property has been designated for commercial development since the original master plan/rezoning decades ago. With an increasing population in the County, the ability to provide space for job creating uses is vital to the County’s economic development. Rather than locating these uses in locations that might promote urban sprawl, it makes sense to locate them in areas that are already zoned to allow commercial uses as well as are compatible with the existing industrialized uses of the Airport PDD.

The proposed rezoning change allows certain additional C-2 uses to be developed on the site. Given the new development being constructed in the County and the influx of new residents, self-storage is in high demand. Additionally, the close proximity to the airport development provides an appropriate location for self-storage, which is an appropriate transitional use between the heavier uses near the airport and the less intense residential subdivision to the north. Development of the proposed 2-story mini-warehouse will comply with all County requirements for design to minimize any impact on surrounding neighborhoods. Light Construction Service Establishments are low intensity flex/commercial uses that do not include manufacturing and are likewise appropriate for an area surrounded by industrial and airport uses. Parcels 7-9 are also intended for business and professional office, which is also highly compatible with the nearby residential uses. The commercial uses along the frontage of Spring Hill Drive are appropriate for a highly active corridor of economic activity comprised of commercial and industrial development as well as residential neighborhoods nearby. The proposed uses integrate with surrounding industrial and commercial development and will provide both job creating opportunities that will support the airport and provide easier to access commercial for the nearby residential uses. This is where private investment should be prioritized and commercial development should be focused, so as to limit sprawl and provide the most effective development possible.

PROPOSAL

Proposed land uses and their specific acreage:

The project proposes a commercial development in an area already zoned for commercial. The rezoning request is to allow certain C-2 uses in addition to the C-1 uses permitted under the current zoning.

- Parcel 7: Mini-warehouse: 5.42 acres
- Parcels 8-10: Business/Professional Office and Light construction service establishment: 6.66 acres
- Parcels 1-6: Commercial/Retail uses permitted in C-1 Commercial District and C-2 uses specifically approved: 6.13 acres

The 21.3 acre Property is zoned PDP-GHC and is located within a master planned development that has expired. The proposed rezoning is to PDP-GC which allows all C-1 uses and the specific C-2 uses listed below:

- Drive-in restaurants
- Veterinarian and animal clinics or hospital service establishment
- Alcoholic beverage dispensation

- Publishing and printing service establishments
- Light construction service establishments
- Mini-warehouse
- Tire and automotive accessory establishments
- Automotive specialty establishments
- Automotive and truck rental establishments
- Automobile and truck repair establishments excluding body shops
- Automobile service establishments

All proposed automotive uses will be limited to the Parcels 1 through 6 along Spring Hill Drive.

Proposed intensity of commercial uses:

Parcel 7: Max FAR: .56

Parcels 8-10: Max FAR: .25

Parcels 1-6: Max FAR: .6

Proposed square footage of development:

Parcel 7: 150,000 SF

Parcels 8-10: 80,860 SF

Parcels 1-6: Up to the maximum FAR allowed

Proposed building heights of commercial uses:

The proposed development will adhere to a maximum building height of 60-feet, which is limited to Parcels 1-6 which front Spring Hill Drive. The 3 proposed buildings in the rear will be a maximum of 35-feet in height.

Proposed deviations from the Code, citing specific code requirements and clarifying the justification of the change.

No deviations are proposed.

SITE CHARACTERISTICS

Size in acres: The Property is 21.3 acres and is currently vacant. The lot frontage along Spring Hill Drive is 1408 feet and the depth is 812.7 feet.

Existing land uses and their acreage: There are no existing uses on the Property, as the Property is vacant.

Known activities or uses on-site: Based on historic photos, the Property has not been developed or was minimally developed over the years. It does not appear to have been developed since at least 1982. In 1977, It appears as some of the vegetation is removed. A north and south pathway was cleared, but no erection of structures is evident. In 1982 to 2022, there are no discernable land uses.

This approval will allow this Property to finally be developed in a manner generally consistent with the original proposal and consistent with the development along Spring Hill Drive and the nearby Airport PDP.

SITE PLAN DISCUSSION IN THE NARRATIVE

A description of the concept of the development plan.

Land America LLC is proposing a rezoning and master plan approval to allow a mini-warehouse (climate controlled self-storage building) of 150,000 SF; three buildings that are intended for Business/Professional Office and Light construction service establishment uses of approximately 80,000 SF in total; and six (6) retail/commercial outparcels along Spring Hill Drive.

Proposed buffer sizes and separation width between proposed land uses.

The northern boundary is adjacent to a tract designated in the Springwood Estates Phase 3 Plat as a private park. Along the northern boundary adjacent to the park is a 20-foot landscape buffer and a large stormwater pond. Along with the park, the residential properties to the north will be buffered by more than 250' of natural area.

Along the eastern boundary, the landscape buffer between the proposed uses and the property boundary is 20-feet. Between the eastern property boundary and the nearest residence is a separation of at least 100 feet, which encompasses a 20-foot landscape buffer designed in accordance with code, stormwater retention pond, driveways and parking. Along the southern half of the eastern boundary are PDP-GHC zoned properties, designated Commercial on the future land use map and identified by the Hernando County Property Appraiser as vacant commercial.

Along the western boundary, the landscape buffer is proposed to be 20-feet. Adjacent to the development are PDP-GHC zoned properties, all designated Commercial on the future land use map and identified by the Hernando County Property Appraiser as vacant commercial, which provide a transition between the proposed development and the residential uses to the west. The County has requested that the development provide an access point to Copeland Way and dedicate a portion of the Property to allow Copeland Way to continue through for residents to access Spring Hill Drive.

The Property abuts Spring Hill Drive on the southern boundary. The front setback proposed is 25-feet and the proposed landscape buffer is 20-feet and will meet code for height and vegetative materials. All required sidewalks will be provided.

Perimeter Setbacks:

- Front: 25-feet
- Rear: 35-feet
- Side: 25-feet

Proposed setbacks and minimum sizes for individual lots.

The proposed setbacks for the individual lots are proposed to be:

- Front: 10-feet
- Rear: 10-feet
- Side: 10-feet

The Property will be subdivided and will abide by minimum lot size requirements. In the event an end-user wants two (2) or more outparcels, a unity of title or lot combination will be processed as appropriate to alleviate need for an amendment to this PD master plan approval.

Impacts and improvements to infrastructure.

The proposed development will provide a master stormwater drainage plan for the entire site.

The development will be subdivided into individual lots with private roadways provided throughout. Three access points will be provided onto Spring Hill Drive. An access will also be provided onto Copeland Way

per the request of County staff, along with the dedication of property to allow Copeland Way to be accessible for residents.

Proposed uses within pods.

As described on the master plan the uses within pods are as follows:

 Lots 1-6: Commercial/Retail uses permitted in C-1 Commercial District and C-2 uses specifically approved

 Lot 7: Mini-warehouse (climate controlled self-storage)

 Lots 8-10: Business/Professional Office and Light construction service establishment

ENVIRONMENTAL CONSIDERATIONS

Flood zone:

The Property is located in Zone X.

Drainage features:

The proposed development will provide a master stormwater drainage plan for the entire site to allow for proper drainage in accordance with County and state requirements.

Water features:

Environmental Consulting & Technology, Inc. (ECT) conducted an environmental due diligence assessment on the Property and found no evidence of wetlands or streams on the site. . Through the proposed stormwater management plan, stormwater retention pond will be added. Please see attached Environmental Due Diligence Report dated May 2023.

Habitats:

Environmental Consulting & Technology, Inc. (ECT) conducted an environmental due diligence assessment for native upland habitats and the site consists entirely of native upland habitat, comprised of Hardwood Conifer Mix (FLUCFCS 434). ECT also conducting an assessment of the listed and endangered species on the Property. During the listed species survey efforts, gopher tortoise burrows were the only evidence of listed species documented. One (1) wood stork (*Mycteria americana*) was observed flying over the site. No other listed species were observed onsite during the wildlife survey. Please see attached Environmental Due Diligence Report dated May 2023. Any required mitigation will be properly permitted with the appropriate jurisdiction having authority.

IMPACTS TO PUBLIC FACILITIES

Transportation

The development will be subdivided into individual lots with private roadways provided throughout. Three access points will be provided onto Spring Hill Drive. An access will also be provided onto Copeland Way per the request of County staff, along with the dedication of property to allow Copeland Way to be accessible for residents. Laura Borgesi, Traffic Engineer with Hernando County Public Works – Engineering Division, has confirmed that the County desires to maintain the approved but not constructed cross-access between the Subject Property and Copeland Way in order to have a connection to the proposed commercial outparcels. The Applicant does not feel such a cross-access is necessary to the success of the development but has identified the access point to meet the County request and will provide the dedicated property to allow the County to finish Copeland Road.

Parking will be provided as required by Code for all uses.

Water/sewer

Hernando County Utilities is the service provider for the Property. The project will obtain water/sewer from the County, pay required connection fees, and receive applicable commitments for service. It will enter into required water/sewer agreements with the County as are necessary to ensure such facilities are adequate and available.

Drainage

The proposed development will provide a master stormwater drainage plan for the entire site to ensure such public facilities will be adequate and available.

Parks

The project is a commercial development and will not provide park space. It is adjacent to a vacant parcel designated as a private park. The proposed landscape buffer and stormwater features will provide a significant buffer between the proposed use and the park to limit any potential negative impacts.

Recreation

The project is solely commercial and will have no impact on recreation.

Solid waste

The project will provide solid waste pick up as required by the County. The project will provide dumpsters on site for the uses. Such facilities will be adequate and available.

Schools

The project is solely commercial and will not have an impact on schools.