



Rezoning Application: PD 21-0864
Zoning Hearing Master Date: January 18, 2022
BOCC Land Use Meeting Date: March 8, 2022

1.0 APPLICATION SUMMARY

Applicant: Belleair Development, LLC
FLU Category: CPV
Service Area: Urban
Site Acreage: 0.59
Community Plan Area: Citrus Park
Overlay: Citrus Park Village District



Introduction Summary:

The applicant seeks to rezone a parcel zoned CPV-G-6 (Citrus Park Village, subdistrict G-6) to a Planned Development (PD) to allow the development of an automated Car Wash facility. The proposed use will have access from an existing shopping center (PD 98-1542) located on the NE corner of Gunn Hwy. and Sheldon Rd. in Citrus Park. The site is within the Citrus Park Village Community Plan area and is subject to the regulations of the LDC, PART 3.10.00 - Citrus Park Village Development Standards. A companion PRS (21-1037) to locate the access point from the adjacent PD to the north is being heard concurrently with this application at the March 8 BOCC Land Use Meeting.

Zoning:	Existing	Proposed
District(s)	CPV-G 6	Planned Development
Typical General Use(s)	Neighborhood Commercial	Automated Car Wash
Acreage	0.59	0.59
Density/Intensity	0.25 FAR	0.10
Mathematical Maximum*	8,385 Sq Ft	3,350 Sq Ft

*number represents a pre-development approximation

Development Standards:	Existing			Proposed		
District(s)	CPV- G6			PD		
Lot Size / Lot Width	7,000 sq ft			7,000 sq ft		
Setbacks/Buffering and Screening	FRONT 10 feet max	SIDE 6 feet	REAR 6 feet	FRONT 10 feet max	SIDE 6 feet	REAR 6 feet
Height	45'			45'		

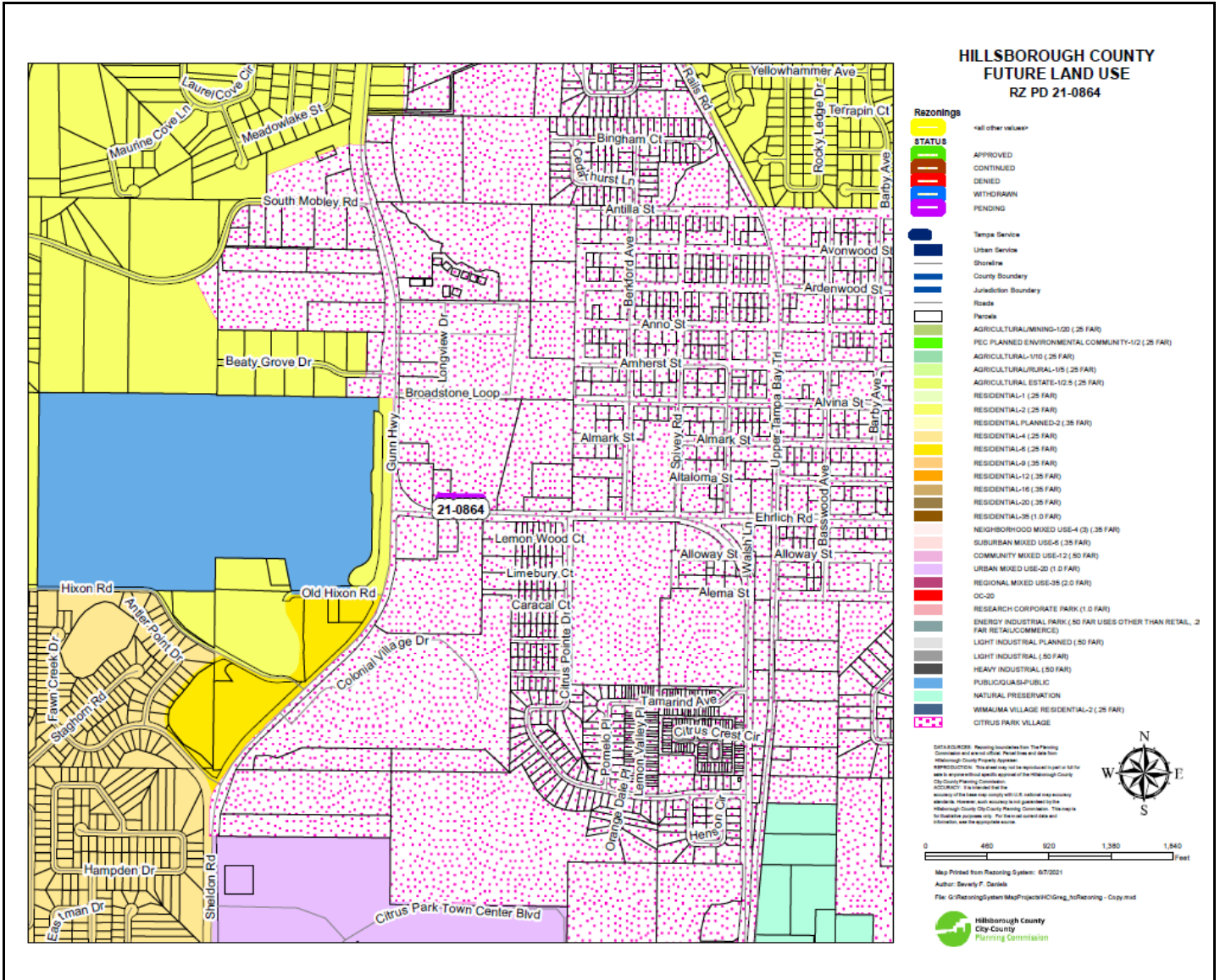
Additional Information:

PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	To CPV Standards (LDC Part 3.10.00) See Section 5 of this report

Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

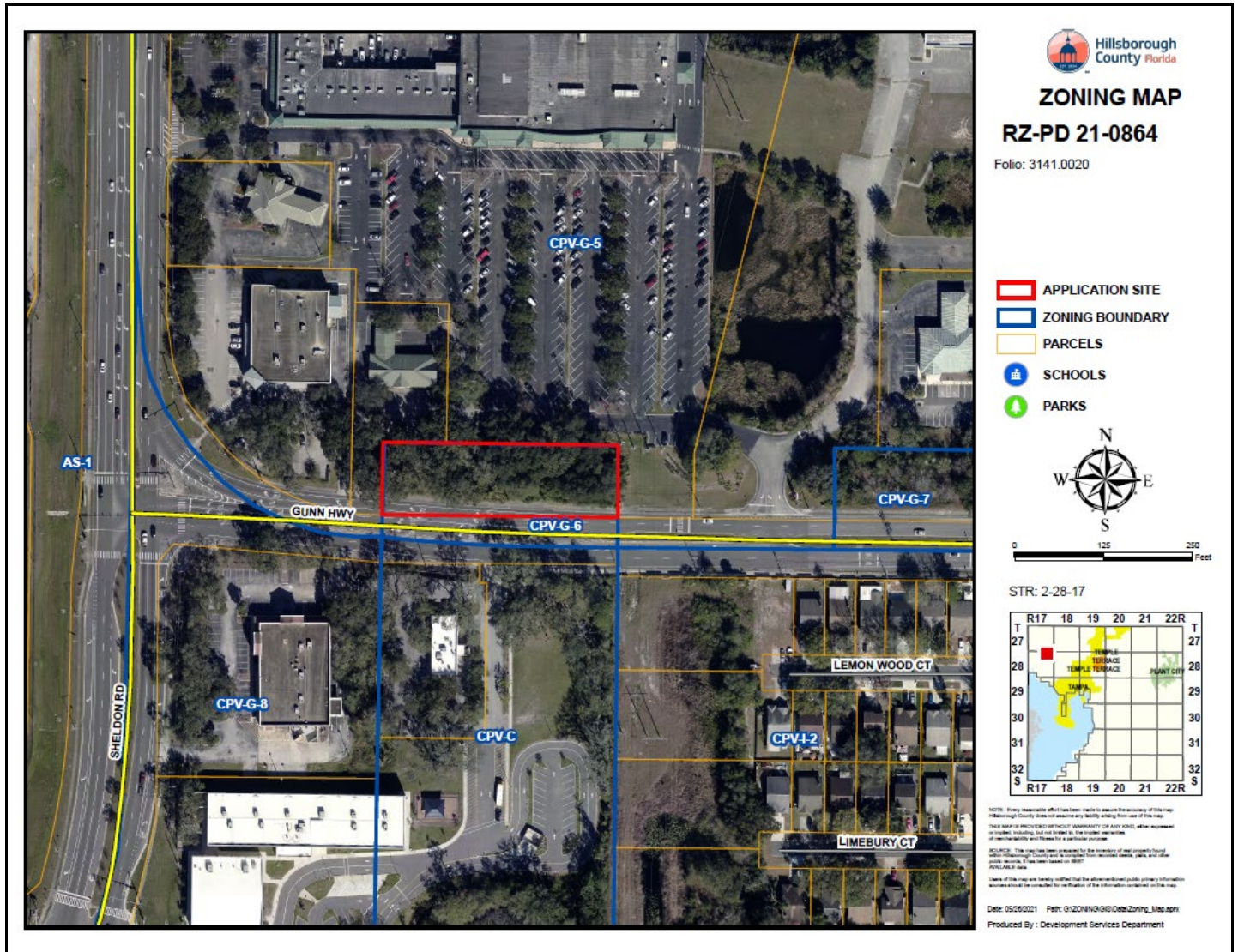
2.2 Future Land Use Map



Subject Site Future Land Use Category:	CPV – Sub Area Category G
Maximum Density/F.A.R.:	Up to 0.25 FAR. Up to 12 DU/Acre
Typical Uses:	The intent of Sub Area G is to recognize existing development within this sub area. The sub area will allow for commercial, office and residential land uses, or a mixture of these uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

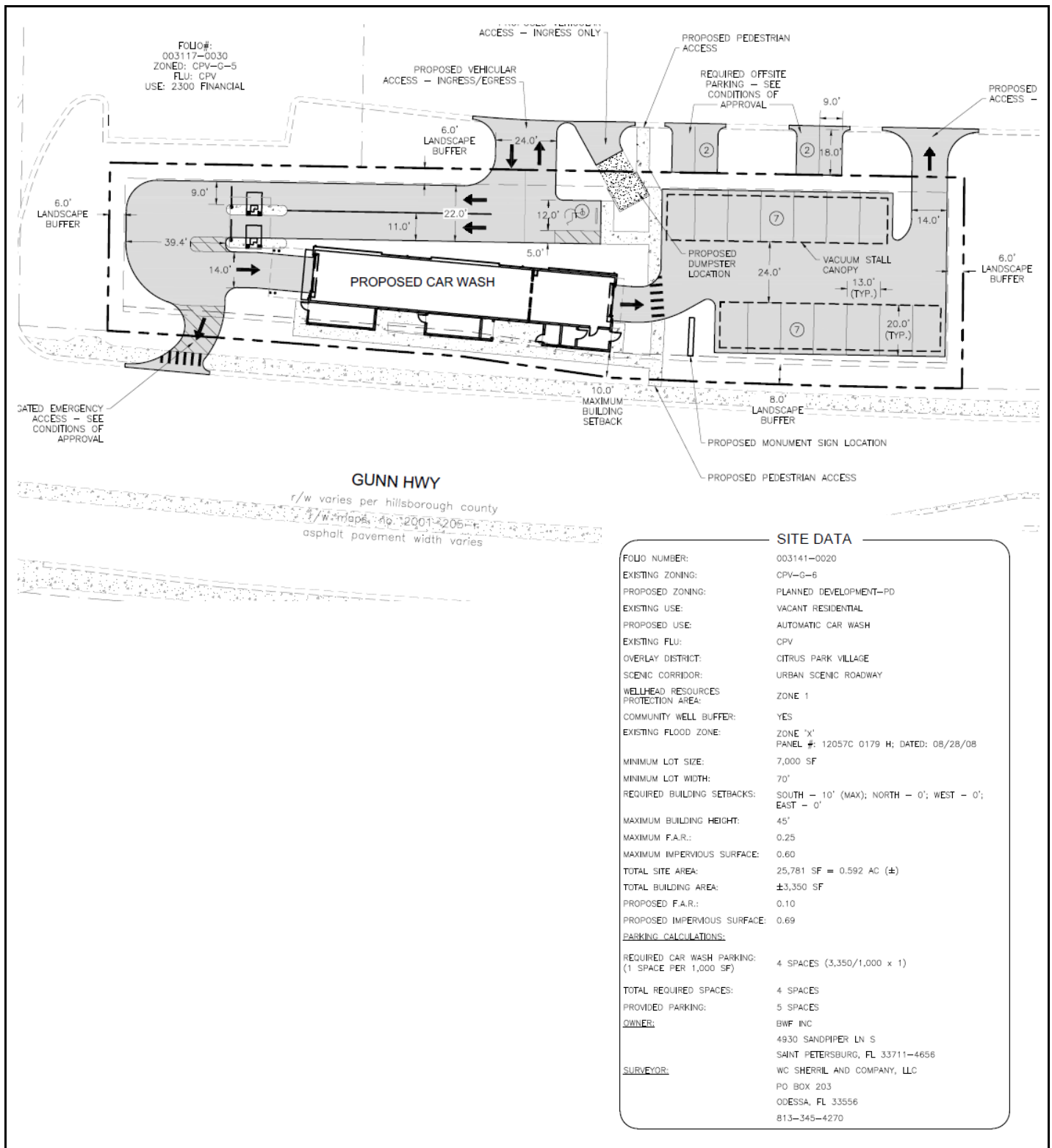


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CPV-G5 (PD 98-1542)	0.16 FAR	Retail, Office	Shopping Center, bank, drugstore
South	CPV-C (PD96-0252)	0.25 FAR	Commercial General, Office (no gas sales, drinking establishments, liquor stores permitted)	Drugstore, vacant commercial
	CPV-G8	0.25 FAR		
East	CPV-G5 (PD 98-1542)	0.16 FAR	Retail, Office	Powerlines
West	CPV-G5 (PD 98-1542)	0.16 FAR	Retail, Office	Bank

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
Gunn Hwy.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,023	132	106
Proposed	780	78	78
Difference (+/-)	(-) 2,243	(-) 54	(-) 28

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

Connectivity and Cross Access Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC
South	X	Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC

Notes: A gated emergency only access is also being proposed to Gunn Hwy.

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.

Notes:

4.0 Additional Site Information & Agency Comments Summary

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

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 type="checkbox"/> No	No wetlands on site
Natural Resources	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input 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	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input 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 - Automatic Car Wash (Per 1,000s.f.) Mobility: \$34,804.00 Fire: \$313.00	Project Summary/Description: Urban Mobility, Northwest Fire - Automatic Car Wash ***revised fees estimated based on Jan 1, 2022 schedule***			
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input 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 surroundings generally consist of commercial and retail uses. Areas to the north and east are developed with single and multifamily residential uses. The site is located adjacent to an existing Shopping Center that includes outparcels with banks, pharmacies and offices. The subject site fronts Gunn Hwy and is in close proximity to the Gunn Hwy/Sheldon Rd. intersection. Sickles HS is located on the west side of Sheldon Rd. The parcel is currently vacant.

The project will consist of an automated car wash facility, 3,350 sq. ft. in size with associated parking and vacuum spaces for customers. The site proposes access (in and out) from the north, connecting from a private driveway in the Shopping Center site. An emergency access/exit only is proposed on Gunn Hwy.

Since the site is within the Citrus Park Village area, it is subject to the development standards established by LDC Part 3.10.00 for building placement and design for non-residential uses. The G-6 Citrus Park Village designation for the property permits Commercial Neighborhood (CN) Uses. Section 3.10.05(F) of the LDC provides that new PD rezonings within the boundaries of Citrus Park Village may be conditioned to conform to the greatest degree practicable with the provisions of the CPV LDC Part. The applicant worked on different site layouts and designs to ensure the Project conforms to as many Citrus Park Village regulations as practical. The CPV-G-6 zoning district permits car wash facilities as a conditional use. No waivers from LDC Section 6.11.121 Car Wash (Conditional and Special Uses) are being requested.

The site is a very long and shallow parcel with significant frontage on Gunn Highway and surrounded on its other three sides by a Publix-anchored shopping center zoned PD. According to the applicant, the characteristics of the site make it nearly impossible to meet the overlay requirements; therefore a PD is proposed.

As part of this rezoning requests, the applicant has submitted a General Site Plan depicting the layout of the site, in addition to a building design which would provide an overall project that conform to the greatest degree practicable with the provisions of the CPV regulations. The applicant has provided justifications for a number of CPV standards that the proposed site will not comply in its entirety:

CPV LDC SECTION	REQUIREMENT	APPLICANT'S JUSTIFICATION/EXPLANATION
3.10.06.08 Build-to line, Maximum setback (10 feet)	<i>In yards with maximum building setbacks, the entire length of each building façade containing enclosed floor space shall be placed within the allowed setback. Doorways and minor architectural features, such as transoms, sidelights and porticos, recessed into the façade shall be permitted.</i>	The Property has an irregular shape due to the irregular right-of-way along Gunn Highway. Despite this, the building was constructed to work along the irregular lot line and architecturally designed to meet this requirement. The Project substantially complies with this requirement because 67.5% of the structure is located at the build-to line. Furthermore, the part of the structure which is not constructed to the build-to line will be small courtyard areas covered by a canopy or roof structure. This canopy will be constructed to the build-to line. This will give the public a feeling that the entire structure is constructed to the build-to line.

CPV LDC SECTION	REQUIREMENT	APPLICANT'S JUSTIFICATION/EXPLANATION
3.10.06.09 Accessory Uses	<i>All accessory uses, including but not limited to parking and storm water facilities, shall be located to the rear of the principal structure(s) on a parcel.</i>	The car wash includes the accessory use of self-service vacuum stations, which is similar to parking as an accessory use. Due to the narrow lot, the vacuum stations are located in the side yard. Pursuant to Section 3.10.15.27.A, parking is permitted within the side yard due to the restricted depth of the lot in the subdistrict G.
LDC Sec. 3.10.10 Buffering and screening	<i>In accordance with LDC Sec. 6.06.06. 6 feet of perimeter landscaped buffer</i>	All buffer and screening requirements are being met per the submitted site plan. The Project proposes four parking spaces on the parcel directly to the north. These parking spaces are outside the subject parcel and are within PD 98-1542 to the north. As shown in the Site Plan, no buffer area is being provided between those spaces and the property line. LDC Section 6.06.06.E.1. provides that a landscaped buffer shall not be required if a buffer and required screening exists on the adjacent property along the property boundary. Here, the Project proposed a 6-foot landscaped buffer on the car wash Property. Accordingly, the area containing the four parking spaces located on the northern parcel meets Section 6.06.06.E.1. The companion PRS to the north also addresses this buffer area.
LDC Sec. 3.10.14 Non-Residential and Mixed-Use Building Requirements	<i>Except as provided herein, all structures permitted non-residential uses, either in whole or in part, shall comply with the following requirements. In structures permitted a mixture of residential and non-residential uses, the entire first story shall be devoted to non-residential uses only, except that entrances to upper story residential uses shall also be allowed. Metal buildings are prohibited.</i>	The nature of the use and operating characteristics of an automatic car wash dictate certain building design requirements which limits the projects ability to meet the architectural/design related regulations. Despite this, the applicant states that the Project substantially complies with the various architectural and building requirements, specifically noted in the next table.

CPV LDC SECTION	REQUIREMENT	APPLICANT'S JUSTIFICATION/EXPLANATION
3.10.14.A.1, 2 Facades	<p><i>Facades shall be scaled proportionately on all sides of the structure. Architectural elements shall be applied in a universal and consistent manner on all sides. Decorative shutters, if provided, shall be made of wood, metal or copolymer material and shall not be scored into stucco.</i></p> <p><i>1. Except for storefronts, at least 20 percent of the area of each first story wall on the front and sides of the structure shall be comprised of windows. Windows and/or doorways shall be spaced no more than 20 feet apart. Windows shall be defined with shutters, raised exterior casings/trim, awnings, decorative pediments or similar treatments. Doorways shall be defined with arches, raised exterior casings/trim, sidelights or similar treatments. In addition to the window space required above, at least 20 percent of the wall area shall be comprised of window treatments, doors, doorway treatments, transoms, structural canopies, balconies, architectural expressions such as porticos and pilasters, or other similar enhancements. Such expressions or enhancements shall have a minimum projection or recess of two inches from the wall surface.</i></p> <p><i>2. At least 40 percent of the area of each first story wall on the rear of the structure shall be comprised of windows, window treatments, doors, doorway treatments, transoms, structural canopies, balconies, architectural expressions such as porticos and pilasters, or other similar enhancements. Windows shall not be required. Such expressions or enhancements shall have a minimum projection of two inches from the wall surface. Notwithstanding, first story rear walls not separated from street rights-of-way by another building, parking area, driveway, storm water facility or landscaped green space with a minimum depth of 20 feet shall comply with the requirements of Paragraph A. 1 above, including the provision of windows. Additionally, first story rear walls with a height greater than 20 feet shall comply with the requirements of Paragraph A.1 above, including the provision of windows, regardless of proximity to street rights-of-way.</i></p>	<p>Although the Project is not a "storefront," the proposed use as a car wash has been designed to mimic architectural elements along its street frontage to resemble a commercial façade. 20 percent of the first story is comprised of windows. These windows will be comprised of spandrel glass with exterior moldings/treatments. No windows will be transparent with the exception of the windows located within the doors. Additionally, windows and doorways are spaced no more than 20 feet apart and are defined with trim and shutters. The front façade includes architectural articulations and enhancements with projections that exceed two inches from the wall surface. The rear façade includes a central and on-theme mural to meet the intent of the Code in avoiding blank walls. The rear façade is designed to only face the parking lot of the shopping center and not a right-of-way. The building is one-story (with only a mechanical room above the car wash) but gives the impression of two stories with design elements, such as canopies, awnings, windows, and roof lines. Finally, the PD to the north includes a requirement that the project incorporate a traditional Florida Cracker architecture. The design of the car washes façade is in the traditional Florida Cracker architecture design.</p>

CPV LDC SECTION	REQUIREMENT	APPLICANT'S JUSTIFICATION/EXPLANATION
3.10.14.B Storefronts	N/A	Although the Project is not considered a "storefront," it includes pedestrian access to the public sidewalk along Gunn Highway. This sidewalk accesses the building as well as continues on to the shopping center's parking area, thereby providing increased pedestrian connectivity in the area.
3.10.14.C Exterior cladding	<i>All exterior surfaces shall be architecturally finished. If lap siding is used, lap exposure shall be no less than four inches and no more than eight inches. Paint shall not constitute an architectural finish.</i>	Per the proposed elevations and building design, the Project meets this requirement by including an architectural finish on all sides.
3.10.14.D Expression line	<i>On buildings with more than one floor, the transition from the first floor to the upper façade shall be delineated on all sides of the structure by a horizontal architectural feature with a minimum projection or recess of two inches from the wall surface. Alternatively, canopies and/or balconies may be utilized in lieu of an expression line. Expression lines and canopies shall contribute toward the first story requirements of Paragraphs A.1-3, and balconies shall contribute to the upper floor requirements, unless the design of the structure clearly dictates otherwise.</i>	The building is one-story (with only a mechanical room above the car wash) but gives the impression of two stories with design elements, such as canopies, awnings, windows, and roof lines.
3.10.14.E Awnings:	<i>If provided, awnings shall be consistent with the architectural style of the structure. Awnings covering upper floor windows shall conform to the size of the individual windows and shall not span the spaces between windows. Awnings which project over the public right-of-way shall extend no further than four feet from back of curb and shall not be supported by columns, piers or other structures within the public right-of-way. Development and/or building permits allowing awnings projecting over the public right-of-way shall not be approved unless an easement has been granted by Hillsborough County allowing such structures. However, nothing in this Part shall require Hillsborough County to grant such an easement.</i>	The Project includes awnings which are consistent with the architectural style of the structure.

CPV LDC SECTION	REQUIREMENT	APPLICANT'S JUSTIFICATION/EXPLANATION
3.10.14.F. Structural canopies and balconies	<i>If provided, structural canopies and balconies shall be consistent with the architectural style of the structure. Balconies may be roofed or framed but shall not be screened or otherwise enclosed. Canopies and balconies which project over the public right-of-way shall extend no further than four feet from back of curb and shall not be supported by columns, piers or other structures within the public right-of-way. Development and/or building permits allowing canopies and/or balconies projecting over the public right-of-way shall not be approved unless an easement has been granted by Hillsborough County allowing such structures. However, nothing in this Part shall require Hillsborough County to grant such an easement.</i>	The Project includes structural canopies which are consistent with the architectural style of the structure.
3.10.14.G. Roof	<i>Pitched roofs shall have a minimum pitch of 4/12. Finish roof materials shall be consistent with the architectural style of the structure. Rolled roofing and built-up roofing are prohibited unless concealed from view by parapets. Pitched roofs shall incorporate at least one of the following features: dormers, steeples, cupolas and/or intersecting roof lines. At least one of these features shall be provided per elevation for every 50 feet of roof length along roadways and parking areas.</i>	The Project includes both a flat roof and a pitched roof. The pitched roof will be designed to have a minimum pitch of 4/12. The finished roof materials are consistent with the architectural style of the structure. The pitched roofs are intermingled with the flat roof and do not exceed 50 feet in length in any one location.
3.10.14.H. Cornices	<i>On flat-roofed buildings, the entire roof line shall be defined by architectural trim or embellishment with a minimum vertical dimension of 12 inches and a minimum projection of two inches from the surface of the wall. Alternatively, a false pitched roof front may be provided in lieu of a cornice.</i>	The Project includes both a flat roof and a pitched roof. The flat roof line includes architectural trim with a minimum vertical dimension of 12 inches.

CPV LDC SECTION	REQUIREMENT	APPLICANT'S JUSTIFICATION/EXPLANATION
3.10.14.L. Parking and loading areas	<i>Surface parking areas, loading docks and garage doors shall be located at the rear of structures and, on corner lots, shall be no closer to any side street right-of-way than the structure. Driveways shall be located at the rear or side of structures and shall not cross a front yard functioning as a front yard unless no other access to the parcel is available, but in no case shall the driveway be placed between the side of a structure and a street right-of-way.</i>	Due to the narrow lot, parking areas are located in the side yard, as well as to the rear within the shopping center area (companion PRS filed to allow for parking spaces within the shopping center). Pursuant to Section 3.10.15.27.A, parking is permitted within the side yard due to the restricted depth of the lot in the subdistrict G. The parking area within the side yard is no closer to the public right-of-way than the structure.
3.10.14.N. Build-to lines, maximum setback	<i>In yards with a mandatory build-to line or maximum building setback, up to 90 percent of the building frontage may be developed with a paved courtyard, arcade or gallery devoted to public/patron use and meeting the build-to line or maximum setback. In such cases, the building façade containing enclosed floor space shall be no more than 20 feet from the right-of-way line and the façade shall comply with all design requirements that would otherwise apply.</i>	The Property has an irregular shape due to the irregular right-of-way along Gunn Highway. Despite this, the building was constructed to work along the irregular lot line and architecturally designed to meet this requirement. The Project substantially complies with this requirement because 67.5% of the structure is located at the build-to line. Furthermore, the part of the structure which is not constructed to the build-to line will be small courtyard areas covered by a canopy. The canopy will be constructed to the build-to line. This will give the public a feeling that the entire structure is constructed to the build-to line.
3.10.14.Q Accessory Structures:	<i>Minor accessory structures such as dumpster enclosures shall not be bound to each and every architectural requirement listed above but shall have architectural detailing consistent with the style of the principal structures they serve.</i>	The dumpster is located to the rear of the Property and is shielded from the public right-of-way. The dumpster enclosure includes architectural detailing consistent with the architectural style of the structure.

Per the narrative, there are two of the Citrus Park Village LDC requirements that cannot be achieved for this Project due to the adjacent Planned Development projects, the infill nature of the development, the size and layout of the parcel, and the proposed use as an automatic car wash. Because of this, the Property is limited in how it can be developed. The following standards cannot be practically met:

CPV LDC SECTION	REQUIREMENT	APPLICANT'S JUSTIFICATION/EXPLANATION
LDC Sec. 3.10.06.01 Block pattern	<i>New development shall occur in a block pattern. Each block shall be rectangular in shape and framed by public streets on at least three sides. The maximum length of any block face shall be 650 feet. Variances to these requirements may be allowed in accordance with Part 11.04.00 of this Code only to the minimum degree necessary to accommodate irregular parcel boundaries, natural features or existing development patterns on adjacent properties.</i>	The Property is too small to create an individual block and is instead a part of an existing block. The current shopping plaza and development pre-dates the Citrus Park Village requirements. The existing block is bounded on at least two sides (south and west) by public streets and partially bounded on the north side by a public street. This Property is not a block as defined in the Citrus Park regulations. Section 3.10.06.01 specifically contemplates granting a variance certain design requirements because of existing development patterns on adjacent properties. The Project is not creating any new public streets.
LDC Sec. 3.10.15.27 Maximum Impervious Surface	<i>The maximum impervious surface area shall be 60%</i>	The Project proposes an impervious surface of 69%. According to the Hillsborough County Right of Way Map, the Property was the subject of a taking for the Ehrlich Road Extension, see OR Book 11014, page 0678, Order of Taking. It is believed that at least 0.16 acres were taken along the right-of-way. Therefore, an already small parcel was made even smaller by a governmental action. Additionally, the Project is an auto-oriented use and requires an above average impervious surface ratio. The location of the Property and given the existing built environment insures that the additional impervious surface increase requested will not have any adverse impacts on adjoining uses or properties. Notably, the Project is not seeking any waivers from stormwater standards.

Staff has evaluated the explanations provided by the applicant. The site design, in relationship with the irregular shape of the lot in addition to the proposed building design, result in an overall project that conforms to the greatest degree practicable with the provisions of the CPV LDC regulations.

The majority of the front façade of the proposed building is being placed within the prescribed 10-foot maximum front setback from Gunn Hwy. The areas where the front façade is not meeting this requirement, a canopy, covering those areas, are placed at a similar distance from the front parcel line as the facades meeting the maximum setback requirement. The CPV regulation provides relief for projects required to be built to line or with maximum front setbacks. The proposed courtyards located

along the frontage will result with facades being further back no more than 20 feet from the front parcel line. Still, the building face meeting the maximum setback requirement will represent more than 67% of the entire front façade. The vacuum spaces placed to the side of the structure, function very similar to parking for the users of the car wash facility. The subdistrict G-6 allows for placement of parking areas to the side of the buildings in recognition of the restricted depth of the lot.

The applicant has committed to a building design that nearly meets all design requirements found in LDC 3.10.14. Furthermore, the design is consistent with the architectural style (Florida Cracker) in which the shopping center PD to the north was approved. The proposed building, while not a storefront or a typical retail use, rather auto-oriented, will meet the minimum percentages required for the provision of windows, their linear separation and design features. The building will also have a look of a two-story structure, which is not required by the subdistrict, but is a feature that nearby CPV subdistricts require in order to provide a pedestrian friendly, walkable experience. The blank wall on the north side of the building will be oriented away from public view, therefore, the lack of many of the architectural features will not have an adverse impact. However, the design of that façade will include a painted mural over an architecturally finished wall, facing towards the adjacent commercial site to the north. Notably, parcels surrounding the subject site were mostly developed prior to the CPV adoption, therefore the subject site, if approved, will provide a project that brings the area closer to the standards of the district. Direct pedestrian access from the public sidewalk to the building is being provided and the design of the building will be of a design that mimics a front façade oriented to the public right of way.

In regards to the two standard that will not be met entirely (Block Pattern and Maximum Impervious Surface), staff finds the justifications from the applicant reasonable. The existing development pattern surrounding the subject site prevents the establishment of a new block. Additionally, the proposed project seeks development of an existing single parcel that has been vacant since the adoption of the CPV regulations. Transportation staff also reviewed this waiver and finds that the request acceptable as explained in their staff report. The proposed increased impervious surface is also reasonable since the original limits of the property have been reduced due to road expansions in the area (Gunn Hwy). The original parcel site was approximately 0.75 acres. The site today is 0.59 acres. At the maximum allowed 60% impervious area of the subdistrict G-6 for 0.75 acres, up to 19,863 sq. ft. of impervious surface would be permitted. The applicant is proposing less than 18,000 sq. ft. of impervious surface for this project, however, due to the reduced acreage (0.59), the proposed impervious area is over the 60%. Therefore, the main reason of the increased percentage of the impervious area is due to the reduced acreage that resulted of the taking by the road expansion. Still, the requested impervious surface below 70% of the parcel area is consistent with the development standards of nearby commercial sites. All other development standards will be in accordance with the CPV regulations.

Residents of the area submitted letters opposing this rezoning request, as well as a proposed rezoning on the south side of Gunn Hwy, across the subject site, for a convenience store with gas sales. Residents expressed concerns with traffic congestion, additional traffic impacts with the proposed use, the existence of schools in the proximity of the intersection, the character of the use (not a 'village' type retail) with the CPV vision, amount of accidents in the nearby intersection, tree preservation, impacts to wetlands and lighting among others. As part of the request, Transportation staff has reviewed the materials submitted by the applicant and has proposed conditions to improve access to the shopping center. New turn lanes into the shopping center will be required from Gunn Hwy. The CPV Community Plan recognizes the restricted size/configuration for sub area G and provided for flexible development. The proposed design of the site takes advantage of this provision while meeting most of the CPV development standards. Additionally, while the use itself is not a retail use, subdistrict G allows CN uses, where a carwash is a permitted use. The proposed site and building design provide a look of a retail building with architectural elements similar to other approved commercial uses in the area. Outdoor lighting will be in accordance with the Land Development Code found in the CPV regulations and Section 6.10.00. There are no wetlands present onsite. All stormwater and drainage improvements will be in accordance with the County's technical manuals as required by the Land Development Code.

Staff recognizes that the applicant has made efforts to comply with the provisions of the Citrus Park Village Development Standards found in the LDC. The site layout, building design and development standards meet the intent of the district's regulations. Furthermore, the Planning Commission found the request meets the intent of the Citrus Park Village Community Plan which is to "ensure the development of a well-balanced, vital, pedestrian-oriented traditional village that can support a

variety of residential, commercial, office, and civic uses". The design regulations are specific for the Citrus Park Village Community to ensure compatibility with the Community Plan and surrounding properties. The proposed commercial use meets many of the design requirements as is practical and within reason for the site. Transportation and other agencies, including the Environmental Protection Commission, also reviewed this request and do not object. Since this rezoning request is associated with a minor modification to the Shopping Center PD to the north (under PRS 21-1037), approval of this rezoning is contingent upon approval of PRS 21-1037 at the March 8 BOCC land use meeting, that would provide for parking and access to the site.

The PD will be conditioned requiring the site design and building elements per the submitted Site Plan and renderings to ensure conformance with the CPV development standards as proposed. Site development standards and building design will be developed meeting most of the CPV standards. None of the surrounding sites in the vicinity are developed in accordance with the CPV development standards. The proposed use and scale are compatible with the character of area and fits within the nearby commercial corridors. Road improvements will be required to allow easier and better access to the existing shopping center. The proposed project is bringing the area closer to the CPV Community vision, in harmony with a mixed-use district, with an urban character and variety of uses. Based on these factors, staff recommends approval, with conditions.

5.2 Recommendation

Approvable with conditions.

6.0 PROPOSED CONDITIONS

Prior to PD Site Plan Certification, the applicant shall revise the PD General Site Plan:


1. Amend the site plan to locate the dumpster enclosure at least 3 feet from the parcel line.
2. Add a note on the Site Plan identifying the location of the two courtyards along Gunn Hwy.
3. Update second sheet with the latest building elevations submitted on December 29, 2021

Approval- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted December 23, 2021.

1. The project shall be limited to an Automated Car Wash facility, subject to the standards of LDC Section 6.11.121. Maximum building size shall be 3,350 sq. ft.
2. Development standards shall be in accordance with the LDC Part 3.10.00 and Subdistrict G-6 of the Citrus Park Village, unless otherwise specified herein or in the submitted General Development Site Plan:
 - a. Maximum building front setback shall be 10 feet. A maximum front setback of 20 feet shall be permitted for the facades within the courtyards along Gunn Hwy. A canopy, or roof structure covering the courtyards shall be placed at the same distance as the canopy over the facades meeting the maximum 10-foot front setback. At least 67% of the front façade along Gunn Hwy shall be placed at the prescribed maximum 10-foot setback.
 - b. A direct pedestrian access shall be provided from the building to the public sidewalk.
 - c. Parking spaces and vacuum areas shall be placed on the side or behind the structure. If placed on the site, these shall be no closer to the street right-of-way than the structure.
3. The design and materials of the building and its facades shall be consistent with the elevations submitted on December 23, 2021. Consistent with the elevation renderings, the architectural style of the building shall be of Florida Cracker. The façades shall comply, at a minimum, with the following:
 - a. A canopy, or roof structure, shall be provided along the front façade to portray a two-story building. A minimum of 20 percent of the front façade covered by the canopy shall be comprised of windows. Faux windows consisting of spandrel glass with exterior moldings/treatments shall be permitted to be utilized to meet this requirement.
 - b. Windows and doorways shall be spaced no more than 20 feet apart and shall be defined with trim and shutters. Decorative shutters, if provided, shall be made of wood, metal or copolymer material and shall not be scored into stucco.
 - c. At least 20 percent of the front façade wall area shall be comprised of window treatments, doors, doorway treatments, transoms, structural canopies, balconies, architectural expressions such as porticos and pilasters, or other similar enhancements. The architectural expressions and enhancements shall be consistent with the style of the building, with projections or recess at least two inches from the wall surface.
 - d. The rear façade (north) shall be permitted to include a mural in its center. The mural wall shall be architecturally finished. If no mural is provided, that portion of the façade shall be designed in accordance consistent with the rest of the façade and/or with 3.c above.

- e. Pitched roofs shall have a minimum pitch of 4/12. The finished roof materials shall be consistent with the architectural style of the structure. Flat roofs shall include an architectural trim or cornice, with a minimum vertical dimension of 12 inches.
 - f. The dumpster enclosure shall include an architectural finish consistent with the principal structure.
4. Buffer and screening between adjacent parcels shall be per the LDC 3.10.00 regulations.
 5. Gunn Hwy is an Urban Scenic Roadway; therefore, the site is subject to LDC Section 6.06.03.I.
 6. The site is within a Wellhead Resource Protection Area (WRPA); therefore, development of the site is subject to LDC Part 3.05.00.
 7. Vehicular project access shall be via easement access through the properties surrounding the subject zoning (i.e. through folios 3117.0000 and 3147.0000). No direct vehicular access to Gunn Hwy. shall be permitted.
 8. Notwithstanding the above, the project shall be permitted a single emergency access connection to Gunn Hwy as generally shown on the site plan. Such access shall be restricted for use by official emergency vehicles only and gated with a Knox Box (or similar device acceptable to the Hillsborough County Fire Marshall).
 9. The developer shall construct the following site access improvements prior to or concurrent with the initial increment of development:
 - a. A westbound to northbound right turn lane on Gunn Hwy. into the access serving folio 3147.0000; and,
 - b. A northbound to eastbound right turn lane on Gunn Hwy. into the southernmost access serving folio 3117.0000.
 10. Prior to or concurrent with the initial increment of development, the developer shall obtain an exclusive parking easement from the owners of 3117.0000 which permits the minimum required carwash parking to be located within the adjacent PD for as long as the carwash remains in operation, as well as permits construct of any other associated site improvements necessary within the adjacent folio. Written proof of the acceptability of such reciprocal easement to the County Attorney's office shall be filed by the applicant prior to or concurrent with site/construction plan review, and such easement shall be filed in the Official Records of Hillsborough County prior to issuance of Certificates of Occupancy (temporary or otherwise).
 11. Prior to or concurrent with the initial increment of development, the developer shall construct the offsite parking together with a minimum 5-foot wide sidewalk connection both within the subject project and adjacent folio 3117.000, as necessary to connect the proposed use with the offsite parking. Such sidewalk (both within the subject site and adjacent parcel) shall be directly lighted. All lighting must comply with Section 3.10.09 of the LDC any other applicable lighting standards from LDC Part 6.10.00.
 12. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

- 13. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

<p>Zoning Administrator Sign Off:</p>	 <p>J. Brian Grady Mon Jan 10 2022 10:08:39</p>
<p>SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.</p> <p>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.</p>	

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Proposed Building Elevation Renderings:



FRONT - SOUTH ELEVATION



REAR - NORTH ELEVATION



EXIT - EAST ELEVATION



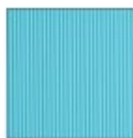
ENTRANCE - WEST ELEVATION



PMS 11-0601
SW 7006
EXTRA WHITE



PMS 309
SW (TBD)



PMS 311C
WESTERN STATES MTL
CORRUGATED GALV. ROBUST



ALURA FIBER CEMENT
LAP SIDING TRADITIONAL
LAP SNOW COLOR



ACM PANEL
WOOD GRAIN



BAMBOO WOOD
PANEL TRIM

Entrance to the site and shopping center from the south.



View of the site



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 1/9/2022

REVIEWER: James Ratliff, AICP, PTP Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: CPV/Northwest

PETITION NO: RZ 21-0864

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects, based on the listed or attached conditions.

CONDITIONS OF APPROVAL

1. Vehicular project access shall be via easement access through the properties surrounding the subject zoning (i.e. through folios 3117.0000 and 3147.0000). No direct vehicular access to Gunn Hwy. shall be permitted.
2. Notwithstanding the above, the project shall be permitted a single emergency access connection to Ehrlich Rd. as generally shown on the site plan. Such access shall be restricted for use by official emergency vehicles only and gated with a Knox Box (or similar device acceptable to the Hillsborough County Fire Marshall).
3. The developer shall construct the following site access improvements prior to or concurrent with the initial increment of development:
 - a. A westbound to northbound right turn lane on Gunn Hwy. into the access serving folio 3147.0000; and,
 - b. A northbound to eastbound right turn lane on Gunn Hwy. into the southernmost access serving folio 3117.0000.
4. Prior to or concurrent with the initial increment of development, the developer shall obtain an exclusive parking easement from the owners of 3117.0000 which permits the minimum required carwash parking to be located within the adjacent PD for as long as the carwash remains in operation, as well as permits construct of any other associated site improvements necessary within the adjacent folio. Written proof of the acceptability of such reciprocal easement to the County Attorney's office shall be filed by the applicant prior to or concurrent with site/construction plan review, and such easement shall be filed in the Official Records of Hillsborough County prior to issuance of Certificates of Occupancy (temporary or otherwise).
5. Prior to or concurrent with the initial increment of development, the developer shall construct the offsite parking together with a minimum 5-foot wide sidewalk connection both within the subject project and adjacent folio 3117.000, as necessary to connect the proposed use with the offsite parking. Such sidewalk

(both within the subject site and adjacent parcel) shall be directly lighted. All lighting must comply with Section 3.10.09 of the LDC any other applicable lighting standards.

Other Conditions

- Development of this project is contingent upon approval of related PRS 21-1037, which is necessary to allow parking and access to the subject PD through the adjacent PD (consistent with the easement agreement described by the applicant).

PROJECT SUMMARY AND TRIP GENERATION

The applicant is seeking to rezone a property zoned CPV-G-6 to Planned Development (PD). The applicant is seeking entitlements to permit a single tunnel automatic car wash.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Results of the analysis are discussed in the site access section of this report, presented hereinbelow. Staff prepared a comparison of the maximum trip generation potential of the subject site, under the existing and proposed zoning designations, utilizing a generalized worst case scenario. Data presented below is based upon data from the Institute of Transportation Engineer’s (ITE’s) *Trip Generation Manual, 10th Edition*.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
CPV-G-6, 6,425 s.f. fast-food with drive-through (ITE Code 934)	3,023	258	210
Subtotal:	3,023	258	210
<i>Less Internal Capture:</i>	<i>N/A</i>	<i>-0</i>	<i>-0</i>
<i>Less Pass-By Trips:</i>	<i>N/A</i>	<i>-126</i>	<i>-104</i>
Net New External Trips:	3,023	132	106

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1 tunnel automated car wash (ITE Code 948)	780 (est.)	78 (est.)	78
Subtotal:	780	78	78
<i>Less Internal Capture:</i>	<i>N/A</i>	<i>-0</i>	<i>-0</i>
<i>Less Pass-By Trips:</i>	<i>N/A</i>	<i>-0</i>	<i>-0</i>
Net New External Trips:	780	78	78

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-) 2,243	(-) 54	(-) 28

INFRASTRUCTURE SERVING THE SITE

Gunn Hwy. is a 4-lane, divided, publicly maintained, arterial roadway lying within a variable width right-of-way along the project's frontage (between +/- 100 and 105 feet). In the vicinity of the proposed project, the roadway is characterized by +/- 11-foot wide travel lanes in above average condition. There are +/- 5-foot and 6-foot wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are +/- 4-foot wide bicycle lanes on both sides of Gunn Hwy. in the vicinity of the proposed project.

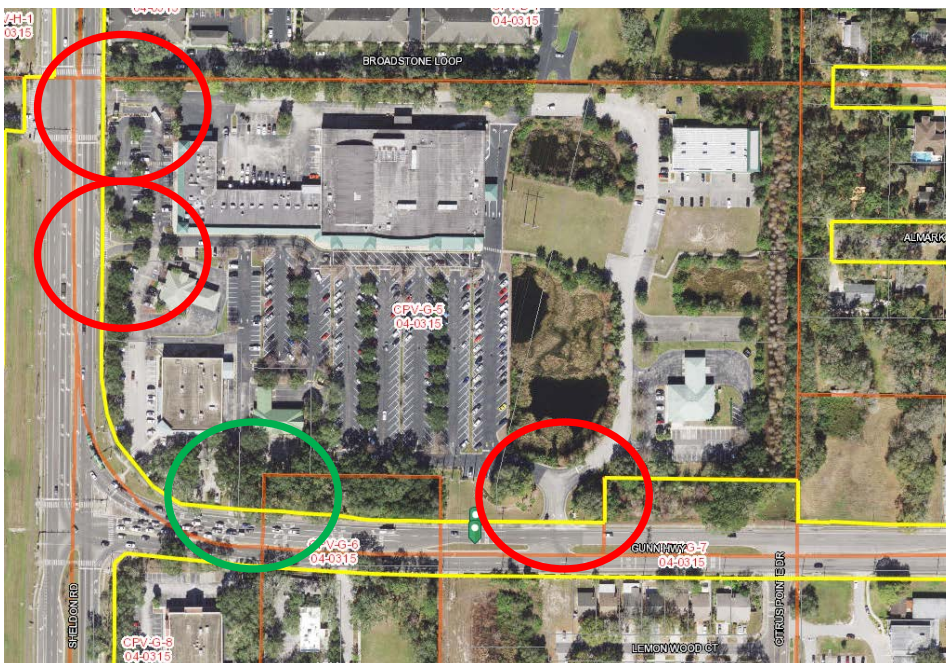
SITE ACCESS

Sole vehicular access to the site will be from Gunn Hwy. (through an adjacent project via an easement). Pedestrian and access will be via direct access to Gunn Hwy. as well as connectivity to the project through the easement runs.

As required by the DRPM and staff, the applicant studied the access points that are anticipated to serve the project (even those access points aren't within the subject PD). The access connections anticipated to serve as primary access for the carwash are shown in red below (i.e. one access connection east of the site, and two connections northwest of the site). Other secondary access is shown as a green circle.

As described in the applicant's transportation analysis, there are existing left turn lanes into the northernmost and easternmost connections. While the applicant's Access Recommendations Table within the transportation analysis does not explicitly indicate the turn lanes are warranted, it does show right turn volumes at the southernmost connection (red circle) on the north-south of Gunn Hwy. and the easternmost connection on the east-west portion of Gunn Hwy. sufficient to trigger Section 6.04.04.D. auxiliary (turn) lane warrants whereby the Hillsborough County Land Development Code (LDC) requires construction of a turn lane. The applicant's analysis instead includes a footnote stating the turn lane is "Not recommend - See report". The report goes on to explain that the turn lanes are not recommended due to "right of way constrains and utility conflicts".

Turn lanes can only be waived via a Section 6.04.02.B. Administrative Variance (AV) from the Section 6.04.04.D. requirement to construct the turn lane. As a roadway safety related item, most Section 6.04 issues are under the sole authority of the County Engineer (including turn lane variances) and, consistent with current practice, most Design Exceptions and AVs must be processed concurrently with a PD zoning or zoning modification. Nevertheless, no requests for an AV or DE related to the turn lane was received. As such, staff has proposed a condition requiring the applicant to construct the required turn lanes.



ANALYSIS OF COMPLIANCE WITH CITRUS PARK VILLAGE (CPV) REGULATIONS

Section 3.10.06.01, Block Pattern

Summary of Requirement

This section of the LDC requires development to occur in rectangular shaped blocks framed by public streets on at least three sides, with the maximum length of any block face being 650 feet.

Staff Analysis

The applicant is not meeting this requirement. Within the vicinity of this project there are no clearly identified blocks, as the surrounding project was developed prior to implementation of the CPV regulations. There are clearly block faces formed by Gunn Hwy. on the west and Berkford Ave. on the east, but these two roads are separated by +/- 1,675 ft. There is an internal driveway (which will serve as access to this site) between those two roadways, and it is located approximately 970 feet east of Gunn Hwy. As such, there would need to be another north south roadway in order to form a block face which meets maximum length restrictions. Such roadway would bifurcate the site which, given its small size and configuration, would render the site largely unusable. Perhaps more importantly, such north/south road would be located in the influence area of a complicated intersection and could encourage higher volumes of vehicular traffic in an area which should enjoy a higher degree of access management control. While it may be possible to safely design a roadway connection in the future, staff believes that these two issues together warrant wavier of the CPV Block Pattern requirement within this particular parcel. Staff notes that it still may be possible to comply fully (or at least to a greater degree) with the CPV Block Size requirements upon the surrounding commercial project's redevelopment, if such activity were to occur in the future.

Section 3.10.06.04, Street Vacations

Summary of Requirement

Precludes the possibility of right-of-way vacations where such action would decrease through-route opportunities for vehicular traffic.

Staff Analysis

This section is not applicable, as the applicant is not proposing to vacate any right-of-way.

Section 3.10.06.05, Parking

Summary of Requirement

All new streets shall provide on-street parking.

Staff Analysis

This section is not applicable, as the applicant is not proposing to construct any new streets.

Section 3.10.06.06, Traffic Calming

Summary of Requirement

Permits the use of traffic calming measures within the CPV, subject to consistency with other LDC requirements.

Staff Analysis

The applicant has not proposed any traffic calming measures within the project. Staff has not identified a need for traffic calming measures within the project.

Section 3.10.06.11, Sidewalks

Summary of Requirement

Requires sidewalks to be provided along all streets and requires drainage ditches to be piped or relocated at the developer's expense where necessary to provide sidewalks in the right-of-way.

Staff Analysis

This section is not applicable, as the applicant is not proposing to construct any new streets. There is an existing sidewalk along the project's Gunn Hwy. frontage.

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
Gunn Hwy.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,023	132	106
Proposed	780	78	78
Difference (+/-)	(-) 2,243	(-) 54	(-) 28

*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	X	Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC
South	X	Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC

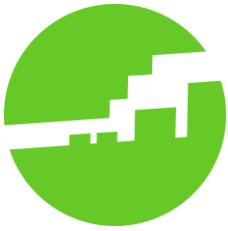
Notes: A gated emergency only access is also being proposed to Gunn Hwy.

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

Notes:

Transportation Comment Sheet

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



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: January 18, 2022	Petition: PD 21-0864
Report Prepared: January 6, 2022	Folio: 3141.0020 <i>North of Gunn Highway and east of Sheldon Road</i>
Summary Data:	
Comprehensive Plan Finding:	CONSISTENT
Adopted Future Land Use:	Citrus Park Village, Sub Area G (12 du/ac, 0.25 FAR)
Service Area	Urban
Community Plan:	Citrus Park Village
Requested Zoning:	Citrus Park Village (CPV-G-6) to a Planned Development (PD) to permit an automatic car wash
Parcel Size (Approx.):	0.59 acres (25,700 square feet)
Street Functional Classification:	Gunn Highway – County Arterial Sheldon Road – County Arterial
Locational Criteria	N/A
Evacuation Zone	None



Context

- The 0.59 +/- acre subject site is located on the north of Gunn Highway and east of Sheldon Road. The subject site is located within the Urban Service Area and is located within the limits of the Citrus Park Village Community Plan.
- The subject site is designated as Citrus Park Village-G (CPV) on the Future Land Use Map. The guidelines for the Citrus Park Village land use category are found in the under the Citrus Park Village Community Plan located in the Livable Communities Element of the Unincorporated Hillsborough County Comprehensive Plan. According to the Citrus Park Village Community Plan, regulations are based on distinctive sub-districts.
- The subject site is located within Sub Area G of the Community Plan. The intent of Sub Area G is to recognize existing development within this sub area. The sub area will allow for commercial, office and residential land uses, or a mixture of these uses.
- The CPV Future Land Use designation surrounds the subject site on the north, east, south, and west.
- The subject site is currently vacant. There are light commercial uses including a pharmacy, grocery store and bank directly to the north, east and west. There is a private charter school directly to the south across Gunn Highway.
- The subject site has Citrus Park Village-G-6 (CPV-G-6) zoning. CPV-G-5 is located north and west of the site, to the east is CPV-G-7, and directly to the south is CPV-C zoning.
- The applicant is requesting a rezoning from Citrus Park Village-G-6 to Planned Development to allow a 3,350 square foot automatic car wash.

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

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

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

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

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

Neighborhood/Community Development

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

Policy 16.1: Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as:

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

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

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

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

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 16.10: 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.

Community Design Component

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

Livable Communities Element: Citrus Park Village Plan

Vision Statement

The Citrus Park Village Plan strives to achieve a well-balanced combination of residential, recreational, commercial, and public uses served by a trail and transportation network, while preserving the layout and character of existing neighborhoods. The existing, historically platted grid system provides a framework within which special areas adjacent to major arterials can be developed in a mixed-use commercial, office and residential format which enhances the area's character and ambience.

The Plan also strives to promote the development of a Town Center, ensure management and conservation of the natural environment and ultimately manage growth so the delivery of public facilities and services will occur in a fiscally responsible manner, while supporting redevelopment and new development within the Plan boundaries.

Citrus Park Village Plan

The Citrus Park Village (CPV) Plan, implements the vision and principles of the Northwest Hillsborough Plan (Section F). The intent of the Plan and Regulations is to ensure the development of a well-balanced, vital, pedestrian-oriented traditional village that can support a variety of residential, commercial, office, and civic uses.

G. Commercial/Office/Residential 12 du/ac

Intent of Sub Area Category

The intent of Sub Area G is to recognize existing development within this sub area. The sub area will allow for commercial, office and residential land uses, or a mixture of these uses.

Allowable Uses

Commercial, office and residential

Maximum Density

Up to 12 units per gross acre

Maximum Non-Residential Intensity

Up to 0.25 FAR

Staff Analysis of Goals, Objectives and Policies

The 0.59 +/- acre subject site is located on the north of Gunn Highway and east of Sheldon Road. The subject site is located within the Urban Service Area and is located within the limits of the Citrus Park Village Community Plan. The applicant is requesting a rezoning from Citrus Park Village-G-6 to Planned Development to allow a 3,350 square foot automatic car wash.

The subject site is designated as Citrus Park Village (CPV) on the Future Land Use Map. The subject site is located within Sub Area G. The intent of Sub Area G is to recognize existing development within this sub area. The Sub Area will allow for commercial, office and residential land uses, or a mixture of these uses. Sub Area G allows for maximum non-residential intensity of up to 0.25 FAR and the rezoning is proposing a FAR of 0.10, therefore consistent with the density requirement.

The Citrus Park Village Community Plan is implemented through adoption of a specific District Plan and Regulations in the Hillsborough County Land Development Code (LDC) and Zoning Atlas. Detailed standards for land uses, densities and/or intensities, and design requirements are defined within the Citrus Park Village Zoning District Plan. The proposed rezoning will meet all but two design requirements, which are maximum impervious surface and block pattern. According to the applicant's narrative, due to the physical constraints of the site it is too small to meet the impervious surface of 60% (69% is proposed) and create its own block face and have requested a waiver. Development services is supportive of these two requirements being waived, as Planned Development zoning allows flexibility to allow design exceptions if they are within reason and practical to the proposal and site.

Objective 16 and its accompanying policies in the Future Land Use Element require that new development protect established neighborhoods and be compatible with the development pattern of the surrounding area. Compatibility may be achieved through various tools such as site planning, buffering and screening as well as the gradual transitions of uses. According to Policies 1.4 and 16.10 "*Compatibility does not mean "the same as". Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development*". The proposed site plan shows the building located at the build-to line on the street frontage, and landscape buffers on all four sides of the property, therefore it is compatible with the existing development pattern and is consistent with FLUE Objective 16.

Goal 12 and Objective 12-1 of the Community Design Component (CDC) in the FLUE requires new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. The surrounding land uses are light commercial uses including a pharmacy, grocery store and bank directly to the north, east and west. There is a private charter school directly to the south across Gunn Highway. The proposal would be compatible with the existing character of the surrounding area and is consistent with Goal 12 of the CDC.

The intent of the Citrus Park Village Community Plan is to "ensure the development of a well-balanced, vital, pedestrian-oriented traditional village that can support a variety of residential, commercial, office, and civic uses". The design regulations are specific for the Citrus Park Village Community to ensure compatibility with the Community Plan and surrounding properties. The proposed commercial use meets many of the design

requirements as is practical and within reason for the site, and therefore meets the intent of the Citrus Park Village Community Plan.

Overall, the proposed rezoning would allow for development that is consistent with the Goals, Objectives and Policies of the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County* and that 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 Planned Development **CONSISTENT** with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*, subject to conditions as proposed by the Development Services Department.

HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 21-0864

Rezonings

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

Tampa Service

Urban Service

Shoreline

County Boundary

Jurisdiction Boundary

Roads

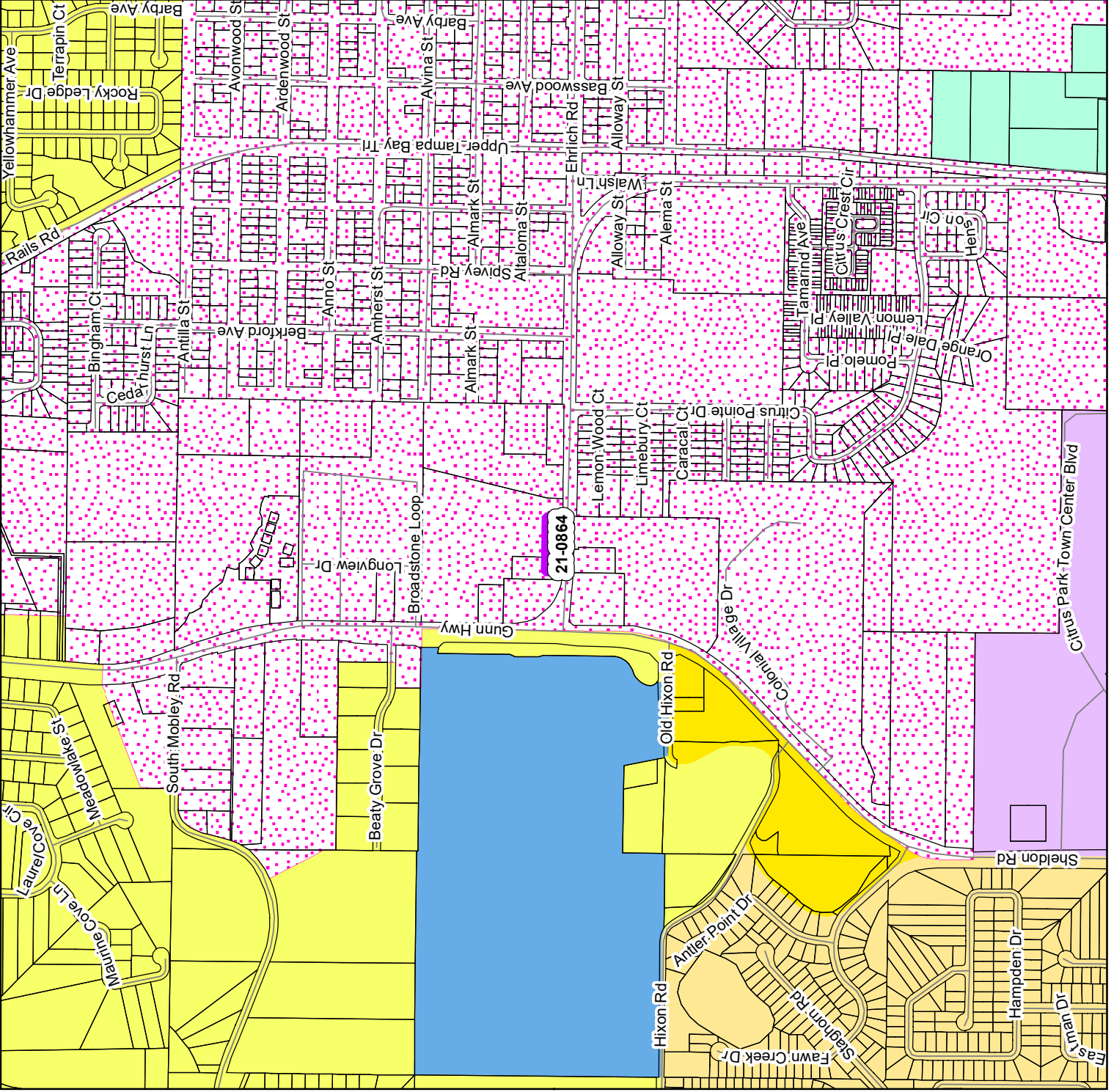
Parcels

- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- OC-20
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.50 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- HEAVY INDUSTRIAL (.50 FAR)
- PUBLIC/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning status is for use as a reference only and does not constitute an offer for any specific parcel. The rezoning status is subject to the approval of the Hillsborough County City/County Planning Commission.

ACCURACY: It is intended that the information shown on this map is accurate to the best of our knowledge and belief. Hillsborough County City/County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate website.

0 460 920 1,380 1,840 Feet



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