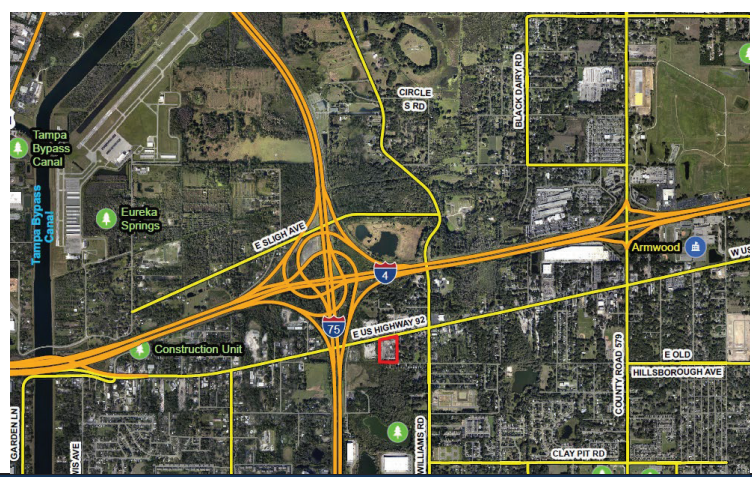




**PD Modification Application: MM 22-1126**  
**Zoning Hearing Master Date: March 20, 2023**  
**BOCC Land Use Meeting Date: May 9, 2023**

**1.0 APPLICATION SUMMARY**

**Applicant:** Wos Properties 1, Inc.  
**FLU Category:** UMU-20  
**Service Area:** Urban  
**Site Acreage:** 6.68 +/-  
**Community Plan Area:** Seffner Mango  
**Overlay:** None



**Introduction Summary:**

The applicant requests modifications to PD (Planned Development) 15-1034 (as most recently modified by MM 17-0762). The site is currently approved for the following uses: (1) sales, rental and service of used domestic automobile vehicles, farm and garden equipment, and hobby and pleasure crafts; (2) the sales, rental and service of used commercial vehicles, trucks, buses and recreational vehicles; (3) minor and major vehicle repair; (4) motor vehicle body work and painting; (5) vehicle parts sales; (6) vehicle recycling (open) excluding compacting; and, (7) related office uses.

Existing Approval(s):	Proposed Modification(s):
Vehicle recycling (open) area location with the PD: <ul style="list-style-type: none"> <li>Northwest setback: 35 feet</li> <li>Northeast setback: n/a</li> <li>South setback: 110 feet</li> <li>West setback: 30 feet</li> <li>East setback: 88 feet</li> </ul>	Vehicle recycling (open) area location within the PD: <ul style="list-style-type: none"> <li>Northwest setback: 35 feet (no change)</li> <li>Northeast setback: 0 feet (expansion of area)</li> <li>South setback: 91 - 93 feet (expansion of area)</li> <li>West setback: 34 - 46 feet (reduction of area)</li> <li>East setback: 30 feet (expansion of area)</li> </ul>
Sales area located within the northeast portion of the PD	Sales area to be relocated within the vehicle recycling (open) portion of the PD
Office building at 480 square feet and located 103 feet from the western PD boundary	Office building size at 550 square feet and located 97 feet from the western PD boundary
No enclosed storage for vehicle parts	Provision of a 4,000 sf building for enclosed storage of vehicle parts
Covered concrete area located 128 feet from the eastern PD boundary	Covered concrete area to be located 125 feet from the eastern PD boundary.
Western buffer of 30 feet in width	No western buffer
Southern buffer at 30 feet in width. Screening to consist of existing vegetation, tree plantings, and a 6 foot high solid wood or PVC fence, or evergreen shrubs.	Southern buffer of 30 feet in width. Screening to consist of existing vegetation, tree plantings, and a 6 foot high solid wood, PVC or metal fence, or evergreen shrubs.

**APPLICATION NUMBER:** MM 22-1126

ZHM HEARING DATE: March 20, 2023

BOCC LUM MEETING DATE: May 9, 2023

Case Reviewer: Michelle Heinrich, AICP

Eastern buffer of 30 feet width. Screening to consist of existing vegetation, and a 6 foot high solid wood or PVC fence, or evergreen shrubs.

Eastern buffer of 30 feet in width. Screening to consist of existing vegetation, and a 6 foot high solid wood, PVC or metal fence, or evergreen shrubs.

**Additional Information:**

PD Variation(s):

LDC Part 6.06.00 (Landscaping/Buffering)

Waiver(s) to the Land Development Code:

None Requested as part of this application

**Planning Commission Recommendation:**

Inconsistent

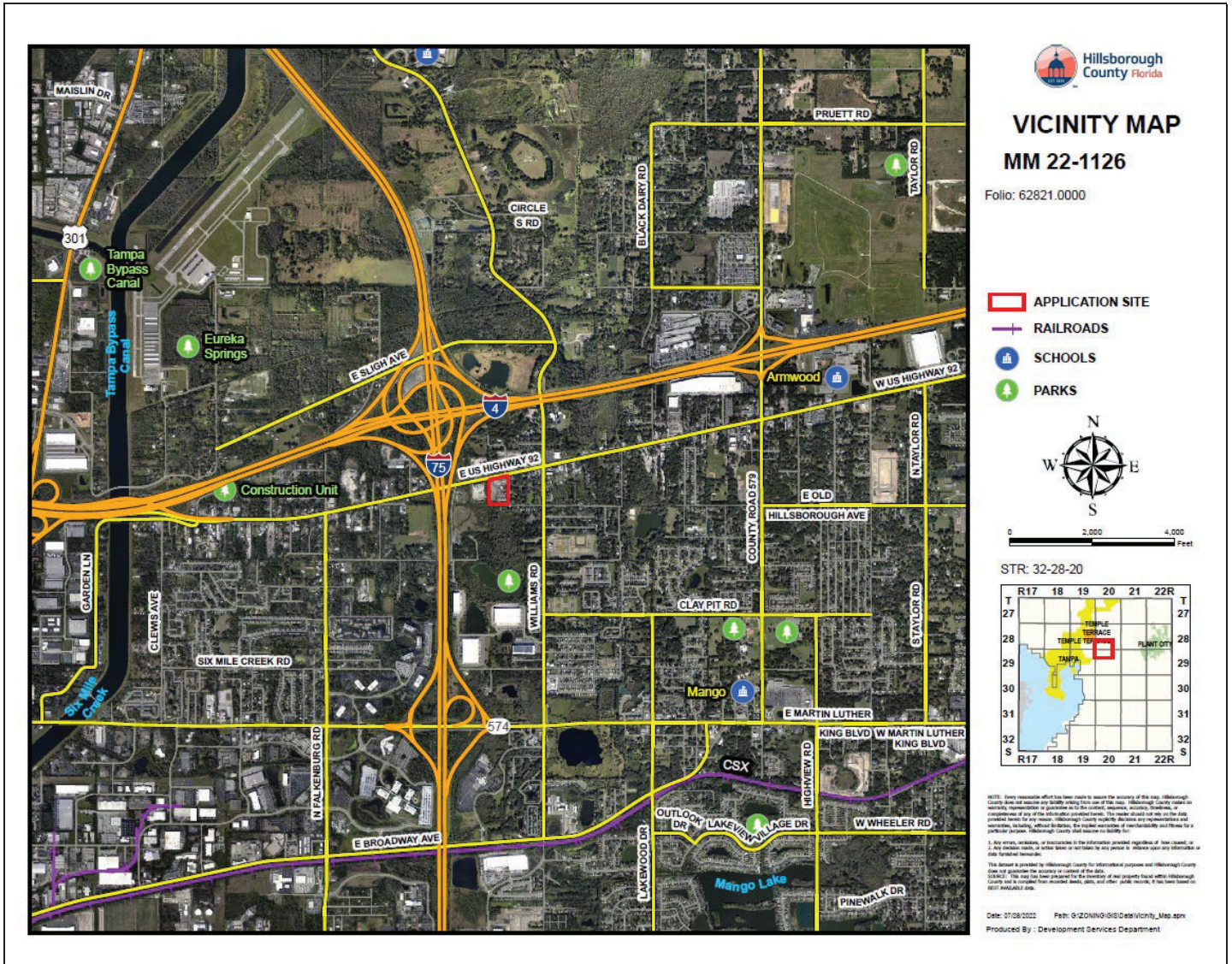
**Development Services Recommendation:**

Not supported



## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map

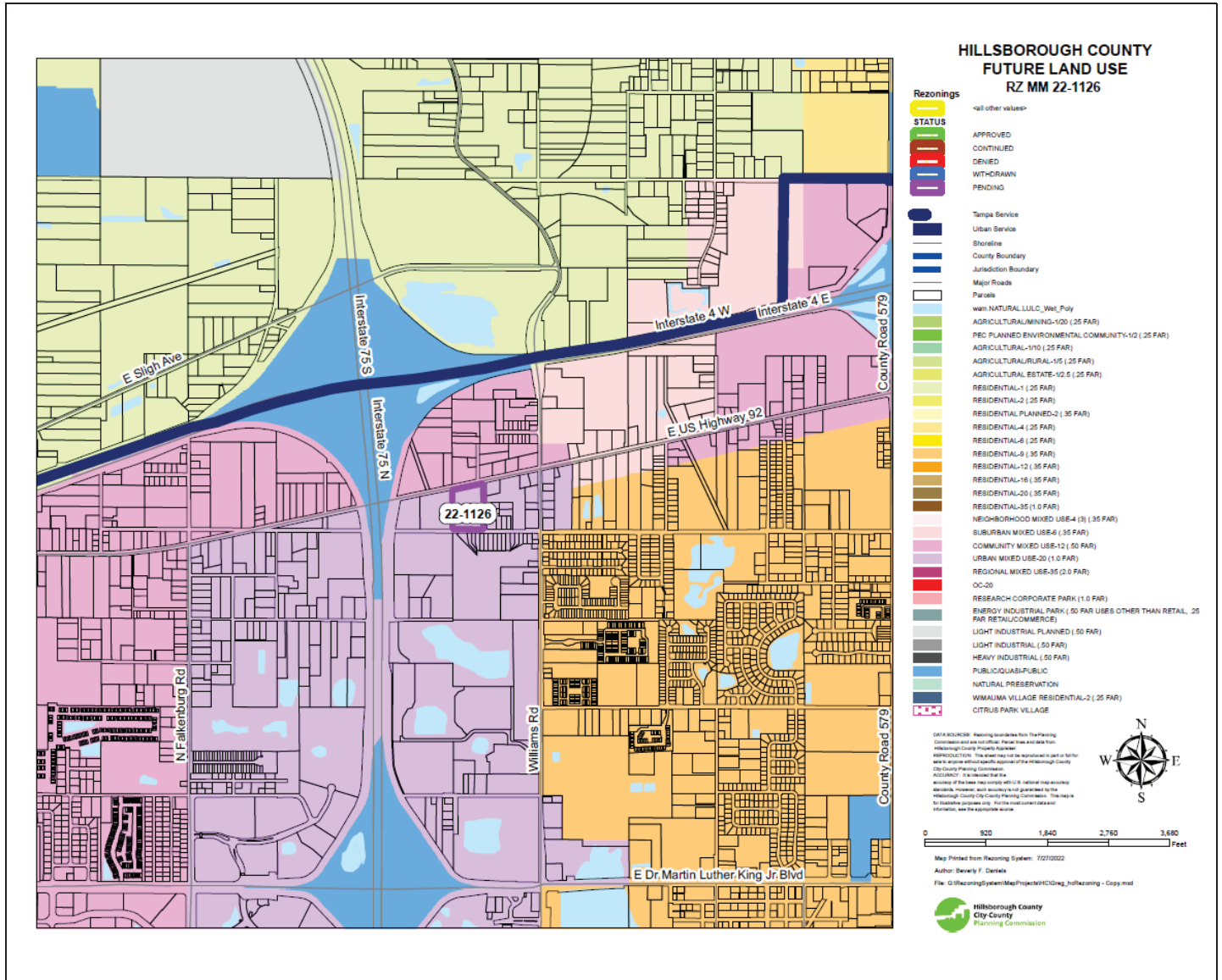


### Context of Surrounding Area:

The site is located at the southwest corner of the US Hwy 92 and McLeod Drive within the Seffner-Mango community. Interstate 75 is located approximately 0.20 miles to the west. This segment of US Hwy 92 is developed with intense commercial and manufacturing uses. Areas south and north of US Hwy 92 are developed with residential.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map

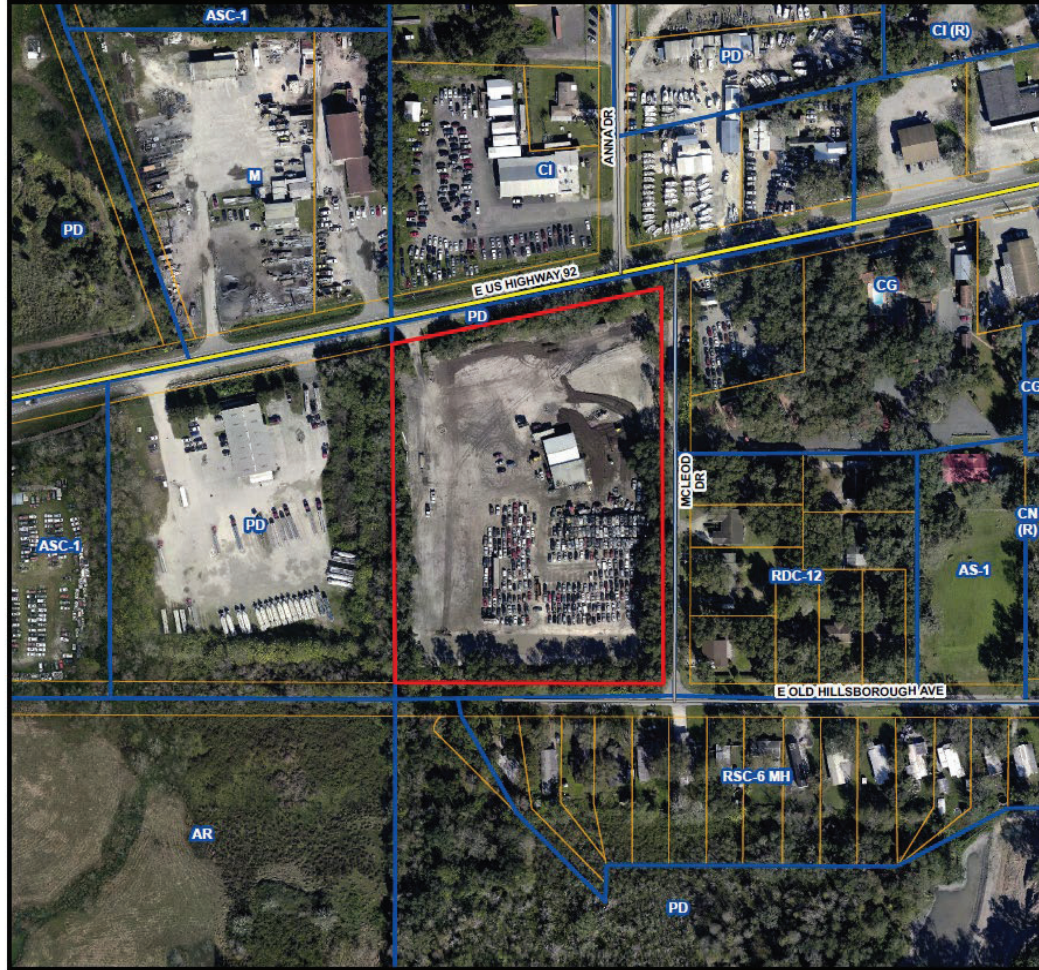


Subject Site Future Land Use Category:	UMU-20
Maximum Density/F.A.R.:	1.0 FAR
Typical Uses:	Residential, regional scale commercial uses, such as a mall, office and business park uses, research corporate park uses, light industrial, multi-purpose and clustered residential and/or mixed use projects at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



2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



**Hillsborough County Florida**

**ZONING MAP**  
MM 22-1126  
Folio: 62821.0000

- APPLICATION SITE
- ZONING BOUNDARY
- PARCELS
- S SCHOOLS
- P PARKS

STR: 32-28-20

This document is provided by Hillsborough County for informational purposes and Hillsborough County does not warrant the accuracy or content of this map. Hillsborough County cannot be held liable for any errors or omissions in this map. The user should not rely on the data provided herein for any legal, financial, or other purposes. Hillsborough County shall not be responsible for any damages, including consequential, special, or punitive damages, arising from the use of this map. Hillsborough County shall not be liable for any damages, including consequential, special, or punitive damages, arising from the use of this map. This map is provided for informational purposes only and does not constitute a contract. Hillsborough County shall not be liable for any damages, including consequential, special, or punitive damages, arising from the use of this map.

Date: 07/28/2022 Path: O:\ZONING\GIS\DateZoning\_Map.aprx  
Produced By: Development Services Department

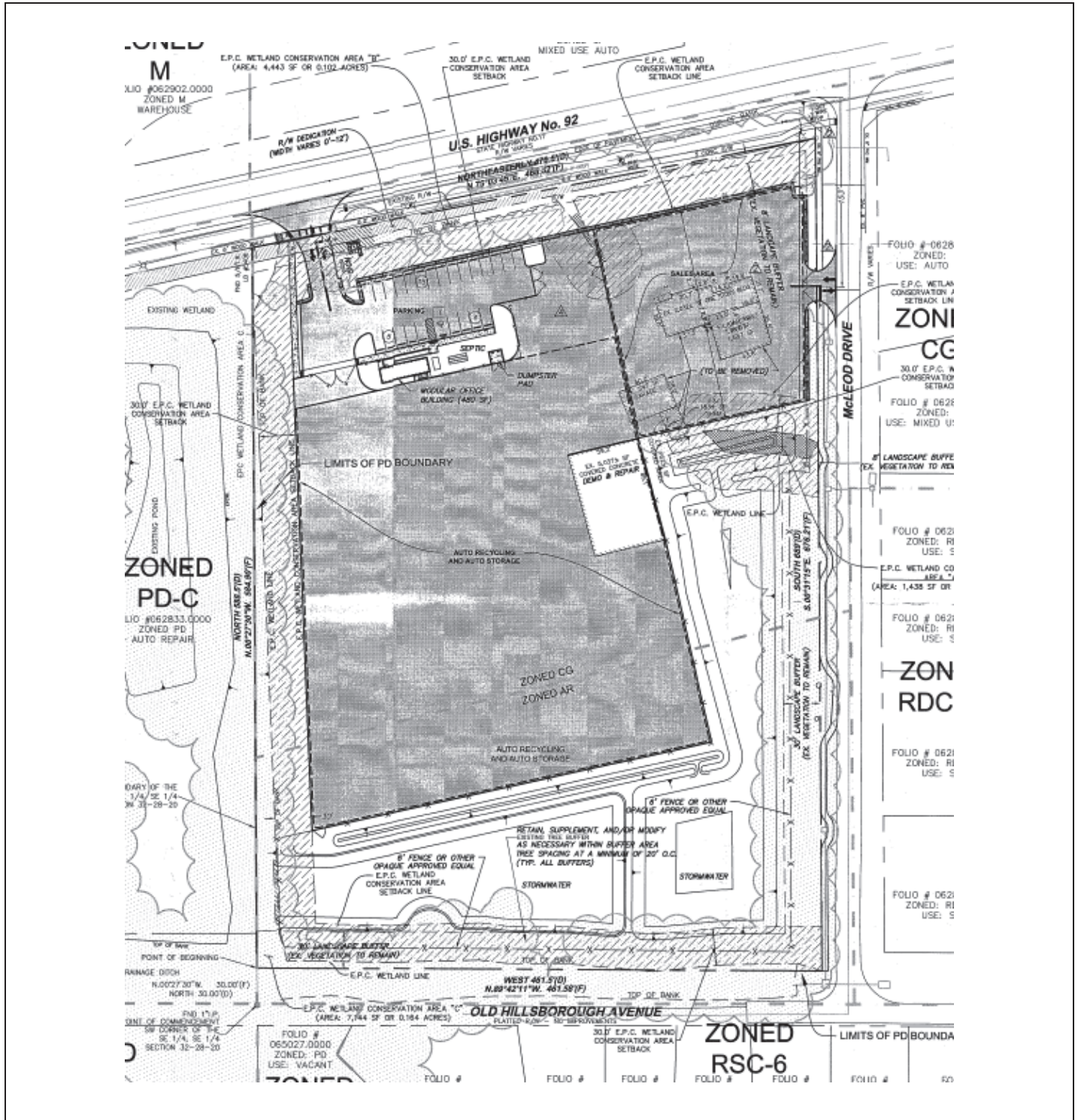
Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CI	0.30 FAR	Commercial Intensive	Car/RV storage and repair
South	RSC-6 (MH) & PD 00-0171	RSC-6 & PD: 6 units per acre	Single-Family Residential	Single-Family Residential and ROW
East	CG & RDC-12	CG: 0.27 FAR RDC-12: 12 u/a	CG: Commercial General RDC-12: Single-Family Residential	CG: Auto Sales, Motel RDC-12: Single-Family Residential
West	PD 84-0088	0.30 FAR	Commercial Intensive	Commercial vehicle storage and repair



2.0 LAND USE MAP SET AND SUMMARY DATA

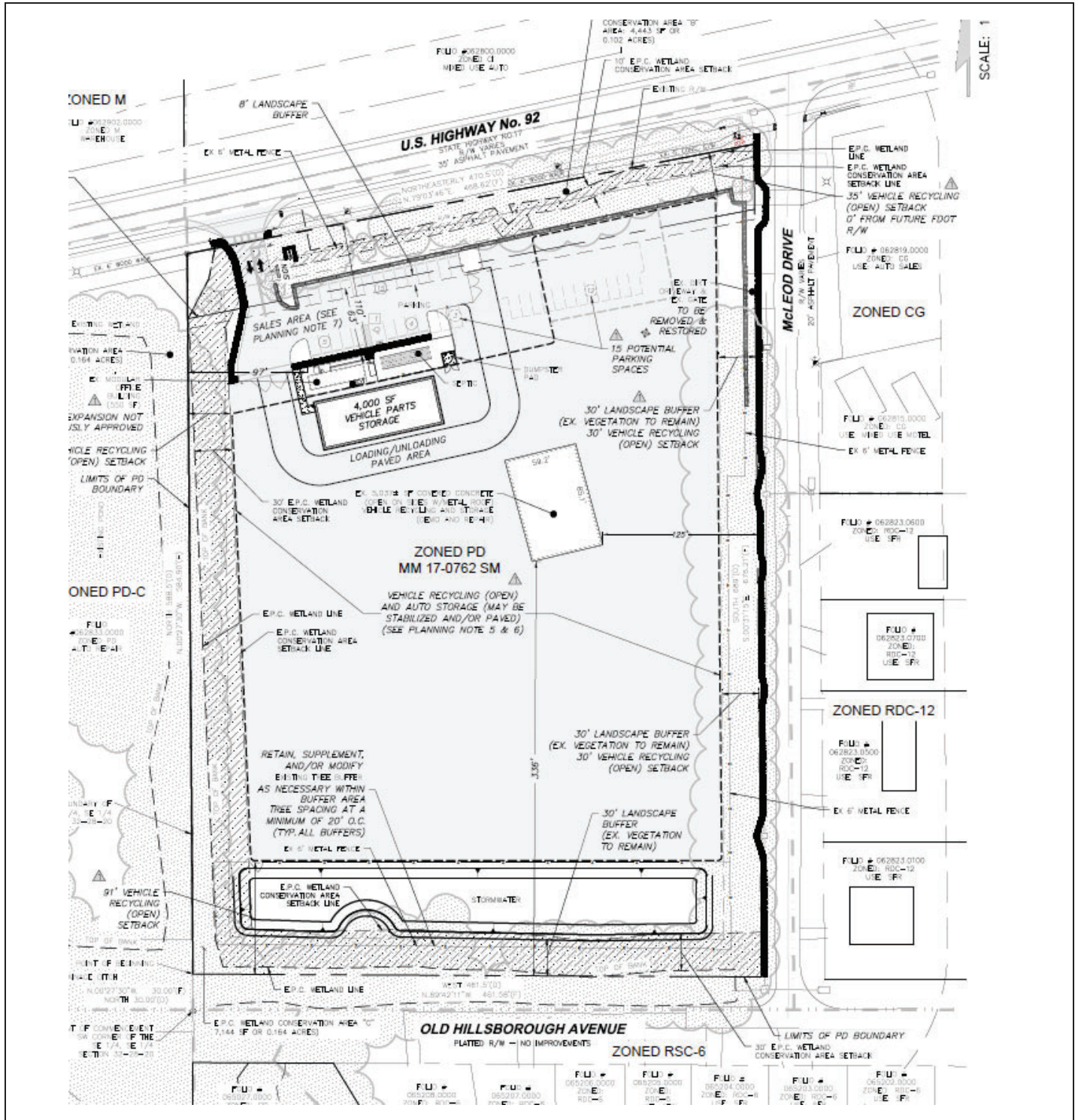
2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)





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 OF STAFF REPORT)**

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
E US Highway 92	FDOT Principal Arterial - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Mcleod Drive	County Local - 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 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	32	5	4
Proposed	52	8	7
Difference (+/-)	+20	+3	+3

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

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

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input 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	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Wetlands/Other Surface Waters</li> <li><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</li> <li><input type="checkbox"/> Wellhead Protection Area</li> <li><input checked="" type="checkbox"/> Surface Water Resource Protection Area</li> <li><input type="checkbox"/> Potable Water Wellfield Protection Area</li> <li><input type="checkbox"/> Significant Wildlife Habitat</li> <li><input type="checkbox"/> Coastal High Hazard Area</li> <li><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</li> <li><input type="checkbox"/> Adjacent to ELAPP property</li> <li><input type="checkbox"/> Other _____</li> </ul>				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input type="checkbox"/> Design Exc./Adm. Variance Requested <input 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	
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" 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	
<b>Impact/Mobility Fees</b>  Not available at the time of filing this staff report.				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

The subject site is situated between an area developed with commercial/commercial intensive uses and areas developed with single-family residential uses. The site was originally rezoned in 2015 from AR (Agriculture Rural) and CG (Commercial General) to PD (Planned Development) for the uses presently approved on the site. The CG zoning was located within the northern portion of site, while the AR zoning was located within the southern portion of site (see figure 7.1). The original PD consisted primarily of auto sales, an auto sales office and repair, while 0.69 acres along the south permitted a vehicle recycling use in compliance with screening standards. The open vehicle recycling area had a 91 foot setback to the south and 30 foot setback to the east and provided screening to consist of existing vegetation and a six-foot high wood fence, PVC fence or hedges.

The PD was modified in 2017 under MM 17-0762. The modifications included relocating the parking area, relocating the sales area, removing of the storage/office buildings, carport, multi-use building, and garage, providing an office building, and enlarging the vehicle recycling use from 0.69 acres to 2.57 acres. The southern and eastern setbacks were increased to minimize impacts to adjacent residential uses and to provide for stormwater ponds in these areas of the site. The previously required buffering and screening remained.

Under the current modification request, the the vehicle recycling area will be enlarged and will also provide land area for the storage of domestic vehicles, farm and garden equipment, hobby and pleasure crafts, commercial vehicles, trucks, buses and RVs that are offered for sale (see Figure 7.2). The sales area was previously located within the northern portion of the PD along the roadway. A vehicle parts storage building is now also proposed. The setbacks for the open vehicle recycling are proposed to decrease from 110-183 feet to 91 feet along the south and decrease from 146-88 feet to 30 feet along the east. Additionally, screening variations are proposed to allow a 6 foot high metal fence along the south and east boundaries.

The subject parcel, unlike the other similarly developed parcels in the area, abuts residentially developed property. Previous approvals have been supported by staff due to the size, location and screening of the open vehicle recycling relative to the other uses occurring on the site. Single-family residential is located to the east on McLeod Drive with homes oriented towards the site. Single-family residential is located to the south on Old Hillsborough Avenue/Tanner Road with homes oriented towards to the site. This proposal will bring the open vehicle recycling use closer coupled with non-compliant screening by using a 6 foot high metal fence. Required Land Development Code screening options consists of a 6 foot high masonry wall, wood fence, PVC fence or shrubs. Use of the metal fence for screening and view from residential properties is less attractive and does not compensate for the reduced setbacks from residential properties.

Based upon these factors, staff does not find the request to be compatible.

### 5.2 Recommendation

Not supported.



## 6.0 PROPOSED CONDITIONS

### Requirements for Certification:

1. Locate buffers and screening outside of wetland conservation area setbacks.

Zoning Administrator Sign Off:

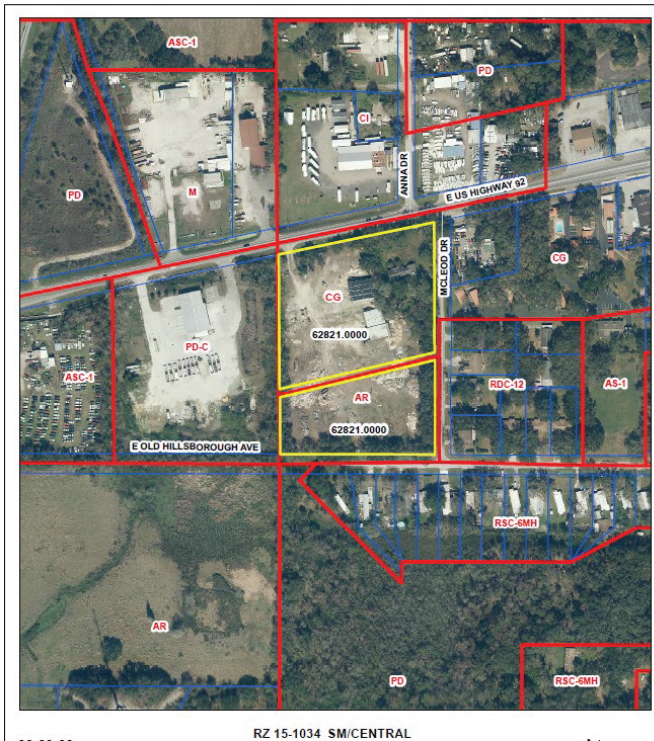


**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

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.

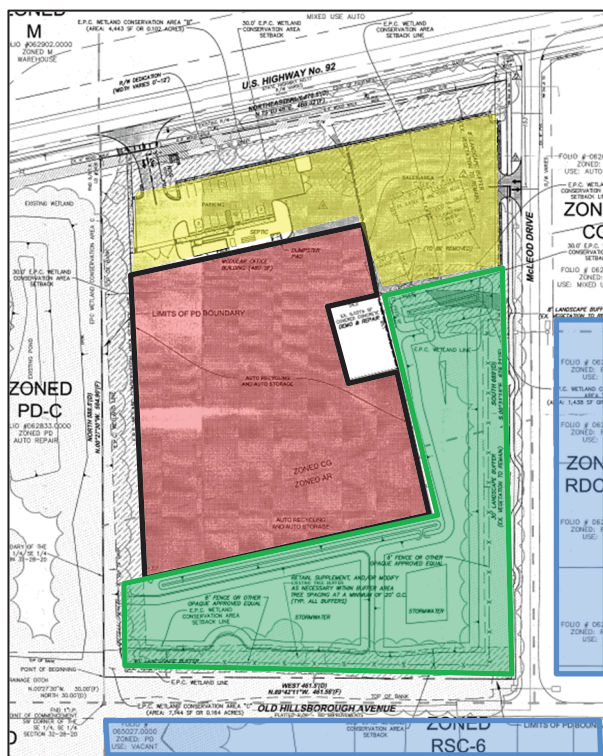
## 7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

### 7.1: Original Zoning Districts within the Site

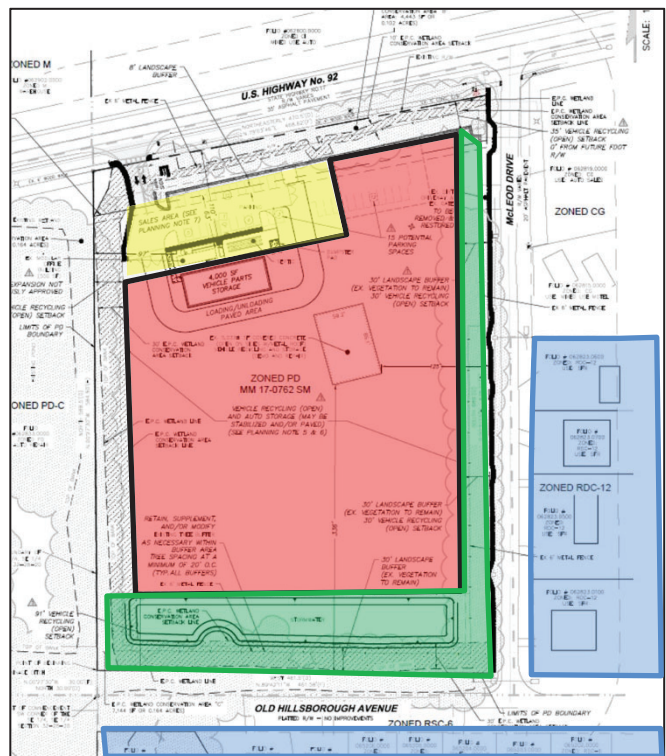


RZ 15-1034 SM/CENTRAL

### 7.2: Existing Layout



### Proposed Layout



**PD Variation Requests:**

1. Land Development Code Section 6.06.06.7.b(1): Where open storage is in view from a street, screening shall be provided and consist of 6 foot high masonry walls, solid PVC fences, solid wooden fences or evergreen shrubs. Screening shall be extended interior to the site a minimum of 100 feet from the street property line or the entire depth of the storage area unless an existing permanent structure shields the storage area from public view.

Applicant proposes to utilize a 6 foot high metal fence along portions of the northern boundary, the full eastern boundary and along the full southern boundary. No screening will be provided along the northwestern boundary or full western boundary. Per the applicant's responses, existing vegetation along the west and intervening buildings remove the need for screening. The use of a metal fence is proposed to provide better theft protection and in some areas is supplemented with existing trees. Additionally, the applicant states that the screening is existing without complaints from neighbors.

Staff is not supportive of the use of metal fencing where in view from a street. The intent of this requirement is to discourage an unsightly streetscape. US Highway 92 is a commonly traveled roadway for the Seffner-Mango community and is not part of an industrial park or similar isolated area. Other uses in addition to intensive commercial uses along US Highway include retail establishments, car sales lots, boat sales, membership organizations, churches and a motel. McLeod Drive is a 2-lane primarily residential street, except for the US Highway 92 and McLeod Drive intersection which is used for a car sales lot. Old Hillsborough Avenue/Tanner Road is residential road located along the project's southern boundary. It is staff's position that a more attractive type of screening, which is required for in the Land Development Code, be provided. These fence types can offer the same benefits as those provided by a metal fence. Additionally, the use of a metal fence is not viewed to compensate for the reduced setback to residential properties.

2. Land Development Code Section 6.06.06.7.b(2): Where open storage is in view from a residentially zoned district within 200 feet, screening shall be provided and consist of 6 foot high masonry wall, solid PVC fence, solid wooden fence or evergreen shrubs.

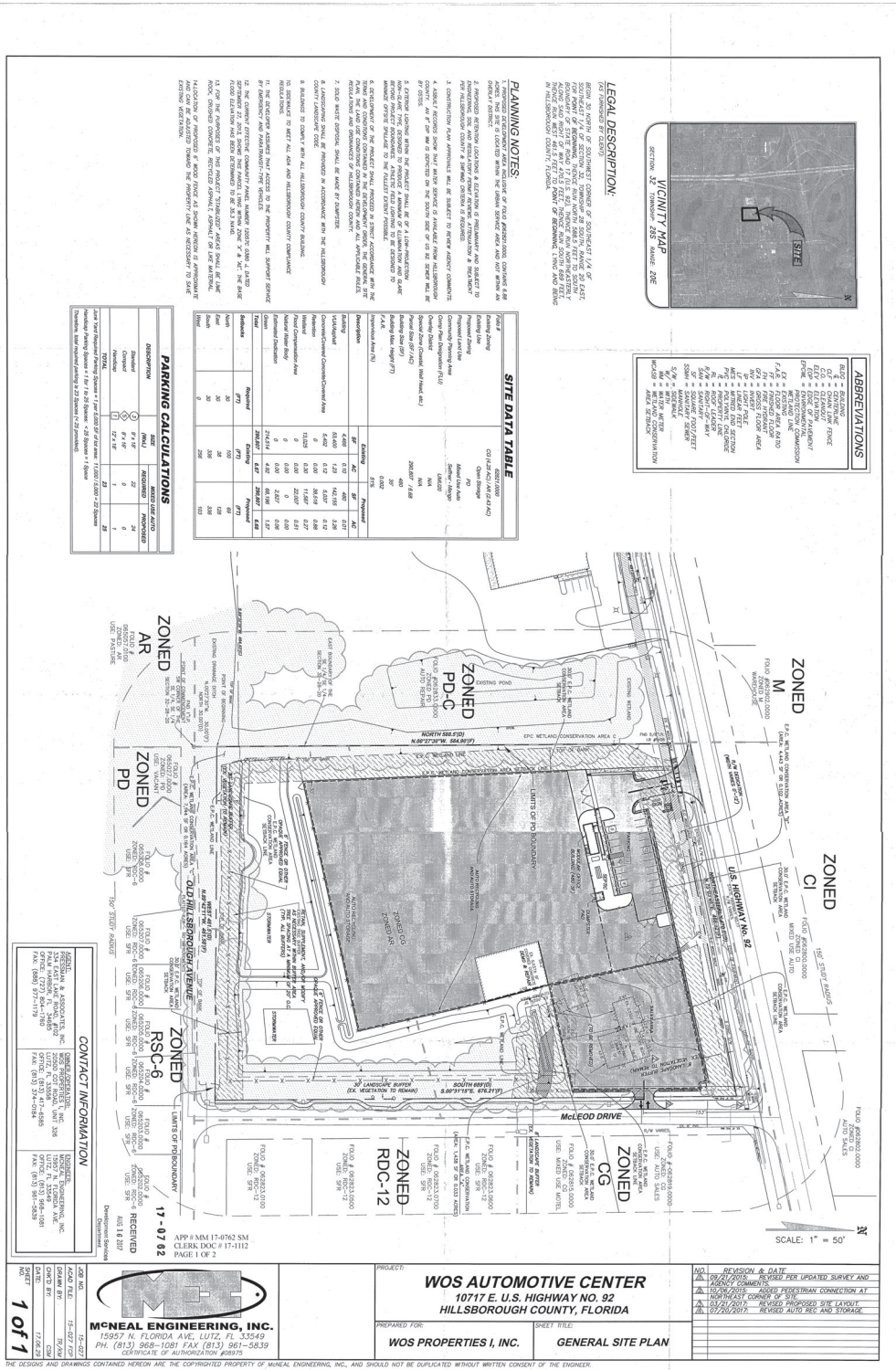
Applicant proposes use of a metal fence in lieu of a masonry wall, solid wooden fence, solid PVC fence or evergreen shrubs, along the eastern and southern boundaries. Per the applicant's responses, the metal fence provides protection from thefts, provides longevity and exceeds the LDC requirement by better reducing sound and providing an improved appearance compared to the permitted screening materials. The metal fence is currently on site and has received no complaints from neighbors.

Residential property is located to the east and south of the site. Residential structures on McLeod Road are oriented to the west, facing the subject site. Residential structures on Old Hillsborough Avenue/Tanner Road are oriented to the north, facing the subject site. Metal fences are not typically found in residential settings and are not an approved fence type in residential developments. Staff's position is that the more appealing fence options which are required per the LDC should be provided given that this will be in direct view of residential properties. Given the expansion of the open vehicular use area to the south and east, use of a metal fence does not offset the proposed changes.



8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)





**9.0 FULL TRANSPORTATION REPORT (see following pages)**



**AGENCY REVIEW COMMENT SHEET**

**TO:** Zoning Technician, Development Services Department  
**REVIEWER:** Alex Steady, Senior Planner  
**PLANNING AREA/SECTOR:** Seffner Mango/Northeast

**DATE:** 02/10/2023  
**AGENCY/DEPT:** Transportation  
**PETITION NO:** PD MM 22-1126

	This agency has no comments.
	This agency has no objection.
<b>X</b>	This agency has no objection, subject to the listed or attached conditions.
	This agency objects for the reasons set forth below.

**REPORT SUMMARY AND CONCLUSIONS**

- The proposed major modification would result in an increase of trips potentially generated by development of the subject site by 35 average daily trips, 2 trips in the a.m. peak hour, and 3 trips in the p.m. peak hour.
- As US Hwy 92 is included in the Hillsborough County Corridor Preservation Plan as a future 6-lane improvement, the developer shall designate up to 52 feet of right of way preservation along the project frontage on US Hwy 92. Building setbacks shall be calculated from the future right-of-way line.
- Transportation Review Section staff has no objection to the proposed request, subject to the conditions of approval provided hereinbelow.

**CONDITIONS OF APPROVAL**

Staff is requesting the following condition:

New Condition:

- As US Hwy 92 is included in the Hillsborough County Corridor Preservation Plan as a future 6-lane improvement, the developer shall designate up to 52 feet of right of way preservation along the project frontage on US Hwy 92. Building setbacks shall be calculated from the future right-of-way line.

Revised Conditions:

- ~~5. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to 27 52 feet of additional right of way along the project's US Highway 92 frontage, such that a minimum of 67 92 feet south of the existing US Highway 92 right of way centerline is preserved for future improvements. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right of way. The right of way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right of way line. Notwithstanding anything herein to the contrary, the amount of required right of way preservation may be reduced if, at the time of site plan review for development within the subject parcel, an updated Project Development and Environmental study has been completed and approved by the Florida Department of Transportation supporting a reduction. All such deviations shall be subject to the approval of Hillsborough County Public Works.~~

[Transportation Staff recommends deleting this condition because of outdated language. An FDOT PD&E study is now available, and a new condition is being proposed to address the required right of way preservation for the future roadway improvement.]

~~6. The developer shall coordinate with the Florida Department of Transportation regarding the location of the required internal sidewalk connection with the existing boardwalk within US 92 right of way. Design shall be subject to the approval of Hillsborough County and the Florida Department of Transportation.~~

[Transportation Staff recommends deleting this condition because the required sidewalk has already been built and approved by FDOT.]

~~7. Concurrent with site development, the developer shall construct a minimum 24-foot wide vehicular cross access connection (stub out) to its westernmost property boundary, unless prohibited by the Environmental Protection Commission.~~

[Transportation Staff recommends deleting this condition because the applicant indicated that coordination with EPC confirmed that due to wetland concerns a cross access would be prohibited.]

8. The developer shall be allowed ~~two access connections. Once~~ ~~One~~ access connection shall be allowed on U.S. Highway 92. ~~The second access connection shall be allowed on McLeod Drive.~~

[Transportation Staff recommends modifying this condition to address the access changes proposed in the subject major modification. Only one access to the site is now proposed on US Highway 92 and there is no longer any access proposed on McLeod Drive.]

Other Condition

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

- Remove note #5 from the site plan.

**PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a major modification to previously approved PD 15-1034 to modify the site to increase the area of open storage, increase the size of the office and modify the location of the sales area. MM 22-1126 includes one parcel totaling +/- 6.8 acres. The site is located on the south side of US Hwy 92 (Hillsborough Avenue), on the southwest corner of the intersection of Us Hwy 92 and Mcleod Drive. The Future Land Use designation of the site is UMU-20.

***Trip Generation Analysis***

As per the DRPM, the applicant provided a traffic letter indicating that a detailed traffic analysis is not required. Staff has prepared a comparison of the trips potentially generated under the previously approved zoning and the proposed planned development, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 10<sup>th</sup> Edition.

**Approved Zoning:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 240 sf Automobile Part Sales (ITE Code 841)	6	1	1
PD, 5,277 sf of Light Industrial Uses (ITE Code 110)	26	4	3
Total Trips	32	5	4

**Proposed Zoning:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 240 sf Automobile Part Sales (ITE Code 841)	6	1	1
PD, 9,312 sf of Light Industrial Uses (ITE 110)	46	7	6
<b>Total Trips</b>	52	8	7

**Trip Generation Difference:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>+20</b>	<b>+3</b>	<b>+3</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The subject site has frontage of E Hillsborough Avenue and Mcleod Drive. E Hillsborough Avenue is a 2-lane, undivided, Florida Department of Transportation (FDOT) maintained, Principal Arterial roadway. The existing right-of-way on E Hillsborough Avenue is +/-80 feet. There are bicycle facilities on both sides of E Hillsborough Avenue within the vicinity of the project. There are sidewalks on the south side of the roadway E Hillsborough Avenue within the vicinity of the project. Mcleod Drive is a 2-lane undivided, Hillsborough County maintained, substandard roadway. The existing right of way on Mcleod is +/- 50 feet. There are sidewalks along the western side of the Mcleod Drive within the vicinity of the project.

**SITE ACCESS**

Access to the project will be via an existing full access to E Hillsborough Avenue. Cross access to the west is not required due to the applicant indicating that after previous coordination with EPC, cross access would be prohibited due to wetland concerns.

**HILLSBOROUGH COUNTY CORRIDOR PRESERVATION PLAN**

E Hillsborough Avenue is included in the Hillsborough Corridor Preservation Plan as a future 6 Lane roadway. FDOT has a completed PD&E concerning the future widening of the roadway. The LDC requires the applicant to preserve the right of way included in the PD&E study. As a result of coordination with FDOT, the applicant will be required to preserve up to 52 feet of right of way as a result of the alignment included in FDOT PD&E 435749-1.

**ROADWAY LEVEL OF SERVICE (LOS)**

Level of Service (LOS) information is reported below. Mcleod Drive is not a regulated Roadway and was not included in the Level of Service Report.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
US HWY 92	US HWY 301	WILLIAMS RD	D	C

Source: [2020 Hillsborough County Level of Service \(LOS\) Report](#)

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
E US Highway 92	FDOT Principal Arterial - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Mcleod Drive	County Local - 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 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	32	5	4
Proposed	52	8	7
Difference (+/-)	+20	+3	+3

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

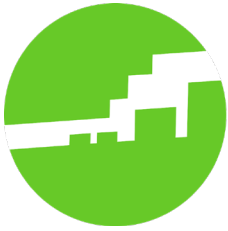
Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	None	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input 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.





**Hillsborough County  
City-County  
Planning Commission**

<b>Unincorporated Hillsborough County Rezoning</b>	
<b>Hearing Date:</b> March 20, 2023  <b>Report Prepared:</b> March 8, 2023	<b>Petition: MM 22-1126</b>  10717 East U.S. Highway 92, Tampa  <i>South of East U.S. Highway 92 and west of McLeod Drive</i>
<b>Summary Data:</b>	
<b>Comprehensive Plan Finding</b>	<b>INCONSISTENT</b>
<b>Adopted Future Land Use</b>	<b>Urban Mixed Use-20 (20 du/ga; 1.0 FAR)</b>
<b>Service Area</b>	<b>Urban</b>
<b>Community Plan</b>	<b>Seffner-Mango</b>
<b>Requested Modification</b>	Major Modification to a Planned Development (PD 15-1034) to allow for 7 different uses and a reduction of the eastern and southern setbacks
<b>Parcel Size</b>	6.68 ± acres
<b>Street Functional Classification</b>	East U.S. Highway 92 - <b>State Principal Arterial</b> McLeod Drive - <b>Local Road</b>
<b>Locational Criteria</b>	N/A
<b>Evacuation Zone</b>	E



## **Context**

- The ± 6.68 acre subject property is located south of East U.S. Highway 92 and west of McLeod Drive.
- The site is located within the Urban Service Area and is located within the limits of the Seffner-Mango Community Plan.
- The subject site is located within the Urban Mixed Use-20 (UMU-20) Future Land Use category, and can be considered for a maximum density of 20 dwelling units per gross acre and a maximum intensity of a 1.0 Floor Area Ratio (FAR). Typical uses include but are not limited to residential, regional scale commercial uses such as a mall, office and business park uses, research corporate park uses, light industrial, multi-purpose and clustered residential and/or mixed use projects at appropriate locations. The UMU-20 Future Land Use category is not subject to Commercial Locational Criteria. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- The UMU-20 Future Land Use category is located to the east, west, south, southeast and southwest of the subject property. The Community Mixed Use-12 (CMU-12) Future Land Use category is located to the north, northwest and northeast of the subject property.
- The subject property has a Planned Development (PD) zoning designation. The most recent modification to the PD zoning is MM 17-0762, which reconfigured the site to enlarge the auto recycling and auto storage area from 0.69 acres to 2.57 acres, as well as relocate the parking area to the northwest and the sales area to the northeast and to reduce the existing structure square footage. To the east of the subject site is Commercial General (CG) with a car dealership and Residential Duplex Conventional-12 (RDC-12) zoning district with single family homes. To the north and northeast is Commercial Intensive (CI) zoning with a boat dealership and automotive repair shop. To the northwest is Manufacturing (M) zoning with a business specializing in drilling service. To the southeast is Residential Single-family Conventional-6 (RSC-6) zoning district with single-family homes and to the south is PD Zoning approved for multi-family and a single family home. To the west and southwest are PD zoning approved for warehousing and distribution.
- The applicant is requesting to a Major Modification to a Planned Development (PD) to allow for a reduction of the eastern and southern setback and to allow for the following seven uses: sales, rental and service of used domestic automobile vehicles, farm and garden equipment, and hobby and pleasure crafts; the sales, rental and service of used commercial vehicles, trucks, buses and recreational vehicles; minor and major vehicle repair; motor vehicle body work and painting, vehicle parts sales; vehicle recycling (open) excluding compacting; and related office uses.

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

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

## **FUTURE LAND USE ELEMENT**

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

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

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

### **Relationship to the Future Land Use Map**

**Objective 7:** The Future Land Use Map is a graphic illustration of the county’s policies governing the determination of its pattern of development in the unincorporated areas of Hillsborough County through the year 2025.

**Policy 7.1:** The Future Land Use Map shall be used to make an initial determination regarding the permissible locations for various land uses and the maximum possible levels of residential densities and/or non-residential intensities, subject to any special density provisions, locational criteria and exceptions of the Future Land Use Element text. **Policy 7.2:** All land use category boundaries on the Future Land Use Map coinciding with and delineated by man-made or natural features, such as but not limited to roads, section lines, property boundaries, surface utility rights-of-way, railroad tracks, rivers, streams or other water bodies or wetlands are precise lines.

### **Neighborhood/Community Development**

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

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

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

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

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

- a) the creation of like uses; or
- b) creation of complementary uses; or
- c) mitigation of adverse impacts; and
- d) transportation/pedestrian connections

**Policy 16.5:** Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.

## **ENVIRONMENTAL AND SUSTAINABILITY SECTION (E&S)**

**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.

**Policy 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.

**Policy 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.

**Policy 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.

## **LIVABLE COMMUNITIES ELEMENT: Seffner-Mango Community Plan**

2. **Goal:** Enhance community character and ensure quality residential and nonresidential development

**Strategy:**

- Support infill development and redevelopment within the Urban Service Area while providing for compatibility with existing uses.

3. **Goal:** Commercial development should be directed to the US 92 and Martin Luther King Boulevard corridors.

**Strategies:**

- Recognize the commercial character of US 92 and Martin Luther King Boulevard within the Urban Service Area
- Encourage revitalization and redevelopment of older existing commercial areas and uses



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

The ± 6.68 acre subject property is located south of East U.S. Highway 92 and west of McLeod Drive. The site is located within the Urban Service Area and is located within the limits of the Seffner-Mango Community Plan. The applicant is requesting approval of a Major Modification to a Planned Development (PD 15-1034) to allow for a reduction of the eastern and southern setback and to allow for the following 7 uses: sales, rental and service of used domestic automobile vehicles, farm and garden equipment, and hobby and pleasure crafts; the sales, rental and service of used commercial vehicles, trucks, buses and recreational vehicles; minor and major vehicle repair; motor vehicle body work and painting, vehicle parts sales; vehicle recycling (open) excluding compacting; and related office uses.

The subject site is designated Urban Mixed Use-20 (UMU-20) on the Future Land Use Map, which can be considered for a maximum density of 20 dwelling units per gross acre and a maximum intensity of 1.0 FAR. The UMU-20 Future Land Use category is not subject to Commercial Locational Criteria. The site plan shows a 4,550 square foot building and 197,881 square feet of auto recycling/ auto storage (open storage), which is less than the maximum 299,692 square feet allowed per the UMU-20 Future Land Use category. UMU-20 Future Land Use category is located to the east, west, south, southeast and southwest of the subject property. Community Mixed Use-12 (CMU-12) Future Land Use category is located to the north, northwest and northeast of the subject property.

The subject property is in the Urban Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the county's growth is to be directed. Policy 1.4 requires all new developments to be compatible with the surrounding area, noting that "Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The proposed PD uses are the same as approved in 2017. There are similar uses to the north of East U.S. Highway 92 and to the west of the subject site. Surrounding the subject site is a car dealership, boat dealership, automotive repair shop, and a light industrial business. To the southeast is single-family and multi-family homes. To the west and southwest are warehousing and distribution. The uses are within character of the area as it is located on a principal arterial roadway with similar commercial uses along the corridor. However, Objective 16 and Policy 16.2 indicate a need for neighborhood protection by the gradual transition of intensities between different land uses using professional site planning, buffering, and screening techniques and control of specific land uses.

The most recent modification to the PD zoning is MM 17-0762 which reconfigured the site. Figure 1 below shows the differences between the 2017 approved site plan and the currently proposed site plan. The 2017 approved zoning resolution indicates that the property reduced the existing buildings from 11,549 square feet to 480 square feet. The applicant also enlarged the auto recycling and auto storage area from 0.69 acres to 2.57 acres with greater southern and eastern setbacks and enlarged stormwater ponds to the east and south boundary creating more distance between the single family uses and the subject site. The proposed rezoning does not meet the intent of Objective 16 and Policy 16.2 as it reduces the buffer between the auto recycling/ auto storage and the single family residential to the east and south.

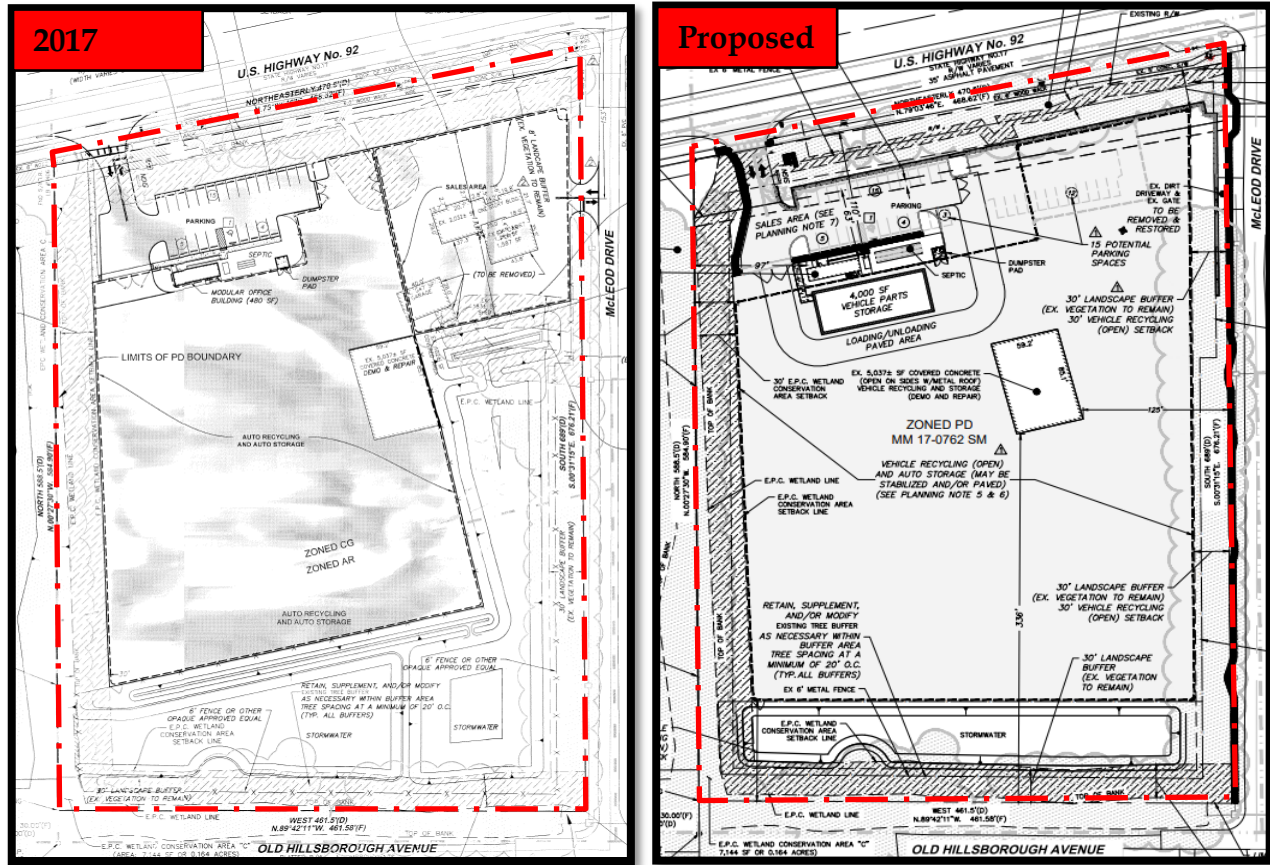


Figure 1: 2017 Approved site plan and current proposed site plan

Wetlands are located to the southwest of the subject property. The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed rezoning and determined that in the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. Given that there is a separate approval process for wetland impacts with the Environmental Protection Commission and they currently do not object, Planning Commission staff finds this request consistent with Objective 13 and associated policies in the FLUE and Objective 3.5 and associated policies in the E&S.

Per FLUE Policy 9.2, developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County. Transportation comments dated February 10, 2023, indicate there are no objections to the proposed site development.

The subject property is within the Seffner-Mango Community Plan and Goal 2 of this plan indicates a need to enhance the community character and ensure quality residential and nonresidential development. Planning Commission staff conducted a routine visit to the site and has observed that to the east and south of the subject site is of residential character. As mentioned above the proposed PD is not consistent with the Neighborhood Protection Objective 16 and Policy 16.2 as the applicant is proposing to reduce the eastern

and southern buffers. Planning Commission staff finds the current request for the reduction of buffers inconsistent with Goal 2 of the Seffner-Mango Community Plan.

Overall, the proposed major modification would allow for development that is not consistent with the protection of residential neighborhoods and not compatible with the adjacent uses to the south, and east. The request would also not provide a gradual transition and therefore, it is not consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

**Recommendation**

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

# HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 22-1126

<all other values>

Rezonings  
STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Major Roads
- Parcels
- WATER NATURAL LULC, Wet Poly
- AGRICULTURAL/MINING-120 (.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/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

- WATER NATURAL LULC, Wet Poly
- AGRICULTURAL/MINING-120 (.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)
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- LIGHT INDUSTRIAL PLANNED (.50 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- HEAVY INDUSTRIAL (.50 FAR)
- PUBLIC/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The map is intended to be used for informational purposes only and does not constitute an offer for any specific rezoning. Approval of the Hillsborough County Planning Commission. ACCURACY: It is intended that the information on this map is accurate to the best of our knowledge. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate website.



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 Author: Beverly F. Daniels  
 File: G:\Rezoning\System\MapProjects\HC\069\_HReZoning\_Copy.mxd

