



**Rezoning Application:** 23-0848  
**Zoning Hearing Master Date:** April 15<sup>th</sup>, 2024  
**BOCC Land Use Meeting Date:** June 11<sup>th</sup>, 2024

**1.0 APPLICATION SUMMARY**

**Applicant:** Avid Group, LLC  
**FLU Category:** CMU-12  
**Service Area:** Urban  
**Site Acreage:** 2.54  
**Community Plan Area:** Ruskin  
**Overlay:** None



**Introduction Summary:**

This is a request to rezone a parcel from ASC-1 to Planned Development (PD) in order to construct a warehouse to allow storage, distribution, and contractors office uses.

Zoning:	Existing	Proposed
District(s)	ASC-1	PD 23-0848
Typical General Use(s)	Single-Family Residential (Conventional Only)	Intense Commercial
Acreage	2.54	2.54
Density/Intensity	1 acre/DU	.14 FAR
Mathematical Maximum*	2 dwelling units	15,000 gross floor area

\*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	ASC-1	PD
Lot Size / Lot Width	1 acre / 50'	2.54 / NA
Setbacks/Buffering and Screening	50' Front 50' Rear 15' Sides	West-Front 50' East-Rear 50' South-Side 60' North-Side 30'
Height	50'	35'

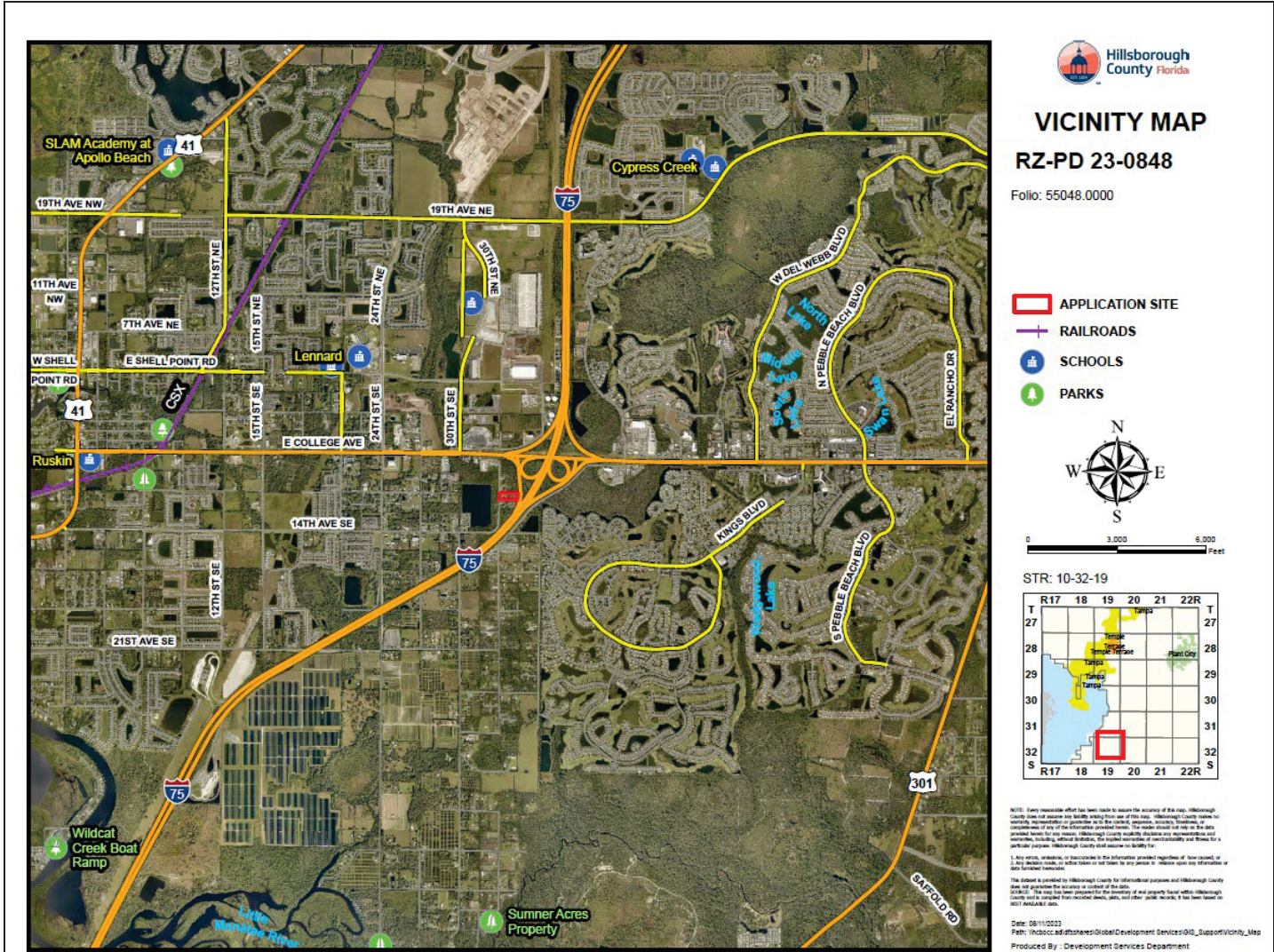
**Additional Information:**

PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	None requested as part of this application

<b>Planning Commission Recommendation:</b> Not Consistent	<b>Development Services Recommendation:</b> Approvable, subject to proposed conditions
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### 2.0 LAND USE MAP SET AND SUMMARY DATA

#### 2.1 Vicinity Map

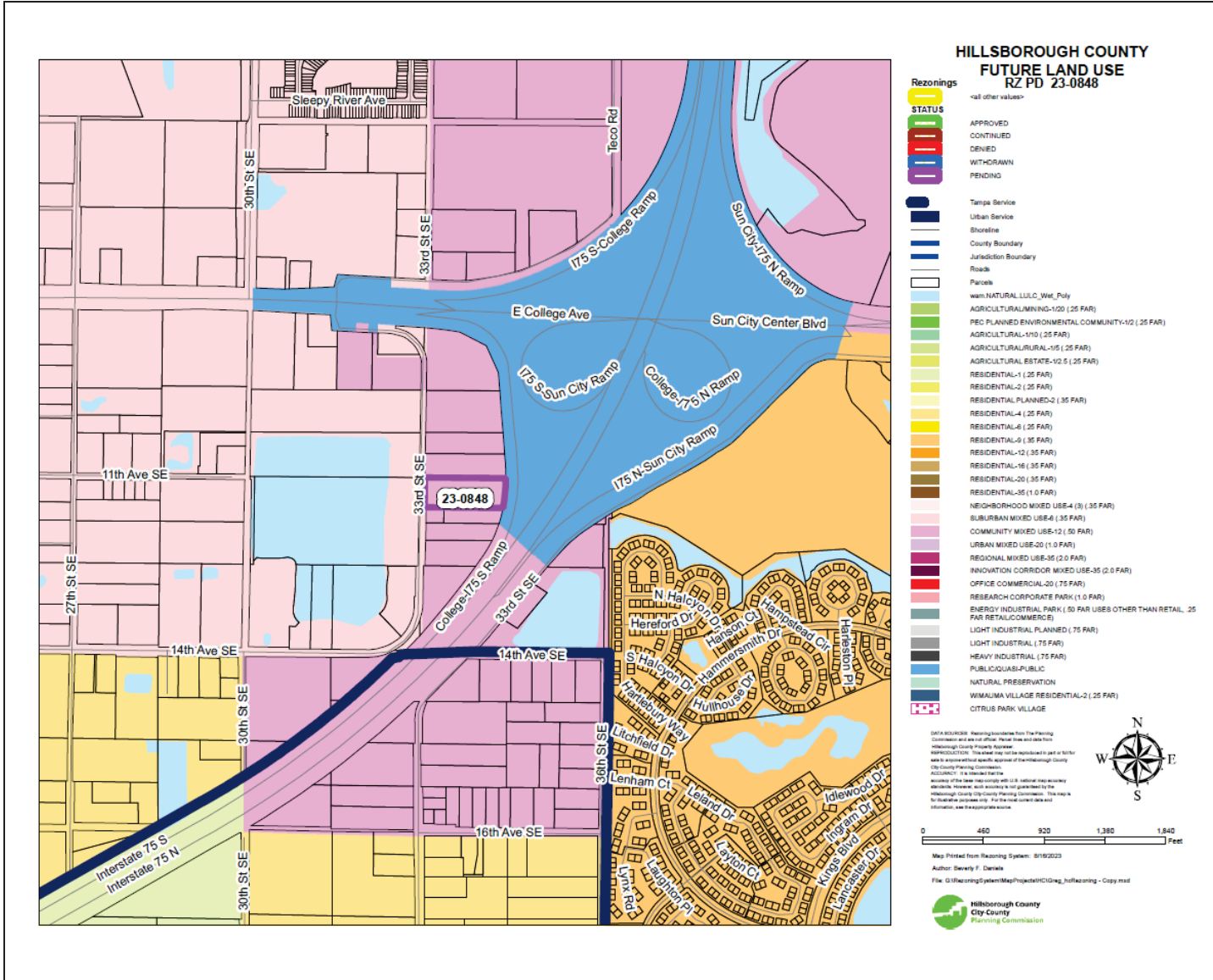


#### Context of Surrounding Area:

Subject property is located in the Ruskin Community Plan area along SE 33<sup>rd</sup> Street near Highway 75 and College Avenue. The FLU designation of the property is CMU-12 with the surrounding area designated as either CMU-12 or SMU-6. Uses in the immediate area consists of some residential uses, adjacent to the north and south, undeveloped property to west, and non-residential uses farther to the north. Adjacent zonings include RSC-6 and RSC-6 MH to the south, CI to the north, and AS-1 to the west across the street. The area also includes a large pond to the east. A property to the northwest is zoned PD 05-0593 which allows residential condominiums, but it has yet to be developed.

2.0 LAND USE MAP SET AND SUMMARY DATA

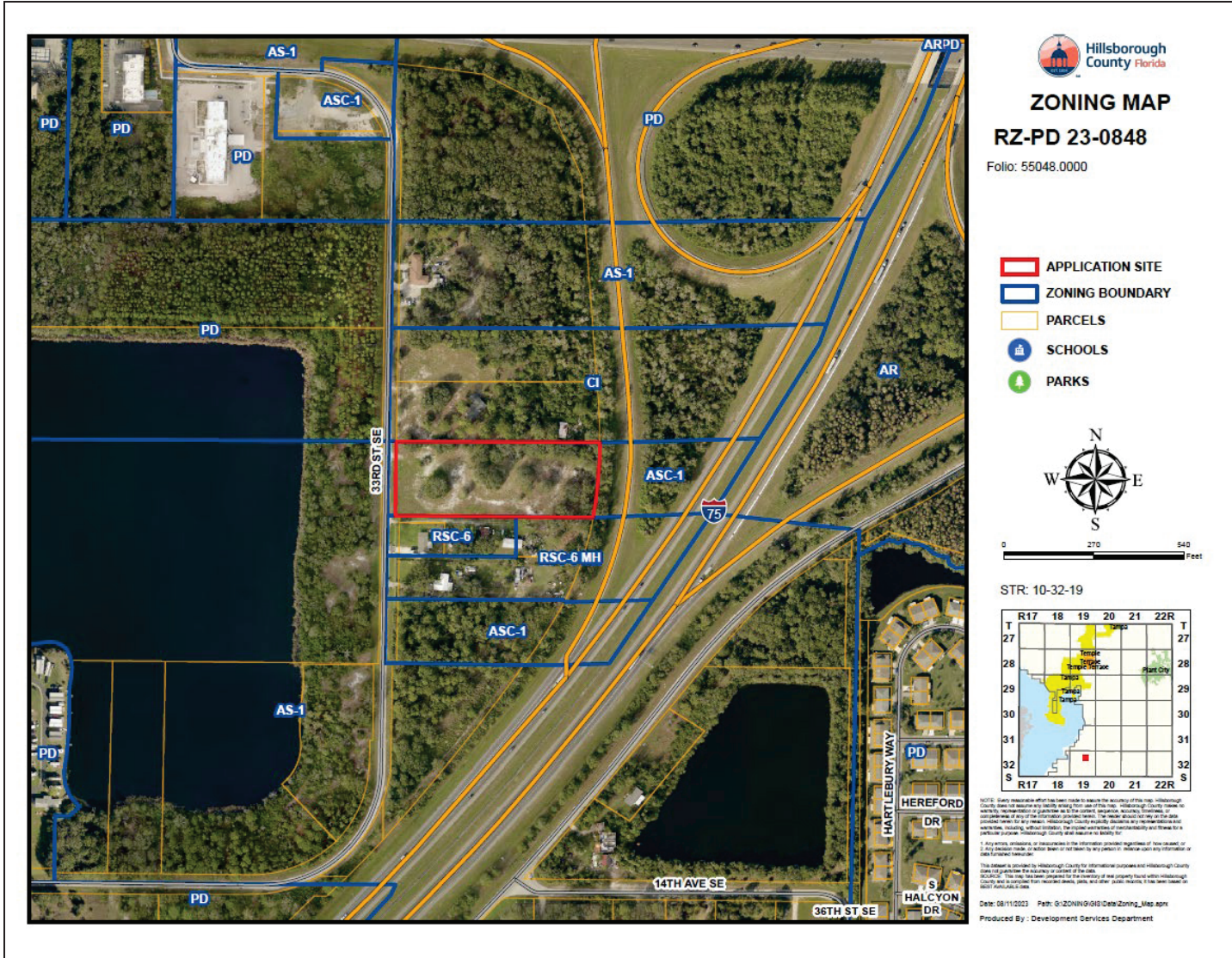
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Community Mixed Use – 12 (CMU-12)
Maximum Density/F.A.R.:	0.5 FAR
Typical Uses:	Residential, community scale retail commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects at appropriate locations. Non-residential land uses must be compatible with residential uses through established techniques of transition or by restricting the located of incompatible uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

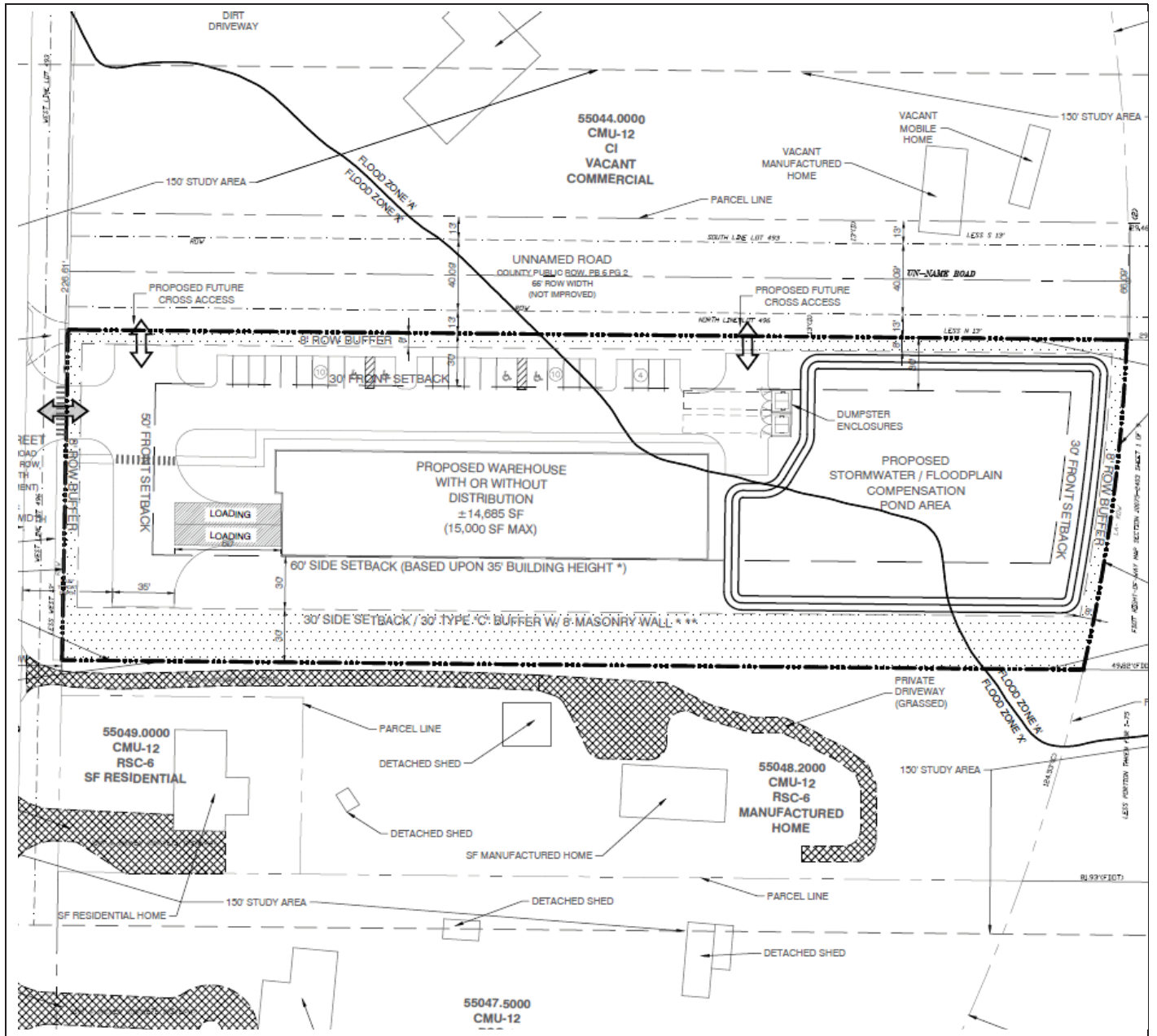


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CI	.30	Intensive Commercial	Single-Family Home
South	RSC-6/RSC-6 MH	7,000 sf/DU	Residential Single-Family (Conventional/Mobile Home)	Single Family Home & Mobile Home
East	AS-1	1 acre/DU	Residential Single-Family (Conventional/Mobile Home)	Interstate on-ramp
West	ASC-1	1 acre/DU	Residential Single-Family (Conventional)	Vacant

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



**3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)**

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
33 <sup>rd</sup> St. SE	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

<b>Project Trip Generation</b>			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	19	1	2
Proposed	147	25	29
Difference (+/1)	(+) 128	(+) 24	(+) 27

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

<b>Connectivity and Cross Access</b>				
<b>Project Boundary</b>	<b>Primary Access</b>	<b>Additional Connectivity/Access</b>	<b>Cross Access</b>	<b>Finding</b>
North		None	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West	x	Vehicular & Pedestrian	None	Meets LDC
Notes:				

<b>Design Exception/Administrative Variance</b>		
<b>Road Name/Nature of Request</b>	<b>Type</b>	<b>Finding</b>
33 <sup>rd</sup> St. SE / Substandard Road	Design Exception Requested	Approvable
	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 type="checkbox"/> Yes <input checked="" 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: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Report
<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 checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Impact/Mobility Fees</b> Warehouse (Per 1,000 s.f.) Mobility: \$1,337 * 24.533 = \$32,800.62 Fire: \$34 * 24.533 = \$834.12				
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

This is a request to rezone a 2.54-acre tract to a Planned Development in order to develop the site to construct a warehouse building. The warehouse will be limited to 15,000 gross floor area and a maximum height of 35 feet. This will equate to a floor area ratio (FAR) of 0.14. The proposed uses include warehousing, with or without distribution center, wholesale distribution (trade), and contractor's office, without open storage. The request does not include any variations or waivers.

The subject property is currently undeveloped. Adjacent to the south are two properties, zoned RSC-6 and RSC-6 MH, that include a single-family home and a mobile home. To the north also lies a single-family home, but is zoned CI, Commercial Intensive and is separated by an undeveloped 50' wide dedicated right of way. To the east, the property is adjacent to Highway 75 and to the west across the street lies a large undeveloped tract with a large pond covering most of the property.

The buffer and screening requirements proposed for the site do not include any variations; however, the southern boundary has been enhanced to protect the residential uses. The applicant has proposed a 30' wide buffer with Type C Screening, which will include an 8' masonry wall. Normally, a 20' wide buffer with Type B would be required. In addition, the building setback is 60', further providing additional protection along the south. Along all other boundaries, which are adjacent to public right-of-way, the applicant will provide an 8' buffer. With the additional protections to the southern boundary provided by the enhanced buffer, staff finds it to be acceptable in protecting the residential uses.

The subject property is designated as Community Mixed-Use- 12 (CMU-12) on the Future Land Use Plan. Planning Commission has found the application inconsistent, including non-compliance with Policy 16.5 which restricts higher intensity non-residential uses to arterials and collectors when adjacent to established neighborhoods. Development Services finds no compatibility issues with the proposed Planned Development and does not find the parcel to be adjacent to an established neighborhood (as defined in the Comprehensive Plan). Although residential exists adjacent to the property, staff finds that the enhanced buffer and setbacks will provide additional protection to the existing residential to the south. While the property to the north contains a residential home, it is zoned CI, giving the opportunity for the property to redevelop away from residential.

### 5.2 Recommendation

Based on the above considerations, staff finds the proposed Planned Development district, subject to the conditions, approvable.



## 6.0 PROPOSED CONDITIONS

Requirements prior to Certification:

1. Remove the two Proposed Future Cross Accesses from the site plan and update the legend; and,
2. Remove the label reading "Proposed Future Pedestrian and Vehicular Access" which is shown along the southern boundary.


**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted March 22<sup>nd</sup>, 2024.

1. The project shall be limited to 15,000 gross square foot warehouse. Project entitlements shall be limited to the following uses:
  - a. Wholesale Distribution (Trade)
  - b. Warehousing, With or Without Distribution
  - c. Contractor's Office, without Open Storage
2. Development standards for the project shall be as follows:

Gross floor area – 15,000 square feet (0.14 FAR)  
Maximum building height – 35'  
Minimum Front yard setback - (West) – 50'  
Minimum north side yard setback - 30'  
Minimum south side yard setback - 60'  
Minimum rear yard setback - (East) – 30'
3. The subject property shall adhere to the following buffer and screening standards:
  - a. A 30' wide Type C buffer yard with an 8' masonry wall shall be required along the entire length of the southern boundary.
4. 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.
5. The project shall be served by, and limited to, one (1) vehicular access connection to 33rd St. SE.
6. 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.
7. If PD 23-0848 is approved, the County Engineer will approve a Design Exception request (dated March 28, 2024) which was found approvable with conditions by the County Engineer (on April 5, 2024) for the 33rd St. SE substandard road improvements. As 33rd St. SE is a substandard local roadway, the developer will be required to make certain improvements to 33rd St. SE consistent with the Design Exception and subject to the condition imposed by the County Engineer. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct 5-foot-wide paved shoulders with an additional 3-foot-wide stabilized shoulder beyond the paved shoulders along both sides of 33rd St. SE between College Ave. and the project driveway.
8. 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 plan approval.
9. 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  
Mon Apr 8 2024 15:33:52

**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**



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

## AGENCY REVIEW COMMENT SHEET

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TO: Zoning Technician, Development Services Department

DATE: 4/03/2024

*Revised: 4/08/2024*

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RU/ South

PETITION NO: RZ 23-0848

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- 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. The project shall be served by, and limited to, one (1) vehicular access connection to 33<sup>rd</sup> St. SE.
3. 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.
4. If PD 23-0848 is approved, the County Engineer will approve a Design Exception request (dated March 28, 2024) which was found approvable with conditions by the County Engineer (on April 5, 2024) for the 33<sup>rd</sup> St. SE substandard road improvements. As 33<sup>rd</sup> St. SE is a substandard local roadway, the developer will be required to make certain improvements to 33<sup>rd</sup> St. SE consistent with the Design Exception and subject to the condition imposed by the County Engineer. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct 5-foot-wide paved shoulders with an additional 3-foot-wide stabilized shoulder beyond the paved shoulders along both sides of 33<sup>rd</sup> St. SE between College Ave. and the project driveway.

### **Other Conditions**

- Prior to PD site plan certification, the applicant shall revise the site plan to:
  - Remove the two Proposed Future Cross Accesses from the site plan and update the legend; and,
  - Remove the label reading “Proposed Future Pedestrian and Vehicular Access” which is shown along the southern boundary.

### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting to rezone a +/- 2.54 ac. parcel, from Agricultural Single-Family Conventional - 1 (ASC-1) to Planned Development (PD). The proposed PD is seeking entitlements to permit up to 15,000 s.f. of warehouse uses with or without distribution. Transportation Review Section staff coordinated with

the applicant’s representative on March 28, 2024 to discuss issues pertaining to the proposed future cross access on the northern property boundary, and the applicant agreed to a zoning condition requiring remove those potential cross access connections as a “Prior to Certification” condition.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. 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.

Existing Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS-1, 2 single-family detached dwelling units (ITE LUC 210)	19	1	2

Proposed Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 15,000 s.f. warehouse with or without distribution (ITE LUC 180)	147	25	29

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(+) 128</b>	<b>(+) 24</b>	<b>(+) 27</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

33<sup>rd</sup> St. SE is a 2-lane, undivided, substandard, local roadway. The segment accede by the project is owned and maintained by Hillsborough County; however, section of the same roadway to the north and south are owned and maintained by the Florida Department of Transportation. In the vicinity of the project, the roadway is characterized by +/- 20 feet of pavement in average condition. The roadway lies within +/- 66-foot-wide right-of-way in vicinity of the proposed project. There are no sidewalks or bicycle facilities present along 33<sup>rd</sup> St. SE in the vicinity of the proposed project.

**SITE ACCESS AND CONNECTIVITY**

Vehicular access to the site will be from 33<sup>rd</sup> St. SE, where the applicant is proposing a single access connection. Given that the roadway is functionally classified as a local roadway and is not anticipated to exceed 5,000 AADT, no turn lanes are warranted pursuant to Sec. 6.04.04.D. of the LDC.

The applicant has previously proposed to take access to the site through the unimproved right-of-way along the northern boundary of the project. After reviewing the issue with the County Engineer, Transportation Review Section staff informed the applicant that this was not permitted given Policy 4.1.4 of the Mobility Element of the Hillsborough County Comprehensive Plan. That policy does not permit the County to accept roadways for maintenance except when certain criteria are met, and privately maintained facilities serving multiple users are not permitted in public rights-of-way.

## **TRANSIT FACILITIES**

Consistent with Sections 6.02.17 and 6.03.09 of the LDC, transit facilities are not currently required for the subject project.

## **DESIGN EXCEPTION REQUEST – 33<sup>RD</sup> ST. SE SUBSTANDARD RD.**

As 33<sup>rd</sup> St. SE is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated March 28, 2024) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable subject to conditions (on April 5, 2024). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 Typical Section (for 2-lane Rural Local and Collector Roadways) include:

1. The roadway will be permitted to remain in a minimum 66-foot-wide right-of-way in lieu of the 96 feet required pursuant to TS-7;
2. The developer will be permitted to maintain the existing 10-foot-wide travel lanes in lieu of the 12-foot-wide travel lanes required by TS-7; and,
3. The developer will be permitted to leave the existing unpaved shoulders with unknown stabilized shoulder width (except as otherwise described below) in lieu of the 8-foot-wide stabilized shoulders of which 5-feet are required to be paved (and serve as bicycle facilities) pursuant to TS-7.

As stated in the request, the developer is proposing to construct (in addition to the sidewalk required along its 33<sup>rd</sup> St. SE frontage pursuant to the Hillsborough County Land Development Code) the following:

1. The developer shall be required to construct 5-foot-wide paved shoulders and an additional 3-foot-wide stabilized shoulder beyond the paved shoulders in certain areas along 33<sup>rd</sup> St. SE as specifically shown within the Design Exception request, and generally corresponding with the first curve in the roadway south of its intersection with College Ave.; and,
2. The developer shall be required to construct 5-foot-wide paved shoulders and an additional 3-foot-wide stabilized shoulder beyond the paved shoulders in certain areas along 33<sup>rd</sup> St. SE as specifically shown within the Design Exception request, and generally corresponding with the second curve in the roadway south of its intersection with College Ave.

The County Engineering found the request approvable, subject to the condition that these improvements be made along the entirety of the roadway, between College Ave. and the project entrance (not just the areas indicated above). FDOT staff reviewed the request and submitted email correspondence indicating they had no objection to the requirement to construct the above-described improvements within the portion of the roadway which they own, maintain and have permitting authority over.

If PD 23-0848 is approved, the County Engineer will approve the Design Exception request, subject to inclusion of the above condition.

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

33<sup>rd</sup> St. SE is not included in the Level of Service (LOS) Report. As such, LOS information for that facility cannot be provided.



## Ratliff, James

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**From:** Williams, Michael  
**Sent:** Friday, April 5, 2024 12:31 PM  
**To:** Michael D. Raysor (mdr@raysor-transportation.com)  
**Cc:** jarice.barbee@avidgroup.com; Follin, Jared; Ratliff, James; Perez, Richard; Tirado, Sheida; PW-CEIntake; De Leon, Eleonor  
**Subject:** RE: RZ PD 23-0848 - Design Exception Review  
**Attachments:** 23-0848 DEAd 03-29-24.pdf

Mike,

This email is being sent to revise my finding of APPROVABLE for the subject zoning case to APPROVABLE with CONDITIONS. The Condition is outlined below:

- The 5' paved shoulders/bike lanes shall be on both sides of 33<sup>rd</sup> Street from SR 674 to the project entrance

If you have any questions, please let me know.

Mike

### **Michael J. Williams, P.E.**

**Director, Development Review  
County Engineer**

Development Services Department

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P: (813) 307-1851

M: (813) 614-2190

E: [Williamsm@HillsboroughCounty.org](mailto:Williamsm@HillsboroughCounty.org)

W: HCFLGov.net

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### **Hillsborough County**

601 E. Kennedy Blvd., Tampa, FL 33602

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**From:** Williams, Michael  
**Sent:** Wednesday, April 3, 2024 10:58 AM  
**To:** Michael D. Raysor (mdr@raysor-transportation.com) <mdr@raysor-transportation.com>  
**Cc:** jarice.barbee@avidgroup.com; Follin, Jared <FollinJ@hcfl.gov>; Ratliff, James <RatliffJa@hcfl.gov>; Perez, Richard <PerezRL@hcfl.gov>; Tirado, Sheida <TiradoS@hcfl.gov>; PW-CEIntake <PW-CEIntake@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>  
**Subject:** FW: RZ PD 23-0848 - Design Exception Review

Mike,

I have found the attached Design Exception (DE) for PD 23-0848 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon ([DeLeonE@hcfl.gov](mailto:DeLeonE@hcfl.gov) or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

If the BOCC denies the PD zoning or PD zoning modification request, staff will request that you withdraw the AV/DE. In such instance, notwithstanding the above finding of approvability, if you fail to withdraw the request, I will deny the AV/DE (since the finding was predicated on a specific development program and site configuration which was not approved).

Once I have signed the document, it is your responsibility to submit the signed AV/DE(s) together with your initial plat/site/construction plan submittal. If the project is already in preliminary review, then you must submit the signed document before the review will be allowed to progress. Staff will require resubmittal of all plat/site/construction plan submittals that do not include the appropriate signed AV/DE documentation.

Lastly, please note that it is critical to ensure you copy all related correspondence to [PW-CEIntake@hcfl.gov](mailto:PW-CEIntake@hcfl.gov)

Mike

**Michael J. Williams, P.E.**

**Director, Development Review**

**County Engineer**

Development Services Department

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P: (813) 307-1851

M: (813) 614-2190

E: [Williamsm@HCFL.gov](mailto:Williamsm@HCFL.gov)

W: HCFLGov.net

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**Hillsborough County**

601 E. Kennedy Blvd., Tampa, FL 33602

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**From:** Tirado, Sheida <[TiradoS@hcfl.gov](mailto:TiradoS@hcfl.gov)>

**Sent:** Monday, April 1, 2024 6:42 PM

**To:** Williams, Michael <[WilliamsM@hcfl.gov](mailto:WilliamsM@hcfl.gov)>

**Cc:** Ratliff, James <[RatliffJa@hcfl.gov](mailto:RatliffJa@hcfl.gov)>; Perez, Richard <[PerezRL@hcfl.gov](mailto:PerezRL@hcfl.gov)>; De Leon, Eleonor <[DeLeonE@hcfl.gov](mailto:DeLeonE@hcfl.gov)>

**Subject:** RZ PD 23-0848 - Design Exception Review

Hello Mike,

The attached DE is Approvable to me, please include the following people in your email response:

[mdr@raysor-transportation.com](mailto:mdr@raysor-transportation.com)

[jarice.barbee@avidgroup.com](mailto:jarice.barbee@avidgroup.com)

[follinj@hillsboroughcounty.org](mailto:follinj@hillsboroughcounty.org)

[ratliffja@hillsboroughcounty.org](mailto:ratliffja@hillsboroughcounty.org)

[perezrl@hcfl.gov](mailto:perezrl@hcfl.gov)

Best Regards,

**Sheida L. Tirado, PE**

**Transportation Review Manager**  
Development Services Department

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P: (813) 276-8364

E: [tirados@hcfl.gov](mailto:tirados@hcfl.gov)

W: [HCFLGov.net](http://HCFLGov.net)

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**Hillsborough  
County Florida**  
Development Services

# Supplemental Information for Transportation Related Administrative Reviews

**Instructions:**

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

<b>Request Type</b> (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
<b>Submittal Type</b> (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
<b>Submittal Number and Description/Running History</b> (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Existing Facilities - SE 33rd Street <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p><b>Important:</b> To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
<b>Project Name/ Phase</b>	1102 SE 33rd Street PD
<p><b>Important:</b> The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
<b>Folio Number(s)</b>	055048.0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p><b>Important:</b> List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>	
<b>Name of Person Submitting Request</b>	Michael D. Raysor, P.E.
<p><b>Important:</b> For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>	
<b>Current Property Zoning Designation</b>	ASC-1
<p><b>Important:</b> For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at <a href="https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html">https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html</a>. For additional assistance, please contact the <a href="#">Zoning Counselors</a> at the Center for Development Services at (813) 272-5600 Option 3.</p>	
<b>Pending Zoning Application Number</b>	PD 23-0848
<p><b>Important:</b> If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
<b>Related Project Identification Number (Site/Subdivision Application Number)</b>	N/A
<p><b>Important:</b> This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



March 28, 2024 (Revision No. 1)

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

**SUBJECT: 1102 SE 33<sup>RD</sup> STREET PD (PD 23-0848)**  
**EXISTING FACILITIES DESIGN EXCEPTION**  
**FOLIO No. 055048.0000**

Dear Mr. Williams,

This letter documents a request for a **DESIGN EXCEPTION** per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with **PD 23-0848** for the **1102 SE 33<sup>RD</sup> STREET PD**.

## INTRODUCTION

The subject project site is located on east side of 33<sup>rd</sup> Street, south of College Avenue, in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The project site is proposed for the development of 15,000 square feet of warehouse land use, with access to the subject site planned to be provided via one full access driveway connection to 33<sup>rd</sup> Street; as shown in **ATTACHMENT B**.

Pursuant to LDC §6.04.03.L, the following is applicable to 33<sup>rd</sup> Street in regard to the subject project:

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

Pursuant to both the *Hillsborough County Roadways Functional Classification Map* and the *Hillsborough County Comprehensive Plan Local Functional Classification Map*, 33<sup>rd</sup> Street is neither an arterial nor collector roadway, and thus is considered a local roadway. A **DESIGN EXCEPTION** is requested for relief from the above-referenced requirement to improve 33<sup>rd</sup> Street to meet current roadway standards for a two-lane undivided local rural roadway (TS-7) as a condition of zoning approval for the subject project; where in lieu of meeting the full TS-7 typical section, alternative improvements are proposed. The County typical section for a two-lane undivided rural collector roadway (TS-7) is provided as **ATTACHMENT C**.



MICHAEL J. WILLIAMS, P.E.  
1102 SE 33RD STREET PD (PD 23-0848)  
EXISTING FACILITIES DESIGN EXCEPTION  
FOLIO NO. 055048.0000  
MARCH 28, 2024 (REVISION No. 1)  
PAGE 2 OF 4

### 33<sup>RD</sup> STREET | ROADWAY CHARACTERISTICS

The subject segment of 33<sup>rd</sup> Street, *from* College Avenue (SR-674) *to* 14<sup>th</sup> Avenue, is a two-lane undivided local roadway with a rural cross section, which is approximately ½ mile in length within the referenced limits. The following summarizes the characteristics of the subject segment of 33<sup>rd</sup> Street.

**RIGHT-OF-WAY WIDTH:** 33<sup>rd</sup> Street was found to have a right-of-way width of ± 55 feet *from* 14<sup>th</sup> Avenue *to* the southern boundary of the subject project site, and a right-of-way width of ± 45 feet *from* the southern boundary of the subject project site *to* the FDOT right-of-way for College Avenue. These findings indicate that the subject roadway segment does not meet the standard right-of-way width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard right-of-way width is identified as 96 feet (plus 10 foot utility easements on each side). It is noted that the reported right-of-way width is approximate, as measured from the *Hillsborough County Property Appraiser* website.

**LANE WIDTH:** The majority of the subject segment of 33<sup>rd</sup> Street was found to have a typical lane width of 10 feet, *from* 14<sup>th</sup> Avenue *to* the beginning of the westerly bend in 33<sup>rd</sup> Street south of College Avenue (± 2,100 feet). At the referenced westerly bend, 33<sup>rd</sup> Street widens to 11 foot lanes *to* the beginning of the northerly bend in 33<sup>rd</sup> Street south of College Avenue (± 700 feet). From the referenced northerly bend, 33<sup>rd</sup> Street widens further on the approach to College Avenue, with 14 foot lanes at the intersection (± 150 feet). These findings indicate that the subject roadway segment does not meet the standard lane width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard lane width is identified as 12 feet.

**SHOULDERS:** The subject segment of 33<sup>rd</sup> Street was found to have unpaved shoulders, where it is unknown whether the referenced shoulders are stabilized; however, it is noted that off-tracking was observed along 33<sup>rd</sup> Street within the “curved” segments located (a) immediately south of College Avenue, and (b) approximately 500 feet south and east of College Avenue; which is indicative of the need for shoulder improvements. These findings indicate that 33<sup>rd</sup> Street has substandard shoulder conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard shoulder condition is identified as 8 feet in total width, with 5 feet paved. It is noted that AASHTO design standards do not require paved shoulders.

**SIDEWALK:** The only portion of the referenced segment of 33<sup>rd</sup> Street that has a sidewalk is the south/west side of 33<sup>rd</sup> Street *from* College Avenue *to* the eastern boundary of the Hampton Inn hotel site. The remainder of the referenced segment of 33<sup>rd</sup> Street has no sidewalks. These findings indicate that the subject segment of 33<sup>rd</sup> Street has substandard sidewalk conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, continuous sidewalks are required on both sides of the road.

**SWALE:** The referenced segment of 33<sup>rd</sup> Street has well defined drainage, consisting of roadside swales, side slopes, and cross drains, that appears to meet the intent of the drainage requirements of the TS-7 typical section.

**SPEED LIMIT:** The referenced segment of 33<sup>rd</sup> Street was identified to have a posted speed limit of 35 mph.

**RAYSOR Transportation Consulting**

MICHAEL J. WILLIAMS, P.E.  
1102 SE 33RD STREET PD (PD 23-0848)  
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**33<sup>RD</sup> STREET | CRASH HISTORY**

A review of Hillsborough County's Crash Data Management (CDM) system identified that no crashes have occurred on 33<sup>rd</sup> Street *from* College Avenue *to* 14<sup>th</sup> Avenue (excluding endpoint intersections) within the prior five year period from January 1, 2019 to December 31, 2023. In consideration of the foregoing, it is concluded from the crash data evaluation that substandard roadway conditions have not historically contributed to a safety deficiency, nor does the crash history for the subject segment of 33<sup>rd</sup> Street exhibit characteristics that would indicate a potential for future safety concerns associated with development of the subject project attributable to substandard roadway conditions.

**33<sup>RD</sup> STREET | PROJECT GENERATED TRAFFIC VOLUMES**

The daily and peak hour trip generation for the project site was estimated using trip characteristic data pursuant to the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11<sup>th</sup> edition), as documented in [ATTACHMENT D](#); which identified 148 daily trips with 25 trips during the AM peak hour and 29 trips during the PM peak hour.

**ALTERNATIVE IMPROVEMENTS**

To address the subject project's impact to substandard road conditions, the applicant proposes to construct shoulder improvements around the "curved" segments of 33<sup>rd</sup> Street located (a) immediately south of College Avenue, and (b) approximately 500 feet south and east of College Avenue; as shown in [ATTACHMENT E](#). The purpose of the proposed shoulder improvements is to address the referenced off-tracking at these locations.



# RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.  
1102 SE 33RD STREET PD (PD 23-0848)  
EXISTING FACILITIES DESIGN EXCEPTION  
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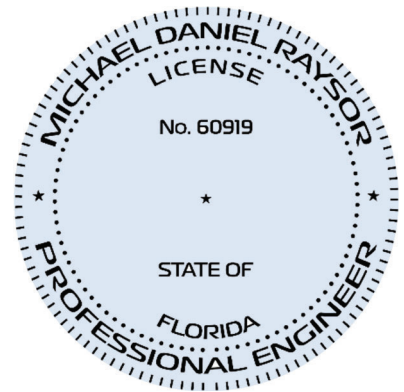
## CONCLUSION

The foregoing documents a request for a **DESIGN EXCEPTION** per Hillsborough County Transportation Manual (TTM) Section 1.7.2. to meet Hillsborough County Land Development Code (LDC) §6.04.03.L. (Existing Facilities) in association with **PD 23-0848** for the **1102 SE 33<sup>RD</sup> STREET PD**, and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.  
President



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

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

**APPROVED** .....

**APPROVED WITH CONDITIONS** .....

**DENIED** .....

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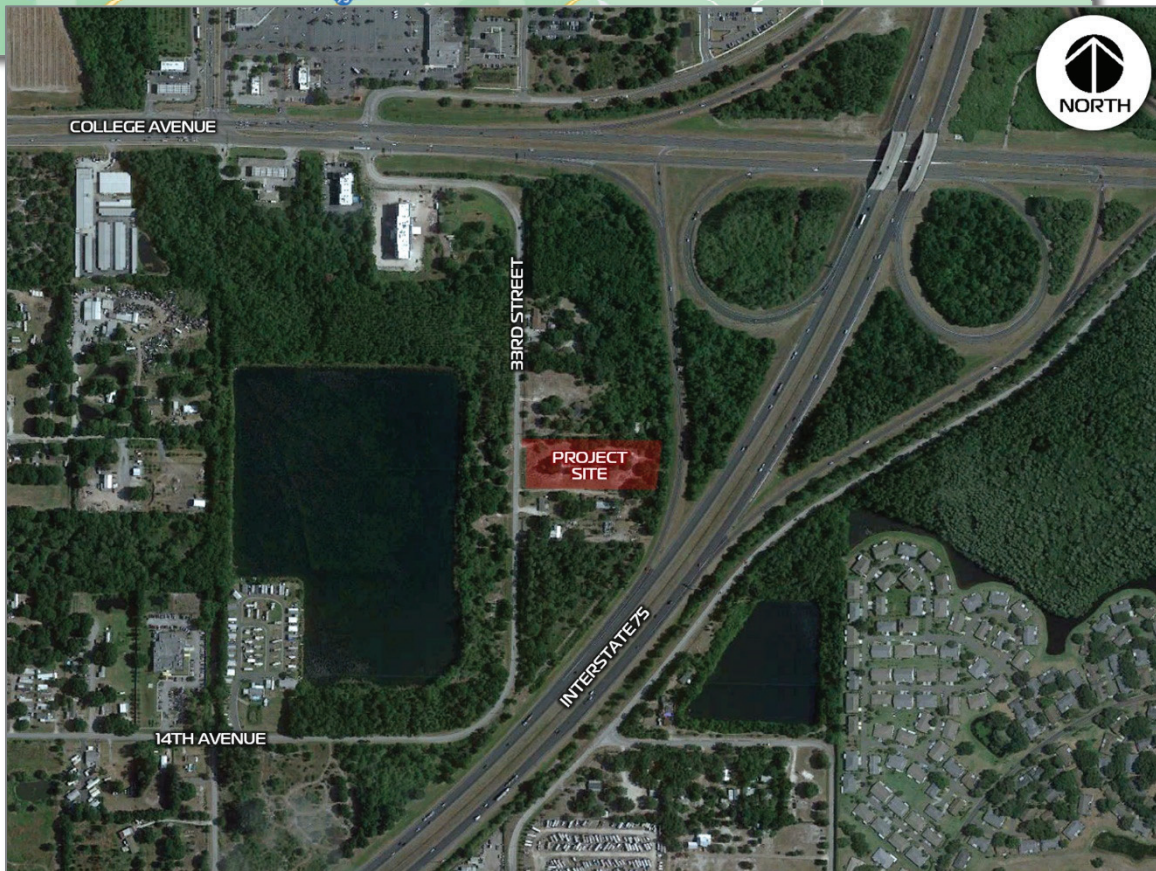
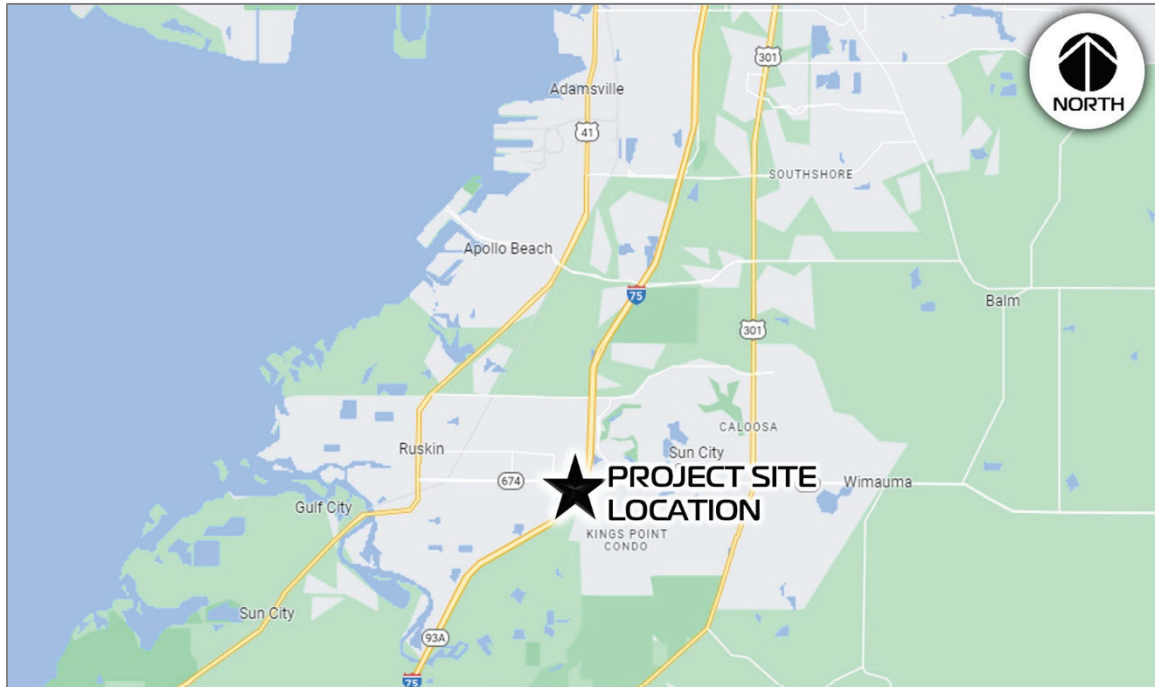
MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER date  
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION



# ATTACHMENT "A"



1102 SE 33RD STREET PD (PD 23-0848)  
Project Site Location Map

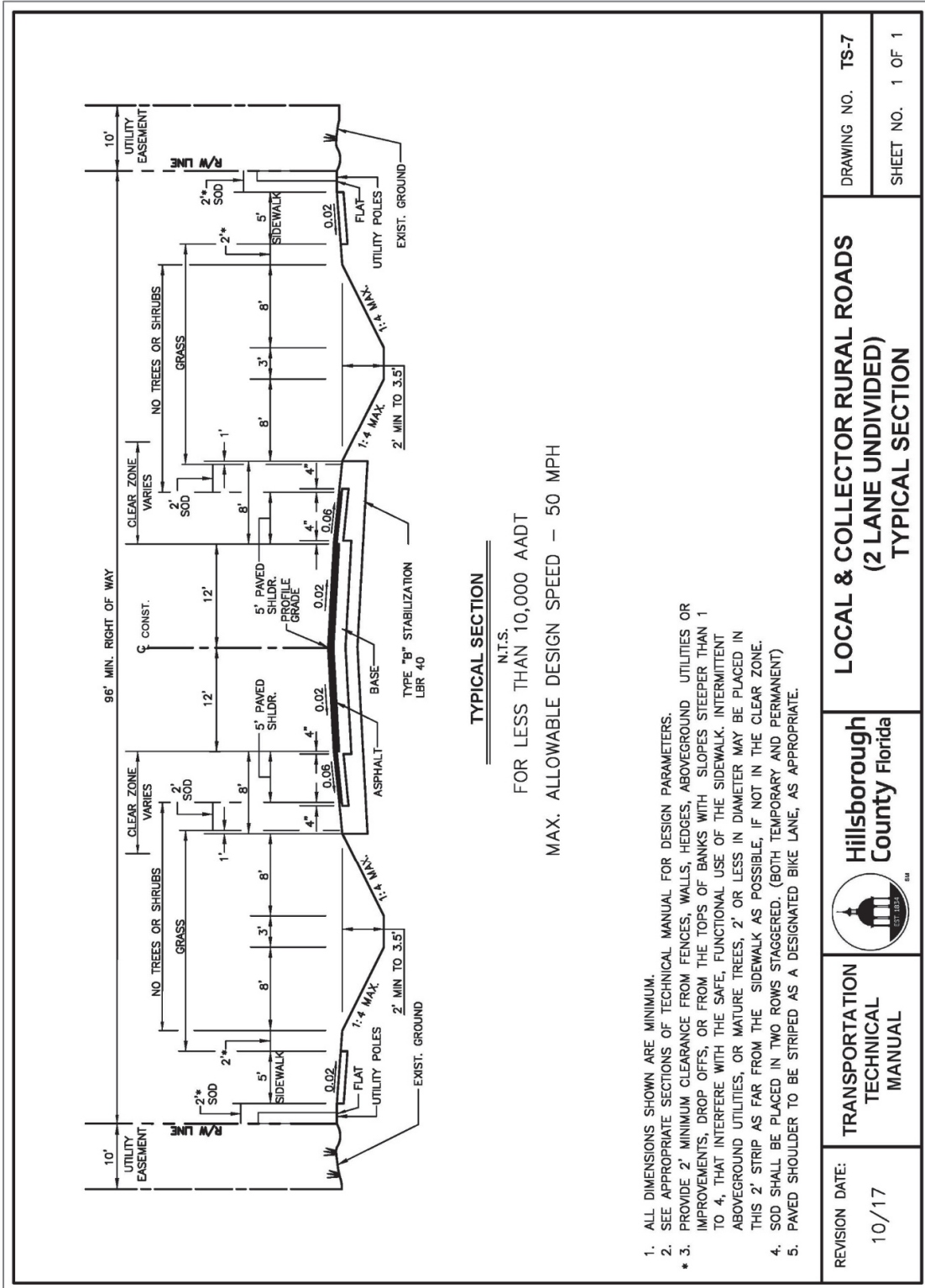




# ATTACHMENT "C"



1102 SE 33RD STREET PD (PD 23-0848)  
TS-7 Typical Section



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

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

# ATTACHMENT "D"



1102 SE 33RD STREET PD (PD 23-0848)  
Trip Generation Estimate

ITE LUC	ITE Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
150	Warehousing	15,000 sf	T=1.58(X) +38.29	62	T=0.12(X) +23.62	25	19	6	T=0.12(X) +26.48	28	8	20
154	High Cube Warehouse	15,000 sf	1.40	22	0.08	1	1	0	0.10	2	1	1
155	High Cube Fulfillment Center Warehouse	15,000 sf	1.81	28	0.15	2	2	0	0.16	2	1	1
156	High Cube Parcel Hub Warehouse	15,000 sf	4.63	70	0.70	11	6	5	0.64	10	7	3
157	High Cube Cold Storage Warehouse	15,000 sf	2.12	33	0.11	2	2	0	0.12	2	1	1
180	Specialty Trade Contractor	15,000 sf	9.82	148	1.66	25	19	6	1.93	29	9	20
<b>WORST CASE TRIP GENERATION</b>			--	<b>148</b>	--	<b>25</b>	<b>19</b>	<b>6</b>	--	<b>29</b>	<b>9</b>	<b>20</b>


SOURCE: INSTITUTE OF TRANSPORTATION ENGINEERS TRIP GENERATION MANUAL (11TH EDITION)

# ATTACHMENT "E"



1102 SE 33RD STREET PD (PD 23-0848)  
33<sup>rd</sup> Street Shoulder Improvement Concept



<p>PROVIDED BY...</p> 	<p>CIVIL ENGINEERING 2300 CURLEW ROAD, STE 201 LAND PLANNING PALM HARBOR, FLORIDA TRAFFIC/TRANSPORTATION 34683 SURVEYING PHONE (727) 789-9500 GIS AVIDGROUP.COM</p>	<p><b>Proposed Roadway Improvements</b> <b>SE 33rd Street</b> <b>Hillsborough County, FL</b></p>
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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
33 <sup>rd</sup> St. SE	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for Urban Section)	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	19	1	2
Proposed	147	25	29
Difference (+/-)	(+) 128	(+) 24	(+) 27

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
33 <sup>rd</sup> St. SE/ Substandard Road	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes: The 33 <sup>rd</sup> St. SE Design Exception was found approvable with conditions. See staff report for additional information.		

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



**Hillsborough County  
City-County  
Planning Commission**

<b>Unincorporated Hillsborough County Rezoning</b>	
<b>Hearing Date:</b> April 15, 2024  <b>Report Prepared:</b> April 3, 2024	<b>Petition: PD 23-0848</b>  <b>Folio: 55048.0000</b>  <i>East side of 33<sup>rd</sup> Street SE, south of College Avenue E and west of Interstate 75</i>
<b>Summary Data:</b>	
<b>Comprehensive Plan Finding</b>	<b>INCONSISTENT</b>
<b>Adopted Future Land Use</b>	<b>Community Mixed Use-12 (12 du/ga; 0.50 FAR)</b>
<b>Service Area</b>	<b>Urban</b>
<b>Community Plan</b>	Ruskin, Southshore Areawide Systems
<b>Rezoning Request</b>	Agricultural - Single-Family Conventional (ASC-1) to Planned Development (PD) to allow a 15,000 square foot building permitting warehousing uses (with or without distribution), wholesale distribution (trade), and/or contractor's office (without open storage)
<b>Parcel Size (Approx.)</b>	2.54 +/- acres (110,642 square feet)
<b>Street Functional Classification:</b>	33 <sup>rd</sup> Street SE – <b>Local</b> College Ave E – <b>State Arterial</b> Interstate-75 – <b>State Principal Arterial</b>
<b>Locational Criteria:</b>	Not applicable
<b>Evacuation Area:</b>	None



## **Context**

- The subject site is located on approximately 2.54 acres on the east side of 33<sup>rd</sup> Street SE, south of College Avenue East and west of Interstate 75.
- The site is in the Urban Service Area and within the limits of the Ruskin Community Plan and Southshore Areawide Systems Plan.
- The subject property is designated as Community Mixed Use-12 (CMU-12) on the Future Land Use Map. Properties in the CMU-12 Future Land Use category can be considered for a maximum density of 12 dwelling units per gross acre and a maximum intensity of 0.50 FAR. The CMU-12 Future Land Use category is intended for uses that are urban in intensity and density, with development occurring as the provision and timing of transportation a public facility services necessary to support these intensities and densities are made available. Typical uses of CMU-12 include residential, community scale retail commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects at appropriate locations.
- The subject site is surrounded by CMU-12 to the north and south, and Pubic/Quasi Public (P/QP) to the east. To the west is designated as Suburban Mixed Use-6 (SMU-6). The Interstate 75 interchange is located to the east.
- There are vacant and single family land uses surrounding the site. Further north, College Avenue East mainly contains light commercial uses. Further south are heavy industrial, residential, light commercial and vacant properties. Further west are light industrial, single family residential, light commercial, mobile home park, multi-family, public institutional and vacant properties.
- The subject site is zoned Agricultural - Single-Family Conventional (ASC-1). To the north is Commercial Intensive (CI) zoning. To the east is Agricultural Rural (AR) zoning. To the west is Agricultural, Single-Family (AS-1) zoning. South of the site is Residential - Single-Family Conventional (RSC-6) zoning,
- The applicant requests to rezone the site from Agricultural - Single-Family Conventional (ASC-1) to Planned Development (PD) to allow a single 15,000 square foot building permitting warehousing uses (with or without distribution), wholesale distribution (trade), and/or contractor's office (without open storage).

### **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***

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



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

### **Land Use Categories**

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

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

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

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

**Policy 9.1:** 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 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 16.2:** Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering, and screening techniques and control of specific land uses.

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

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

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

**Objective 17:** *Neighborhood and Community Serving Uses Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible to the surrounding residential development pattern.*

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

## **Community Design Component (CDC)**

### **4.3 COMMERCIAL CHARACTER**

**GOAL 9:** *Evaluate the creation of commercial design standards in a scale and design that complements the character of the community.*

**Policy 9-1.2:** *Avoid “strip development patterns for commercial uses.*

## **5.0 NEIGHBORHOOD LEVEL DESIGN**

### **5.1 COMPATIBILITY**

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

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

## **7.0 SITE DESIGN**

### **7.1 DEVELOPMENT PATTERN**

**GOAL 17:** *Develop commercial areas in a manner which enhances the County’s character and ambiance.*

**OBJECTIVE 17-1:** *Facilitate patterns of site development that appear purposeful and organized.*

**Policy 17-1.4:** *Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.*

## **LIVABLE COMMUNITIES ELEMENT: Ruskin Community Plan**

**Goal 2. Economic Development** – *Provide opportunities for business growth and jobs in the Ruskin community.*

*Strategies:*

- *Ensure that there are appropriate land areas zoned for office and light industrial development.*
- *Support eco-tourism featuring Ruskin’s natural resources, such as the Little Manatee River, Tampa Bay, the Ruskin Inlet, Marsh Creek, wildlife and wildlife habitat, parks, nature preserves and greenways and blueways trails, within and around our community.*
- *Promote commercial development at a scale and design that reflects the character of the community. Ensure that future commercial development avoids “strip” development patterns.*
- *Recognize Bahia Beach as a resort area that contributes to the economy of Ruskin.*

**Goal 7: College Avenue** – *Ensure that development along College Avenue enhances the appearance of Ruskin, avoids strip commercial patterns, and is compatible with the revitalization of downtown Ruskin.*

*Strategies:*

- *Locate new uses along College Avenue in the following manner:*
  - *Commercial, office and residential uses from the intersection of 21<sup>st</sup> Street and College Avenue to the eastern boundary of the Community Plan area.*

## **SOUTHSHORE AREAWIDE SYSTEMS PLAN**

### **Economic Development Objective**

*The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.*

**The community desires to pursue economic development activities in the following areas:**

#### **1. Land Use/ Transportation**

- a) *Analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)*
- b) *Recognize preferred development patterns as described in individual community plans and implement the communities’ desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.*
- c) *Utilize the Hillsborough County Competitive Sites Program to identify potential competitive sites (e.g. SouthShore Park DRI).*
- d) *Analyze potential new economic sites,(e.g. Port Redwing) based on development*
- e) *Support the potential Ferry Study and auxiliary services around Port Redwing*
- f) *Utilize Hillsborough County Post Disaster Redevelopment Plan*

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

The subject site is located on approximately 2.54 acres on the east side of 33<sup>rd</sup> Street SE, south of College Avenue East and west of Interstate 75. The site is in the Urban Service Area and within the limits of the Ruskin Community Plan and the Southshore Areawide Systems Plan. The applicant requests to rezone the site from Agricultural – Single Family Conventional (ASC-1) to Planned Development (PD) to allow a single 15,000 square foot building permitting warehousing uses (with or without distribution), wholesale distribution (trade), and/or contractor’s office (without open storage). The proposal is to construct one building for multiple occupants.

The subject site 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 warehousing uses (with or without distribution), wholesale distribution (trade), and/or contractor’s office (without open storage) are not compatible with the existing single family residential character of the area. Further north along College Avenue, a state arterial road, is an existing nearby area that is appropriate for light industrial and commercial uses.

Per Objective 8, Future Land Use categories outline the maximum level of intensity or density and range of permitted land uses allowed in each category. Appendix A contains a description of the character and intent permitted in each of the Future Land Use categories. The CMU-12 Future Land Use category allows the following uses: “residential, community scale retail commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use projects at appropriate locations.”. As the description states, only light industrial multi-purpose and community scale retail commercial uses are allowed in CMU-12. The proposed wholesale distribution, warehousing with or without a distribution center and contractor’s storage are allowed in community scale retail commercial as they are Commercial General and Commercial Intensive zoning district uses. No Manufacturing zoning district uses are proposed. Only multi-purpose light industrial uses are allowed. The applicant’s narrative does state the intent is to construct one building for occupancy by multiple users. Multiple light industrial occupants would be necessary to meet the intent of the CMU-12 permitted land uses. Therefore, the requested modification is consistent with the land uses permitted in the CMU-12 Future Land Use category and does meet Objective 8 and its policies.

However, the proposal does not meet the intent of the Neighborhood Protection policies outlined under FLUE Objective 16. Policy 16.1 requires development in residential areas to be limited to a neighborhood scale. Policy 16.5 requires that higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials. The proposed use would be adjacent to established residential uses north and south of the site and is proposing access off a local road, 33<sup>rd</sup> Street SE. While the site is adjacent to the interstate on the east, there is no other opportunity for roadway access except for 33<sup>rd</sup> Street SE. The proposed does not meet the intent of Policy 16.5, as the proposed uses would be on a site that is not external to residential neighborhoods or on an arterial or collector.

The applicant has proposed mitigation measures including a 50 foot front setback, a 60 foot side setback rear of the building and a 30 foot setback on the south with a 30 foot type

C buffer with an 8 foot masonry wall. A proposed stormwater pond is on the east end of the site. Staff recognizes the mitigation measures proposed, however one large 35 foot tall building adjacent to single family residential is not compatible with the building pattern of the area. Additionally, no enhanced landscaping on the north side, smaller buildings or architectural features, or other site design features that could help to mitigate the proposed uses, are proposed. There are commercial and industrial uses further north, along College Avenue, however, College Avenue is an arterial road surrounded by other light commercial uses. In addition, the established neighborhoods definition of the Comprehensive Plan refers to land that has been at least 80 percent developed without substantial deterioration. The residential dwellings south of the site are existing developed homes and meet this definition. While the folio to the north is zoned Commercial Intensive, one folio permitting intensive uses does not change the overall residential character of the area. The proposed is not consistent with Objective 16 and its associated policies.

FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2 require that all development meet or exceed the land development regulations in Hillsborough County. The applicant is proposing 5 foot sidewalks. However, at the time of uploading this report Zoning comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC) discuss how new development shall be compatible with the established character of the surrounding area. Goal 17 of the CDC encourages commercial developments that enhance the County's character. Objective 17-1 and Policy 17.1-4 seek to facilitate patterns of development that are organized and purposeful. The development pattern and character of 33<sup>rd</sup> Street SE contains mainly single family residential and vacant land.

The subject site does not meet the intent of the Ruskin Community Plan. While the policy direction in the Plan does not require all nonresidential uses locate on College Avenue, adopted language supports the location of commercial and office uses along College Avenue from the intersection of 21st Street to the eastern boundary of the Community Plan area. College Avenue has been identified as an appropriate location for commercial and office uses within the Community Plan boundary. The proposed warehousing, wholesale distribution and contractor office uses are not within this area and are also located in an area that presents significant compatibility concerns. The Ruskin Community Plan also promotes commercial development at a scale and design that reflects the character of the community. The majority of the immediate surrounding area is residential or vacant land. Further north along College Avenue is the light commercial character. One folio to the north for commercial intensive zoning does not negate the residential character of the area. Based on this, the subject site also does not meet the intent of the Southshore Areawide Systems Plan that recognizes the preferred land development pattern of each of its Community Plans.

Overall, staff finds that the proposed is not compatible with the existing development pattern found within the surrounding area and does not support the vision of the Ruskin Community Plan or the Southshore Areawide Systems Plan. The proposed Planned Development would not allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

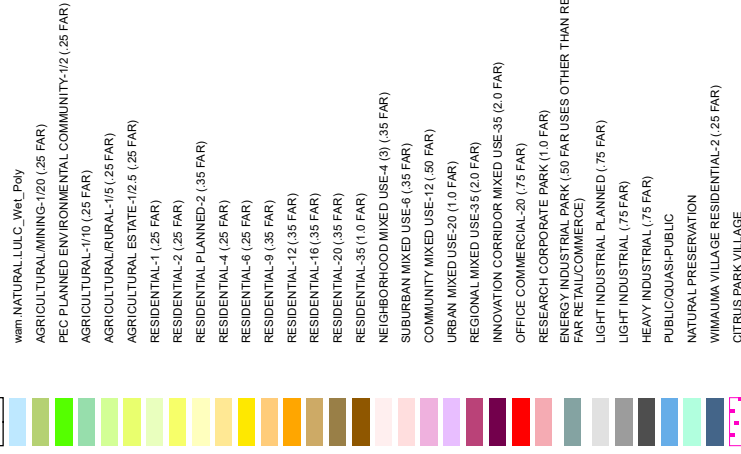
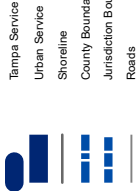
**Recommendation**

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

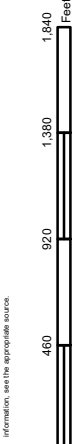
# HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 23-0848

Rezoning

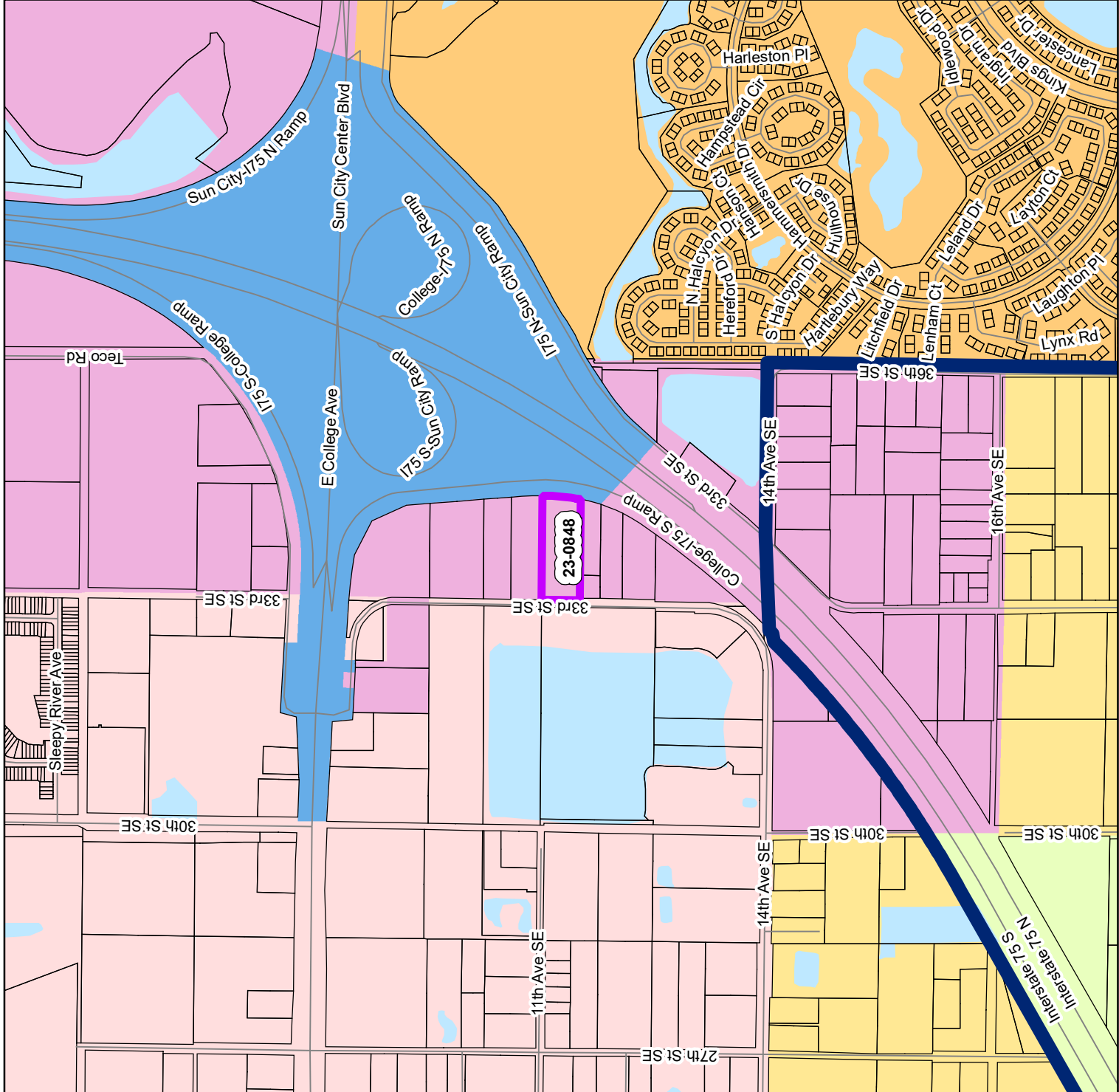
STATUS



DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning map is for informational purposes only. It is intended that the rezoning map be used in conjunction with the official plat for the rezoning. Hillsborough County Planning Commission. ACCURACY: It is intended that the rezoning map be used in conjunction with the official plat for the rezoning. Hillsborough County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate source.



Map Printed from Rezoning System: 8/16/2023  
 Author: Beverly F. Daniels  
 File: G:\Rezoning\System\MapProjects\HC\Reg\_Hillsboro\Copy.mxd



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