



## 1.0 APPLICATION SUMMARY

Applicant: Tampa 92 LLC c/o Todd Pressman

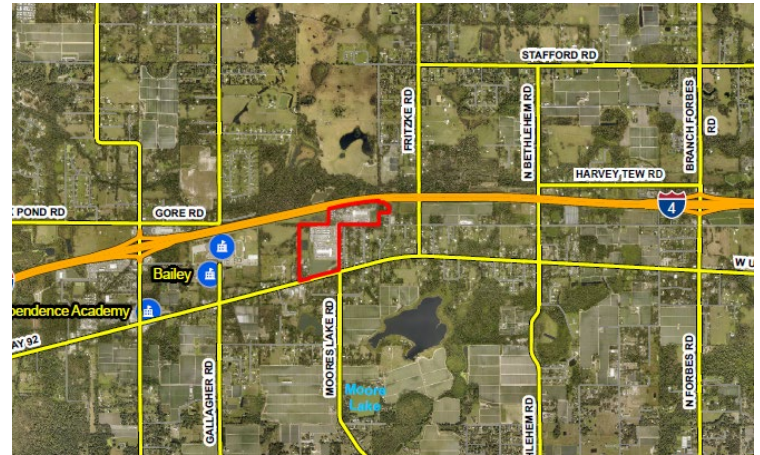
FLU Category: SMU-6 and RES-2

Service Area: Rural

Site Acreage: 77.36 +/-

Community Plan Area:

Overlay:           None



## Introduction Summary:

The applicant requests to rezone properties zoned PD 13-0356 (as most recently modified by PRS 22-1090), PD 90-0127 (as most recently modified by PRS 20-0341) and ASC-1. The PD zoned parcels are currently developed with an RV dealership and related accessory uses. Under this application, the PDs will be combined and add in a 2.3 acre parcel zoned ASC-1.

Zoning:	Existing			Proposed
District(s)	ASC-1	PD 13-0356	PD 90-0127	PD 23-0780
Typical General Use(s)	Single-Family Residential and Agriculture	RV sales, display/inventory, service, and accessory retail	RV sales, display/inventory, service, and accessory retail	RV sales, display/inventory, service, and accessory retail
Acreage	2.3	26.4	48.9	77.36
Density/Intensity	1 u/a	0.07 FAR	0.05 FAR	0.05 FAR
Mathematical Maximum*	2 units	80,000 sf	109,900 sf	174,640 sf

\*number represents a pre-development approximation

Development Standards:	Existing			Proposed
District(s)	ASC-1	PD 13-0356	PD 90-0127	PD 23-0780
Lot Size / Lot Width	1 acre/150'	n/a	n/a	n/a
Setbacks/Buffering and Screening	50' Front Yard 50' Rear Yard 15' Side Yards	Per site plan	Per site plan	Per site plan
Height	50'	50'	36'	50' /2-stories

**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

APPLICATION NUMBER: PD 23-0780

ZHM HEARING DATE: April 15, 2024

BOCC LUM MEETING DATE: June 11, 2024

Case Reviewer: Michelle Heinrich, AICP

**Planning Commission Recommendation:**

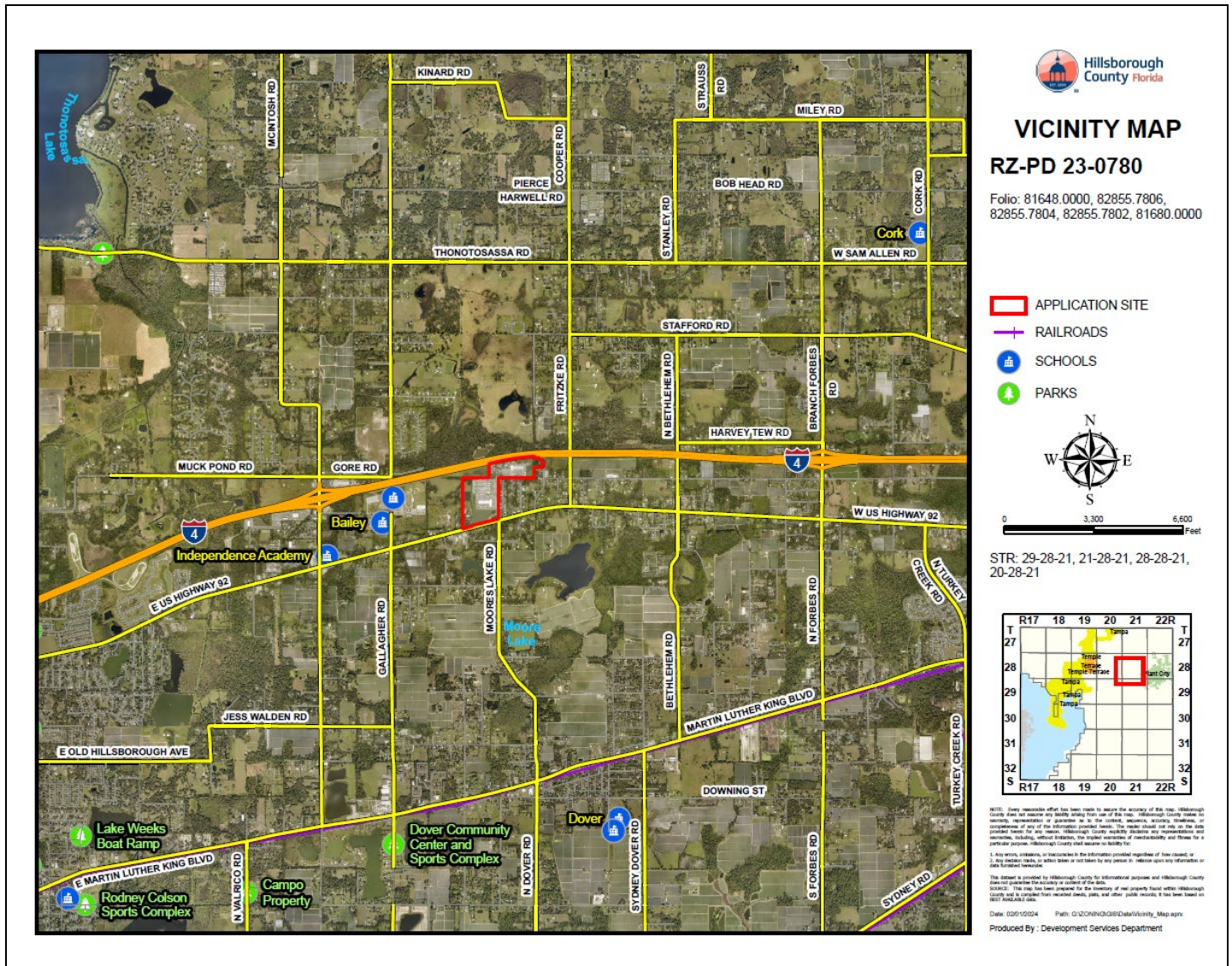
Consistent

**Development Services Recommendation:**

Approvable, subject to proposed conditions

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



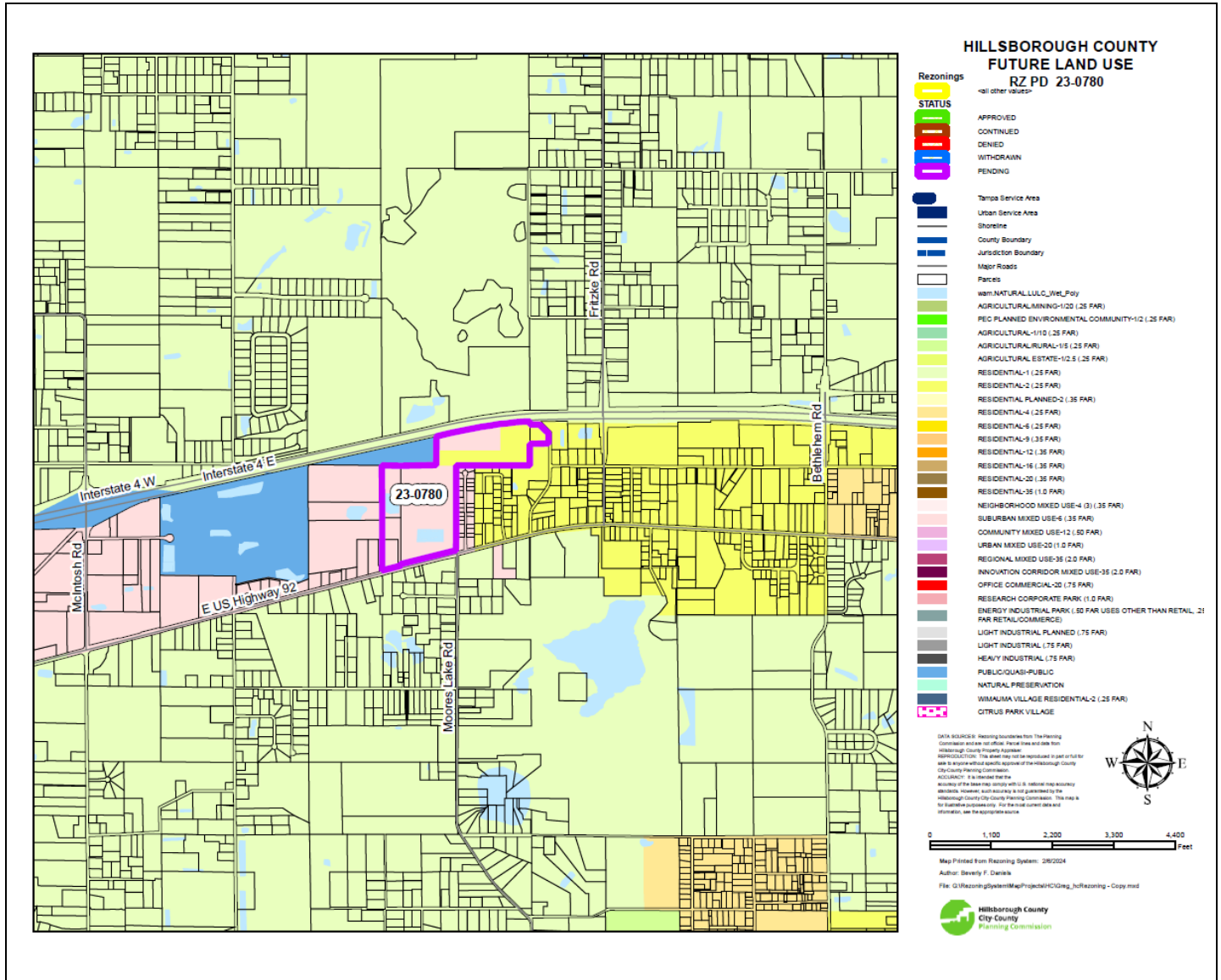
### Context of Surrounding Area:

The site is located in the eastern area of Hillsborough County, directly south of Interstate 4. The area is characterized by low density residential, suburban scale residential and agricultural uses. Commercial uses are found along the north and south sides of the interstate. Strawberry Crest High School is found east of the site.



## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.2 Future Land Use Map

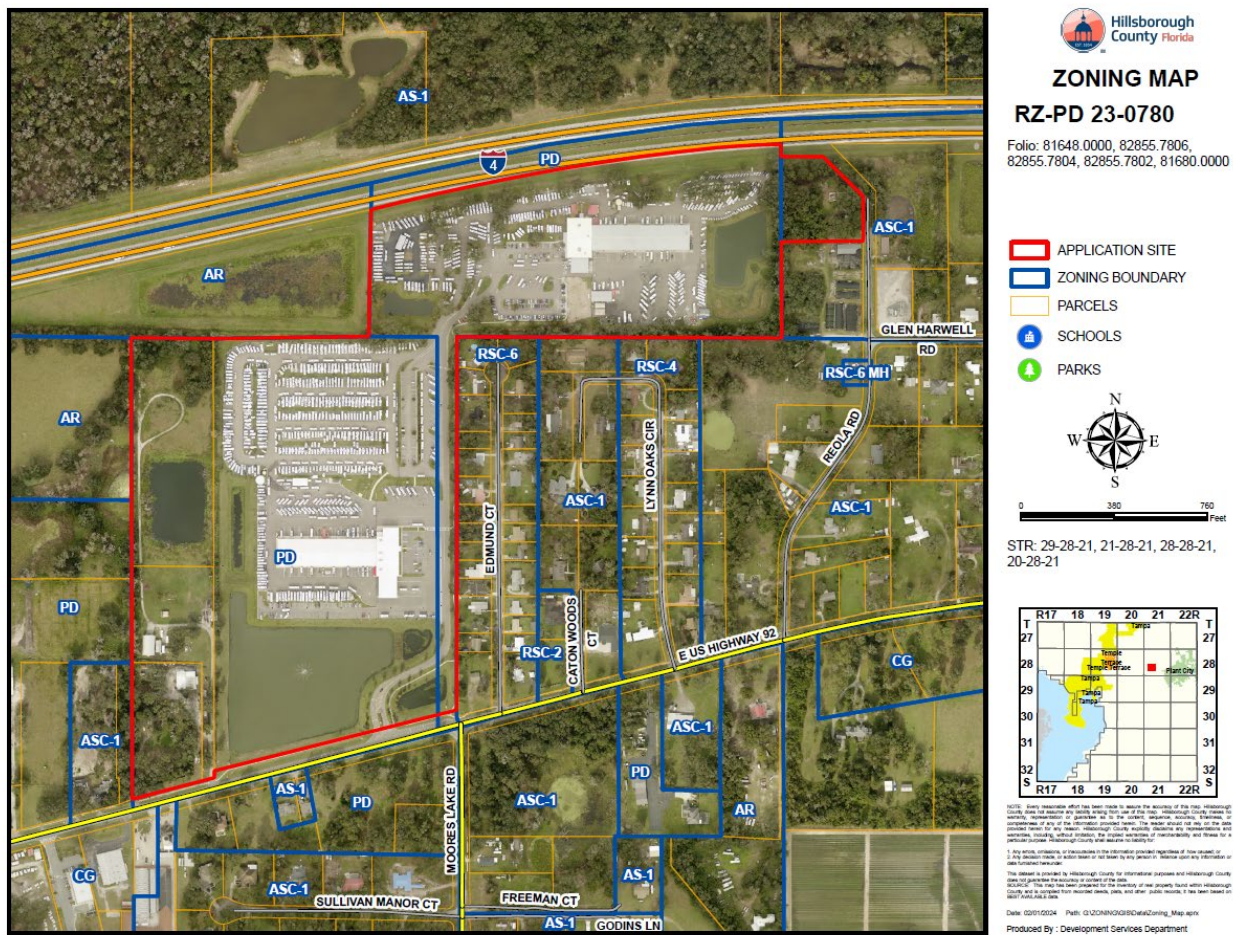


Subject Site Future Land Use Category:	SMU-6 and RES-2
Maximum Density/F.A.R.:	SMU-6: 6 units per acre / 0.25 FAR RES-2: 2 units per acre / 0.25 FAR
Typical Uses:	SMU-6: Residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use projects. RES-2: Residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects.



## 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	AR ASC-1	AR: 1 u/5 ASC-1: 1 u/a	AR & ASC-1: Single-Family Residential and Agriculture	AR: Municipal ASC-1: DOT Stormwater
South	RSC-6 ASC-1 AS-1 RSC-4 PD	RSC-6: 6 u/a ASC-1: 1 u/a AS-1: 1 u/a RSC-4: 4 u/a PD: Commercial/Office	RSC-6, RSC-4: Single-Family Residential ASC-1, AS-1: Single-Family Residential and Agriculture PD: Mini-warehouse, office, convenience store	RSC-6, RSC-4, ASC-1, AS-1: Single-Family Residential PD: Undeveloped
West	AR ASC-1 PD	AR: 1 u/5 ASC-1: 1 u/a PD: 0.26	AR, ASC-1: Single-Family Residential and Agriculture PD: Industrial/Business Park	AR: DOT Stormwater ASC-1: Single-Family Residential PD: Vacant

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East	RSC-6 ASC-1	RSC-6: 6 u/a ASC-1: 1 ua/	RSC-6: Single-Family Residential ASC-1: Single-Family Residential and Agriculture	RSC-6: Single-Family Residential ASC-1: Agriculture
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APPLICATION NUMBER: PD 23-0780

ZHM HEARING DATE: April 15, 2024

BOCC LUM MEETING DATE: June 11, 2024

Case Reviewer: Michelle Heinrich, AICP

**3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)****Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
US 92	FDOT Principal Arterial - Rural	<input checked="" type="checkbox"/> 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 checked="" type="checkbox"/> Other - Driveway Modification(s)
	Choose an item.	Choose an item. Lanes <input 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
	Choose an item.	Choose an item. Lanes <input 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
	Choose an item.	Choose an item. Lanes <input 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** ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	8,921	929	906
Proposed	1,117	103	172
Difference (+/-)	(-) 7,804	(-) 826	(-) 734

\*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	Vehicular & Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

**Design Exception/Administrative Variance** ☒ 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 &amp; AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
<b>Environmental:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
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 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	
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: <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 checked="" 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 __presumption of a bald eagle nest on site ____			
<b>Public Facilities:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<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 type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input checked="" 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> Auto Sales (Per 1,000 s.f.) Mobility: \$19,374 Fire: \$313				
Rural Mobility, Northeast Fire - RV Sales (unspecified size/structures)				
<b>Comprehensive Plan:</b>	<b>Comments Received</b>	<b>Findings</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Consistent if compliant with LDC required buffering and screening of employee parking area.

## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

The project is located to the south of Interstate 4, in eastern Hillsborough County. The site is comprised primarily of two existing PDs which allow an RV dealership and related accessory uses. The northern area is located within PD 13-0356 (PRS 22-1090). This area is approved for the RV's sales office, service, and related retail uses, parking, and the inventory, display and storage of RVs. The project's access drive to US 92 is also located within this PD area. Changes in this area include the addition of an employee row of parking along the south and the eastward expansion of RV display, inventory, and staging (zoned 2.3-acre ASC-1 zoned area).

The applicant has proposed a PD Variation to allow a 10 foot wide buffer with screening to consist of a 6-8 high fence and tree plantings where the new employee parking will be located adjacent to residential. An existing sidewalk meanders through the buffer. The additional parking will be limited to employees only to reduce activity throughout the day. This area is currently provided with a 25 foot wide open space buffer with fencing. The proposed employee parking area abuts three single-family homes. These homes are located 35-50 feet from the common property line and oriented away from the subject site. Staff is not supportive of this request due to the size of the project and proposed display, inventory, and staging expansion areas, located away from residential, which could accommodate the employee parking.

The central/western area of the project is currently zoned PD 90-0127 (20-0341). Changes include an expansion of the service center and expansion of the RV display, staging and inventory areas to the west. The western area is used for a sales office, repair/service and storage. Properties to the west are zoned AR, PD and ASC-1. The AR property is used for agriculture and is adjacent to I-4. The PD area is vacant, but approved for a business/industrial park. The ASC-1 zoned property is used for single-family, which is located along US Hwy 92. The residential area will abut a new stormwater pond along US Hwy 92. A 20 foot wide buffer with Type B screening will be provided along the entire western PD boundary. The existing PD is currently approved for a buffering and screening variation along its eastern boundary, which is adjacent to single-family residential located approximately 50 feet from the property. The 20 foot wide buffer will provide screening (6-8 foot high fencing and trees on 30 foot centers). An existing sidewalk is meanders within the buffer at various distances from the boundary. Under this PD, there is not intensification in this area proposed and the previously approved variation is proposed to carry over into the new PD.



Given the above, staff finds the project compatible with the surrounding area.

### 5.2 Recommendation

Approvable, subject to conditions.



## 6.0 PROPOSED CONDITIONS

### Requirements for Certification:

1. Site plan submitted for certification per staff recommendations to revise employee parking buffering/screening notation.

**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted March 26, 2024.

1. The project shall be limited to an RV dealership to include: the sales and rental of RVs; major auto repair, body work, and painting of RVs (service); inventory, staging and display of RVs; and accessory retail (including auto parts) related to RVs. RV dealership uses which include sales and rental, major auto repair, body work and painting (service), and accessory retail are permitted in both the northern and southern dealership buildings.
2. Notwithstanding individual building sizes noted on the site plan, the project shall be limited to a maximum of 173,086 sf. No building size may exceed the square footage noted on the site plan and shall be located where generally depicted on the site plan.
3. Building heights shall be limited to a maximum of 50 feet / 2-stories.
4. Within the southern dealership building, paint and body work shall occur within the western expansion area of the southern dealership building.
5. RV inventory, staging and display areas shall be permitted where delineated on the site plan and shall maintain a minimum setback of 50 feet from the US Hwy 92 PD boundary, notwithstanding the stormwater pond depicted on the site plan.
6. Employee only parking shall occur where delineated on the site plan. This employee parking area shall not permit customer parking or the inventory, staging and display of RVs.
7. Lighting of RV sales, service, inventory, staging and display areas shall be provided per the Land Development Code. The lighting of the access road (except for the signage at the entrance off U.S. 92), parking areas and RV inventory, staging and display areas which area located south of the 74,336 sf dealership building and east of the 90,160 sf dealership building shall be for security purposes and shall not be illuminated for nighttime sales. Lighting fixtures shall be designed to minimize light trespass onto adjacent properties with the use of cutoff lights, shields, louvers, hoods or other such features.
8. Loudspeakers shall be mounted on the interior of buildings only and shall be oriented and operated in a manner to minimize off-site noise impacts.
9. The hours of operation for service (which includes major auto repair, body work, painting) is limited to Monday-Friday 9:00 am – 6:00 pm and Saturdays 9:00 am – 4:00 pm.
10. Buffering and screening shall be provided as shown on the site plan.
  - a. Per the PD Variation, a 20 foot wide buffer shall be required along the eastern PD boundary, east of the access drive. A 5 foot wide sidewalk shall be permitted within this buffer. Screening shall consist of a 6 – 8 foot high PVC fence or 6 – 8 foot high 100% opaque fence made of composite materials. A row of


evergreen shade trees which are not less than 10 feet in high at the time planting, a minimum of two-inch caliper, and are spaced no more than 30 feet apart shall be provided. Existing trees, if meeting this requirement, can be used.

- b. A 20 foot wide buffer shall be required along the southern PD boundary, adjacent to employee only parking. A 5 foot wide sidewalk shall be permitted within this buffer. Screening shall consist of a 6 – 8 foot high PVC fence and/or a 6 – 8 foot high 100% opaque fence made of composite materials. A row of evergreen shade trees which are not less than 10 feet in high at the time planting, a minimum of two-inch caliper, and are spaced no more than 20 feet apart shall be provided.

11. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
12. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the project shall be served by, and limited to, one (1) vehicular access connection to US 92. One (1) additional limited purpose vehicular access shall be permitted as shown on the site plan. Such limited purpose access shall be gated, and shall be restricted to the use of emergency vehicles, any use related to existing or proposed utility easements, and occasional landscape/pond maintenance.
13. The existing driveway serving folios 82855.7802 and 82747.0025 shall be modified such that it only serves as access to folio 82747.0025. No vehicular access to the proposed PD shall be permitted except as otherwise provided for herein these conditions, and all such access shall be subject to FDOT review and permitting.
14. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
15. As US 92 is shown on the Hillsborough County Corridor Preservation Plan, and in accordance with PD&E 435749-1-22-01 and as shown on the PD site plan, the property owner shall preserve 27 feet of right-of-way along the frontage of folios 82855.7804 and 82855.7802 (i.e. the westernmost two parcels with frontage along US 92).
16. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall be required to comply with Sec. 5.11.09 of the LDC and other applicable rules and regulations with respect to the right-of-way preservation area. All signage shall comply with applicable requirements, and if the signage easements shown on the PD site plan cannot be relocated to a compliant area, the signage easement/use shall be discontinued (except as may be allowed on an interim basis in accordance with Sec. 5.11.09).
17. Prior to approval of the next increment of development, the property owner will be required to do one of the following as may be available and appropriate in order to cure discrepancies between the existing Watkins Estate Plat (Plat Book 117, Page 120) and the access restrictions described in condition 12, hereinabove:
  - a. Record a restriction and/or other documents in the Official Records of Hillsborough County as necessary to effectuate the access restrictions described in condition 12; or,
  - b. Utilize the Certified Parcel process to combine all folios within the PD (and eliminate the access easement); or,
  - c. Vacate the above referenced Watkins Estate Plat.

Nothing herein this condition shall be construed as requiring vacating of utility easements which require access through the proposed Limited Purpose Access described in condition 12.

18. All access to internal driveways must be a minimum of 100 feet from the edge of pavement of the existing or planned future public roadway.
19. 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.
20. 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 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.
21. 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).
22. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
23. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of site development approval.
24. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

**Zoning Administrator Sign Off:**

J. Brian Grady  
Wed Apr 3 2024 16:26:57

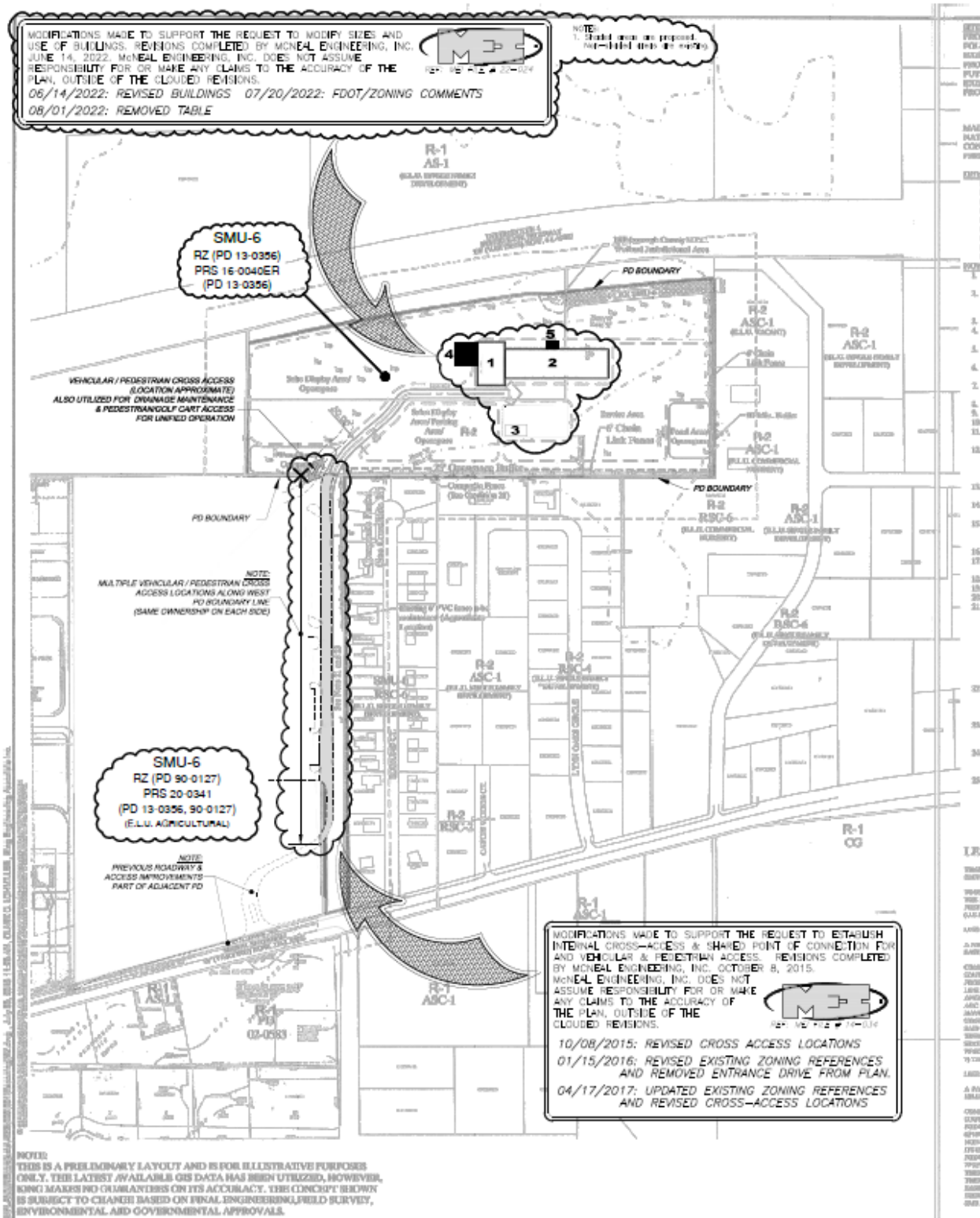
**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

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.



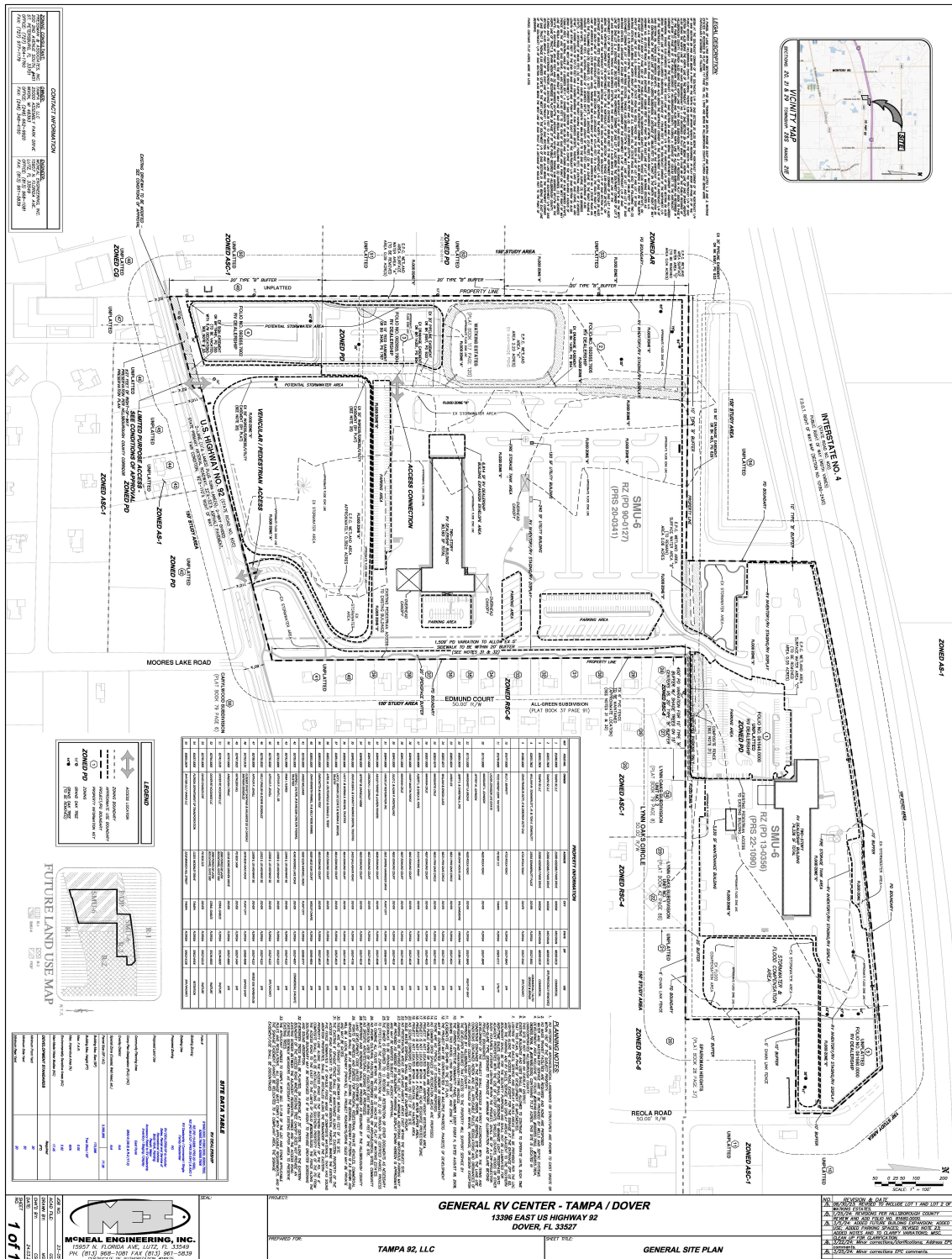
## ADDITIONAL INFORMATION AND/OR GRAPHICS

## PD 13-0356 (PRS 22-1090) Certified Site Plan:





## 8.0 PROPOSED SITE PLAN (FULL)





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

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 3/28/2024

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: ER/ Central

PETITION NO: RZ 23-0780

☐

This agency has no comments.

☐

This agency has no objection.

☒

This agency has no objection, subject to the listed or attached conditions.

☐

This agency objects for the reasons set forth below.

### **CONDITIONS OF APPROVAL**

1. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
2. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the project shall be served by, and limited to, one (1) vehicular access connection to US 92. One (1) additional limited purpose vehicular access shall be permitted as shown on the site plan. Such limited purpose access shall gated, and shall be restricted to the use of emergency vehicles, any use related to existing or proposed utility easements, and occasional landscape/pond maintenance.
3. The existing driveway serving folios 82855.7802 and 82747.0025 shall be modified such that it only serves as access to folio 82474.0025. No vehicular access to the proposed PD shall be permitted except as otherwise provided for herein these conditions, and all such access shall be subject to FDOT review and permitting.
4. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
5. As US 92 is shown on the Hillsborough County Corridor Preservation Plan, and in accordance with PD&E 435749-1-22-01 and as shown on the PD site plan, the property owner shall preserve 27 feet of right-of-way along the frontage of folios 82855.7804 and 82855.7802 (i.e. the westernmost two parcels with frontage along US 92).
6. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall be required to comply with Sec. 5.11.09 of the LDC and other applicable rules and regulations with respect to the right-of-way preservation area. All signage shall comply with applicable requirements, and if the signage easements shown on the PD site plan cannot be relocated to a compliant area, the signage easement/use shall be discontinued (except as may be allowed on an interim basis in accordance with Sec. 5.11.09).
7. Prior to approval of the next increment of development, the property owner will be required to do one of the following as may be available and appropriate in order to cure discrepancies between

the existing Watkins Estate Plat (Plat Book 117, Page 120) and the access restrictions described in **condition 2**, hereinabove:

- a. Record a restriction and/or other documents in the Official Records of Hillsborough County as necessary to effectuate the access restrictions described in **condition 2**; or,
- b. Utilize the Certified Parcel process to combine all folios within the PD (and eliminate the access easement); or,
- c. Vacate the above referenced Watkins Estate Plat.

Nothing herein this condition shall be construed as requiring vacating of utility easements which require access through the proposed Limited Purpose Access described in **condition 2**.

8. All access to internal driveways must be a minimum of 100 feet from the edge of pavement of the existing or planned future public roadway.

### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting to rezone multiple parcels, totaling +/- 77.37 ac., from Planned Development (PD) 90-0127, as most recently amended via PRS 20-0341, and PD 13-0356, as most recently amended via PRS 22-1090 to a new PD.

PD 20-0341 is currently approved for two development options. Option 1 permits up to 735,000 square feet of PD-RP uses, of which a maximum of 10,000 square feet could be accessory commercial and a maximum of 15,000 square feet could be commercial vehicle sales, (i.e. Tractor sales, service and parts center). Option 2 permits up to 19,500 square feet of office, major auto repair and 41 ,000 square feet of open/enclosed storage in "Pocket A" as shown on the general site plan. Pockets B and C shall have 90,400 square feet of enclosed storage/office/sales prep/service. Open areas for RV inventory, staging, display, and RV and passenger vehicle parking will be a maximum of 784,301 square feet.

The proposed PD is seeking entitlements to permit up an RV dealership of up to 173,086 s.f. of the following uses:

- Sales, Rental and Service of Recreational Vehicles;
- Body Work, Painting and Repair (Major);
- Accessory Retail uses related to RV Dealership; and,
- RV Inventory/ Staging/ Display area.

Staff notes that although the Development Review Procedures Manual (DRPM) technically requires a trip generation and site access analysis to process this request, this application is a combination of two existing approved zonings with combined entitlements which far exceed the amount proposed in the current PD zoning. The applicant did submit a trip generation and site access analysis to provide basic project information regarding increased impacts from the inventory areas, as well as information required/requested by FDOT. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 11<sup>th</sup> Edition except where otherwise noted. A trip adjustment due to the increase in the RV inventory area over the existing constructed uses was calculated/expressed as a percentage increase over the base rates identified by ITE based for that existing building square-footage, as agreed to at a methodology meeting with the applicant. Given the elimination of existing option 1, this rezoning request represents a significant decrease in the maximum trip generation potential of the subject parcel.

The applicant modified the application to increase total square-footage after having submitted the information to FDOT for review; however, the increased square-footage and resultant trip increase was

minimal, and FDOT staff confirmed that it would not change their previously issued comments/position on the project.

Existing Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 22-1090, 80,000 s.f. Recreational Vehicle Sales (ITE LUC 842)	400	37	62
PD 20-0341, 735,000 s.f. Business Park (ITE LUC 770)	8,521	892	844
Subtotal:	8,921	929	906

Proposed Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 173,090 s.f. Recreational Vehicle Sales (ITE LUC 842)	865	80	133
Adjustment for Inventory Area Expansion Over Initial Development Increment (per Agreed Upon Methodology)	$(840 \times .3) = 252$	$(77 \times .3) = 23$	$(129 \times .3) = 39$
Subtotal:	1,117	103	172

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(-) 7,804</b>	<b>(-) 826</b>	<b>(-) 734</b>

## **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

US Hwy. 92 is a 2-lane, undivided, principal arterial roadway maintained by the Florida Department of Transportation (FDOT). The roadway is characterized by +/- 12-foot-wide lanes in average condition. According to the applicant's site plan, the roadway lies within a variable width right-of-way (between +/- 82 and +/- 110 feet) along the project's frontage. There are +/- 5-foot-wide sidewalks along portions of the north and south sides of the roadway in the vicinity of the proposed project. There are 5-foot-wide bicycle facilities (on paved shoulders) in the vicinity of the proposed project.

US 92 is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway. FDOT staff reviewed the approved PD&E for this segment and indicated that 27 feet of right-of-way preservation is needed along the frontage of folios 82855.7804 and 82855.7802 (i.e. along the westernmost 350 feet of project frontage along US 92).

As required by the Development Review Procedures Manual (DRPM), the applicant showed and labeled easements on the PD, including a signage easement which is located within the right-of-way preservation area. Sec. 5.11.09 of the Hillsborough County Land Development Code (LDC) provides for certain interim uses of preserved lands. Sec. 5.11.09.A. states that "Uses directly related to the primary use of the project site, such as parking, entry features (e.g., signage, gatehouses, architectural features,



fountains, walls, etc.), stormwater retention facilities, or temporary sales or leasing offices, may be allowable on an interim basis pursuant to the following conditions:

1. As a condition of preliminary or final development order, the applicant must agree to relocate these uses elsewhere on the project site at the property owner's expense. Such conditions shall specify the terms and conditions of the relocation, including timing of the relocation required by this Part.
2. Relocation of approved interim uses shall be beyond the setback area.
3. Relocation sites shall be identified on the development plans submitted with the preliminary or final development order application. Sites identified for future relocation shall be reserved for that purpose.
4. The stormwater retention facility may, at the discretion of Hillsborough County, be incorporated into the design of the future transportation facility retention facilities. Should this option be chosen by the County, the developer need not relocate the stormwater retention facility provided that the property for the stormwater facility is donated to the local government, which will assume maintenance responsibility for the facility."

The applicant included a note (#33) within the planning notes section of the PD plan which states as follows:

*33. THE APPLICANT AGREES TO COMPLY WITH SEC. 5.11.09 OF THE LDC AND OTHER APPLICABLE RULES AND REGULATIONS. ALL SIGNAGE MUST COMPLY WITH APPLICABLE REQUIREMENTS, AND IF THE SIGNAGE EASEMENT CANNOT BE RELOCATED TO A COMPLIANT AREA, THE SIGNAGE EASEMENT/USE SHALL BE DISCONTINUED*

Staff note that this issue will be further review at the time of site/construction plan review, and that this zoning does not grandfather or otherwise eliminate the need for compliance with Sec. 5.11.09, rules governing signage, and/or all other applicable rules and regulations, and has included a zoning condition addressing this issue.

## **SITE ACCESS AND CONNECTIVITY**

### **Generally**

The site is proposed to be served by one (1) full vehicular access connection to US 92 and one (1) limited purpose vehicular access connection to US 92. Although not continued in the narrative, the applicant indicated via email that the limited purpose access is proposed to be restricted to the use of emergency vehicles, any use related to existing or proposed utility easements, and occasional landscape/pond maintenance.

The applicant had previously constructed left and right turn lanes at the easternmost project access driveway. FDOT has indicated that no additional lengthening is needed to support the proposed RV dealership.

### **Adjacent Driveway Issue**

As show below, there is an existing driveway constructed at the westernmost edge of the site to US 92 which serving folio 82855.7802 (within the PD) as well as adjacent folio 82747.0025 (to the immediate west of the PD). This PD is not authorized by an existing zoning and is not supported to remain by FDOT. As such, staff has included a condition requiring this driveway connection be modified to close that portion of the driveway serving the subject PD (staff notes that the driveway will remain open to serve the adjacent folio).



### Plat Access Issue

As required by the DRPM, the applicant showed all plats within the subject PD, including the Watkins Estate Plat (Plat Book 117, Page 120). Staff notes that the lots shown within that plat are accessed via the 50-foot ingress/egress and utility easement shown on the plat (and PD site plan). This access easement grants access rights that are contrary to the access restrictions proposed by the applicant as a part of this PD approval. Staff consulted with the applicant and County survey to determine the best way to address this issue, which resulted in the options which are listed in planning note 25 on the site plan. As shown therein, the property owner will be required to either record a restriction and/or other documents in Official Records of Hillsborough County as necessary to effectuate these restrictions; or 2) go through the certified parcel process to combine all folios within the PD (and eliminate the access easement); and/or, 3) vacate the plat of Watkins estates. Additionally, staff has included a condition this effect.

### **ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

Level of Service (LOS) information for the adjacent roadway section is provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Morris Bridge Rd.	McIntosh Rd.	Forbes Rd.	D	C

Source: Hillsborough County 2020 Level of Service 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
US 92	FDOT Principal Arterial - Rural	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 checked="" type="checkbox"/> Other - Driveway Modification(s)
	Choose an item.	Choose an item. Lanes <input 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
	Choose an item.	Choose an item. Lanes <input 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
	Choose an item.	Choose an item. Lanes <input 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	8,921	929	906
Proposed	1,117	103	172
Difference (+/-)	(-) 7,804	(-) 826	(-) 734

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

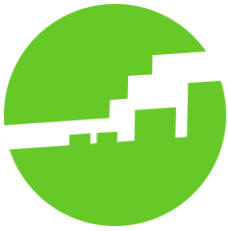
Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

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:		

## Transportation Comment Sheet

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	





**Hillsborough County**  
**City-County**  
**Planning Commission**

Unincorporated Hillsborough County Rezoning	
<b>Hearing Date:</b> March 25, 2024  <b>Report Prepared:</b> March 13, 2024	<b>Petition: PD 23-0780</b>  <b>Folios 81648.0000, 82855.7806, 82855.7804, 82855.7802, &amp; 81680.0000</b>  <i>On the north side of U.S. Highway 92, south of Interstate-4 and west of Reola Road</i>
<b>Summary Data:</b>	
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	<b>Residential-2 (2 du/ga; 0.25 FAR)</b> <b>Suburban Mixed Use-6 (6 du/ga; 0.5 FAR)</b>
<b>Service Area</b>	<b>Rural</b>
<b>Community Plan</b>	<b>None</b>
<b>Request</b>	Rezoning to a Planned Development to unify the subject sites multiple PDs (91-0127 & 13-0356) and to modify parking, sidewalks, stormwater ponds and motor vehicle body work building
<b>Parcel Size</b>	77.37 +/- acres
<b>Street Functional Classification</b>	U.S. Highway 92 – <b>Arterial</b> Edmund Court – <b>Local</b> Lynn Oaks Drive – <b>Local</b> Reola Road – <b>Local</b>
<b>Locational Criteria</b>	Does not meet; waiver submitted
<b>Evacuation Zone</b>	None



### **Context**

- The approximately 77.37 +/- acre subject site is located on the north side of U.S. Highway 92, south of Interstate-4 and west of Reola Road.
- The subject site is located within the Rural Area and is not located within the limits of a Community Plan.
- The subject site is designated as Residential-2 (RES-2) and Suburban Mixed Use-6 (SMU-6) on the Future Land Use Map (FLUM). RES-2 can consider up to a maximum of 2 dwelling units per gross acre and a maximum intensity of 0.25 FAR or 110,000 square feet, whichever is less intense. The intent of the RES-2 Future Land Use category is to designate areas that are best suited for non-urban density residential development requiring a limited level of urban services, included in appropriate locations, lots large enough to safely accommodate private wells and septic tanks or a combination of septic tanks and public water. Typical uses include residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects. Non-residential uses are required to meet locational criteria for non-residential land uses. SMU-6 can consider up to a maximum of 6 dwelling units per gross acre and a maximum intensity of 0.5 FAR for light industrial uses. The intent of the SMU-6 category is to designate areas that are urban and suburban in their intensity of uses. Typical uses 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. Non-residential uses must meet locational criteria or be part of larger mixed use planned development. Office uses are not subject to locational criteria.
- SMU-6 abuts the western and eastern boundary of the subject site. Public/Quasi-Public (P/Q-P) abuts the northwestern corner of the site. RES-2 abuts the northeastern boundary of the site and extends east. To the north, across Interstate-4, is the Residential-1 (RES-1) Future Land Use category. RES-1 is also located to the south across US Highway 92.
- The subject site currently contains heavy commercial, light commercial, light industrial and vacant uses. Public institutional uses are located directly to the northwest. Vacant, agricultural, and single family uses are located directly to the west. There are several single family dwelling units located adjacent to the site's central inner corner and extend to the east. There is one folio with agricultural uses that abuts the site's eastern corner as well. Vacant and single family uses extend east across U.S. Highway 92. Public institutional uses extend to the north across Interstate-4.
- The subject site is currently zoned as multiple Planned Developments (91-0127 & 13-0356). Residential Single Family Conventional (RSC-4 & RSC-6) and Agricultural Single Family Conventional (ASC-1) abut the site's eastern central boundary. The ASC-1 district extends to the east. The Agricultural Rural (AR) district is abuts the northwest corner of the site. PD and ASC-1 zoning districts abut the western boundary. To the south, across U.S. Highway 92, are the PD, ASC-1, Agricultural Single Family (AS-1), and Commercial General (CG) zoning districts. To the north, across I-4, is the AS-1 zoning district.
- The applicant is requesting to rezone the subject site to a unified Planned Development to modify the site parking, sidewalks, stormwater ponds, and motor vehicle body work building.

**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****RURAL AREA**

**Objective 4:** *The Rural Area will provide areas for long term, agricultural uses and large lot, low density rural residential uses which can exist without the threat of urban or suburban encroachment, with the goal that no more than 20% of all population growth within the County will occur in the Rural Area.*

**Land Use Categories**

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

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

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

**Policy 8.5: Calculating Floor Area Ratio**

*For purposes of calculating the maximum permitted gross building square footage for non-residential uses within a development proposal the following procedure shall apply:*

*In applying floor area ratios (FAR) to acreage, all residential land use types that fall within a project's boundaries are excluded (except as allowed in the Innovation Corridor Mixed Use-35 land use category). Also, only those lands specifically within a project's boundaries may be used for calculating maximum permitted gross building square footage. Except in accordance with the County's transferable development rights regulations, intensity cannot be transferred from one parcel of land to another when such parcels are physically separated from each other unless the separation is created by a roadway, wetlands, stream, river, lake or railway.*

*Gross non-residential intensity refers to gross building square footage of non-residential land use types within a given project or, in the case of mixed use projects, portion(s) of a project. A project's total non-residential acreage, for purposes of calculating its gross non-residential land uses to which the owner or owner's agent or developer has surface development rights, includes the following land within the non-residential portion(s) of the project to be used for: planned and unconstructed roads and road rights-of-way, public and private parks and recreation sites, sites for schools and churches, open space sites and land uses, and public facilities such as sewage treatment plants, community centers, well fields, utility substations, and drainage facility sites.*

**Policy 8.8:** For projects whose boundaries encompass more than one land use category, density and intensity calculations will allow for the blending of those categories across the entire project. All portions of the project must be contiguous to qualify for blending. Blending of densities and intensities is not permitted across improved public roadways or between the Urban Service Area (USA) and Rural Service Area (RSA) boundary. The combined total number of dwelling units and/or FAR possible under all the land use categories within the project will be used as a ceiling for review purposes. This provides maximum design flexibility for those projects, because the location or clustering of those units on the project site need not conform to the land use category boundary on the site as long as the maximum number of dwelling units permitted for the entire project are not exceeded

### **Relationship to Land Development Regulations**

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

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

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

### **Neighborhood/Community Development**

**Objective 16:** Neighborhood Protection The neighborhood is 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

### **Commercial-Locational Criteria**

**Objective 22:** *To avoid strip commercial development, locational criteria for neighborhood serving commercial uses shall be implemented to scale new commercial development consistent with the character of the areas and to the availability of public facilities and the market.*

**Policy 22.1:** *The locational criteria for neighborhood serving non-residential uses in specified land uses categories will:*

- *provide a means of ensuring appropriate neighborhood serving commercial development without requiring that all neighborhood commercial sites be designated on the Future Land Use Map;*
- *establish a maximum square footage for each proposed neighborhood serving commercial intersection node to ensure that the scale of neighborhood serving commercial development defined as convenience, neighborhood, and general types of commercial uses, is generally consistent with surrounding residential character; and*
- *establish maximum frontages for neighborhood serving commercial uses at intersections ensuring that adequate access exists or can be provided.*

**Policy 22.2:** *The maximum amount of neighborhood-serving commercial uses permitted in an area shall be consistent with the locational criteria outlined in the table and diagram below. The table identifies the intersection nodes that may be considered for non-residential uses. The locational criteria is based on the land use category of the property and the classification of the intersection of roadways as shown on the adopted Highway Cost Affordable Long Range Transportation Plan. The maximums stated in the table/diagram may not always be achieved, subject to FAR limitations and short range roadway improvements as well as other factors such as land use compatibility and environmental features of the site.*

*In the review of development applications consideration shall also be given to the present and short-range configuration of the roadways involved. The five year transportation Capital Improvement Program, MPO Transportation Improvement Program or Long Range Transportation Needs Plan shall be used as a guide to phase the development to coincide with the ultimate roadway size as shown on the adopted Long Range Transportation Plan.*

**Policy 22.8:** *The Board of County Commissioners may grant a waiver to the intersection criteria for the location of commercial uses outlined in Policy 22.2. The waiver would be based on the compatibility of the use with the surrounding area and would require a recommendation by the Planning Commission staff. Unique circumstances and specific findings should be identified by the staff or the Board of County Commissioners which would support granting a waiver to this section of the Plan. The Board of County Commissioners may reverse or affirm the Planning Commission staff's recommendation through their normal review of rezoning petitions. The waiver can only be related to the location of the neighborhood serving commercial or agriculturally oriented community serving commercial zoning or development. The square footage requirement of the plan cannot be waived.*

### **Community Design Component**

#### **5.1 COMPATIBILITY**

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

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

## **ENVIRONMENTAL & 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.*

**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.*

**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.*

**3.5.6** *All wetland and/or other surface water mitigation projects must comply with the State Uniform Mitigation Assessment Method (UMAM). Mitigation projects must demonstrate the restoration of the ecological values provided by the functions performed by impacted wetlands and/or other surface waters unless a previous evaluation method was authorized by the appropriate regulatory agencies.*

**3.5.7** *Wetlands and/or other surface waters shall be designated as conservation or preservation on all development plans and plats.*

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

The approximately 77.36 +/- acre subject site is located on the north side of U.S. Highway 92, south of Interstate-4 and west of Reola Road. The site is located within the Rural Area and is not within the limits of a Community Plan boundary. The applicant is requesting a Planned Development to unify the subject site's multiple PDs (91-0127 & 13-0356) and to modify parking, sidewalks, stormwater ponds and the motor vehicle body work building. The subject site is located in the Rural Area, where Objective 4 of the Future Land Use Element states that areas should be reserved for long term agricultural uses and large lot, low density rural residential uses which can exist without the threat of urban or suburban encroachment.

FLUE Objective 8 and Policies 8.1 and 8.2 require potential uses to be evaluated with their respective assigned Future Land Use categories. Similarly, FLUE Policy 8.8 allows for the blending of intensity calculations for sites that encompass more than one Future Land Use category. Approximately 59.9 acres of the site are located within SMU-6 and approximately 17.5 acres of the site are located within RES-2. The total building square footage for the

site (187,706 sq. ft.) calculates to an FAR of approximately 0.06 which is within the maximum allowable intensity for each Future Land Use category. Each proposed use and the proposed FAR for the project is allowable for consideration under each of the site's designated Future Land Use categories.

FLUE Objective 9 and Policy 9.2 require new developments to 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. The Hillsborough County Environmental Protection Commission (EPC) issued comments on August 2, 2023, stating that the proposal would result in multiple wetland impacts and recommended that the applicant resubmit a site plan that avoids wetland areas. The applicant has subsequently made multiple resubmissions and EPC has provided updated comments stating that in its current configuration, the site plan does not need to be resubmitted. Given that there is a separate approval process for wetland impacts and that EPC does not object at this time, Planning Commission staff finds this request consistent with FLUE Objective 13 and associated policies as well as Objective 3.5 and associated policies in the Environmental and Sustainability Section of the Comprehensive Plan.

FLUE Objective 16 and its accompanying policies require the protection of existing neighborhoods through various mechanisms. FLUE Policy 16.1 states that established and planned neighborhoods and communities shall be protected by implementing buffering and screening techniques between unlike land uses. The current site plan (dated 03-26-2024) shows a Planned Development (PD) variation to the buffer along the southern edge of the property north of the existing residential neighborhood located along Edmund Court. This variation request is to allow for a 10' type B buffer on the central southern boundary of the site (approximately 450 feet in length) rather than the 20' type B buffer that is required.

The requested PD variation would not be in line with policy direction outlined in FLUE Policy 16.1, as the purpose of the required buffering and screening is to mitigate for the proposed employee parking in this area. Planning Commission staff are not supportive of the waiver, as it would result in employee parking being located directly adjacent to single-family homes to the south of the subject site. Even with the trees that the applicant proposes, it would still result in adverse impacts on the neighborhood to the south. Similarly, Policies 16.2 and 16.3 seek to ensure that uses are complementary to each other and that there are gradual transitions between unlike uses. The proposed parking refiguration and variation is too intense for the residential character of the surrounding area to the south and does not provide an adequate transition of intensity in land use throughout the area. Hillsborough County Development Services staff is not supportive of the requested PD variation and therefore have added a Condition of Approval (Condition #11b) that specifically outlines the buffering and screening required by the Land Development Code and reads as follows:

*b. A 20 foot wide buffer shall be required along the southern PD boundary, adjacent to employee only parking. A 5 foot wide sidewalk shall be permitted within this buffer. Screening shall consist of a 6 – 8 foot high PVC fence and/or a 6 – 8 foot high 100% opaque fence made of composite materials. A row of evergreen shade trees which are not less than 10 feet in high at the time planting, a minimum of two-inch caliper, and are spaced no more than 20 feet apart shall be provided.*

Planning Commission staff's finding of consistent is dependent on this condition of approval to ensure compatibility with the residential properties to the south.

The subject site does not meet Commercial Locational Criteria (CLC) as outlined in FLUE Objective 22 and FLUE Policy 22.2. Approximately 65% of its front facing boundary along U.S. Highway 92 falls within the 900-foot distance from the qualifying intersection node of U.S. Highway 92 and Moores Lake Road. On January 25, 2024, the applicant submitted a waiver request to CLC, stating that the use is well screened and well buffered and that the proposed changes do not alter the operation or nature of the business on site. It also states that the main operational and activity areas are located away from neighboring areas. Planning Commission staff have reviewed the waiver request. Because the proposed uses mirror the existing and approved activities onsite and overall, the changes to the site plan are minimal in nature (with the exception of the PD variation that is not supported by Development Services or Planning Commission staff), Planning Commission staff supports the waiver request and respectfully recommends the Board of County Commissioners approve the waiver to Commercial Locational Criteria for the subject site.

#### **Recommendation**

Based upon the above considerations, Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions proposed by the Development Services Department, including but not limited to Conditions of Approval #11b relating to the buffering and screening required along the southern boundary adjacent to the employee parking.

## RZ PD 23-0780

CONTINUED

DENIED

PENDING

Tampa Service

Urban Service Area

County Boundary

## Major Roads

Parcels

AGRICULTURAL/MINING-1/20 ( )

AGRICULTURAL-1/10 (.25 FAR)

AGRICULTURAL POLICY/FOODS (2)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL PLANNED-2

RESIDENTIAL - 6 ( 25 YEAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

NEIGHBORHOOD MIXED

COMMUNITY MIXED USE-12 (.50 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

OFFICE COMMERCIAL -20 ( 75FAR)

RESEARCH CORPORATE PARK (1.0 FAR)

FAK RE TAIL/COMMENCE)

LIGHT INDUSTRIAL (.75 FAR)

PUBLIC/QUASI-PUBLIC

WIMALIMA VII I AGE RESID

CIRUS PARK VILLAGE

DATA  
Comm

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accuracy of the base map comply with U.S. national map accuracy information.

for illustrative purposes only. For the most current data and information, see the appropriate source.

Age Group	Number of People
18-24	2200
25-34	1800
35-44	1400
45-54	1000
55-64	600
65+	200

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Author: Beverly F. Daniels





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