



PD Modification Application: MM 24-0368

Zoning Hearing Master Date: November 12, 2024

BOCC Land Use Meeting Date: January 7, 2025

1.0 APPLICATION SUMMARY

Applicant: Todd Scime

FLU Category: LI

Service Area: Urban

Site Acreage: 1.94 AC

Community Plan Area: Riverview

Overlay: None



Introduction Summary:

PD 91-0123 is comprised of two parcels and was approved in 1991 to allow for 2 mobile homes units in the northern property and one single family conventional house in the southern parcel. The applicant requests modifications to the southern property area to retain the single-family conventional home, adding an accessory dwelling and open storage uses.

Existing Approval(s):

2 single-family mobile homes units and one single family conventional house.

Proposed Modification(s):

Allow for open storage uses, 2 single-family mobile homes, one single family conventional house and one accessory dwelling unit.

Additional Information:

PD Variation(s):

LDC Part 6.06.00 (Landscaping/Buffering)

Reduce the 30-foot wide buffer, Type "C" screening to a 5 feet wide buffer, with no screening along the northern parcel folio 49167.0000 boundary.

Eliminate the 30-foot wide buffer, Type "C" screening requirements to the eastern residential portion of the site.

Waiver(s) to the Land Development Code:

None requested.

Planning Commission Recommendation:

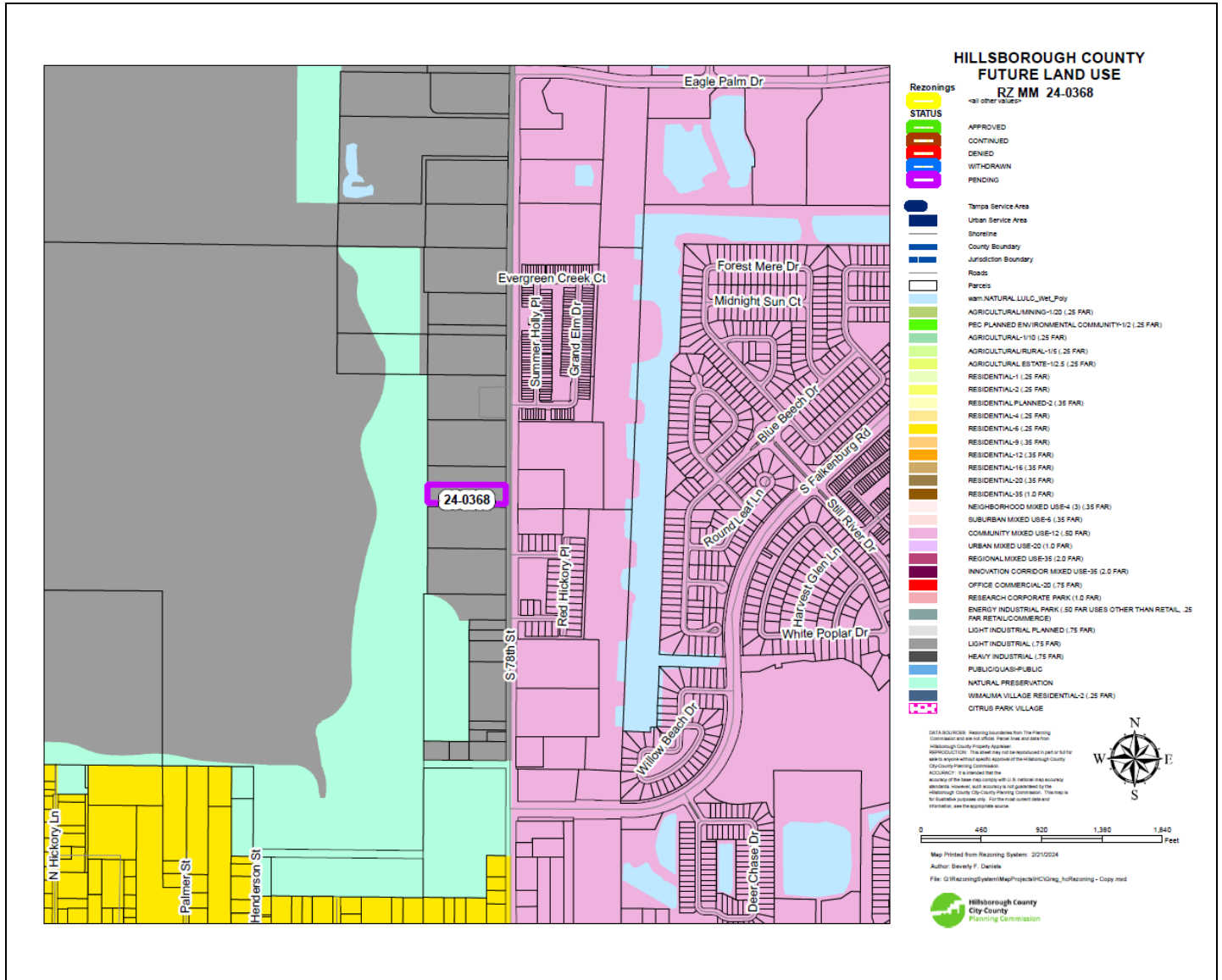
Inconsistent

Development Services Recommendation:

NOT supportable.

2.0 LAND USE MAP SET AND SUMMARY DATA

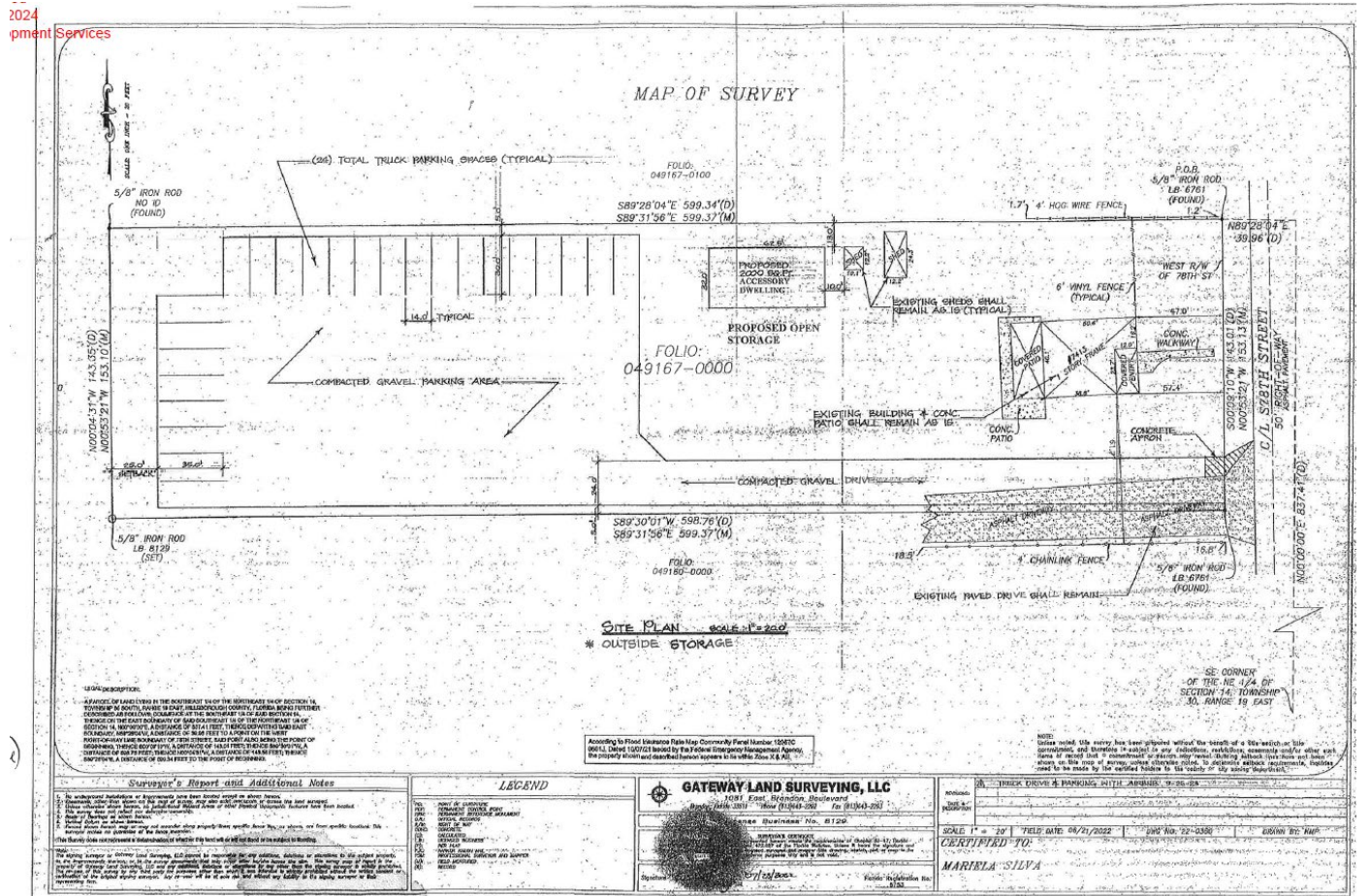
2.2 Future Land Use Map



Subject Site Future Land Use Category:	LI (Light Industrial)
Maximum Density/F.A.R.:	0.75 FAR
Typical Uses:	Processing, manufacturing and assembly of materials including food products, storage, furniture or apparel manufacturing, packaging plants, wholesaling, storage of non-hazardous materials, warehouse/showrooms with retail sales (which occupy no more than 20% of the floor area of the principal use), offices, research/corporate parks as the predominant uses and subordinate uses or services such as hotels, motels, restaurants, suburban scale retail establishments, and recreational facilities. Free standing suburban scale neighborhood commercial uses are pursuant to locational criteria or 20% of the project's land area when part of a larger industrial/office park (greater than 300,000 square feet).

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

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

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	26	2	3
Proposed	Unknown	Unknown	Unknown
Difference (+/1)	Unknown	Unknown	Unknown

*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		Choose an item.	None	Meets LDC
South	X	Vehicular & Pedestrian	None	Does Not Meet LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West		Choose an item.	Choose an item.	Meets LDC
Notes:				

Design Exception/Administrative Variance <input 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: No TRARs were requested; however, they were needed to support the proposed project.		

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 checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" 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
Transportation <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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Service Area/ Water & Wastewater <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	
Hillsborough County School Board 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	
Impact/Mobility Fees N/A				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed uses are compatible with the existing mining development to the east, and with a nearby couple of parcels zoned Manufacturing occupied with a junkyard and light industrial uses. However, staff has concerns with the proposed open storage use due to lack of proposed screening adjacent to residential uses within the PD, as outlined below.

Per LDC Sec. 6.06.06 Buffering and Screening requirements, a 30 feet wide buffer, type "C" screening is required to single family residential uses adjacent to the north and east. The applicant requested PD variations from these requirements; proposed a 5 feet wide buffer, with no screening to single family residential; and provided the following justifications: a) The existence of heavy commercial in the area, b) No one will be adversely affected. Staff finds those justifications are not supportable. No design efforts were provided to mitigate the adverse effects of the proposed use to the existing residential portion of the PD.

5.2 Recommendation

Planning Commission found the request inconsistent and Transportation Review staff also objects because of inadequate/insufficient information addressing transportation access management and design requirement, as further outlined in the enclosed Transportation Review comments.

The proposed accessory dwelling exceeds the maximum size for accessory dwellings as provided for in LDC Section 6.11.02.

Based on the above considerations, Development Services Staff finds the request is NOT supportable.

6.0 PROPOSED CONDITIONS

NA

Zoning Administrator Sign Off:



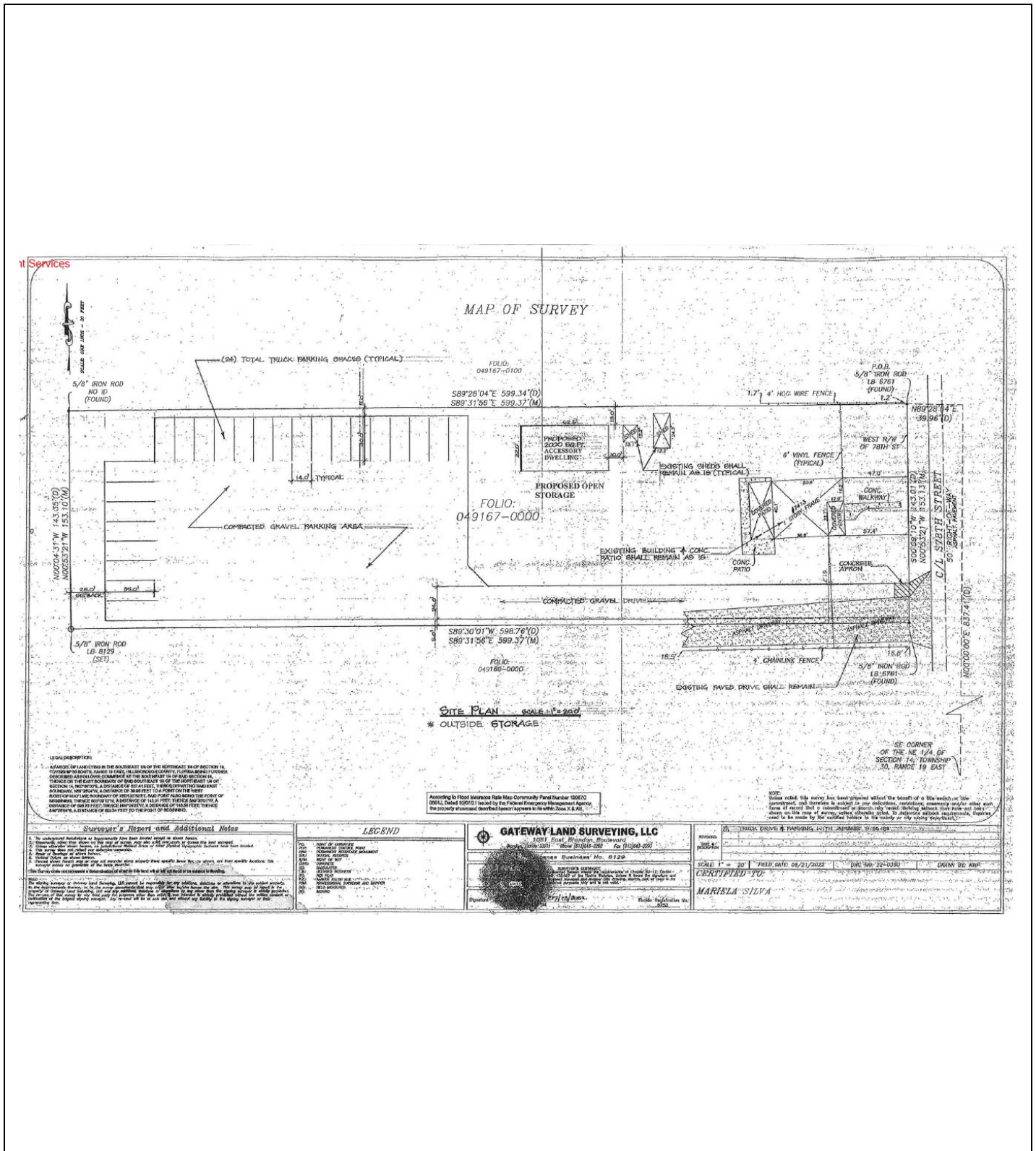
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/01/24

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RV/ South

PETITION NO: MM 24-0368

- 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.

RATIONALE FOR OBJECTION

1. The applicant failed to provide a minimally sufficient applicant as required pursuant to the Development Review Procedures Manual (DRPM). As such, staff had insufficient information necessary to review and process the request. Staff had multiple calls, emails and meetings with the applicant to answer questions, help strategize site plan and application changes, and ensure their team understood all requirements. No revised or new information was submitted after these meetings/communications.
2. The existing driveway serving the site appears to be encroaching into land owned by Mosaic to the south. Additionally, that PD zoning does not authorize a connection to 78th St., and therefore no connections from the Mosaic property can be permitted. Staff advised that if the applicant had been claiming an easement, per the DRPM all easements within and adjacent to the site must be shown and labeled; however, easements cannot violate the terms of PD zoning conditions. Staff advised the applicant to shift the proposed access to the north (such that it occurred wholly within the subject PD); however, no site plan revisions were received.
3. The applicant is proposing a commercial use on the same parcel as a single-family detached dwelling unit. Given Sec. 6.04.03.O. and other access management requirements within the Hillsborough County Land Development Code (LDC), these uses cannot share a single access unless certain conditions are proposed or agreed to by the applicant. Staff reviewed these options with the applicant; however, no revised information or commitments were received that would otherwise address this issue.
4. Given that PD site plans are by their nature binding commitments with limited flexibility for changes absent a zoning modification, staff advised the applicant that it was strongly recommended that they file a “bubble” type plan which would provide additional flexibility for the developer in the future and at the time of site/construction plan review. Staff informed the applicant that absent such a revision to the site plan, the applicant would need to revise the detailed plan to comply with applicable Transportation Technical Manual (TTM), LDC, and other applicable requirements. Staff notes that the existing plan shows a variety of elements and features which violate these requirements and would not be permitted at the time of site/construction plan review. Staff notes that no revisions were received to the site.
5. Staff advised the applicant that all use/material references needed to be removed from the PD site plan, and that if the applicant desires to utilize an alternative material for drive aisles and/or parking areas, then the applicant must submit a PD Variation request for each. Staff also noted

that alternative materials can be proposed at the site/construction plan review stage, provided there are no conflicting details on the PD site plan and the applicant can meet the requirements specified in Sec. 6.05.02.K of the LDC. In such case no PD variation would be needed, and the applicant should simply state "Parking per LDC." in the appropriate portion of the site plan notes and/or site data table. No PD variations or revisions to the site plan were received.

6. S. 78th St., along the project's frontage, is shown on a Hillsborough County Corridor Preservation Plan as a future 4-lane roadway. The amount of right-of-way to be preserved is based upon the existing available right-of-way and the Transportation Technical Manual (TTM). The applicant was advised that (per the DRPM) they are required to show the entire available right-of-way along both sides of the roadway and sufficient detail to demonstrate on what basis the amount of proposed right-of-way preservation was based. Staff advised the applicant that they believed that 10 feet of right-of-way preservation is required based on preliminary data; however, the final amount would be determined based on more detailed data required to be submitted by the applicant. In making its preliminary findings, staff examined the available right-of-way in the area and noted that along the project's frontage, there is less right-of-way available than the area just to the south of the project. Staff determined that the prevailing right-of-way acquisition pattern along the east side should be applied further to the north, and so extended that future line north. The preservation amount was tentatively calculated by obtained the existing/assumed right-of-way width with that adjustment made, as measured just south of the proposed project, which measured +/- 90 feet. Staff notes that per Typical Section -6 (TS-6) of the TTM, which is for 4-lane urban roadways), a minimum of 110-feet of right-of-way is needed. The applicant's responsibility per Sec. 5.11 of the LDC is for 1/2 of the needed additional right-of-way, or 10 feet ($110 - 90 = 20$. 20 divided by $2 = 10$). This calculation was required to be explained in the project narrative and preservation labeled on the site plan in accordance with the DRPM. The applicant did not provide a revised narrative or show required right-of-way preservation on the PD site plan.
7. The applicant was required to demonstrate compliance with minimum throat depth standards. They applicant was advised that if the applicant desires relief from these requirements, then a Sec. 6.04.02.B Administrative Variance must be submitted. Staff advised that throat depth to the first gate is measured from the edge of the future closest through lane (which is 22-feet from the edge of the future right-of-way line per TS-6). As such, a project with a 50-foot minimum required throat depth would be required to ensure the first gate is no closer than 28 feet from the edge of the preserved right-of-way line. The applicant was requested to show measurements accordingly (and adjust if necessary). No such revisions or additional information were received.
8. Staff notes that the project narrative does state what the applicants request specifically is, and does not meet DRPM minimum requirements. Several content areas were missing, including but not limited to sections on transportation infrastructure serving the PD, substandard roadways, and commitments being made by the developer.
9. Staff notes that the submitted traffic analysis does not comply with DRPM minimum requirements for formatting or content. The land uses need to include the residential use(s) within the site. Trip calculations for daily, a.m. and p.m. need to be provided. The County utilizes a consistent open storage methodology for cases. Specifically, the applicant should take the land area of the open storage portion (i.e. "bubble") of the site, and multiple by the underlying maximum allowable floor area ratio). The resulting square-footage should then be run at ITE Land Use Code 151. Staff advised that the applicant must also specify which edition of ITE was utilized (must use latest edition), and include necessary statements or other information per the DRPM. No revisions to the analysis were provided by the applicant.
10. Staff noted that S. 78th St. is a substandard roadway. As such, the applicant was required to address substandard roads in a manner provided for in the DRPM. Staff advised the applicant to update the narrative accordingly, and submit all Transportation Related Administrative Reviews (TRARs) together with their next submittal. No new or revised information was received.

11. The applicant was advised that pursuant to current policies and procedures, most transportation related Sec. 6.04.02.B. Administrative Variances (AVs) and Transportation Technical Manual Design Exceptions (DEs) must be processed concurrently with PD zonings and PD modification requests. The applicant was also informed that requests can take up to 30 days for staff review and issuance of findings by the County Engineer (whose findings are due on or before the revised plan deadline for the hearing date being targeted.) These must be filed through zoning intake by the sufficiency deadline. Staff notes that although they were likely needed to support the application, no TRARs were submitted (and therefore no findings could be made by the County Engineer).

PROJECT SUMMARY, SITE ACCESS CONSIDERATIONS, AND TRANSPORTATION ANALYSIS

The applicant is requesting a Major Modification (MM) to a portion of an existing Planned Development (PD) #91-0123. The MM area consists of one (1) +/- 1.94 ac. parcel. The existing PD, totaling 3.9 ac., is currently approved for 2 single-family mobile home units and 1 single family conventional house, as well as all Agricultural Single-Family – 1 (AS-1) uses. The applicant was proposing to amend the southernmost parcel within the PD to apparently add open storage (to include commercial trucks); however, staff notes that the PD narrative does not explicitly state what the applicant’s request is.

Trip Generation Comparison

The applicant failed to provide minimally sufficient transportation information. Additionally, staff was unable to prepare a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations given the lack of a revised site plan, minimally complaint project narrative, and other missing requested acreage data that were necessary to make the required calculations. Data shown below is based on the 11th Edition of the Institute of Transportation Engineer’s Trip Generation Manual.

Existing Uses:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 2 Single-Family Detached Dwelling Units (ITE Code 820)	18	1	2
PD, 1 Mobile Home (LUC 240)	8	1	1
Total:	26	2	3

Proposed Uses:

****Unknown and/or could not be calculated****

Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	Unknown	Unknown	Unknown

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

S. 78th St. is a publicly maintained 2-lane, undivided, substandard, collector roadway characterized by +/- 11-foot-wide travel lanes in average condition. There are +/- 5-foot-wide sidewalks along portions of the

east and west sides of the roadway in the vicinity of the proposed project. There are no bicycle facilities along the roadway in the vicinity of the proposed project.

ROADWAY LEVEL OF SERVICE

Level of Service (LOS) information for adjacent roadway sections is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
78 th St.	Riverview Dr.	Madison Ave.	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
78 th St.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	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	26	2	3
Proposed	Unknown	Unknown	Unknown
Difference (+/-)	Unknown	Unknown	Unknown

*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		Choose an item.	None	Meets LDC
South	X	Vehicular & Pedestrian	None	Does Not Meet LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West		Choose an item.	Choose an item.	Meets LDC
Notes:				

Design Exception/Administrative Variance <input 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: No TRARs were requested; however, they were needed to support the proposed project.		

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Staff can not provide conditions until a minimally compliant application has been received.

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**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
planhillsborough.org
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813 – 272 – 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: November 12, 2024 Report Prepared: October 31, 2024	Case Number: MM 24-0368 Folio(s): 49167.0000 General Location: West of 78 th Street South
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	Light Industrial (No residential allowed; 0.75 FAR)
Service Area	Urban
Community Plan(s)	Riverview
Rezoning Request	Major Modification to Planned Development (PD 91-0123) to permit open storage on a single-family lot
Parcel Size	+/- 1.94 acres
Street Functional Classification	78 th Street South- County Collector
Commercial Locational Criteria	Not applicable
Evacuation Area	Zone A

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Light Industrial	PD 91-0123	Single-Family Residential
North	Light Industrial	PD + AI	Vacant + Single-Family Residential + Public/Quasi public/ Institutions
South	Light Industrial	PD + RSC-4	Vacant + Mining
East	Community Mixed Use-12	AS-1 + AR	Single- Family Residential + Public/Quasi public/Institutions + Group Homes
West	Natural Preservation	PD	Mining

Staff Analysis of Goals, Objectives and Policies:

The +/- 1.94-acre subject site is located directly west along 78th Street South. The site is within the Urban Service Area (USA) and is located within the limits of the Riverview Community Plan. The applicant is requesting a Major Modification on the subject site to permit open storage of vehicles in the rear of a property currently developed with a single-family dwelling. The subject site is currently developed with a single-family residential use and has a Future Land Use category of Light Industrial (LI).

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 surrounding area’s development pattern to the north consists of vacant, single-family residential, public/quasi public/institutions uses. To the south there are additional vacant and mining uses, to the east there are additional single-family residential and public/quasi public/institutions and group homes uses, and to the west there are additional mining uses. Due to the existing residential uses to the north and east, the proposed Major Modification is not compatible with the development pattern of the surrounding area and is therefore inconsistent with FLUE Policy 1.4.

Per FLUE Objective 8, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. The site plan submitted into Optix on January 30, 2024 appears to only shows a gravel parking area for open storage, and no structures. Therefore, the maximum allowable Floor Area Ratio (FAR) of 0.75 would not apply as there are no proposed

nonresidential structures. However, PC staff requested that the site plan be revised to provide a data table to indicate information including (but not limited to) the Future Land Use category, proposed use, FAR, setbacks and buffering during the primary sufficiency review portion of the application process. Comments were made available and sent to the applicant after the meeting date of March 20, 2024. A revised site plan has not been submitted. Appendix A contains a description of the character and intent permitted in each of the Future Land Use categories. The site is within the Light Industrial (LI) Future Land Use category. The LI Future Land use category allows the following uses: “processing, manufacturing and assembly of materials including food products, storage, furniture or apparel manufacturing, packaging plants, wholesaling, storage of non-hazardous materials, warehouse/showrooms with retail sales”. LI also does not permit any residential uses, except for limited accessory residential uses such as an on-site security guard. LI also does not permit any new residential development. The subject site currently has an existing residential unit on the subject site and proposes another accessory dwelling but does not specify for what purpose. Therefore, the requested Modification is not consistent with development permitted in the LI Future Land Use category and does not meet FLUE Objective 8 and its policies.

The proposal does not meet the intent of FLUE Objective 16 and its policies. Objective 16 states that “there is a need to protect existing, neighborhoods and communities and those that will emerge in the future”. FLUE Policy 16.1 requires buffer areas and screening devices between unlike land uses. While FLUE Policy 16.2 requires “gradual transitions of intensities between different land uses”, the applicant has not made it clear how the proposed Major Modification will mitigate for the proposed open storage use. The site plan and the narrative do not make any reference on buffering, screening, or gradual transitions between the existing residential use and the proposed open storage uses. FLUE Policy 16.3 also states that development and redevelopment shall be integrated with adjacent land uses through the “mitigation of adverse impacts”, staff’s concerns have not been addressed by the applicant throughout the application process. FLUE Policy 17.7 also requires that new development mitigate the adverse “noise, visual, odor and vibration impacts created by that development”. Therefore, the proposed Modification does not meet, nor is it consistent with, Objective 16 and its policies as well as Policy 17.7

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2). However, at the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

Objective 12 of the Community Design Component (CDC) section of the Future Land Use Element emphasizes that new developments should recognize the existing community and be designed “in a way that is compatible with the established character of the surrounding neighborhood.” CDC Policy 12-1.4 states that compatibility may be achieved through the utilization of site design techniques such as “buffering”. The proposed Major Modification is not consistent with the policy direction outlined in the Community Design Component of the Future Land Use Element.

The subject site does not meet the intent of the Riverview Community Plan. Goal 1 of the Riverview Community Plan seeks to achieve better design and densities that are compatible with Riverview’s vision. The Goal seeks to provide appropriate and compatible buffers and transitions to existing adjacent land uses for open space. The proposed open storage uses do not provide appropriate nor compatible buffers. The subject site does not meet the intent of the Riverview Community Plan.

Overall, staff finds that the proposed residential use is not an allowable use in the LI, the open storage is not compatible with the existing development pattern found within the surrounding area, and the

proposed Modification does not support the vision of the Riverview Community Plan. The proposed Major Modification would not allow for development that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

Staff Identified Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan* Related to the Request:

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 16.1: Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as: locational criteria for the placement of non-residential uses as identified in this Plan, limiting commercial development in residential land use categories to neighborhood scale; requiring buffer areas and screening devices between unlike land uses.

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

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

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

Policy 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)

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.

LIVABLE COMMUNITIES ELEMENT: RIVERVIEW COMMUNITY PLAN

Goal 1 Achieve better design and densities that are compatible with Riverview's vision.

Strategies:

- *Provide appropriate and compatible buffers and transitions to existing, adjacent land uses particularly with agricultural operations and the lands acquired for preservation and/or open space.*

HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 24-0368

Rezonings
STATUS

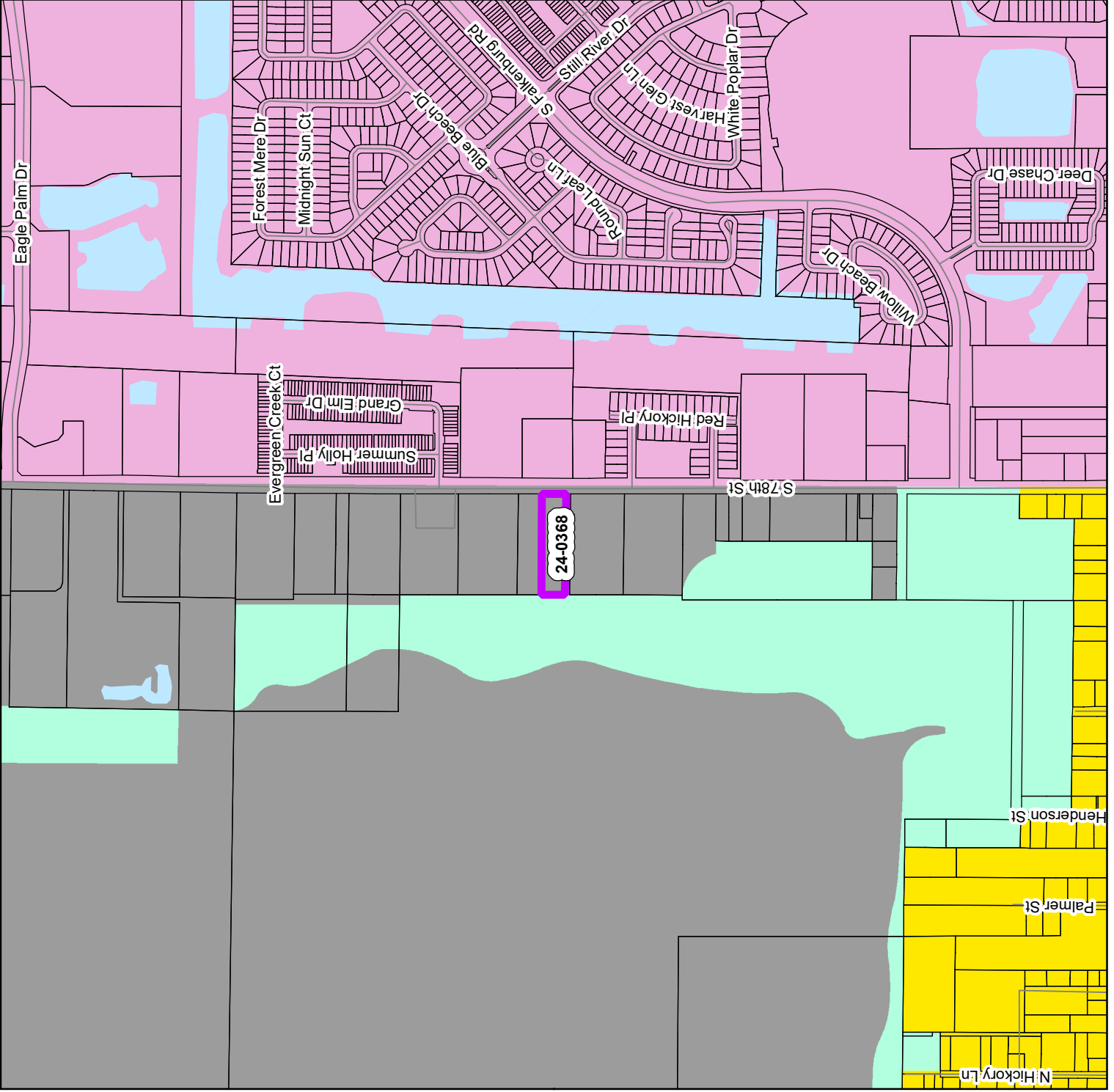
- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

- Tampa Service Area
- Urban Service Area
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels
- WATER NATURAL LULC_We_Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (7.5 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (7.5 FAR)
- LIGHT INDUSTRIAL (7.5 FAR)
- HEAVY INDUSTRIAL (7.5 FAR)
- PUBLIC/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

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



Map Printed from Rezoning System: 2/21/2024
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HC\Reg_H\Rezoning_Copy.mxd



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