



PD Modification Application: MM 24-0034

Zoning Hearing Master Date: July 22, 2024

BOCC Land Use Meeting Date: September 10, 2024

1.0 APPLICATION SUMMARY

Applicant: Shree Kulkarni, Serenity Capital Management, LLC

FLU Category: OC-20

Service Area: Urban

Site Acreage: +/-9.08 acres

Community Plan Area: Wimauma, South Shore Areawide Systems

Overlay: Wimauma Downtown Subdistrict B, Downtown Center



Introduction Summary:

PD 92-0366 rezoned the subject property to allow up to 32 mobile home spaces, 38 recreational vehicle (“RV”) spaces and 7 spaces designated for either the latter, former and one single-family home for a total of 77 Units. Condition 1, also allows a conversation of the 38 RV spaces to 19 mobile homes for a maximum of 58 mobile home spaces.

Proposed MM 24-0034: The proposed Major Modification requests to amend the conditions of approval for PD 92-0366, that has had no subsequent amendments in the intervening +/- 32 years since its 1992 adoption. The applicant proposes an Option #2 to allow up to 136,000 square feet of non-residential uses including Office and Retail uses fronting SR 674, with a Mini-Warehouse building located in the northeast quadrant of the site.

Existing Approval(s):	Proposed Modification(s):
1. Total of 77 units including up to 32 MH, 38 RV, and a combination of both (and one sf residence).	1. Add Option 2 to allow non-residential uses including Office and Retail uses fronting and facing SR 674, with a Mini-Warehouse in the northeastern quadrant.

*Subject for the 2:1 additional setback compatibility requirement

Additional Information:	
PD Variation(s):	LDC Part 6.06.03.I.2.c (Landscaping/Buffering) to not provide the Scenic Corridor Landscape (SR 674).
Waiver(s) to the Land Development Code:	<ol style="list-style-type: none"> LDC Part 3.23.06 Wimauma Downtown Overlay Standards Lot Size for Mini-Warehouse LDC Part 3.23.06 Wimauma Downtown Overlay Standards Lot Width for Mini-Warehouse LDC Part LDC Part 3.23.06 Wimauma Downtown Overlay Maximum Front Yard Setback (Mini-Warehouse) LDC Part 3.23.07 Wimauma Overlay Standards for Door Spacing

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Case Reviewer: Tim Lampkin, AICP

Planning Commission Recommendation:
Consistent

Development Services Recommendation:
Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

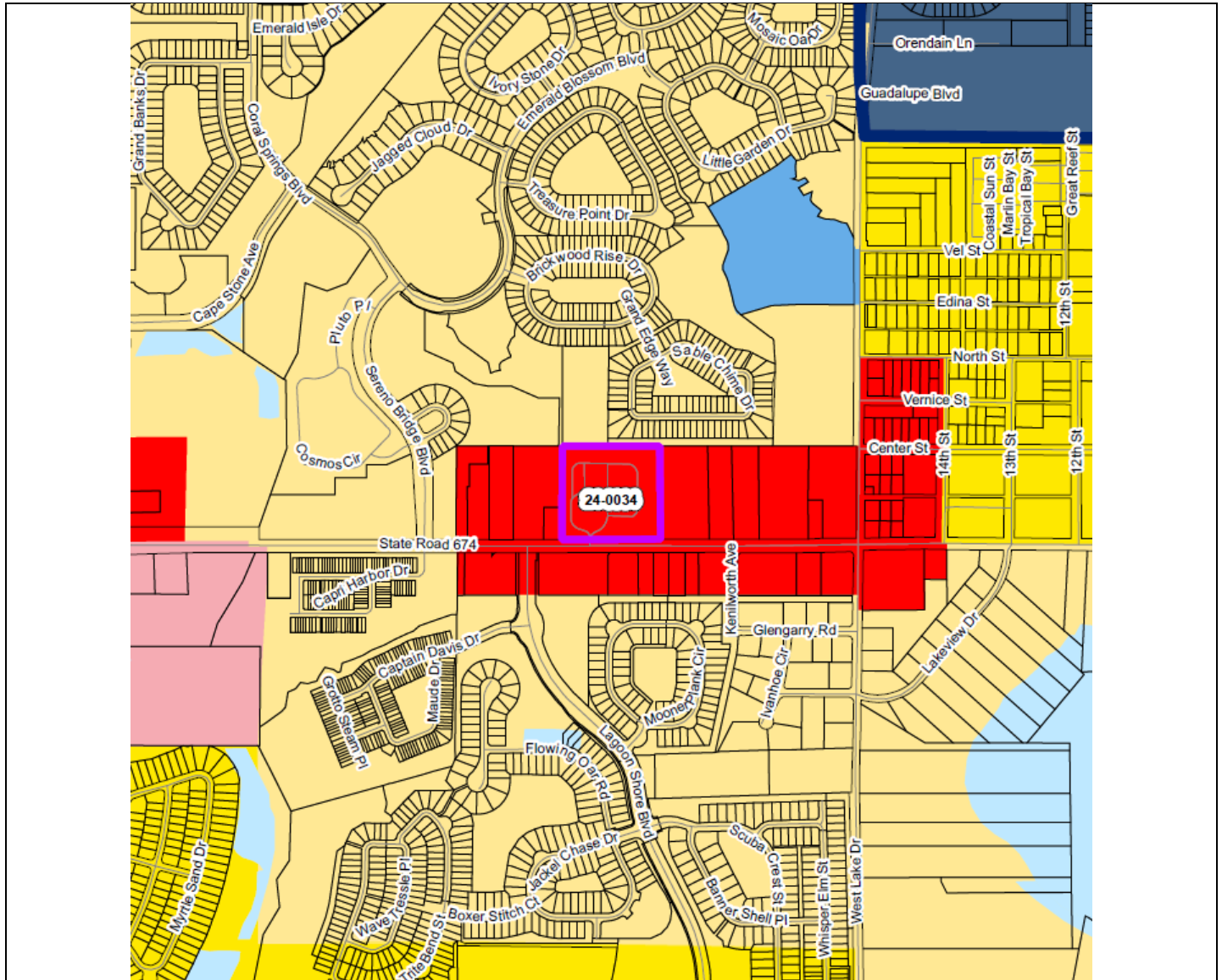


Context of Surrounding Area:

The subject site is located on the north side of State Road 674. The immediate area to the north and west of the subject property is predominantly residential and zoned residential. Immediately west is currently undeveloped and vacant. Immediately adjacent on the east side of the subject site and south across SR 674 is predominantly commercially zoned and developed properties.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	(Office Commercial – 20) OC-20
Maximum Density/F.A.R.:	20 dwelling units per acre / Maximum 0.75 FAR
Typical Uses:	Typical uses include community commercial, offices, mixed-use developments, and compatible residential.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

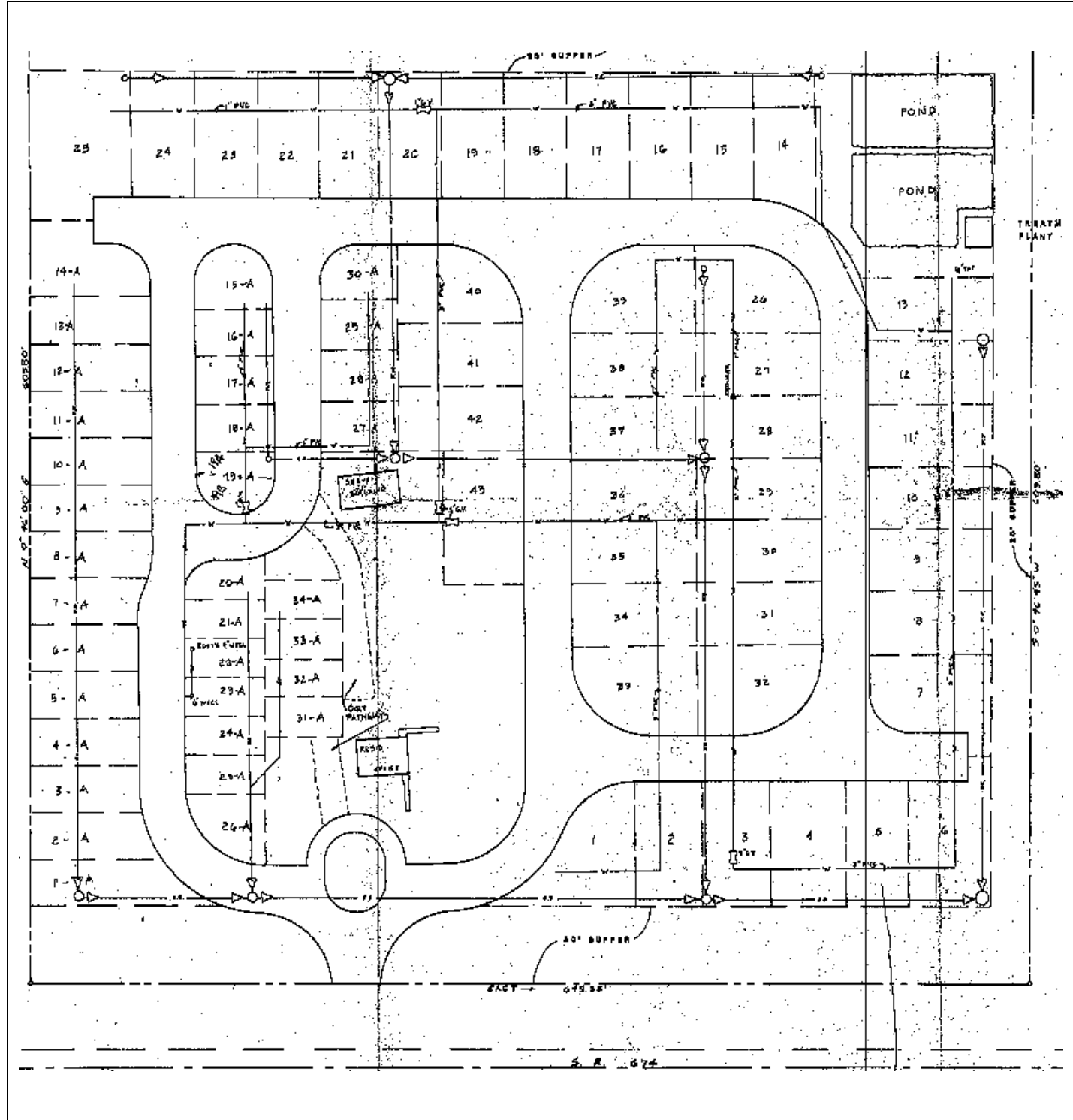


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AS-0.4 and PD 89-0097 / PRS 23-0089	AS-0.4: 1 dwelling per 2.5 ac. PD: Max. 4,228 dwellings Max. 447,047 sf commercial Max. 40,000 sf Office	AS-0.4: SF, MH residential and agricultural activities PD: Residential, Commercial, Office and "Retirement Residential"	AS-0.4: Vacant and stormwater pond. PD: Southern area next to the subject site is SF residential.
South	SR 674 ROW & CG/CI	CI FAR: Max. 0.3 CG Max. FAR: 0.27	Commercial Uses	Retail Strip Center, Community Health Center, auto services, and vacant.
East	PD 00-0005	Max. FAR: 0.62	Max. 122,300-sf Mini-warehouse	Mini-warehouse
West	AS-0.4	1 dwelling per 2.5 acres	SF, MH residential and agricultural activities	Vacant

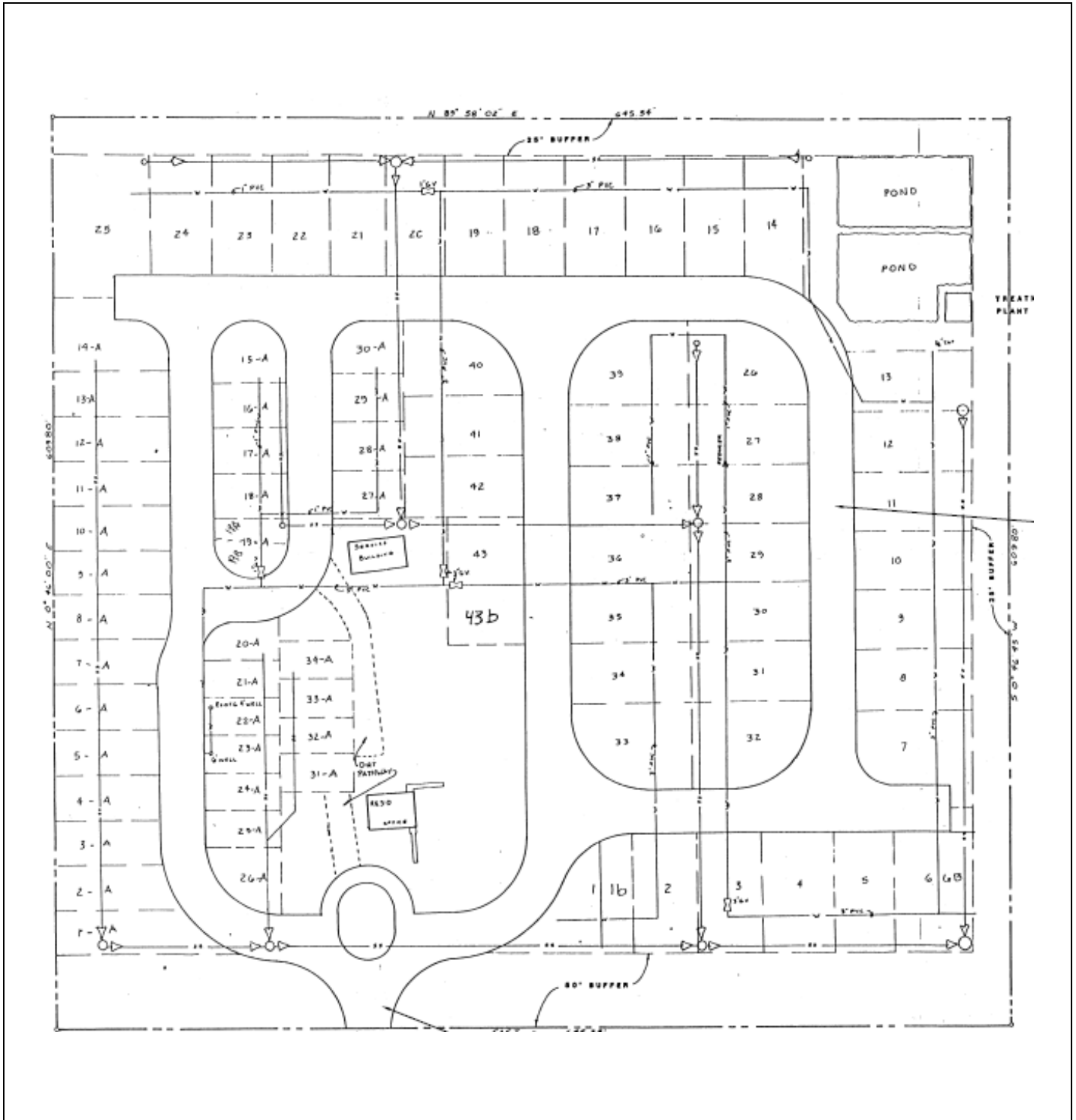
2.0 LAND USE MAP SET AND SUMMARY DATA

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



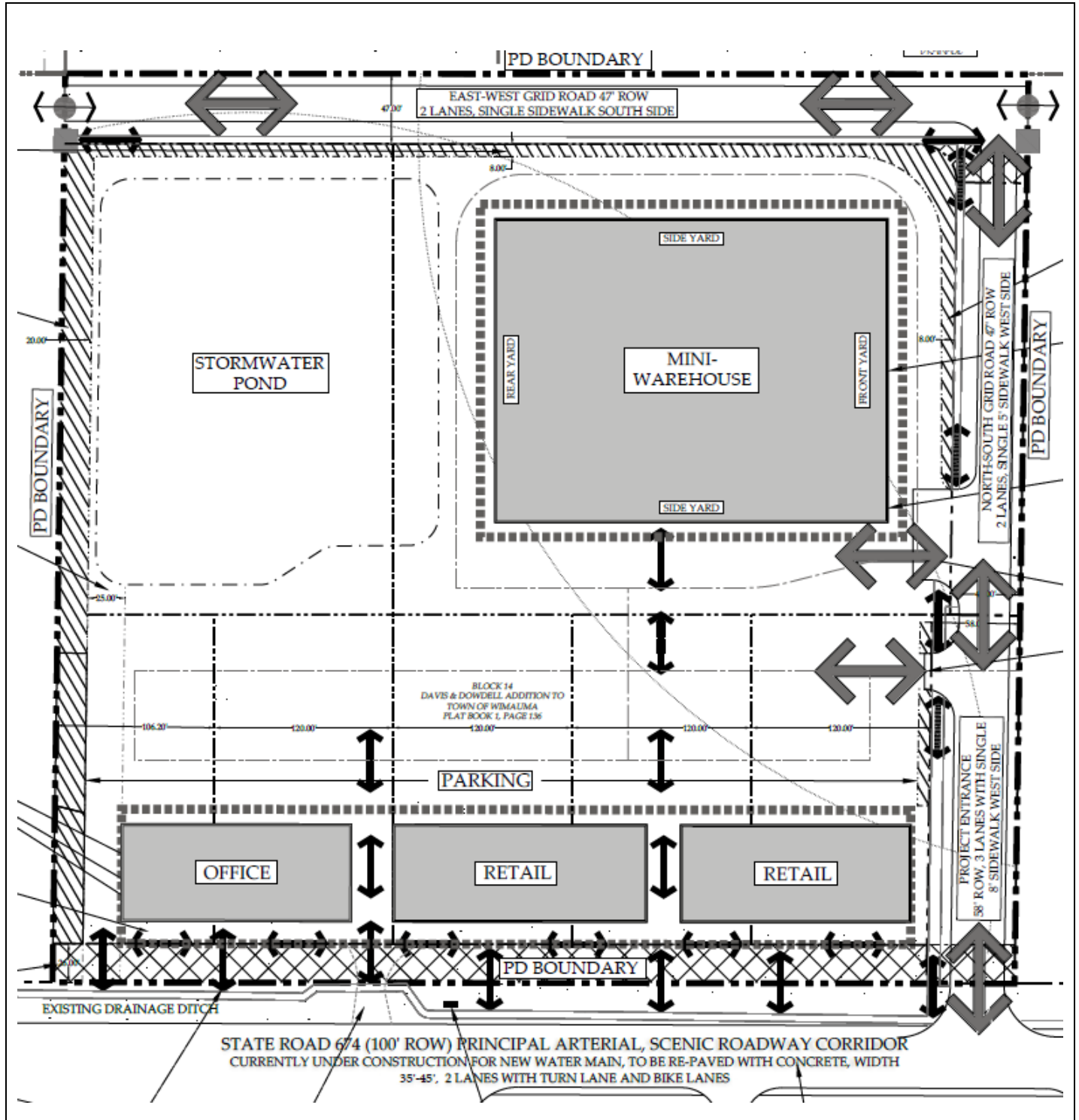
2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan: Option 1 (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
SR 674	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" 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	359	35	35
Proposed	1,116	79	140
Difference (+/-)	+757	+44	+105

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

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

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See 1/16/2024 EPC Report.
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input checked="" type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See "Transportation Agency Review Comment Sheet".
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	See Water Resource Services Comment Sheet Water & Wastewater.
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 checked="" type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Retail - Shopping Center (Per 1,000 s.f.) Mini-Warehouse/Outdoor Boat/RVStorage* (Per 1,000 s.f.) Mobility: \$13,562.00 Mobility: \$725.00 Fire: \$313.00 Fire: \$32.00 Office, Single Tenant (Per 1,000 s.f.) Office, Multi-Tenant (Per 1,000 s.f.) Office, Medical (gr than 10,000 sq ft) (Per 1,000 s.f.) Mobility: \$10,005.00 Mobility: \$8,336.00 Mobility: \$31,459.00 Fire: \$158.00 Fire: \$158.00 Fire: \$158.00 Urban Mobility, South Fire - 2 options: Option 1 - retail (21,400 sq ft), office uses (16,100 sq ft), self storage (100,000 sq ft); Option 2 - retail (21,400 sq ft), office uses (10,100 sq ft), self storage (100,000 sq ft); open storage (boat and RV) (6,000 sq ft)*				

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<p>Planning Commission</p> <p><input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Locational Criteria Waiver Requested</p> <p><input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Density Bonus Requested</p> <p><input checked="" type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	<p><input type="checkbox"/> Inconsistent</p> <p><input checked="" type="checkbox"/> Consistent</p>	<p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p>See "Hillsborough County Planning Commission Review".</p>

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject property is located on approximately 9.08 acres on the north side of State Road 674 (SR 674) and approximately 1,365' west of West Lake Drive, and approximately 215' east of Lagoon Shores Boulevard in Wimauma. The project is in the Southshore Areawide Systems Plan Community Plan and is in the Wimauma Downtown Overlay, Subarea B, Downtown Center District. The proposed development is required to comply with Section 3.23.00 Wimauma Downtown Overlay District.

The applicant proposes an Option 2 to allow up to 21,000-square-foot retail buildings and 10,000-square feet of office buildings fronting State Road 674, with a maximum of a 105,000-square foot mini-warehouse located in the northeastern quadrant accessed off the new north-south grid street and a stormwater pond located in the NW quadrant of the subject site. The Downtown Center encourages a range of uses including residential, commercial and office along with associated Building Lot Types. The applicant's proposal falls under the Retail/Office Building Lot type per Table 5-1 of the Wimauma Downtown Overlay Districts (Section 3.23.05).

Design elements of the Wimauma Community Downtown Overlay provide building design requirements per LDC Section 3.23.07.E, including requiring that the building façade be architecturally finished to grade. Additionally, buildings are required to incorporate elements including porticos or awnings along street-facing portions of non-residential development. These design elements shall be incorporated for the proposed retail and office buildings along State Road 674 and the mini-warehouse located off the east-west and north-south streets being constructed (pursuant to LDC Section 3.23.08 Street Network Design) located on the perimeter of the site. The applicant proposed no waivers to these standards. These elements will be required to be shown during site and development review.

The applicant is required to create pedestrian connections via sidewalks on SR 674, construction of the North-South and East-West Grid Roads to provide cross-access, internal pedestrian inter-connectivity to and between uses, circulating drive aisles with loading and customer parking, landscaping, buffering and a stormwater pond located in the northwestern quadrant of the site. The applicant is not proposing any waiver of the connectivity elements and is providing these connectivity elements.

The maximum height allowed per Table 5-2 for the Building Lot type is 50 feet / 4 stories. The applicant proposes to limit the maximum height for the mini-warehouse to 45 ft. and three stories. The site plan shows a maximum of 21,000 square feet of retail uses and 105,000 square feet mini-warehouse uses totaling 126,000 square feet, and up to 10,000-sf office uses, equating to a proposed maximum FAR of 0.35 for the subject site. While the maximum height of the mini warehouse located to the immediate east of the subject property is 28 feet per PD 00-0005, it allows a maximum FAR of 0.62, significantly more intensive than the applicant's proposed development.

The applicant requests the following waivers for the proposed development of LDC Part 3.23.00 Wimauma Downtown Overlay Standards as summarized below.

Waiver 1:

Section 3.23.06, Table 5-2, Min. lot size of 2,400 sf and maximum lot size of 49,000 sf.

The applicant requests a waiver to allow for a larger lot size to allow the mini-warehouse and the stormwater retention pond to be on larger lots and not be split between lots. The applicant proposes the following minimum and maximum lot sizes: Min. 43,560 sf and a Max. 130,680 sf.

The applicant's justification includes in part that *Mini-Warehouse is setback considerably from SR 674, is adjacent to a Mini-Warehouse to the east and is shielded from the residences to the north by the 47' East-West Grid Road, VUA landscape buffers, and an adjacent 50' drainage conveyance. As with the maximum lot width, the larger lot size is required due to the necessity of the use, which requires a larger lot to allow for the size of the building, and*

circulation, loading, and parking. The applicant further states that a Mini-Warehouse building of this square footage sited within the mandated maximum 49,000 SF lot would also mean the building would likely be 6 stories in height. This would create a compatibility issue.

Waiver 2:

Section 3.23.06, Table 5-2, Lot Width, 24' min.; 120' maximum

The applicant requests a waiver to allow for a larger lot width for the mini-warehouse and the stormwater retention pond to be on larger lots and not be split between lots. The applicant proposes the following minimum or maximum lot width to avoid issues during development: Min. 24 ft. and Max. 120 ft.

The applicant's justification includes in part that *Mini-Warehouse is setback considerably from SR 674, is adjacent to a Mini-Warehouse to the immediate east and is shielded from the residences to the north by the 47' East-West Grid Road, VUA landscape buffers, and an adjacent 50' drainage conveyance.* Further, the applicant states, "that *A Mini-Warehouse building of this square footage sited within the mandated maximum 120' width lot would mean the building would likely be 6 stories in height. This could create a compatibility issue*".

Waiver 3

Section 3.23.06, Table 5-2, Front Setback, 0' min.; 10' maximum

The applicant requests a waiver to allow a greater front setback (of up to 55 feet in width) to allow an access road for loading/unloading behind the proposed North-South Road and East-West Road adjacent to the mini-warehouse.

The applicant's justification includes in part that *Mini-Warehouse front yard setback to the North-South Grid Road for the Mini-Warehouse is required for it to function properly. Specifically, a 30' wide circulating drive aisle is required for users in vans or trucks to drive around the building and for loading. In addition to the drive aisle, an 8' VUA landscape buffer between this drive aisle and the North-South Grid Road is required. A 5'-8' wide sidewalk is also needed, along with some landscaping in front of the building. All these items physically require up to a 55' front yard setback.*

Waiver 4

Section 3.23.07.F.3.b: Minimum 75 ft. door spacing required must be provided at intervals of at least 75 feet to maximize street activity by providing pedestrians with frequent opportunities to enter and exit buildings.

The applicant requests a waiver to allow a greater spacing of the doors for the retail and office buildings located on SR 675.

The applicant's justification includes in part that the *proposed buildings are estimated to be between ±150'-±170' along SR 674, which would only allow two entrances per building.* Some suites may be combined and would not be able to meet the requirements to have a door at least 75 feet. The applicant further states, that *each of these suites would need a front door;* therefore, some may comply with the requirement. *The applicant also proposes to provide shared sidewalks/pedestrian connections that shall be located at 75' intervals to the SR 674 sidewalks, which accomplishes the general intent.*

Justification was included in the applicant's submittal for the above waivers. Staff has reviewed the justification statements submitted by the applicant and finds the waivers supportable. Additional information regarding the rationale may be found in the applicant's narrative.

Pursuant to LDC Section 3.23.08 Street Network Design requires that development must accommodate an interconnected network of publicly accessible streets, alleys or lanes, and other public passageways by continuing the block pattern and filling in gaps in the pattern. LDC Section 3.23.08.A further requires, "Development must accommodate

the grid-like pattern in Wimauma Downtown as represented in the Plan.” Subsection A.3. states “All streets must be publicly dedicated and conveyed to the County or otherwise publicly accessible”. As each of the adjacent properties develop/redevelop, those properties will be required by the Wimauma Down District Overlay Street Network Design Standards to construct the increment of the roadway grid extension connecting the subject property to the existing surrounding public roadway network over time. The applicant is not requesting any waivers of LDC Sec. 3.23.07, and building walls for the mini-warehouse facing the new east-west and north-south streets shall comply with Building Design and Retail/Office Building Lot requirements per LDC Sec. 3.23.07.E and Sec. 3.23.07.F. This includes, in part, façade requirements providing between 15% and 75% of their area in transparent windows, building façade must be architecturally finished to grade, and retail ground floor must have transparent storefront windows covering no less than 75% of the wall area in order to provide clear views of merchandise in stores and to provide natural surveillance of exterior street spaces.

Pursuant to LDC Section 3.23.06.C.1.a which requires parking to be placed in the rear and/or side of the primary building is able to be adhered to with the construction of the new streets. In compliance with the parking location requirement, the applicant proposes the front of the mini-warehouse to be oriented along the new north-south perimeter street. Additionally, blank walls shall not occupy over 50 percent of a street-facing frontage and shall not exceed 20 linear feet without being interrupted by a window or entry. For the mini-warehouse this would include the north and south areas of the mini-warehouse facing the new streets and providing a more visually appealing façade promoting greater compatibility with the residential community located to the north-northeast of the subject site. The mini-warehouse will be located directly behind and shielded somewhat from State Road 674 by the proposed 20-foot retail and office buildings.

Variation:

The applicant requests a variation to Land Development Code Parts 6.06.00 (Landscaping/Buffering). Justification was included in the applicant’s submittal for the waiver to LDC **Part 6.06.03.I.2.c (Landscaping/Buffering)** to not provide the Scenic Corridor Landscape (SR 674). In the narrative the applicant essentially states, that in order to comply with the setback requirement fronting SR 674 and the constructing of the sidewalk in front, constrain the subject site pursuant complying with both standards. Staff has reviewed the justification statements submitted by the applicant and finds they meet the criteria for approval per LDC Section 5.03.06.C.6.

The Rezoning Hearing Master’s recommendation for this application is required to include a finding on whether the requested variations meet the criteria for approval. Additional information regarding the rationale may be found in the applicant’s narrative.

The applicant is proposing to have a 20 ft buffer with Type “B” screening along the western perimeter with a stormwater pond providing additional separation between the mini-warehouse and the undeveloped property to the immediate west. Along the northern and eastern boundary adjacent to the new street network, the applicant is providing the required 8-foot Vehicular Use buffer.

The applicant has not requested any additional variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; 6.06.00, Landscaping, Irrigation and Buffering Requirements; or 6.07.00, Fences and Walls of the Land Development Code. The application shall be required to be in compliance with all other requirements of the Hillsborough County Land Development Code.

Planning Commission staff finds the proposed Major Modification **CONSISTENT** with the Unincorporated Hillsborough County Comprehensive Plan.

5.2 Recommendation

Based upon the above considerations, staff finds the request is **APPROVABLE, subject to conditions.**

Prior to Site Plan Certification the following shall be amended:

- Remove “All Existing Improvements and Lot Lines to be Removed and Re-configured” on Option 1 Site Plan.
- Remove “Existing Driveway to be Closed and Relocated” on Option 1 Site Plan.
- Revise “PD PRS PD 92-0366” to “PD 92-0366”
- The blank box to the left of the notes previously had the Legend. Re-insert the Legend text in the box.
- Modify site note # 13. as follows: “EXISTING AND PROPOSED POINTS OF INGRESS AND EGRESS: ONE EXISTING POINT OF ACCESS ON SR 674 SHALL BE CLOSED, AND A NEW DRIVEWAY SERVING THE PROJECT SHALL BE CONSTRUCTED. THE PROJECT ACCESS ON SR 674 IS SUBJECT TO FDOT APPROVAL.”
- Modify site note # 16, as follows: “INTERNAL CIRCULATION AND PRIVATE DRIVES: INTERNAL ACCESS SHALL BE PROVIDED WITH PRIVATE DRIVE AISLES WITH THE EXCEPTION OF THE PROPOSED NORTH-SOUTH ROAD AND EAST-WEST ROAD SEGMENTS AND SURFACE PARKING BUILT TO HILLSBOROUGH COUNTY PARKING AND LOADING STANDARDS. THE MINI-WAREHOUSE USE MAY BE GATED.”
- Modify site note # 17, “RIGHT-OF-WAY RESERVATION/DEDICATION: AREAS OF RIGHT-OF-WAY (ROW) RESERVATION ARE SHOWN ON THIS PLAN TO ALLOW FOR THE FUTURE WIDENING OF SR 674 TO 126' ROW. ADDITIONAL ROW DEDICATION PROPOSED FOR THE PROJECT ENTRANCE AT 58', AND THE NORTH-SOUTH AND EAST-WEST GRID ROADS AT 47', A SHOWN.”
- Add a double headed arrow on the eastern boundary with a label that states “The adjacent property may take access to the roadway subject to County Standards and Requirements.”
- Re-insert the “East-West Grid Road View East” and “Project Entrance View North” into the box in the lower SW quadrant labelled “Proposed Roadway Cross Sections”

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted July 2, 2024.

1. The site shall be limited to two development options based on the July 2, 2024, site plan.
2. Option 1, is the existing approval for 77 units as follows. Notwithstanding anything herein to the contrary, conditions 3 through 22 shall not apply to development option 1.

- 1- 2.1 The maximum density recognized through zoning conformance must not exceed the requirements of the LDR category with infill provision for existing development as allowed in zoning conformance. A maximum of 77 units may be permitted on-site.

The number of units are calculated as follows:

Mobile Home Spaces:	32
Recreational Vehicle Spaces:	38
Spaces Designated for Mobile Home or Recreational Vehicle	7
TOTAL NUMBER OF UNITS:	77

The conversion of 38 RV units to 19 equivalent dwelling units provides an equivalent number of 58 dwelling units.

- 2- 2.2 The Comprehensive Plan recognizes this development as a legal multi-family lot of record. Policy B-1.2 provides for the replacement mobile home units and RV spaces in excess of the maximum density allowed in this plan.

- 3- 2.3 Minimum setbacks for mobile home shall be:

front/side/rear:	five feet
utility easement:	three feet

There shall be a 50-foot depth along major streets abutting a mobile home or RV park, and a setback

of not less than 25 feet in depth between the mobile home units and the park boundaries, not adjacent to another mobile home park.

4. 2.4 The minimum distance between rows of mobile homes used for access shall be 30 feet in width.
5. 2.5 The following existing uses shall be permitted on-site:
 - 5.1 2.5.1 All principal and accessory mobile home park and RV park activities structures, or buildings existing or occurring on the subject parcel as shown on the site plan.
 - 5.2 2.5.2 The park totalling 9.68 acres, is limited to single family mobile home spaces, RV spaces, and one single family house.
 - 5.3 2.5.3 No loudspeakers shall be used in the park.
 - 5.4 2.5.4 Management units, recreational areas and structures, service building and structures.
 - 5.5 2.5.5 Accessory uses and structures which are customarily accessory and clearly incidental to the mobile home park or recreational vehicle park, subject to the Zoning Code, as amended.
 - 5.6 2.5.6 Home Occupations, subject to the Zoning Code, as amended.
 - 5.7 2.5.7 Convenience establishments which are of commercial nature, including food stores, snack bars, coin-operated laundry, dry cleaning pick-up, beauty shops, and barber shops may be allowed in the park.
6. 2.6 Mobile homes and recreational vehicles may be integrated on the project site.
3. Option 2 shall be in compliance with LDC Section 3.23.00, unless specified otherwise herein. This option shall allow a development total of 136,000 square feet of office, retail and mini-warehouse.
 - a. 10,000 square feet of Office
 - b. 21,000 square feet of Retail, and
 - c. 105,000 square feet of Mini-warehouse
4. Standards for the Office and Retail uses shall be as follows.
 - a. Lot Size: Min. 2,400 sf; Max. 49,000 sf
 - b. Lot width: Min. 24 ft.; Max. 120 ft.
 - c. *Front Setback: Min. 0 ft., Max. 20 ft.
 - d. Max. Lot Coverage: 80%
 - e. Building Frontage: Min. 70; Max. 100%
 - f. Rear Setback: 15 ft.
 - g. Side Setback: 0 ft.
 - h. **Building Height: Max. 20 feet / 2 stories
*Front setback to be measured from the perimeter boundary of the Corridor Preservation along SR 674.
**Shall be subject to Table 5-2 footnote (4) and (5).
5. Standards for the Mini-warehouse use shall be as follows.
 - a. Lot Size: Min. 43,560 sf Max. 130,680 sf
 - b. Lot width: Min. 120' Max. 400'
 - c. Front Setback: Min. 0 ft., Max. 55 ft.
 - d. Max. Lot Coverage: 80%
 - e. Building Frontage: Min. 70; Max. 100%
 - f. Rear Setback: 15 ft.
 - g. Side Setback: 0 ft.
 - h. *Building Height: Max. 45 feet / 3 stories
*Shall be subject to Table 5-2 footnote (4) and (5).

6. Buffering and screening shall be in accordance with LDC Section 6.06.06 unless otherwise stated herein.
 - a. The Scenic Corridor Plantings per LDC Section 6.06.03.1 shall not be required along State Road 674.
7. The project shall comply with LDC Section 6.11.60, Mini Warehouse Locational and Design Requirements.
8. The project shall be in compliance with all requirements of LDC Section 3.23.00 Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County Land Development Code, except as specified herein. Exceptions shall include the following:
 - a. The Retail and Office uses fronting State Road 674, shall be allowed with building entrances spaced more than 75' apart notwithstanding Section 3.23.07.F.3.b.
 - b. Sidewalks from the suites to the sidewalk located along the front of State Road 674 shall be +/-75' apart with shared sidewalks from the east-west sidewalk along State Road 674 to suites.
 - c. All other requirements of LDC Sec. 3.23.07 shall apply.
9. The Mini-warehouse shall be subject to the Transparency Requirement per Section 3.23.07.F.3. The mini-warehouse shall provide windows for between 15% and 75% along the east and north side of the mini-warehouse building facing the newly constructed north-south and east-west grid streets.
10. The project development shall prohibit the storage of hazardous materials. No mini-warehouse units shall be used as an office, workspace, nor shall conduct business of any kind.
11. The project shall be served by one (1) access connection on SR 674 and future accesses to the east and west as shown on the PD site plan.
12. The developer shall construct an eastbound left turn at the project's SR 674 access connection with the initial increment of development, subject to FDOT approval.
13. As shown on the site plan, the project's proposed internal grid roadway is required to comply with LDC, Sec. 3.23.08 subsections A., B., and D. Downtown Wimauma Overlay District Street Network Design standards, Sec. 3.23.10.C.1., and Sec. 6.04.03.Q. Cross Access. As such the developer shall construct the internal grid roadways, consisting of two segments, shown on the PD site plan as follows:
 - a. North-South Grid Road: The roadway shall consist of two sections. The +/-250-foot segment connecting to SR 674 shall be comprised of a three-lane urban section with an 8-foot-wide sidewalk on the west side within a 58-foot wide right of way. The remaining section shall consist of two 12-foot lanes and a 5-foot sidewalk on the west side within a 47-foot wide right of way. Access to the adjacent property to the east may be permitted consistent with the County LDC and Transportation Technical Manual.
 - b. East-West Grid Road: The roadway shall consist of two 12-foot-wide lanes and a 5-foot sidewalk on the south side within a 47-foot wide right of way. The roadway shall be constructed to the adjacent property boundary for future connection. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic (MUTCD), the developer shall place signage which identifies roadway stub-outs as a "Future Roadway Connection".
 - c. Both roadways shall be public roadways as proposed by the applicant.
14. Except as may be otherwise specified herein these conditions, the project shall comply with and be subject to all applicable sections of Part 3.23.00 of the LDC, i.e. the Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County LDC.

15. As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review, and is subject to approval of Hillsborough County and HART.
16. Consistent with the Hillsborough County Corridor Preservation Plan and FDOT PD&E study for the facility, the developer shall preserve a minimum of +/- 26-feet of right-of-way along the project's SR 674 frontage in order to accommodate future 4-laning of the facility as shown on the PD site plan. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
17. Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
18. Notwithstanding anything herein or shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
19. 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.
20. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
21. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
22. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
23. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
22. 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:



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.

APPLICATION NUMBER: MM 24-0034

ZHM MEETING DATE: July 22, 2024

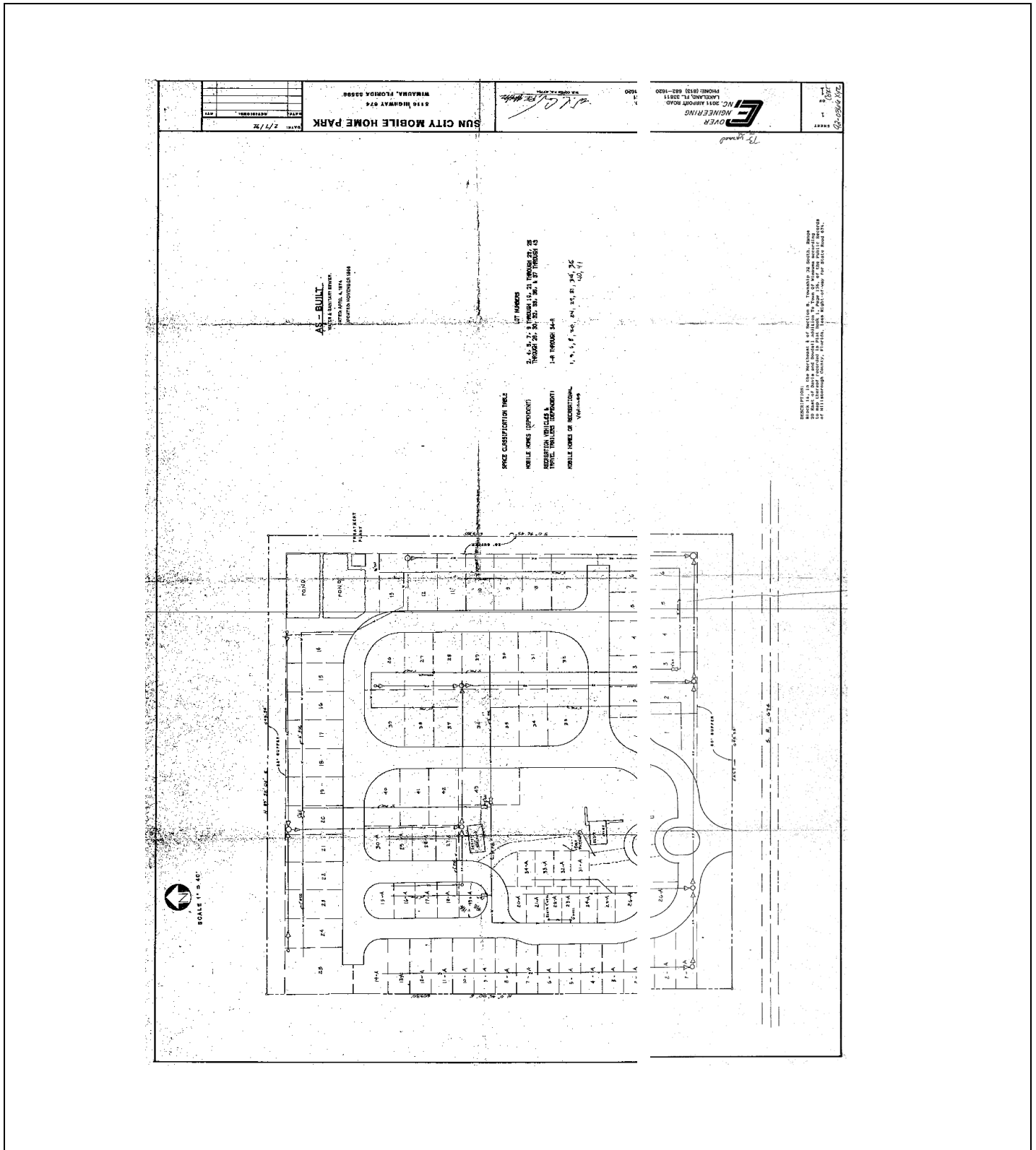
Case Planner: Tim Lampkin, AICP

BOCC LUM MEETING DATE: September 10, 2024

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: 07/03/2022

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: WM/ South

PETITION NO: PD 24-0034

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects for the reasons outlined below.

CONDITIONS OF APPROVAL

- The project shall be served by one (1) access connection on SR 674 and future accesses to the east and west as shown on the PD site plan.
- The developer shall construct an eastbound left turn at the project's SR 674 access connection with the initial increment of development, subject to FDOT approval.
- As shown on the site plan, the project's proposed internal grid roadway is required to comply with LDC, Sec. 3.23.08 subsections A., B., and D. Downtown Wimauma Overlay District Street Network Design standards, Sec. 3.23.10.C.1., and Sec. 6.04.03.Q. Cross Access. As such the developer shall construct the internal grid roadways, consisting of two segments, shown on the PD site plan as follows:
 - a. North-South Grid Road: The roadway shall consist of two sections. The +/-250-foot segment connecting to SR 674 shall be comprised of a three-lane urban section with an 8-foot-wide sidewalk on the west side within a 58-foot wide right of way. The remaining section shall consist of two 12-foot lanes and a 5-foot sidewalk on the west side within a 47-foot wide right of way. Access to the adjacent property to the east may be permitted consistent with the County LDC and Transportation Technical Manual.
 - b. East-West Grid Road: The roadway shall consist of two 12-foot-wide lanes and a 5-foot sidewalk on the south side within a 47-foot wide right of way. The roadway shall be constructed to the adjacent property boundary for future connection. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic (MUTCD), the developer shall place signage which identifies roadway stub-outs as a "Future Roadway Connection".
 - c. Both roadways shall be public roadways as proposed by the applicant.
- Except as may be otherwise specified herein these conditions, the project shall comply with and be subject to all applicable sections of Part 3.23.00 of the LDC, i.e. the Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County LDC.

- As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review, and is subject to approval of Hillsborough County and HART.
- Consistent with the Hillsborough County Corridor Preservation Plan and FDOT PD&E study for the facility, the developer shall preserve a minimum of +/- 26-feet of right-of-way along the project's SR 674 frontage in order to accommodate future 4-laning of the facility as shown on the PD site plan. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
- Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- Notwithstanding anything herein or shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
- 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.

Other Conditions:

- Prior to certification of the Site Plan (CSP), the applicant shall revise the CSP to:
 - Modify site note # 13. as follows: “EXISTING AND PROPOSED POINTS OF INGRESS AND EGRESS: ONE EXISTING POINT OF ACCESS ON SR 674 SHALL BE CLOSED, AND A NEW DRIVEWAY SERVING THE PROJECT SHALL BE CONSTRUCTED. THE PROJECT ACCESS ON SR 674 IS SUBJECT TO FDOT APPROVAL.”
 - Modify site note # 16. As follows: “INTERNAL CIRCULATION AND PRIVATE DRIVES: INTERNAL ACCESS SHALL BE PROVIDED WITH PRIVATE DRIVE AISLES WITH THE EXCEPTION OF THE PROPOSED NORTH-SOUTH ROAD AND EAST-WEST ROAD SEGMENTS AND SURFACE PARKING BUILT TO HILLSBOROUGH COUNTY PARKING AND LOADING STANDARDS. THE MINI-WAREHOUSE USE MAY BE GATED.”
 - Modify site note # 17. “RIGHT-OF-WAY RESERVATION/DEDICATION: AREAS OF RIGHT-OF-WAY (ROW) RESERVATION ARE SHOWN ON THIS PLAN TO ALLOW FOR THE FUTURE WIDENING OF SR 674 TO 126' ROW. ADDITIONAL ROW DEDICATION PROPOSED FOR THE PROJECT ENTRANCE AT 58', AND THE NORTH-SOUTH AND EAST-WEST GRID ROADS AT 47' , A SHOWN.”
 - Add a double headed arrow on the eastern boundary with a label that states “The adjacent property may take access to the roadway subject to County Standards and Requirements.”

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to modify a +/- 9.02 ac. parcel, zoned Planned Development (PD) #92-0366. The applicant is requesting approval of a second development option of 21,000 sf of retail plaza, 10,000sf of offices, and 105,000 sf of mini-warehouse uses. The site is located within the Downtown Subdistrict B portion of the Wimauma Downtown Overlay District (WDOD) and designated Office Commercial 20 (OC-20) future land use.

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 number of trips potentially generated under the existing and proposed zoning designations, generally consistent with the applicant’s transportation analysis, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 11th Edition.

Existing PD (Option 1):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 39 Mobile Home Park Units (ITE LUC 240)	350	26	23
PD, 38 RV Park Units (ITE LUC 416)	120*	9	12
TOTAL	359	35	35

*Estimated by staff. ITE Trip Generation Manual 11th Ed. does not report daily trips for this use.

Proposed Modification (Option 2):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 105,000 s.f. Mini-Warehouse Uses (ITE LUC 151)	152	10	15
PD, 21,000 s.f. Retail Plaza (ITE LUC 822)	1,116	47	132
PD, 10,000 s.f. Medical Office (ITE LUC 720)	322	30	37
TOTAL	1,590	87	184
Pass by Trips	N/A	0	44
Internal Capture	N/A	8	0
NET NEW TRIPS	1,116	79	140

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Net Peak Hour Trips	
		AM	PM
Difference	(+)757	(+)44	(+)105

The proposed modification (Option 2) would generally result in an increase of trips potentially generated by +757 average daily trips, +44 trips in the a.m. peak hour, and +105 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

SR 674 is a 2-lane, undivided, principal arterial roadway owned and maintained by the Florida Department of Transportation. The roadway is characterized by +/- 12-foot wide travel lanes in average condition. The roadway lies within a +/- 100-foot wide right-of-way along the project’s frontage. There are +/- 5-foot wide sidewalks along both sides of SR 674 in the vicinity of the proposed project. There are +/- 4-foot wide bicycle lanes (on paved shoulders) in the vicinity of the proposed project.

SR 674 is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane facility. According to FDOT staff, a PD&E (SR 674 Widening from US 301 to CR 579/ Project#: 422762-1) was

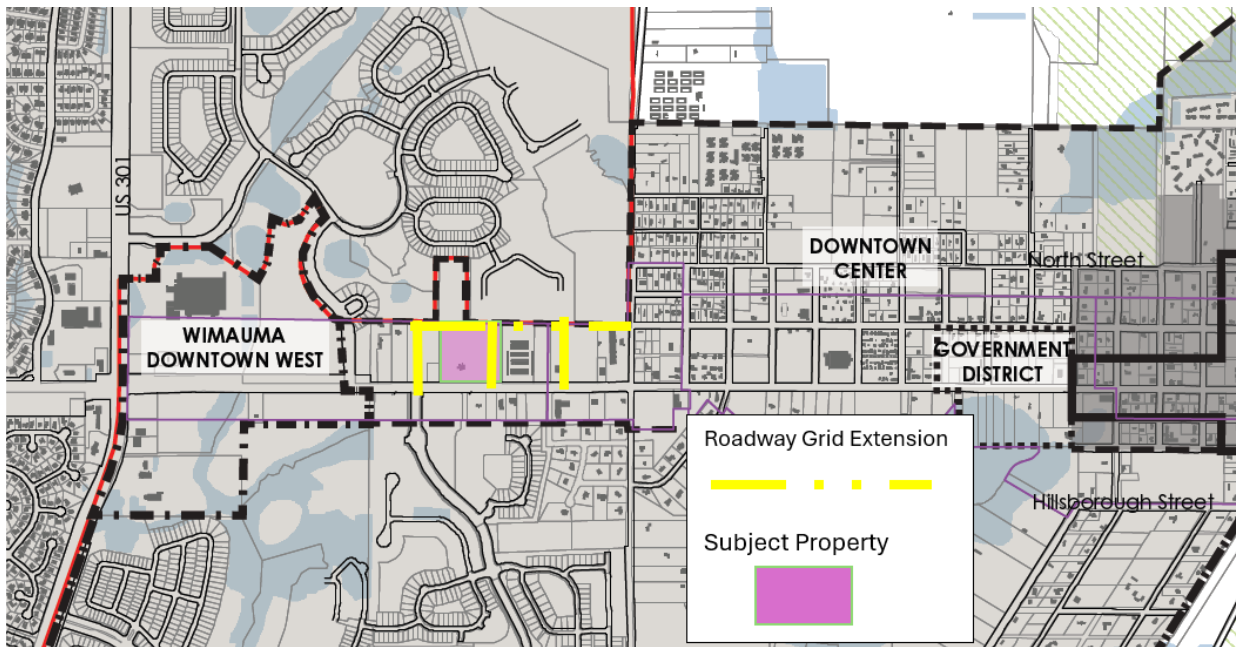
conducted for the area which identified 126 feet of right-of-way needed to accommodate the future 4-lane facility. The proposed PD site plan proposes 26 feet of preservation along the project's frontage.

SITE ACCESS AND CONNECTIVITY/ COMPLIANCE WITH WIMAUMA DOWNTOWN OVERLAY DISTRICT STANDARDS

The applicant is proposing one (1) full access connection to SR 674, an FDOT roadway.

Pursuant to the applicant's site access analysis, an eastbound left turn lane at the project access was found to be warranted pursuant to Section 6.04.04.D of the LDC. The applicant will be required to construct the turn lane improvement at time of development, subject to FDOT approval.

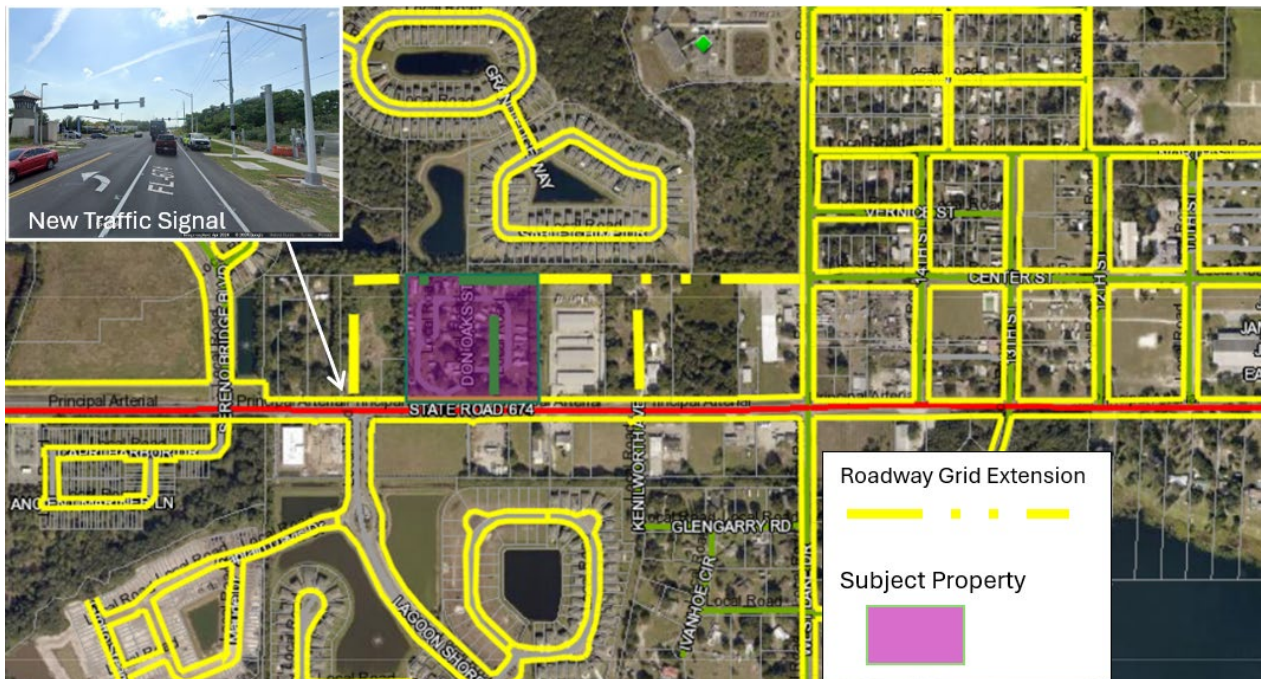
To comply with Downtown Wimauma Overlay District Street Network Design Standards found in LDC, Section 3.23.08, the proposed site plan includes two internal roadway segments identified as the North-South Grid Road and the East-West Grid Road to be constructed and dedicated to the public. The internal grid roads are required to provide an interconnected network of publicly accessible streets by continuing the block pattern and filling in gaps in the pattern as envisioned in the Wimauma Village Community Plan adopted in the Hillsborough County Comprehensive Plan, Livable Communities Element. See the graphic below of the Downtown Wimauma Districts excepted from the Wimauma Community Plan (October 2021) with additional staff annotation to illustrate the conceptual connectivity of the future grid network when built out.



Pursuant to LDC, LDC, Section 3.23.08.A. "Development must accommodate the grid-like pattern in Wimauma Downtown as represented in the Plan." Subsection 3.23.08.A. 2. States "Downtown streets must form an orthogonal grid and are required to intersect at ninety-degree angles." and A.3. states "All streets must be publicly dedicated and conveyed to the County or otherwise publicly accessible." Furthermore, Subsection 3.23.08.B.2. states that new streets shall "Follow a grid pattern and connect with existing streets and rights-of-way to provide multiple through routes for vehicles and pedestrians." and subsection D. states that "Paved stub-outs shall be provided to accommodate future street connections when adjacent to vacant land or land which could be redeveloped for residential."

The projects proposed internal grid roads are consistent with the above cited Downtown Wimauma standards. The proposed public local roadways are designed as the project access to SR 674 and located along the eastern and northern boundary of the subject property to provide access to the adjacent properties also within the Wimauma Downtown District to the east and to the west at the time that they redevelop.

The proposed internal grid roads will also fulfill the Sec. 6.04.03.Q. cross access requirements and the special connectivity requirements of the Wimauma Downtown Overlay District, Section 3.23.10.C.1. Additionally, the north-south grid road/access connection to SR 674 will enable the adjacent parcel to the east (folio# 78891.000) to take access directly to it. This will permit FDOT the option of closing the access to the adjacent property upon its future development/redevelopment, in which case it would utilize the proposed new grid roadway within the subject PD. Such configuration will improve spacing compliance and enhance safety within the corridor in the future. See the annotated screenshot from the County GIS viewer below demonstrating the conceptual connectivity of the future grid network aligning with the existing Center St. roadway to the east and the recently signalized intersection of Lagoon Shore Blvd. and SR 674.



As each of the adjacent properties develop/redevelop, said properties will be required by the Wimauma Down District Overlay Street Network Design Standards to construct the increment of the roadway grid extension connecting the subject property to the existing surrounding public roadway network over time. The extended roadway grid network, as envisioned in the Wimauma Village Community Plan and required by the LDC, will provide an alternative route for traffic traveling to and from the adjacent properties, preserve the level of service of SR 674, and enhance pedestrian access.

Required Public Transit Facilities

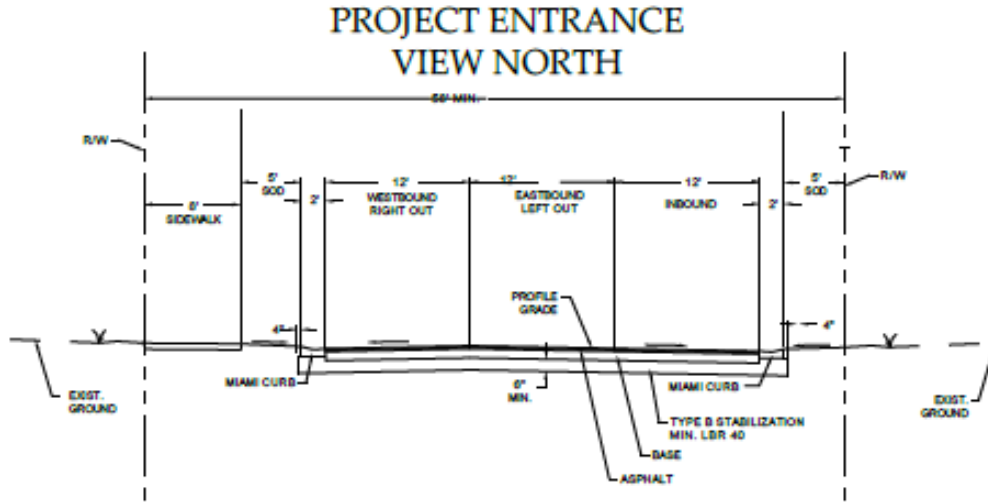
As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review and is subject to approval of Hillsborough County and HART.

INTERNAL ROADWAY GRID TYPICAL SECTIONS

The proposed new public local roadways internal to the project consist of the North-South roadway segment and the East-West roadway segment pursuant to LDC, Sec. 3.23.08. Street Network Design standards. In

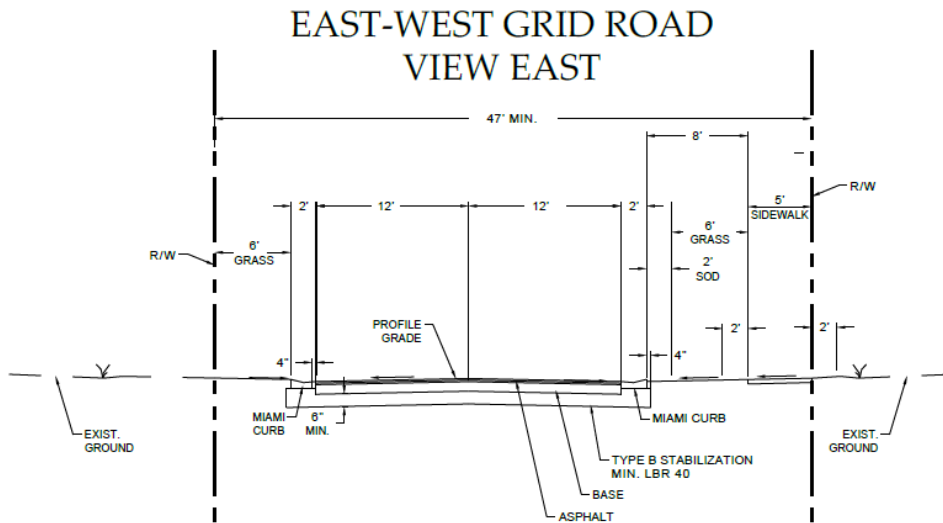
consultation with the County Engineer, the applicant has included the proposed alternative typical sections within the PD site plan. They are designed as TS-3, Urban Local Non-Residential Roadways without a sidewalk on the side abutting the adjacent property. If the adjacent property redevelops, the redeveloping property will be required to construct the sidewalk along their roadway frontage.

The North-South roadway provides the project access to SR 674 and consists of two typical sections. Intersecting with SR 674 is a +/-250-foot long, three lane section with two outbound turn lanes and one inbound lane. The section has 12 feet wide lanes and an 8-foot-wide sidewalk on the west side within 58 feet of right-of-way. See proposed section below.



The remaining section of the North-South roadway consists of two 12-foot lanes and a 5-foot sidewalk on the westside within a total 47 feet of right of way. This segment will intersect with the proposed East-West roadway.

The East-West roadway will provide connectivity between the North-South roadway and the future extension of the grid to the east and west upon redevelopment of the adjacent properties, who will be responsible for constructing their respective segments. The section consists of two 12-foot lanes and a 5-foot sidewalk within 47 feet of right of way. See proposed section below.



ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Information for West Lake Dr. was not included in the 2020 Hillsborough County LOS report. As such, LOS information for the facility cannot be provided. Information for the other adjacent roadway is provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
SR 674	US 301	CR 579	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
SR 674	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

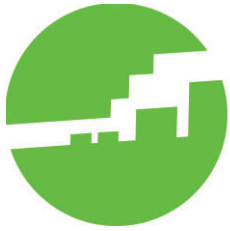
Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	359	35	35
Proposed	1,116	79	140
Difference (+/-)	+757	+44	+105

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

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

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

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



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: July 22, 2024 Report Prepared: July 11, 2024	Case Number: MM 24-0034 Folio(s): 78887.0000 General Location: North of State Road 674 and east of Serene Ridge Boulevard
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Office Commercial-20 (20 du/ga; 0.75 FAR)
Service Area	Urban
Community Plan(s)	Wimauma, SouthShore Areawide Systems
Rezoning Request	Major Modification to allow for a second development option for 136,000 sq.ft. of non-residential uses
Parcel Size	+/- 9.08 acres
Street Functional Classification	State Road 674 – Principal Arterial Serene Ridge Boulevard – Local
Commercial Locational Criteria	Not applicable
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Office Commercial-20	Planned Development	Mobile Home Park
North	Residential-4	Agricultural Single-Family 0.4 + Planned Development	Single-Family Residential + Vacant
South	Office Commercial-20	Commercial General+ Commercial Intensive	Vacant+ Light Commercial+ Heavy Commercial
East	Office Commercial-20	Planned Development	Light Industrial
West	Office Commercial-20	Agricultural Single Family 0.4	Vacant

Staff Analysis of Goals, Objectives and Policies:

The subject site is located on approximately 9.08 ± acres north of State Road 674 and east of Serene Ridge Boulevard. The subject property is within the Urban Service Area (USA) and within the limits of the Wimauma Community Plan and SouthShore Areawide Systems Plan. The applicant requests a major modification to allow for a second development option for 136,000 sq. ft. of non-residential uses. Per the site plan dated July 2, 2024, there are two retail buildings and one office building fronting on State Road 674. There is also one mini-warehouse and a stormwater pond located along the northern property boundary and parking is internal to the site. The retail buildings are 21,000 sq.ft., the office buildings are 10,000 sq.ft. and mini-warehouse is 105,000 sq.ft.

The subject site’s Future Land Use designation is Office Commercial-20 (OC-20) on the Future Land Use Map. Typical allowable uses within the OC-20 Future Land Use category include: community commercial type uses, office uses, mixed use developments, and compatible residential uses. OC-20 is located to the south, east and west of the site. Residential-4 is located to the north. The proposed use is consistent with the OC-20 Future Land use classification.

The proposed major modification meets the intent of Objective 1 of the Future Land Use Element of the Comprehensive Plan by providing growth in the Urban Service Area. The proposed major modification also meets the intent of Policy 1.4, being found compatible with the surrounding area which has commercial uses along State Road 674. According to Policy 1.4 “Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing

development.” According to Appendix A of the Future Land Use Element, the intent of the OC-20 Future Land Use Category is “to recognize existing commercial and office centers and provide for future development opportunities. New retail development should be part of a mixed use development or be clustered at the intersections of major roadways. Retail uses should be discouraged outside of these nodes. In this case, a major modification to allow for a mixed use development would not significantly change the existing character of the area which has existing commercial uses along State Road 674.

The subject property is surrounded by predominately agricultural uses and low density, single family neighborhoods in the RES-4 and RES-6 Future Land Use designations. The application is consistent with Objective 16, and Policies 16.2, 16.3 and 16.8 of the Future Land Use Element (FLUE) as well as Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC). The applicant is proposing an internal circulation and street stub-outs to connect adjacent neighborhoods together while also being sensitive to the environmentally sensitive land on site. This meets the intent of FLUE Policy 16.7 and Wimauma Community Plan Goal 5.

The subject site meets the intent of Objective 16 and Policies 16.2 and 16.3 regarding the protection of adjacent land uses through various buffering and mitigation measures. The subject site has residential uses further north. A stormwater pond and mini-warehouse will be located to the north and will act as a buffer from the proposed parking and vehicular drive areas. The proposed major modification also meets the intent of Policy 16.5 that intends to concentrate nonresidential along collector and arterial roads external to established neighborhoods. The site is located along State Road 674 and will not encroach on the single family residential nearby. The Community Design Component (CDC) in the FLUE also contains policy direction about designing developments that relate to the predominant character of the surroundings (CDC Goal 12). It further states that new developments should recognize the existing community and be designed in a way that is compatible with the established character of an area (CDC Objective 12-1). The surrounding land use pattern is commercial in character along State Road 674 and the proposed major modification will not significantly alter that, nor will it encroach onto the single-family residential located further to the north.

At the time of filing this report, final transportation and zoning comments were not yet available in Optix. Therefore, the Planning Commission Staff finding did not take them into consideration for the analysis of this request.

The subject site is in the Wimauma Village Community Plan. Specifically, it is located in the Downtown Center B District which includes a mix of residential and retail and office uses. The proposed major modification will also meet the intent of Business and Economic Development Goal of the Plan by providing a commercial use in the commercial core along State Road 674. The property is also within the SouthShore Areawide Systems Plan. The SouthShore Areawide Systems Plan encourages implementing preferred development patterns as identified in the community plan. The proposed development is compatible with the surrounding commercial development pattern.

Overall, the proposed major modification would allow for development that is consistent with the Goals, Objectives and Policies of the Unincorporated Hillsborough County Comprehensive Plan and is compatible with the existing and planned development pattern found in the surrounding area.

Recommendation

Based upon the above considerations and the following Goals, Objectives and Policies, Planning Commission staff finds the proposed Planned Development **CONSISTENT** 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.*

Relationship to Land Development Regulations

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

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

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:

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

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

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

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

Policy 16.7: Residential neighborhoods shall be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods together.

Policy 16.8: The overall density and lot sizes of new residential projects shall reflect the character of the surrounding area, recognizing the choice of lifestyles described in this Plan.

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

SouthShore Areawide Systems Plan

Economic Development Objective

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

1. Land Use/ Transportation

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

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.

Wimauma Village Community Plan

Downtown Center

Context: The Downtown Center encourages a range of uses, which should be compact and contain both attached and detached buildings. The residential character hosts a mix of housing types including single family attached and detached homes and multi-family units. Homes located in the Downtown Center zone are normally set back from the front property line to allow a front yard with a porch or stoop; lots often have private rear yards.

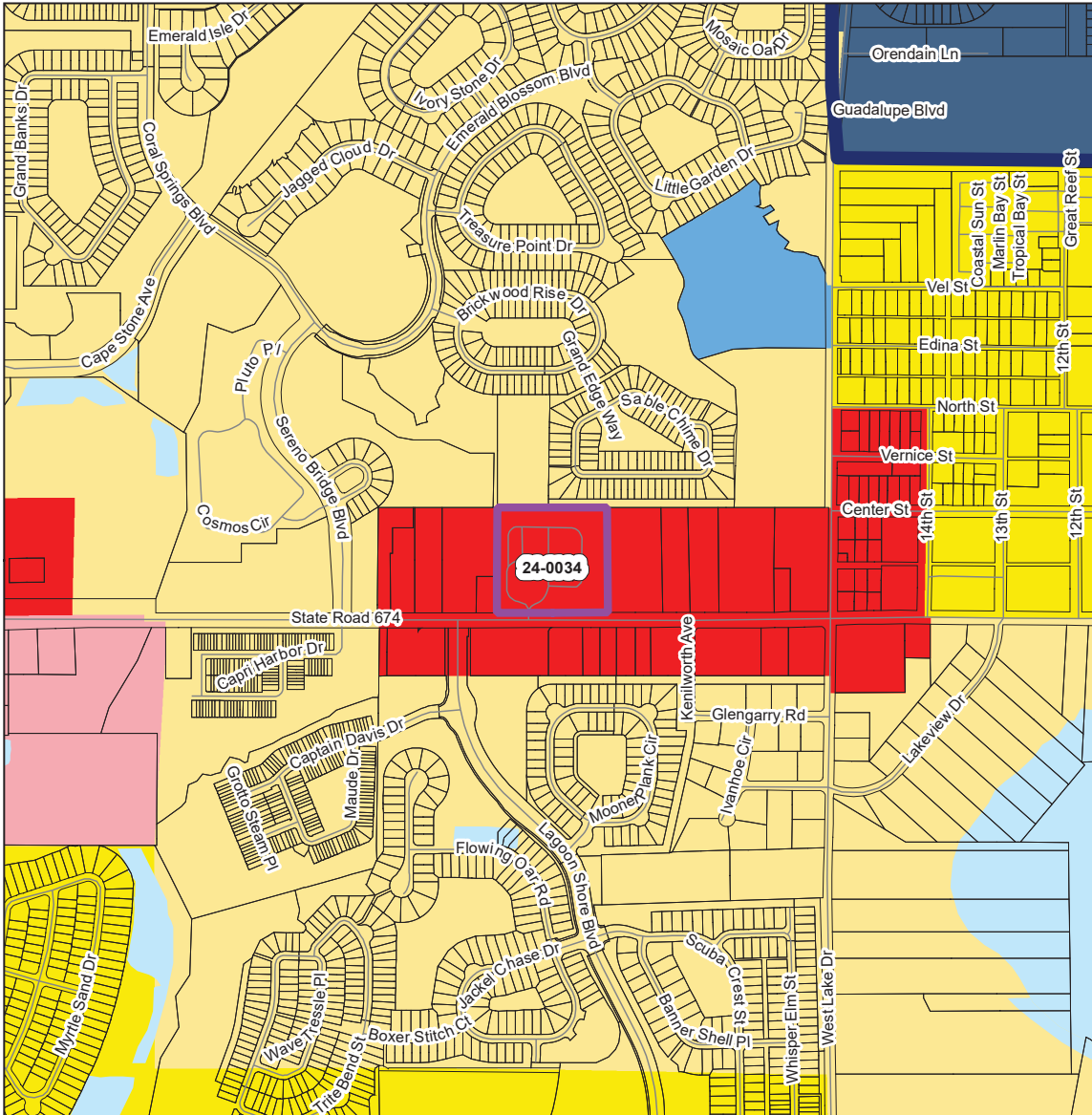
The Downtown Center encourages higher density residential with some retail services and office uses meeting locational criteria. This functions as a transition between Downtown Residential and suburban residential neighborhoods, and Main Street uses.

- Live-work units and mixed-use buildings are encouraged*
- Includes the Wimauma Downtown TDR Receiving Zone*

4. Business and Economic Development – Provide opportunities for business growth and jobs in the Wimauma community

- *Expand the commercial core north and south of SR 674 within the Urban Service Area - (Refer to the Wimauma Downtown borders defined by the Wimauma Community Plan) Maintain the Light Industrial and Commercial district as Wimauma Downtown East district along SR 674, east of the conceptual Cross County Greenway to the intersection of Balm-Wimauma Road as an area for future non-residential uses, including industrial Expand job training opportunities within Wimauma, including training for farm workers on sustainable farming practices to help them establish local farm businesses*

HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 24-0034

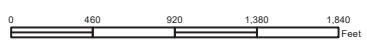


- Rezoning**
- STATUS
 - APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING
- Tampa Service
 - Urban Service
 - Shoreline
 - County Boundary
 - Jurisdiction Boundary
 - Roads
 - Parcels
 - wam.NATURAL LULC_Wet_Poly
 - AGRICULTURAL/MINING-1/20 (.25 FAR)
 - PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.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)
 - 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 (.75 FAR)
 - RESEARCH CORPORATE PARK (1.0 FAR)
 - ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, 25 FAR RETAIL/COMMERCE)
 - LIGHT INDUSTRIAL PLANNED (.75 FAR)
 - LIGHT INDUSTRIAL (.75 FAR)
 - HEAVY INDUSTRIAL (.75 FAR)
 - PUBLIC/QUASI-PUBLIC
 - NATURAL PRESERVATION
 - WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
 - CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser.

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ACCURACY: It is intended that the accuracy of the base map comply with U.S. national map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City/County Planning Commission. This map is for illustrative purposes only. For the most current data and information, see the appropriate source.



Map Printed from Rezoning System: 10/16/2023
 Author: Beverly F. Daniels
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