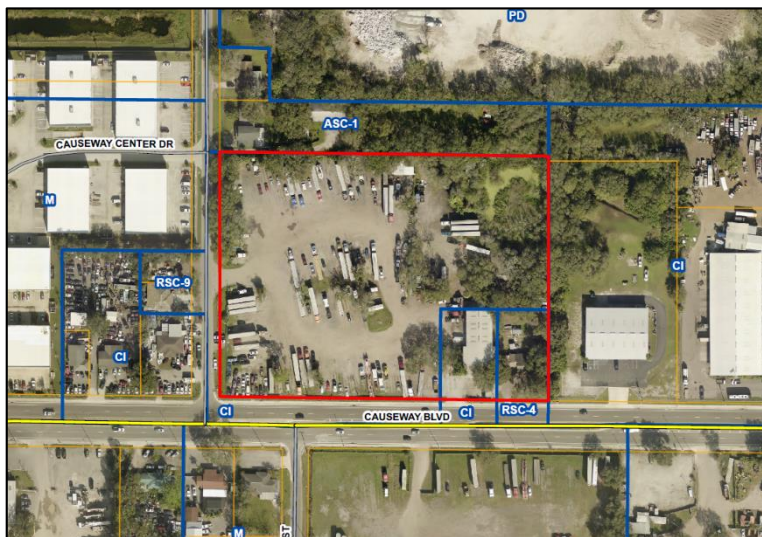




**Rezoning Application:** 23-0782  
**Zoning Hearing Master Date:** November 13, 2023  
**BOCC Land Use Meeting Date:** January 9, 2024

**1.0 APPLICATION SUMMARY**

**Applicant:** Allan D. Lindsey  
**FLU Category:** OC-20  
**Service Area:** Urban  
**Site Acreage:** 0.39  
**Community Plan Area:** Greater Palm River  
**Overlay:** None



**Request Summary:**

Request to rezone a split-zoned parcel, located at 5420 Causeway Boulevard, from Residential Single-Family Conventional- 4 (RSC-4) and Commercial Intensive (CI) to Commercial Intensive (CI) in order to bring the property under one zoning district.

Zoning:	Existing		Proposed
District(s)	RSC-4	CI	CI
Typical General Use(s)	Single-Family Residential (Conventional Only)	Intensive Commercial, Office and Personal Services	Intensive Commercial, Office and Personal Services
Acreage	0.39	6.59	6.98
Density/Intensity	1 unit per 10,000 sf	.30 FAR	.30 FAR
Mathematical Maximum*	1 unit	86,118 sf	91,263 sf

\*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	RSC-4	CI	CI
Lot Size / Lot Width	10,000sf / 75'	20,000 sf / 100'	20,000 sf / 100'
Setbacks/Buffering and Screening	Front- 25' Rear- 25' Sides- 7.5	Front- 30' North- Screening Type B / 20' buffer	Front- 30' North- Screening Type B / 20' buffer
Height	35'	50'	50'

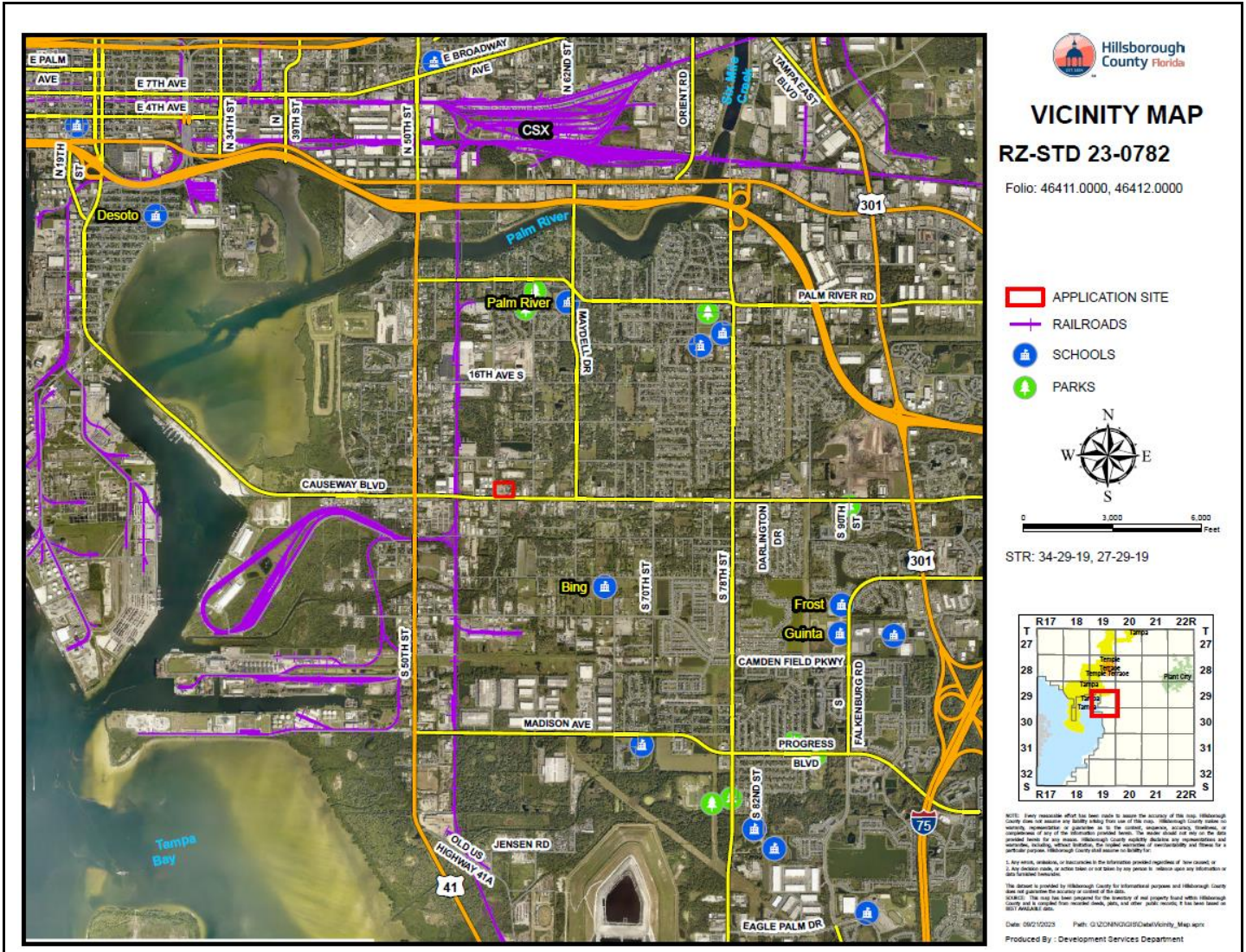
**Additional Information:**

PD Variation(s)	N/A
Waiver(s) to the Land Development Code	None

<b>Planning Commission Recommendation:</b> Consistent	<b>Development Services Recommendation:</b> Approvable
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### 2.0 LAND USE MAP SET AND SUMMARY DATA

#### 2.1 Vicinity Map



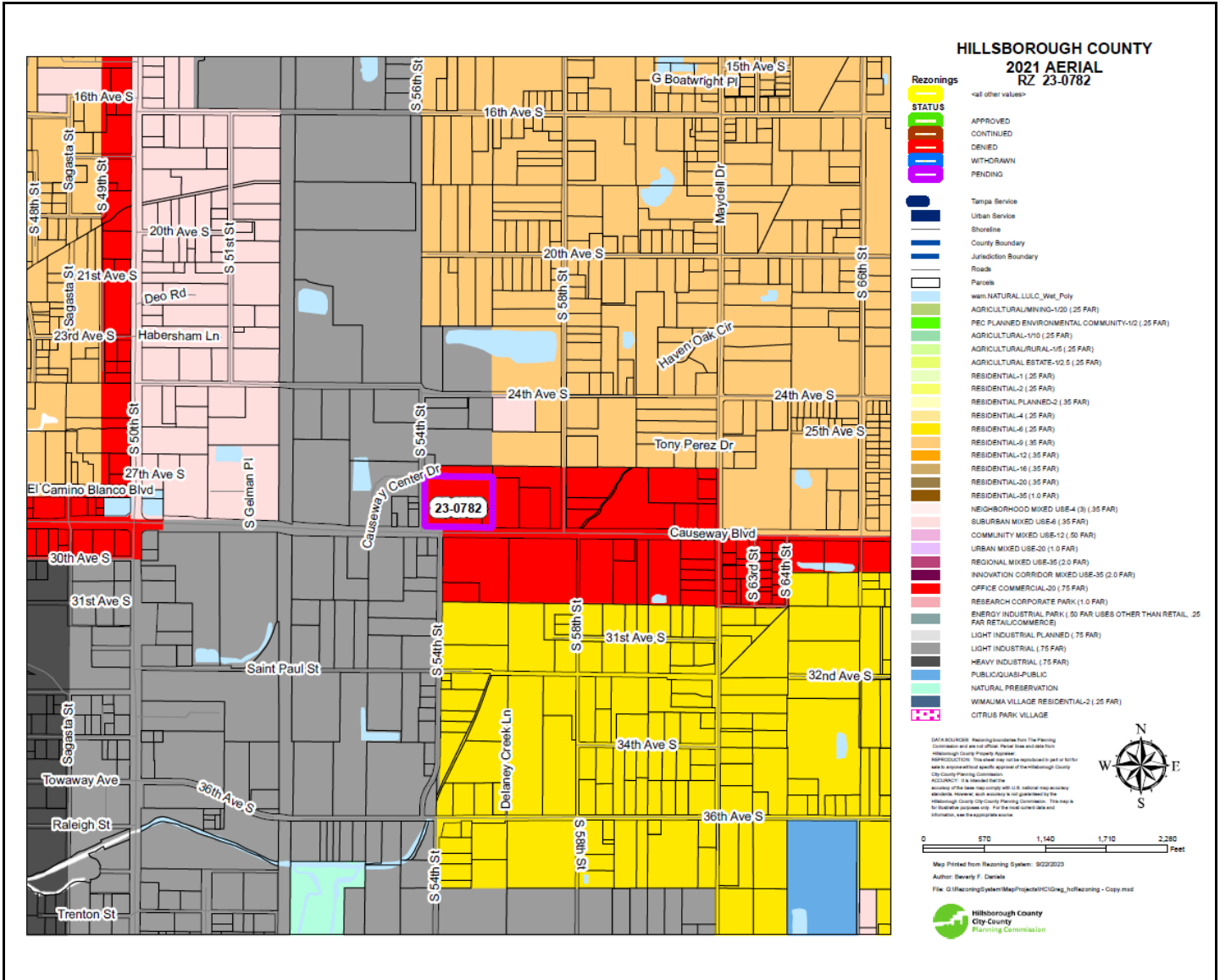
#### Context of Surrounding Area:

The subject property is located at 5420 Causeway Boulevard, on the northside of the roadway. The property and the surrounding area are within the Greater Palm River Community Plan Area and the Tampa Service Area. Uses in the area primarily consist of commercial and light industrial along Causeway Boulevard and single-family residential at varying densities. Some agriculture uses are present in the area as well. Zoning districts in the area are primarily CI, ASC-1, and M.



2.0 LAND USE MAP SET AND SUMMARY DATA

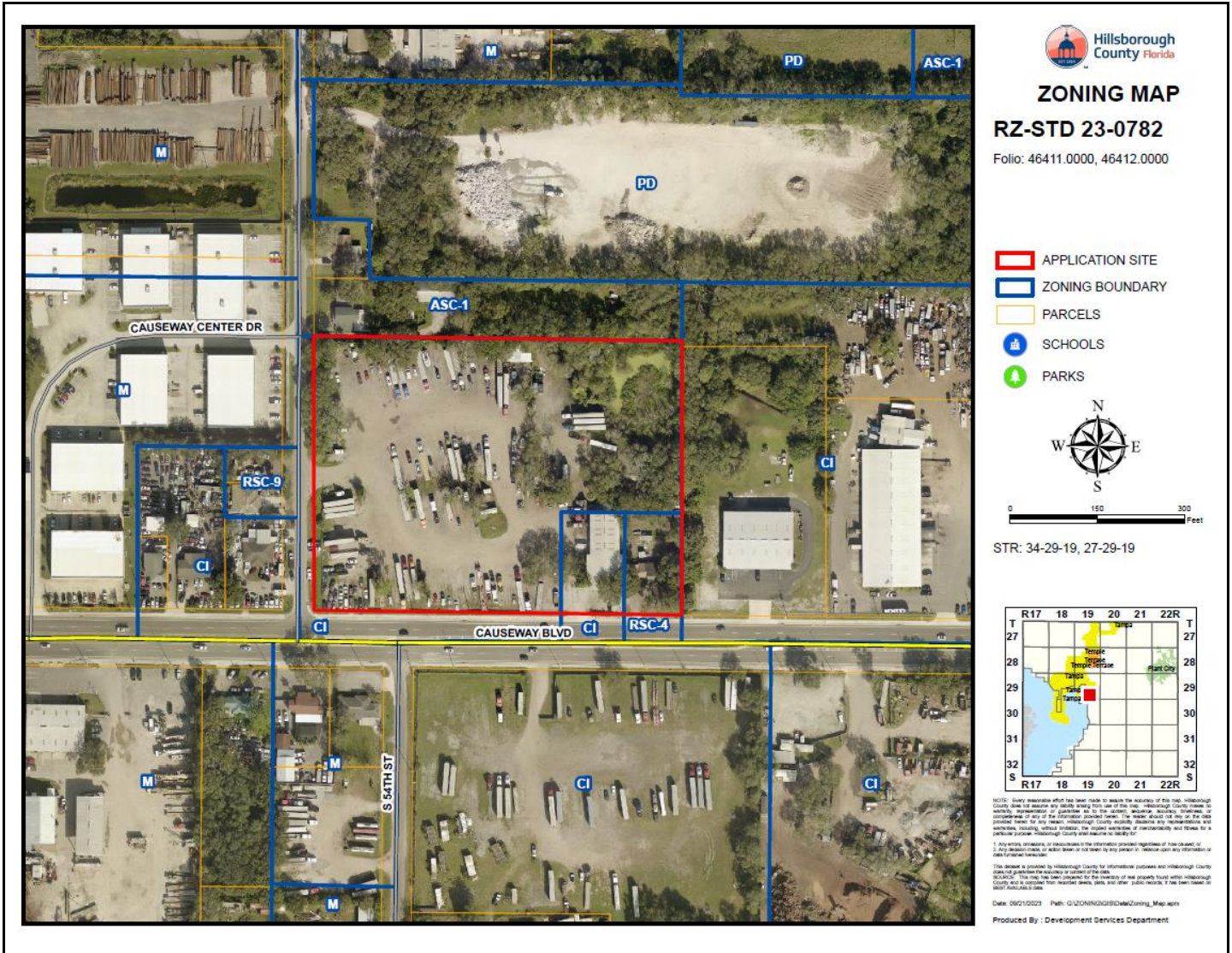
2.2 Future Land Use Map



<p>Subject Site Future Land Use Category:</p>	<p>Office Commercial- 20 (OC-20)</p>
<p>Maximum Density/F.A.R.:</p>	<p>.75 up to 600,000 sf/ Commercial limited to 350,000 sf</p>
<p>Typical Uses:</p>	<p>Community commercial type uses, office uses, mixed use developments, and compatible residential uses.</p>

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	ASC-1	1 du per gross acres	Single-Family/Mobile Homes/ Agriculture	Single-Family Residential
South	CI M	.30 FAR .75 FAR	Intensive Commercial Industrial/Manufacturing	Vacant, Single-Family residential, Auto-repair
East	CI	.30 FAR	Intensive Commercial	Light Industrial
West	CI RSC-9 M	.30 FAR .75 FAR 1 du per 5,000 sf	Intensive Commercial Single-Family Conventional Industrial/Manufacturing	Residential Home, Auto Sales, Light Industrial

APPLICATION NUMBER: RZ 23-0573

ZHM HEARING DATE: November 13, 2023

BOCC LUM MEETING DATE: January 9, 2024

Case Reviewer: Jared Follin

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
Causeway Blvd	FDOT Arterial - Urban	4 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
54th Street	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	8,704	294	721
Proposed	11,032	516	885
Difference (+/1)	+2,328	+222	+164

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

Connectivity and Cross Access <input checked="" type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North				
South				
East				
West				
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Administrative Variance Requested	Approvable
	Design Exception Requested	Previously Approved
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 checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> N/A <input type="checkbox"/> No	

**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 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 checked="" type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other - <u>Airport Height Restriction 170' AMSL</u>				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Service Area/ Water &amp; Wastewater</b> <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Impact/Mobility Fees</b>				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



**5.0 IMPLEMENTATION RECOMMENDATIONS**

**5.1 Compatibility**


The subject parcel, located at 5420 Causeway Boulevard, is split-zoned Commercial Intensive (CI) and Residential Single-Family Conventional- 4 (RSC-4). The rezoning proposes to rezone the RSC-4 portion to CI to bring the property under one zoning district. The total acreage of the property is 6.98 acres, with approximately .39 acres zoned RSC-4. The property is in the Greater Palm River Community Plan Area and is in the Tampa Service Area.

The current RSC-4 zoning on the property is entirely surrounded by commercial and industrially zoned districts. Properties in the immediate vicinity are primarily zoned Intensive Commercial and Manufacturing, containing a variety of commercial and heavy/light industrial uses. Other properties in the area are zoned for residential, but they are few and generally surrounded by higher intense zonings and districts.

The subject property is designated as Office Commercial-20 (OC-20) on the Future Land Use Plan. The proposed zoning is consistent with the future land use designation. As a result, the Planning Commission has determined that the proposal, is consistent with the Comprehensive Plan. The uses and zoning districts around the property are consistent with the proposed Commercial Intensive zoning district, and thus, the rezoning request of the property from Commercial Intensive (CI) & Residential Single-Family Conventional-4 (RSC-4) to Commercial Intensive would be compatible with the existing development and zoning trends in the area.

**5.2 Recommendation**

Based on the above considerations, staff finds the proposed rezoning to the CI zoning district approvable.

<b>Zoning Administrator Sign Off:</b>	 <p>J. Brian Grady Mon Nov 6 2023 09:11:24</p>
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**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**

N/A

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



## AGENCY REVIEW COMMENT SHEET

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**TO:** Zoning Technician, Development Services Department  
**REVIEWER:** Alex Steady, AICP  
**PLANNING AREA/SECTOR:** Greater Palm River/Central

**DATE:** 11/02/2023  
**AGENCY/DEPT:** Transportation  
**PETITION NO.:** STD 23-0782

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- This agency has no comments.
- This agency has no objection.
- This agency objects for the reasons set forth below.

### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting to rezone one parcel totaling +/- 6.87 acres from Residential Single Family Conventional – 4 (RSC-4) and Commercial Intensive (CI) to all Commercial Intensive (CI). The site is located on the northeast corner of the intersection of Causeway Blvd and 54<sup>th</sup> Street. The Future Land Use designation of the site is Office Commercial – 20 (OC-20).

### **SITE ACCESS**

Generally, for projects with a Euclidean zoning designation, a project’s potential transportation impacts, site access requirements, substandard road issues, site layout and design, other issues related to project access, and compliance with other applicable Hillsborough County Comprehensive Plan, Hillsborough County Land Development Code (LDC) and Hillsborough County Transportation Technical Manual (TTM) requirements are evaluated at the time of plat/site/construction plan review. Given the limited information available as is typical of all Euclidean zoned properties and/or non-regulatory nature of any conceptual plans provided, Transportation Review Section staff did review the proposed rezoning to determine (to the best of our ability) whether the zoning is generally consistent with applicable policies of the Hillsborough County Comprehensive Plan, LDC and TTM (e.g. to ensure that the proposed rezoning would not result in a violation of the requirement whereby access to commercial properties cannot be taken through residentially or agriculturally zoned properties), and/or whether, in staff’s opinion, some reasonable level of development under the proposed zoning designation could be supported based on current access management standards (e.g. to ensure that a project was not seeking an intensification of a parcel which cannot meet minimum access spacing requirements).

Staff notes this application originally proposed rezoning two separate parcels. Since the original request, the two parcels have been combined through the certified parcel process resulting in one parcel proposed for rezoning. Combining the parcels into one avoids issues with separate ownership of the parcels in the future which may lead to access issues. Since the parcels have been combined under one parcel, no access issues were identified.

Transportation staff requires all rezonings that take access to an FDOT roadway to submit documentation of coordination with FDOT in regards to access. The applicant submitted documentation regarding FDOT comments for access and no major issues were identified. The applicant will be required to comply with all FDOT access management requirements during the permitting process.

Staff notes that, regardless of this review, the developer/property owner will be required to comply with all Comprehensive Plan, LDC, TTM and other applicable rules and regulations at the time of plat/site/construction plan review. As such, staff has no objection to this request.

Staff notes that any plans or graphics presented as a part of a Euclidean zoning case is non-binding and will have no regulatory value at the time of plat/site/construction plan review.

**Trip Generation Analysis**

In accordance with the Development Review Procedures Manual (DRPM), no transportation analysis was required to process the proposed rezoning. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 11<sup>th</sup> Edition.

**Approved Zoning:**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RSC-4, 1 Single Family Dwelling Unit (ITE Code 210)	10	1	1
CI, 80,000 sf Supermarket (ITE Code 850)	7,210	229	646
CI, 4,000 sf Convenience Store/ Gas Station (ITE Code 945)	1,484	64	74
Subtotal	8,704	294	721

**Proposed Zoning:**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
CI, 80,000 sf Supermarket (ITE Code 821)	7,210	229	646
CI, 4,000 sf Convenience Store/ Gas Station (ITE Code 945)	1,484	64	74
CI, 5,000 sf Fast-Food Restaurant with Drive Through (ITE Code 934)	2,338	223	165
Total	11,032	516	885

**Trip Generation Difference:**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>+2,328</b>	<b>+222</b>	<b>+164</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The site has frontage on Causeway Blvd. and 54<sup>th</sup> Street. Causeway Blvd. is a 4-lane, divided, FDOT maintained, arterial roadway. Causeway Blvd. has sidewalks and bike lanes on both sides of the roadway within the vicinity of the project. 54<sup>th</sup> Street is a 2-lane, substandard, Hillsborough County maintained, local roadway. 54<sup>th</sup> Street lies within +/- 50 feet of Right of Way in the vicinity of the project. 54<sup>th</sup> Street does not have sidewalks on either side of the roadway within the vicinity of the project.

**ROADWAY LEVEL OF SERVICE**

Level of Service (LOS) information is reported below. 54<sup>th</sup> Street is not a regulated roadway and as such was not included in the Level of Service Report.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
CAUSEWAY BLVD	50 <sup>TH</sup> ST	US HWY 301	D	C

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

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Causeway Blvd	FDOT Arterial - Urban	4 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
54th Street	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	8,704	294	721
Proposed	11,032	516	885
Difference (+/-)	+2,328	+222	+164

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

Connectivity and Cross Access <input checked="" type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Choose an item.
South		Choose an item.	Choose an item.	Choose an item.
East		Choose an item.	Choose an item.	Choose an item.
West		Choose an item.	Choose an item.	Choose an item.
Notes:				

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

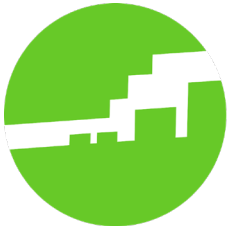
4.0 Additional Site Information & Agency Comments Summary

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

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**Hillsborough County  
City-County  
Planning Commission**

<b>Unincorporated Hillsborough County Rezoning</b>	
<b>Hearing Date:</b> November 13, 2023  <b>Report Prepared:</b> November 1, 2023	<b>Petition: RZ 23-0782</b>  <b>5410 and 5420 Causeway Boulevard</b>  <i>North of Causeway Boulevard and east of South 54<sup>th</sup> Street</i>
<b>Summary Data:</b>	
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	<b>Office Commercial-20 (20 du/ga; 0.75 FAR)</b>
<b>Service Area</b>	<b>Urban</b>
<b>Community Plan</b>	<b>Greater Palm River</b>
<b>Request</b>	Rezoning from Residential Single Family Conventional-4 (RSC-4) and Commercial Intensive (CI) to Commercial Intensive (CI)
<b>Parcel Size</b>	± 6.88 acres
<b>Street Functional Classification</b>	Causeway Boulevard - <b>Arterial</b> South 54th Street - <b>Local</b>
<b>Locational Criteria</b>	N/A
<b>Evacuation Zone</b>	A



## **Context**

- The approximately ± 6.88 acre subject site is located north of Causeway Boulevard and east of South 54th Street.
- The subject site is located within the Urban Service Area and the Greater Palm River Community Plan. It is also located within the Coastal High Hazard Area (CHHA).
- The subject property is located within the Office Commercial-20 (OC-20) Future Land Use category, which can be considered for a maximum density of 20 dwelling units per acre and a maximum intensity of 0.75 FAR. The OC-20 Future Land Use category is intended to recognize existing commercial and office centers and provide for future development opportunities. Typical uses of OC-20 include community commercial type uses, office uses, mixed use developments, and compatible residential uses. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- Office Commercial-20 (OC-20) surrounds the subject site to the north, east, and south. To the west is Light Industrial (LI). Further south is Residential-6 (RES-6), and further northeast is Residential-9 (RES-9). A small pocket of Suburban Mixed Use-6 (SMU-6) exists to the north.
- The subject site is Single Family and Light Industrial. Light Industrial abuts the subject site to the east and west. To the north and south are Vacant and Heavy Industrial. Single Family uses are interspersed throughout this area. This area is industrial in character.
- The subject site is currently zoned as Residential Single Family Conventional-4 (RSC-4) and Commercial Intensive (CI). Commercial Intensive (CI) surrounds the subject site to the north, south, east, and west. Manufacturing (M) exists further west.
- The applicant is requesting to rezone the subject site from Residential Single Family Conventional-4 (RSC-4) and Commercial Intensive (CI) to Commercial Intensive (CI).

## **Compliance with Comprehensive Plan:**

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

## **FUTURE LAND USE ELEMENT**

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

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

***Policy 1.4:*** Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and

architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

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

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

**Policy 7.1:** The Future Land Use Map shall be used to make an initial determination regarding the permissible locations for various land uses and the maximum possible levels of residential densities and/or non-residential intensities, subject to any special density provisions, locational criteria and exceptions of the Future Land Use Element text.

### **Land Use Categories**

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

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

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

### **Relationship To Land Development Regulations**

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

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

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

### **Neighborhood/Community Development**

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

**Policy 16.1:** *Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as: 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 16.5:** *Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.*

**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.*

**Policy 16.10:** *Any density increase shall be compatible with existing, proposed or planned surrounding development. 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.*

## **LIVABLE COMMUNITIES ELEMENT: Greater Palm River**

### **Planning and Growth/Economic Development**

**Goal 5a:** *Planning and Growth – to promote and provide for opportunities for compatible well designed public use, residential, and business growth and jobs*

**Strategy 8:** *Support well designed, compatible densities and intensities at appropriate locations.*

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

**The approximately ± 6.88 acre subject site is located north of Causeway Boulevard and east of South 54th Street. The site is located within the Urban Service Area and within the limits of the Greater Palm River Community Plan. The applicant is requesting to rezone the**



subject site from Residential Single Family Conventional-4 (RSC-4) and Commercial Intensive (CI) to Commercial Intensive (CI).

The subject site sits within 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. The proposed request is therefore consistent with this policy direction. FLUE 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 subject site is currently zoned for RSC-4 and CI. The applicant is proposing to rezone the subject site to CI. The property currently has one vacant single-family home onsite and a prefabricated warehouse with a small metal storage building onsite. In the surrounding area, there is a single-family home to the north, and a warehouse and scrap material and recycling yard to the east. Additionally, the proposed CI uses are allowable for consideration under the subject site's Future Land Use designation of OC-20. The proposed change to CI is compatible with the existing character development of the area. The request is consistent with Objective 8 and its associated policies.

According to FLUE Objective 9 and policies 9.1 and 9.2, all existing and future land development regulations must be consistent with the Comprehensive Plan. The FLU category of OC-20 allows for community commercial type uses, office uses, mixed use developments. The OC-20 FLU category surrounds the subject site to the north, east, and south. FLU category LI surrounds the subject site to the north, west, and southwest. The subject site's Future Land Use category allows for the consideration of CI uses and is compatible with the surrounding properties and land uses.

The proposed rezoning meets the intent of Objective 16 and associated policies relating to neighborhood protection. Existing industrial and vacant uses surround the subject site to the north, east, west, and south. The area to the south of the subject site is vacant. Policy 16.3 states development and redevelopment shall be integrated with the adjacent land uses. The area is industrial in character with Light Industrial, Heavy Industrial, and Vacant uses surrounding the property. A pocket of single-family exists to the north, southwest, east, and west to the subject site. Goal 5a Strategy 8 of the Greater Palm River Community Plan looks for compatible densities and intensities at appropriate locations. A rezoning to CI would reflect a development pattern that is in accordance with the existing development pattern and consistent with the policy direction of the surrounding area.

Overall, the proposed rezoning 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, the Planning Commission staff finds the proposed Rezoning **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*.

# HILLSBOROUGH COUNTY FUTURE LAND USE RZ 23-0782

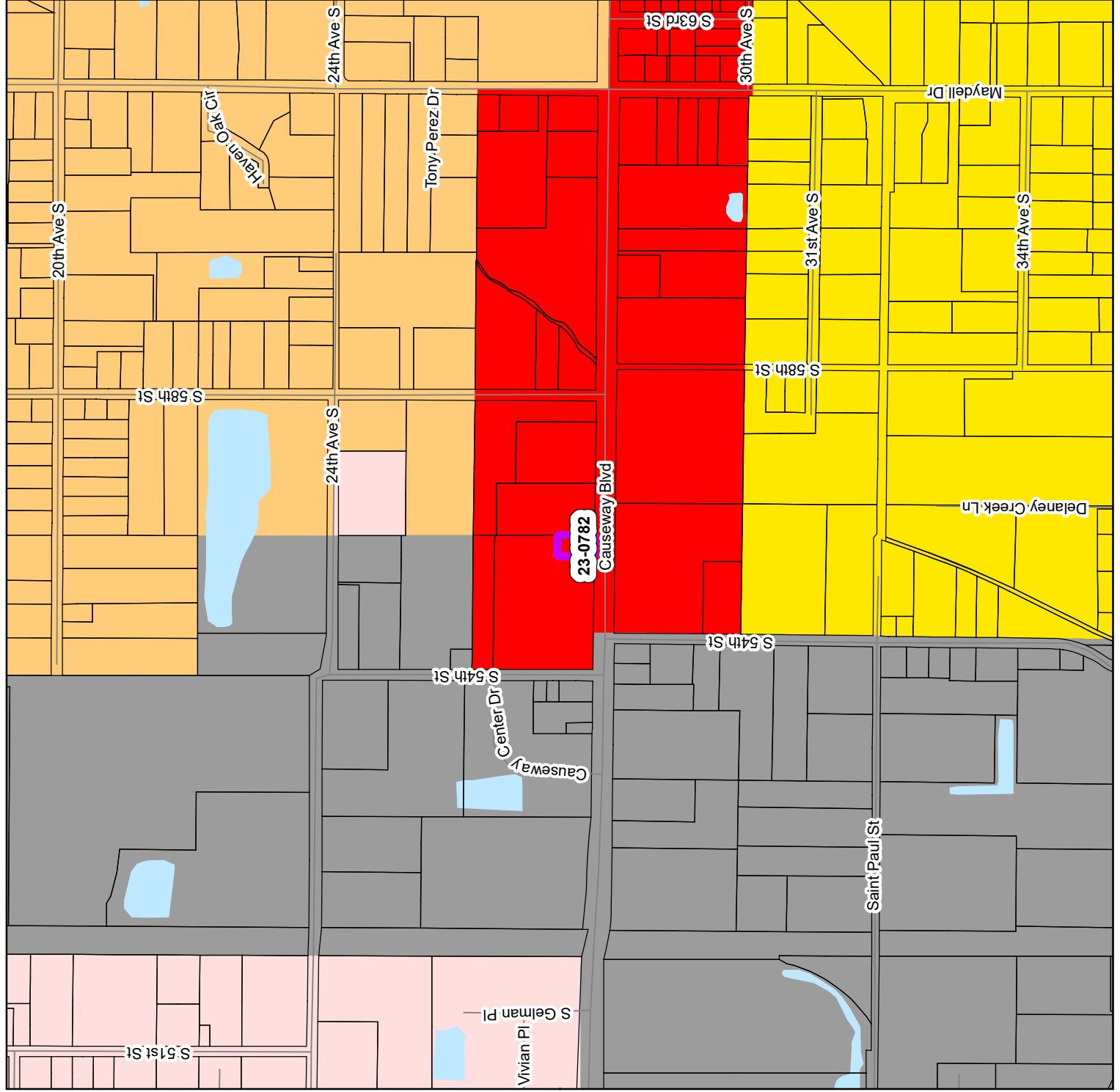
- Rezonings  
STATUS
- APPROVED
  - CONTINUED
  - DENIED
  - WITHDRAWN
  - PENDING

- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels

- WATER NATURAL LULC\_Wee\_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)
- 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/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE



Map Printed from Rezoning System: 7/31/2023  
 Author: Beverly F. Daniels  
 File: G:\Rezoning\System\MapProjects\HC\Gen\_H\Rezoning\_Copy.mxd



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning boundaries are subject to final approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended that the 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, visit the appropriate agency.