

Rezoning Application: PD 25-0457
Zoning Hearing Master Date: July 21, 2025
BOCC Hearing Meeting Date: September 9, 2025



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: South Shore Holdings, LLC
FLU Category: (SMU-6)
Service Area: Urban
Site Acreage: 12.76 MOL
Community Plan Area: Ruskin, SouthShore
Overlay: None



Introduction Summary:

The applicant proposes to rezone a 12.76-acre property containing 5 parcels from AS-1 (Agricultural - Single-Family) and PD 78-0221 (Planned Development) to PD 25-0457 (Planned Development) to allow for a mix of uses: 40,000 sf Medical Office, 30,500 sf Commercial Neighborhood (with excluded uses), 22,000 sf Contractor Office / Warehouse and 30,000 sf Automotive Collision Center/Motor Vehicle Repair, Major and including body work and/or painting. The Commercial Neighborhood will allow for all uses Permitted in CN-Commercial, Neighborhood Zoning District, except for the following excluded uses :

Schools, Public and Private (K—12), Restaurant w/ Drive up facility, Free-standing High-turnover Restaurants, Bank/Credit Union, Banquet and Reception Halls, Commercial, Vocational and Business Schools, Drug Stores, Dry Cleaners, Small and General, Free-Standing Taverns, Bars, Lounges, Nightclubs and Dance Halls, Funeral Homes and Mortuaries, Grocery Stores, Laundries (Self-Serve), Sexually Oriented Businesses, Supermarket, Tobacco Shop, Public Parks & Recreation Facilities, Ambulance Services, Colleges and Universities.

	Existing		Proposed
District(s)	AS-1	PD 78-0221	PD 25-0457
Typical General Use(s)	Single-Family Residential/Agricultural	Mobile Home Park (Vacant)	Mixed-Use Commercial Non-Residential
Acreage	0.24 MOL	12.52 MOL	12.76 MOL
Density/Intensity	1 du/ga	8 du/ga	Contractor's Office / Warehouse (1.59 ac): 0.32 F.A.R. Collision Center/Motor Vehicle Repair, Major and including body work and/or painting: (1.61 ac): 0.43 F.A.R. Commercial (3.48 ac): 0.2 F.A.R. Medical Office (3.41 ac): 0.27 F.A.R. 0.22 FAR overall
Mathematical Maximum*	0 units	100 units	122,500 sf

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	AS-1	PD 78-0221	PD 25-0457
Lot Size / Lot Width	43,560 sf / 150'	N/A	N/A
Setbacks/Buffering and Screening	50' Front 50' Rear 15' Sides	20' Front 25' Rear 10' Sides	25' FROM PERIMETER, 5' WHEN ABUTTING CG OR PD ZONING
Max Height	50'	45'	50'

Additional Information:

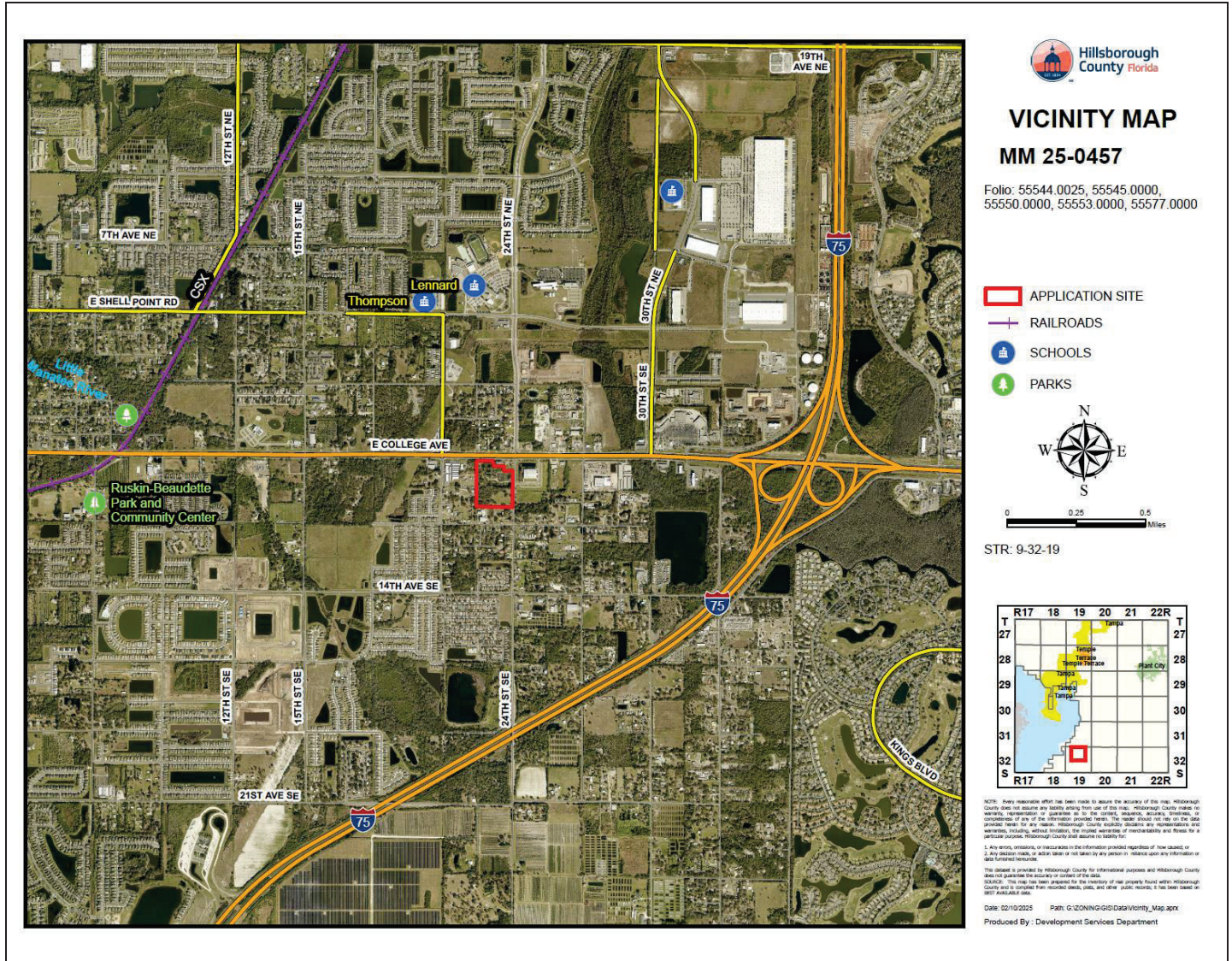
PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation:
 Consistent

Development Services Recommendation:
 Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

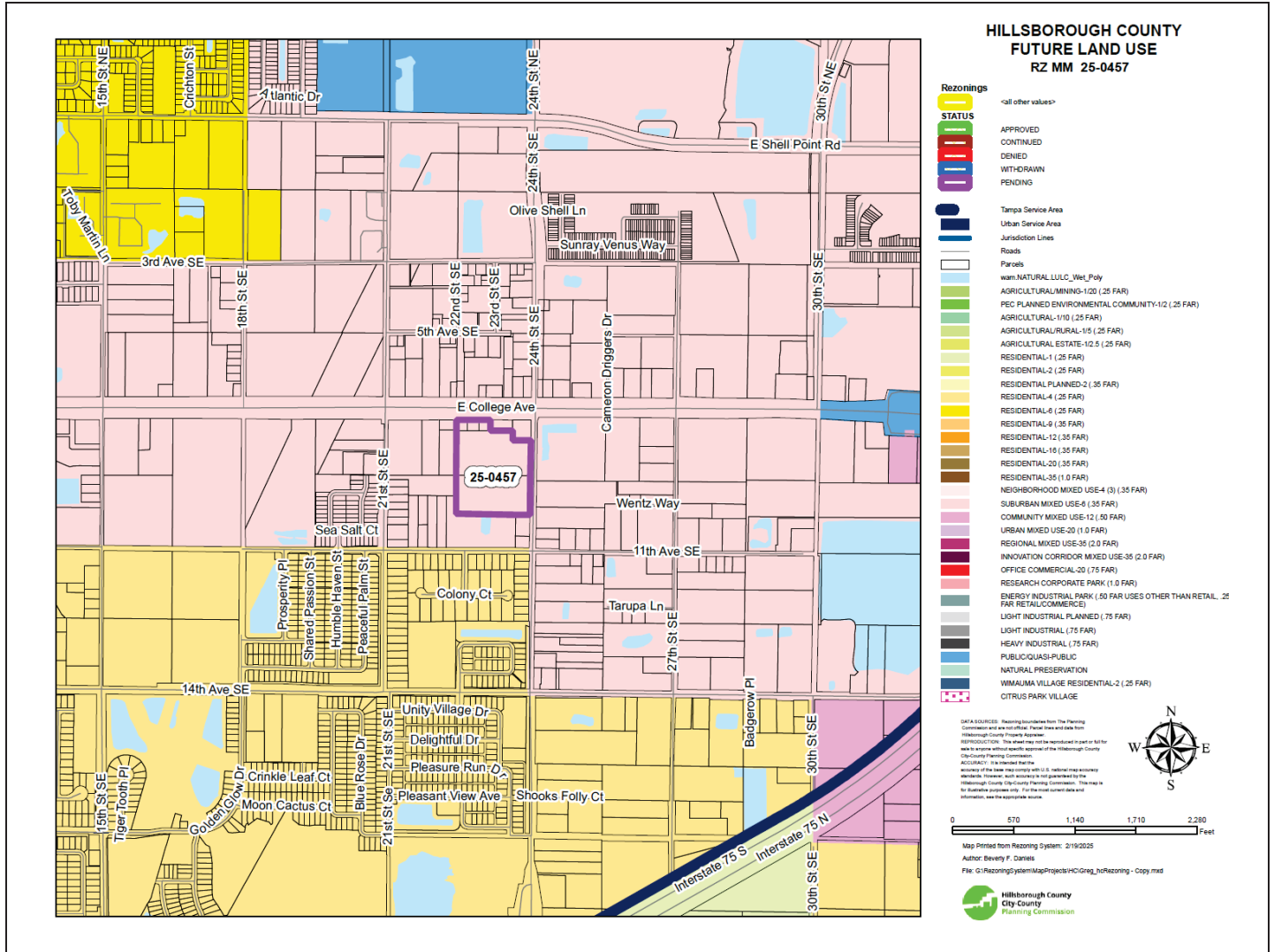


Context of Surrounding Area:

The area consists of single-family residential, commercial and institutional. Adjacent to the north is retail zoned PD 04-0566 and a vacant parcel zoned CG. To the north across East College Avenue is commercial zoned CG and single family residential zoned AR. To the east is retail zoned PD 04-0566 and a vacant parcel zoned CG. To the east across 24th Street Southeast is a church zoned PD 22-0648 and a vacant single-family residential parcel zoned ASC-1. Adjacent to the west is single-family residential and a church zoned AS-1. Adjacent to the south is a church and single-family residential zoned AS-1.

2.0 LAND USE MAP SET AND SUMMARY DATA

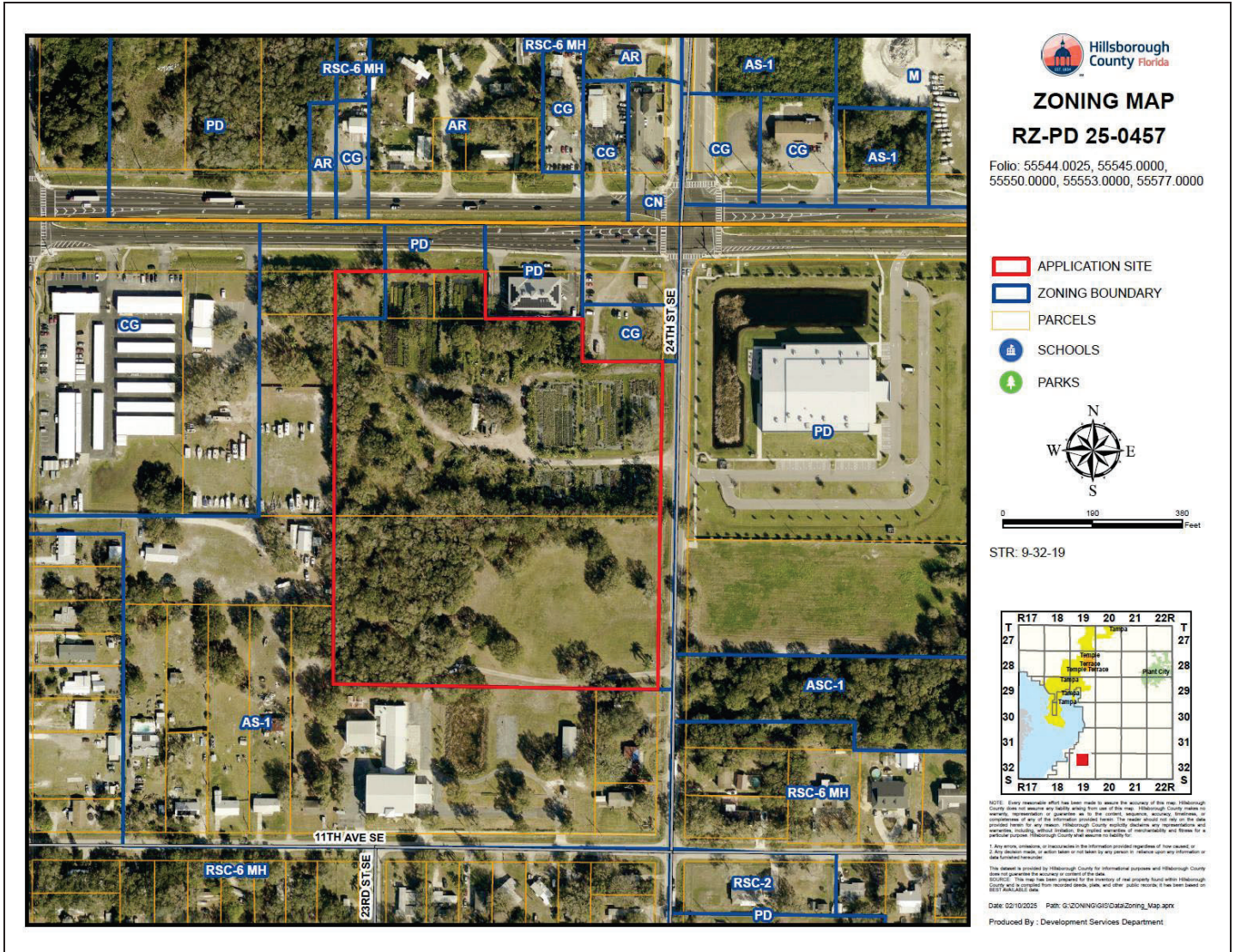
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Suburban Mixed-Use – 6 (SMU-6)
Maximum Density/F.A.R.:	6 du/ga; 0.25 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



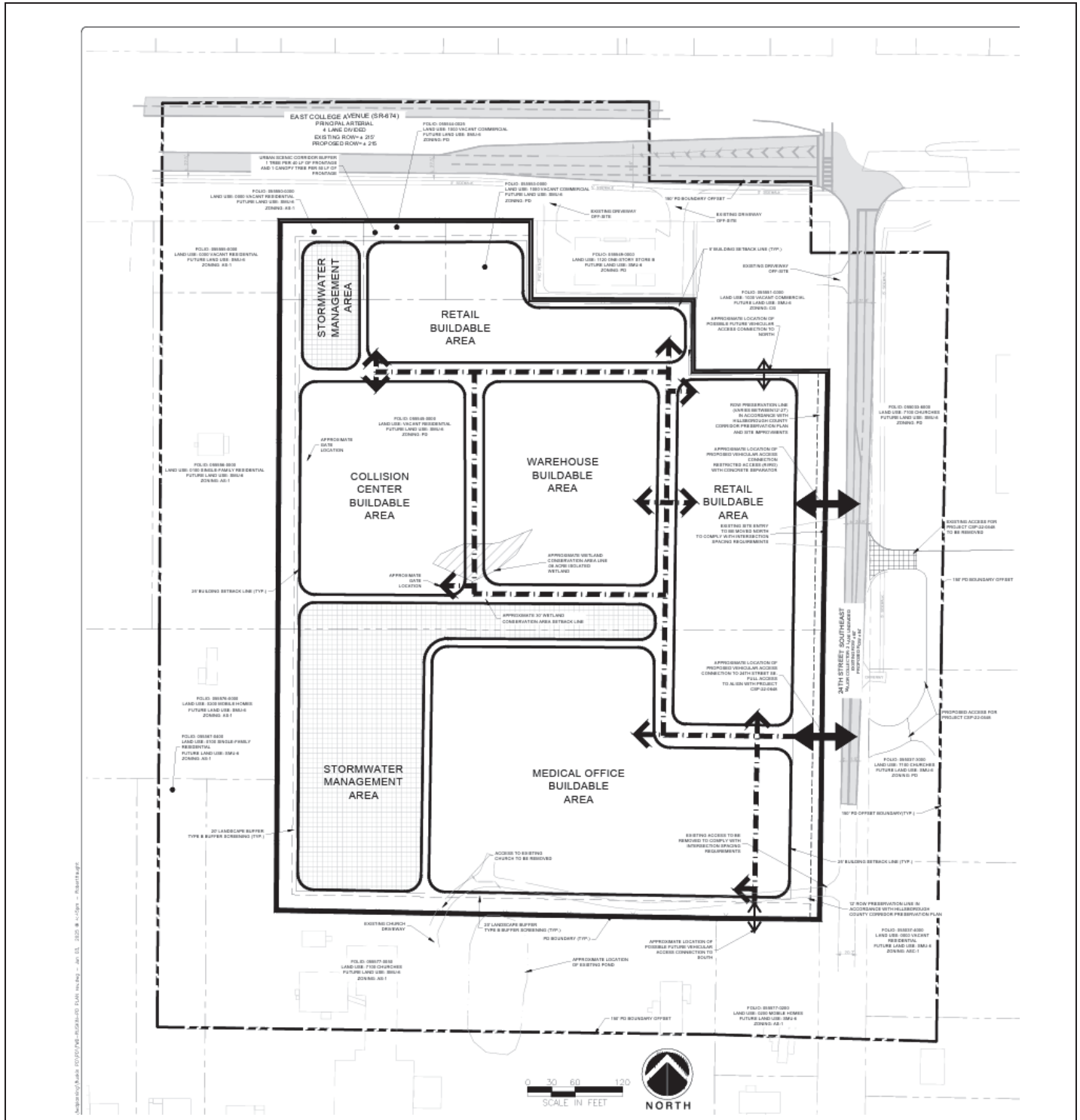
Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR, CG, PD 04-0566	1 du/5 ga, 0.27 F.A.R., 0.35 F.A.R.,	Single-Family Residential/Agricultural, Commercial, Retail	Single-Family Residential, Commercial, Retail
South	AS-1	1 du/ga	Single-Family Residential/Agricultural	Church, Single-Family Residential
East	PD 04-0566, CG, PD 22-0648, ASC-1	0.35 F.A.R., 0.27 F.A.R., 0.20 F.A.R., 1 du/ga	Retail, Commercial, Church, SFR	Retail, Vacant, Church, Mini-warehouse, Vacant

West	AS-1	1 du/ga	Single-Family Residential/Agricultural	Vacant, Single-Family Residential, Church
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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)



APPLICATION NUMBER: PD 25-0457

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Case Reviewer: Chris Grandlienard, AICP

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
College Ave.	FDOT Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
24 th Street SE	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	721	45	59
Proposed	4,280	271	458
Difference (+/-)	+3,559	+226	+399

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Vehicular & Pedestrian	Choose an item.
South		Choose an item.	Vehicular & Pedestrian	Choose an item.
East	X	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 type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
24 th ST SE/ Substandard Roadway	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY																																				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments																																
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wetlands Present.																																
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																																	
Natural Resources	<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																																	
Environmental Services	<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"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Other:																																				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments																																
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																																	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input 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																																	
Impact/Mobility Fees (Various use types allowed. Estimates are a sample of potential development) <table> <tr> <td>Retail - Shopping Center</td> <td>Warehouse</td> <td>Medical Office (10k sq ft or less)</td> <td>Auto Repair</td> </tr> <tr> <td>(Per 1,000 s.f.)</td> <td>(Per 1,000 s.f.)</td> <td>(Per 1,000 s.f.)</td> <td>(per 1,000 s.f.)</td> </tr> <tr> <td>Mobility: \$13,562</td> <td>Mobility: \$1,377</td> <td>Mobility: \$21,860</td> <td>Mobility: \$11,706</td> </tr> <tr> <td>Fire: \$313</td> <td>Fire: \$34</td> <td>Fire: \$158</td> <td>Fire: \$313</td> </tr> <tr> <td>General Office</td> <td>Specialty Trade Office</td> <td>Medical Office (> 10k sq ft)</td> <td></td> </tr> <tr> <td>(Per 1,000 s.f.)</td> <td>(Per 1,000 s.f.)</td> <td>(Per 1,000 s.f.)</td> <td></td> </tr> <tr> <td>Mobility: \$8,336</td> <td>Mobility: \$8,586</td> <td>Mobility: \$31,459</td> <td></td> </tr> <tr> <td>Fire: \$158</td> <td>Fire: \$158</td> <td>Fire: \$158</td> <td></td> </tr> </table>					Retail - Shopping Center	Warehouse	Medical Office (10k sq ft or less)	Auto Repair	(Per 1,000 s.f.)	(Per 1,000 s.f.)	(Per 1,000 s.f.)	(per 1,000 s.f.)	Mobility: \$13,562	Mobility: \$1,377	Mobility: \$21,860	Mobility: \$11,706	Fire: \$313	Fire: \$34	Fire: \$158	Fire: \$313	General Office	Specialty Trade Office	Medical Office (> 10k sq ft)		(Per 1,000 s.f.)	(Per 1,000 s.f.)	(Per 1,000 s.f.)		Mobility: \$8,336	Mobility: \$8,586	Mobility: \$31,459		Fire: \$158	Fire: \$158	Fire: \$158	
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Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments																																
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested	<input 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 area consists of single-family residential, commercial and institutional. Adjacent to the north is retail zoned PD 04-0566 and a vacant parcel zoned CG. To the north across East College Avenue is commercial zoned CG and single family residential zoned AR. To the east is retail zoned PD 04-0566 and a vacant parcel zoned CG. To the east across 24th Street Southeast is a church zoned PD 22-0648 and a vacant single-family residential parcel zoned ASC-1. Adjacent to the west is single-family residential and a church zoned AS-1. Adjacent to the south is a church and single-family residential zoned AS-1

The surrounding uses to the north and east are similar to the request, commercial. The development is located on East College Avenue (State Road 674), a principal arterial with commercial traffic. The adjacent single-family residential to the south and west are provided adequate buffering and screening of 20' / Type B. The proposed Mixed-Use Commercial will provide residential support to the neighboring area.

Therefore, the rezoning of the subject parcel from PD 78-0221 (Planned Development) and AS-1 (Agricultural - Single-Family) to PD 25-0457 (Planned Development) to allow for a mix of uses: 40,000 sf Medical Office, 30,500 sf Commercial Neighborhood (with excluded uses), 22,000 sf of Contractor's Office / Warehouse and 30,000 sf Automotive Collision Center/Motor Vehicle Repair, Major and including body work and/or painting would be consistent with the existing zoning pattern of the area.

Based on the above considerations staff finds the requested PD zoning district compatible with the existing zoning and development pattern in the area.

5.2 Recommendation

Approval, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

Prior to certification, the applicant shall make the following revisions to the PD site plan:

1. Revise the PD site plan label stating "APPROXIMATE LOCATION OF PROPOSED VEHICULAR ACCESS CONNECTION RESTRICTED ACCESS (RI/RO)" to state "APPROXIMATE LOCATION OF PROPOSED VEHICULAR ACCESS CONNECTION RESTRICTED ACCESS (RI/RO) WITH CONCRETE SEPARATOR".
2. Revise the PD site plan note north of the northern project access stating "12' ROW PRESERVATION LINE IN ACCORDANCE WITH HILLSBOROUGH COUNTY CORRIDOR PRESERVATION PLAN" to state, "ROW PRESERVATION LINE (VARIES BETWEEN 12'-27') IN ACCORDANCE WITH HILLSBOROUGH COUNTY CORRIDOR PRESERVATION PLAN AND SITE IMPROVMENTS".
3. Revise the PD site plan note south of the southern project access point stating "ROW PRESERVATION LINE (VARIES BETWEEN 12'-27') IN ACCORDANCE WITH HILLSBOROUGH COUNTY CORRIDOR PRESERVATION PLAN AND SITE IMPROVMENTS" to state "12' ROW PRESERVATION LINE IN ACCORDANCE WITH HILLSBOROUGH COUNTY CORRIDOR PRESERVATION PLAN".
4. Revise the PD site plan label stating "APPROXIMATE LOCATION OF POSSIBLE FUTURE VEHICULAR ACCESS CONNECTION TO SOUTH" to state, "APPROXIMATE LOCATION OF VEHICULAR AND PEDESTRIAN CROSS ACCESS CONNECTION TO SOUTH".
5. Revise the PD site plan label stating "APPROXIMATE LOCATION OF POSSIBLE FUTURE VEHICULAR ACCESS CONNECTION TO NORTH" to state, "APPROXIMATE LOCATION OF VEHICULAR AND PEDESTRIAN CROSS ACCESS CONNECTION TO NORTH".
6. Change Warehouse to Contractor's Office / Warehouse.
7. Change Collision Center to Collision Center/Motor Vehicle Repair, Major and including body work and/or painting.

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted June 6, 2025.

1. Development shall be limited to a Mixed-Use PD Development including:

Medical Office: 40,000 sf

Commercial Neighborhood (with excluded uses*): 30,500 sf

Contractor's Office / Warehouse: 22,000 sf

Collision Center/Motor Vehicle Repair, Major and including body work and/or painting: 30,000 sf

*Areas May Include All CN (Commercial Neighborhood) Uses, With The Exclusion Of:

Schools, Public And Private (K—12)

Restaurant W/ Drive Up Facility
Bank/Credit Union
Banquet And Reception Halls
Commercial, Vocational And Business Schools
Drug Stores
Dry Cleaners, Small And General
Free-Standing Taverns, Bars, Lounges, Nightclubs And Dance Halls
Funeral Homes And Mortuaries
Grocery Stores
Laundries (Self-Serve)
Sexually Oriented Businesses
Free-Standing High-Turnover Restaurants
Supermarket
Tobacco Shop
Public Parks & Recreation Facilities
Ambulance Services
Colleges And Universities
Free-Standing High-Turnover Restaurants

2. Development standards:

Maximum F.A.R.: Contractor's Office / Warehouse: 0.32
Collision Center/Motor Vehicle Repair, Major and including body work and/or painting: 0.43
Commercial Neighborhood: 0.20
Medical Office: 0.27

Maximum Building Area: Contractor's Office / Warehouse: 22,000 sf
Collision Center/Motor Vehicle Repair, Major and including body work and/or painting: 30,000 sf
Commercial Neighborhood: 30,500 sf
Medical Office: 40,000 sf

Minimum Building Setbacks: Perimeter Setback: 25 ft
Setback when abutting PD or CG Zoned Parcel: 5ft

Maximum Building Height: 50 ft, 2:1 setback for buildings over 20 ft in height applies

Maximum Building Coverage: 80%

Maximum Impervious: 80%

3. A 20-foot-wide buffer with Type B screening shall be provided where depicted on the general site plan.

4. Notwithstanding the allowable uses outlined in Condition of Approval #1, no development shall be permitted that causes cumulative development to exceed 4,280 gross average daily trips, 271 gross a.m. peak hour trips, or 458 gross p.m. peak hour trips, nor shall development be permitted which exceeds 4,174 net new average daily trips, 267 net new a.m. peak hour trips, or 448 net new p.m. peak hour trips. Additionally:
 - a. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
5. The project shall be permitted one right-in/right-out access and one full access connection on 24th St. SE, as shown on the PD site plan.
 - a. With the initial increment of development, the developer shall construct a southbound right turn lane at the right-in/right-out access and a concrete traffic separator between the southbound through lane and northbound left turn lane approaching College Ave. in the vicinity of the access to physically restrict left turn movements.
6. If PD 25-0457 is approved, the County Engineer will approve a Design Exception (dated May 2, 2025) which was found approvable by the County Engineer (on May 2, 2025) for 24th St. SE substandard road improvements. As 24th St. SE is a substandard collector roadway, the developer shall make the following improvements along the project frontage and extending north to College Ave. consistent with the Design Exception in lieu of constructing the roadway to typical standard:
 - b. Construct a 10-foot-wide multi-use path, and
 - c. Curb and gutter.
7. As 24th St. SE is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced roadway, the developer shall preserve up to +/-12 to 27 feet of right-of-way along its 24th St. SE frontage for future improvements. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area should be shown on all site plans. Building setbacks shall be calculated from the future right-of-way line.
8. Notwithstanding anything shown on the site plan or the conditions herein, ADA/sidewalk connections shall be provided from site ingress and egress access point to building entrances and parking areas.
9. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

10. Minimum off-street parking spaces shall be provided for per Article 6.05.00 of the LDC.
11. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
12. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
13. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
14. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
15. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.
16. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
17. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
18. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
19. 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.

20. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

J. Brian Grady

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

None.

9.0 FULL TRANSPORTATION REPORT (see following pages)**AGENCY REVIEW COMMENT SHEET**

TO: Zoning Technician, Development Services Department

DATE: 5/08/2025

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RU/South

PETITION NO: PD 25-0457

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

CONDITIONS OF APPROVAL

- Notwithstanding the allowable uses outlined in Condition of Approval #1, no development shall be permitted that causes cumulative development to exceed 4,280 gross average daily trips, 271 gross a.m. peak hour trips, or 458 gross p.m. peak hour trips, nor shall development be permitted which exceeds 4,174 net new average daily trips, 267 net new a.m. peak hour trips, or 448 net new p.m. peak hour trips. Additionally:
 - a. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
- The project shall be permitted one right-in/right-out access and one full access connection on 24th St. SE, as shown on the PD site plan.
 - a. With the initial increment of development, the developer shall construct a southbound right turn lane at the right-in/right-out access and a concrete traffic separator between the southbound through lane and northbound left turn lane approaching College Ave. in the vicinity of the access to physically restrict left turn movements.
- If PD 25-0457 is approved, the County Engineer will approve a Design Exception (dated May 2, 2025) which was found approvable by the County Engineer (on May 2, 2025) for 24th St. SE substandard road improvements. As 24th St. SE is a substandard collector roadway, the developer shall make the following improvements along the project frontage and extending north to College Ave. consistent with the Design Exception in lieu of constructing the roadway to typical standard:
 - a. Construct a 10-foot wide multi-use path, and
 - b. Curb and gutter.
- As 24th St. SE is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced roadway, the developer shall preserve up to +/-12 to 27 feet of right-of-way along its 24th St. SE frontage for future improvements. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-

of-way preservation area should be shown on all site plans. Building setbacks shall be calculated from the future right-of-way line.

- Notwithstanding anything shown on the site plan or the conditions herein, ADA/sidewalk connections shall be provided from site ingress and egress access point to building entrances and parking areas.
- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
- Minimum off-street parking spaces shall be provided for per Article 6.05.00 of the LDC.

Other Conditions:

Prior to certification, the applicant shall make the following revisions to the PD site plan:

- Revise the PD site plan label stating "APPROXIMATE LOCATION OF PROPOSED VEHICULAR ACCESS CONNECTION RESTRICTED ACCESS (RI/RO)" to state "APPROXIMATE LOCATION OF PROPOSED VEHICULAR ACCESS CONNECTION RESTRICTED ACCESS (RI/RO) WITH CONCRETE SEPARATOR".
- Revise the PD site plan note north of the northern project access stating "12' ROW PRESERVATION LINE IN ACCORDANCE WITH HILLSBOROUGH COUNTY CORRIDOR PRESERVATION PLAN" to state, "ROW PRESERVATION LINE (VARIES BETWEEN 12'-27') IN ACCORDANCE WITH HILLSBOROUGH COUNTY CORRIDOR PRESERVATION PLAN AND SITE IMPROVEMENTS".
- Revise the PD site plan note south of the southern project access point stating "ROW PRESERVATION LINE (VARIES BETWEEN 12'-27') IN ACCORDANCE WITH HILLSBOROUGH COUNTY CORRIDOR PRESERVATION PLAN AND SITE IMPROVEMENTS" to state "12' ROW PRESERVATION LINE IN ACCORDANCE WITH HILLSBOROUGH COUNTY CORRIDOR PRESERVATION PLAN".
- Revise the PD site plan label stating "APPROXIMATE LOCATION OF POSSIBLE FUTURE VEHICULAR ACCESS CONNECTION TO SOUTH" to state, "APPROXIMATE LOCATION OF VEHICULAR AND PEDESTRIAN CROSS ACCESS CONNECTION TO SOUTH".
- Revise the PD site plan label stating "APPROXIMATE LOCATION OF POSSIBLE FUTURE VEHICULAR ACCESS CONNECTION TO NORTH" to state, "APPROXIMATE LOCATION OF VEHICULAR AND PEDESTRIAN CROSS ACCESS CONNECTION TO NORTH".

PROJECT SUMMARY AND ANALYSIS

The subject property is located on the southwest corner of College Ave. and 24th St SE. The applicant is requesting to rezone five parcels, totaling +/- 12.76 acres, from Agricultural Single Family 1 (AS-1) and Planned Development (PD) 78-0221 to a new Planned Development (PD) to allow Commercial Neighborhood (CN) uses, except for the following excluded uses:

- Schools, Public and Private (K—12)
- Restaurant w/ Drive up facility
- Free-standing High-turnover Restaurants
- Bank/Credit Union
- Banquet and Reception Halls
- Commercial, Vocational and Business Schools
- Drug Stores
- Dry Cleaners, Small and General
- Free-Standing Taverns, Bars, Lounges, Nightclubs and Dance Halls
- Funeral Homes and Mortuaries
- Grocery Stores
- Laundries (Self-Serve)
- Sexually Oriented Businesses
- Supermarket
- Tobacco Shop

- Public Parks & Recreation Facilities
- Ambulance Services
- Colleges and Universities.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project; however, the analysis does not represent a worst-case analysis which represents maximum potential trip impacts of the wide range of land uses proposed, particularly within the CN retail component. Given this, and the sensitivity of the site access, staff has included a condition restricting development to the number of trips studied in the applicant's transportation analysis. This restriction may not permit the construction of 100% of the potential entitlements sought by the applicant (e.g. 30,500 s.f. of certain CN uses, although allowed by the land use, may not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, will not be permitted if they exceed the trip cap. It should be noted that if a project consists of multiple parcels, or if a developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

The trip cap data was taken from the calculations presented in the detailed site access analysis prepared by the applicant's Traffic Engineer. Given the range of potential uses proposed, it should be noted that the uses which the applicant studied to develop the cap may or may not be representative of the uses which are ultimately proposed to be permitted for construction. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses, at the time of site construction plan review, shall be calculated utilizing the latest available ITE trip generation manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

Staff has prepared a comparison of the potential number of gross trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data for the proposed project is based upon the transportation impacts identified in the transportation analysis, which forms the basis of the trip cap and is proposed as a condition of approval. Data shown below is based on the 11th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Approved Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 78-0221: 100 Mobile Home Units (ITE 240)	712	44	58
AS-1: 1 Single Family Detached Units (ITE 210)	9	1	1
Total	721	45	59

Proposed PD Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: Proposed Trip Cap	4,280	271	458

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM

Difference	(+) 3,559	(+) 226	(+) 399
-------------------	------------------	----------------	----------------

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE AND SITE ACCESS

College Ave. (SR 674) is a FDOT maintained, 4-lane, divided rural arterial roadway. It is characterized by +/-12-foot travel lanes, paved shoulders varying from +/-2-4 feet wide, and +/- 40-sodded median. There are sidewalks on both sides of the roadway. The right-of-way is +/-209 feet within the vicinity of the project.

Pursuant to the Hillsborough County Corridor Preservation Plan, SR 674 is planned to be improved to 6-lanes from Interstate 75 to 15th St SE. The FDOT SR 674 PD&E study (State Project No. 10120-1511) shows the proposed typical section for SR 674 along the project frontage to be 206 feet. Therefore, no right-of-way preservation is needed at this time.

24th Street SE is a 2-lane, substandard, publicly maintained, collector roadway characterized by +/- 11-foot wide lanes with a 5-foot sidewalk and curb and gutter on the east side within a +/- 59-foot wide right-of-way along the project's frontage. There is no sidewalk or curb and gutter along the project's frontage. There is an existing +/-11 foot wide northbound left turn lane along the majority of the project frontage.

Pursuant to the Hillsborough County Transportation Technical Manual, a rural collector roadway shall meet the typical section TS-7 standard. Typical section standards include 12-foot-wide lanes, 8-foot shoulders, 5-foot wide sidewalks and open swales within a minimum of 96 feet of right-of-way.

SE 24th St. is included in the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced collector roadway improvement. The existing right of way is +/-59 feet. Based on the two-lane enhanced corridor collector roadway typical section plus an 11-foot enhancement and turn lanes the applicant proposes 12 to 27 feet of corridor preservation along the project frontage as shown in the PD site plan.

The applicant is requesting a design exception to construct a 10-foot multi-use path and curb and gutter in lieu of improving the roadway to standard. See the Design Exception request section below for additional detail.

SITE ACCESS AND CONNECTIVITY

The project is proposing one (1) full access connection and one right-in/right-out restricted access on 24th St. SE. The right-in/right-out restricted access is due to the presence of a northbound left turn lane which would conflict with traffic entering or existing the northern project access if left unrestricted. The applicant will be required to install a concrete separator in the vicinity of the right-in/right-out access driveway connection to physically restrict left turn movements; with the specific design of the separator to be determined during site plan permitting.

The applicant's transportation analysis demonstrates that project trips will warrant a southbound right turn lane at the project's northern access point.

As proposed by the applicant, a 10-foot-wide multi-use path will be constructed along the project frontage on 24th St. SE and extend north to College Ave.

At the time of construction/site plan review, the applicant will be required to show ADA/sidewalk connections from the site arrival points to the building entrances and parking areas consistent with Section 6.03.02. of the LDC.

REQUESTED DESIGN EXCEPTION: 24th STREET SE

As 24th St. SE is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for 24th St. SE (dated May 2, 2025) to determine the specific improvements that

would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on May 2, 2025). The developer will be required to construct a 10-foot-wide multi-use path and curb and gutter along the project frontage and extend north to College Ave. consistent with the submitted design exception.

If this zoning is approved, the County Engineer will approve the Design Exception request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
SR 674	US HWY 41	INTERSTATE 75	D	C
24 TH ST SE	SR 674	21 ST ST SE	D	C

Source: Hillsborough County 2020 Level of Service Report.

From: Williams, Michael [WilliamsM@hcfl.gov]

Sent: Friday, May 2, 2025 5:18 PM

To: Michael Raysor [mdr@raysor-transportation.com]

CC: justyna@fwdplanning.com; Grandlienard, Christopher [GrandlienardC@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; Drapach, Alan [DrapachA@hcfl.gov]; Tirado, Sheida [TiradoS@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]

Subject: FW: RZ PD 25-0457 - Design Exception Review

Attachments: 25-0457 DEAd 05-02-25.pdf

Mike,

I have found the attached Design Exception (DE) for PD 25-0457 APPROVABLE.

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

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcountv.org

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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Please note: All correspondence to or from this office is subject to Florida's Public Records law.

From: Tirado, Sheida <TiradoS@hcfl.gov>

Sent: Friday, May 2, 2025 5:01 PM

To: Williams, Michael <WilliamsM@hcfl.gov>

Cc: Perez, Richard <PerezRL@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>

Subject: RZ PD 25-0457 - Design Exception Review

Hello Mike,

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

mdr@raysor-transportation.com

justyna@fwdplanning.com

grandlienardc@hcfl.gov

perezrl@hcfl.gov

drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services Department

E: TiradoS@HCFL.gov

P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602

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Hillsborough County Florida

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Received May 2, 2025
Development Services**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleon@HCFL.gov or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Existing Facilities - 24th ST SE <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.		
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>			
Project Name/ Phase	South Shore PD		
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>			
Folio Number(s)	055553-0000, 055544-0025, 055545-0000, 055550-0000, & 055577-0000		
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers		
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>			
Name of Person Submitting Request	Michael D. Raysor, P.E.		
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>			
Current Property Zoning Designation	AS-1 & PD		
<p>Important: For Example, type "Residential Multi-Family Conventional - 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>			
Pending Zoning Application Number	PD 25-0457		
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>			
Related Project Identification Number (Site/Subdivision Application Number)	n/a		
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>			

Received May 2, 2025

Development Services



TRAFFIC ENGINEERING
DEVELOPMENT SUPPORT

May 2, 2025 (Revision No. 2)

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

SUBJECT: SOUTH SHORE PD (25-0457)
DESIGN EXCEPTION – EXISTING FACILITIES (24TH STREET SE)
FOLIO NO's. 055553-0000, 055544-0025, 055545-0000, 055550-0000, & 055577-0000

Dear Mr. Williams,

This letter documents a request for a Design Exception per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with the proposed development of the South Shore PD (25-0457).

1.0 | INTRODUCTION

The subject project site is located southwest of the intersection of College Avenue (State Road 674) & 24th Street SE, in Hillsborough County, Florida; as shown in [ATTACHMENT A](#). The subject ±12.76 acre project site is currently zoned AS-1 (0.24 acres) & PD 78-0221 (12.52 acres). A Planned Development (PD) rezoning is proposed which would allow for the following mixed use development scenario: (a) Specialty Trade Contractor / Warehouse @ 22,000 square feet, (b) Medical Office @ 40,000 square feet, (c) Commercial/Retail @ 30,500 square feet, and (d) Automobile Collision Center @ 30,000 square feet. Access to the project site is planned to be provided via two (2) driveway connections to 24th Street SE, with the northern site access driveway restricted to right-in/right-out traffic movements, and the southern site access driveway providing for full access; as shown in [ATTACHMENT B](#).

Pursuant to LDC §6.04.03.L (Existing Facilities), the following is applicable to 24th Street SE:

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

The adjacent segment of 24th Street SE is functionally classified as a County collector roadway, with a 45 mph posted speed limit and a C3R context classification. A Design Exception is requested for relief from the above-referenced requirement to improve 24th Street SE to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of approval; where in lieu of meeting the requirements of the TS-7 typical section, alternative improvements are proposed. The County typical section for a two-lane undivided collector roadway (TS-7) is provided as [ATTACHMENT C](#).

Received May 2, 2025
Development Services

RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
SOUTH SHORE PD (25-0457)
DESIGN EXCEPTION – EXISTING FACILITIES (24TH STREET SE)
FOLIO NO's. 055553-0000, 055544-0025, 055545-0000, 055550-0000, & 055577-0000
MAY 2, 2025 (REVISION NO. 2)
PAGE 2 OF 4



2.0 | ROADWAY CHARACTERISTICS

The characteristics of the adjacent segment of 24th Street SE, within the limits from College Avenue to 11th Avenue SE, are summarized below. Photographs showing 24th Street SE in the vicinity of the subject project site are provided in [ATTACHMENT D](#).

RIGHT-OF-WAY WIDTH: The adjacent segment of 24th Street SE, within the limits from College Avenue to 11th Avenue SE, has an existing right-of-way width \pm 60 feet. The foregoing indicates that 24th Street SE does not meet the standard right-of-way width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard right-of-way width is identified as 96 feet.

LANE WIDTH: The adjacent segment of 24th Street SE, within the limits from College Avenue to 11th Avenue SE, has a typical lane width that varies between \pm 10 feet and \pm 11 feet. The foregoing indicates that 24th Street SE does not meet the standard lane width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard lane width is identified as 12 feet.

SHOULDERS: The adjacent segment of 24th Street SE, within the limits from College Avenue to 11th Avenue SE, does not have paved shoulders. The foregoing indicates that 24th Street SE does not meet the standard shoulder condition, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard shoulder condition is identified as 8 feet in total width, with 5 feet paved. It is noted that roadside conditions do not exhibit signs of rutting or other deformation.

SIDEWALK: The adjacent segment of 24th Street SE, within the limits from College Avenue to 11th Avenue SE, currently has \pm 600 feet of sidewalk along the eastern side of the roadway (within the frontage of the Crossing Church) which connects to the sidewalk network along College Avenue. This existing sidewalk is planned to be reconstructed as a 10' multi-use path in association with the development of mini-storage (PD 22-0648).

Currently a sidewalk does not exist on the western side of the roadway within the referenced limits, however, pursuant to LDC requirements, the subject project will be required to construct a sidewalk along its 24th Street SE frontage, which would result in \pm 695 feet of sidewalk along the western side of the roadway. Upon development of the subject project and construction of the referenced sidewalk, a gap of \pm 220 would exist between the new sidewalk and the existing sidewalk network along College Avenue. The foregoing indicates that 24th Street SE does not meet the standard sidewalk condition, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, continuous sidewalks are required on both sides of the road.

SPEED LIMIT: The adjacent segment of 24th Street SE, within the limits from College Avenue to 11th Avenue SE, has a posted speed limit of 45 mph.

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MICHAEL J. WILLIAMS, P.E.
SOUTH SHORE PD (25-0457)
DESIGN EXCEPTION – EXISTING FACILITIES (24TH STREET SE)
FOLIO NO's. 055553-0000, 055544-0025, 055545-0000, 055550-0000, & 055577-0000
MAY 2, 2025 (REVISION NO. 2)
PAGE 3 OF 4

3.0 | CRASH HISTORY

A crash data evaluation has been prepared for the adjacent segment of 24th Street SE, within the limits from College Avenue to 11th Avenue SE, excluding the endpoint intersections; as documented in [ATTACHMENT E](#). The crash data evaluation indicates that zero crashes have occurred on the subject roadway segment within the referenced limits within the prior five year period from January 1, 2020 to December 31, 2024. These findings indicate that the substandard roadway conditions identified for 24th Street SE have not historically contributed to a safety deficiency, as evidenced by a lack of crashes attributable to those substandard conditions. Further, the referenced crash history does not exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project.

4.0 | PROJECT GENERATED TRAFFIC VOLUMES

The daily and peak hour trip generation for the project site was estimated using trip characteristic data pursuant to the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th edition), as documented in [ATTACHMENT F](#). The trip generation estimate identified 4,174 daily trips, with 267 trips during the AM peak hour, and 448 trips during the PM peak hour.

5.0 | ALTERNATIVE IMPROVEMENTS

As discussed in Section 2.0 herein, 24th Street SE was found to be substandard in regard to sidewalk coverage; specifically in regard to the ± 220 foot gap in sidewalk coverage between the new sidewalk required along the project site frontage and the existing sidewalk network along College Avenue. To address the subject project's impact to substandard sidewalk conditions, the applicant proposes to construct a 10' multi-use path along the western side of 24th Street SE within the project site frontage (instead of a typical 5' sidewalk), and proposes to construct ± 220 feet of 10' multi-use path along the western side of 24th Street SE between the project site and the existing sidewalk network along College Avenue. The referenced improvement would provide for a continuous 10' multi-use path on the west side of 24th Street SE between the project site's southern boundary and the existing sidewalk network along College Avenue; thus providing a pedestrian safety & mobility benefit.

Refer to [ATTACHMENT G](#) for a conceptual graphic depicting the referenced 10' multi-use path improvement and [ATTACHMENT H](#) for existing and proposed typical sections.

In addition, a concrete separator will be installed by the developer on 24th Street SE in the vicinity of the northern site access driveway connection to physically restrict left turn movements; with the specific design of the separator to be determined during site plan permitting.

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RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
SOUTH SHORE PD (25-0457)
DESIGN EXCEPTION – EXISTING FACILITIES (24TH STREET SE)
FOLIO NO's. 055553-0000, 055544-0025, 055545-0000, 055550-0000, & 055577-0000
MAY 2, 2025 (REVISION NO. 2)
PAGE 4 OF 4

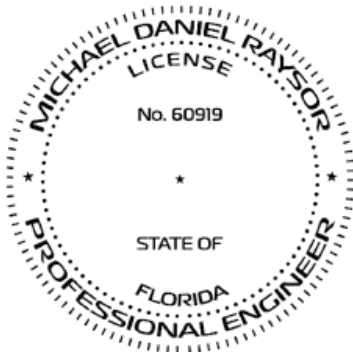
6.0 | CONCLUSION

The foregoing documents a request for a Design Exception per Hillsborough County Transportation Manual (TTM) Section 1.7.2. to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with the South Shore PD, and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President



THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY

Michael Raysor

Digitally signed by Michael
Raysor
Date: 2025.05.02 12:45:07
-04'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT
CONSIDERED SIGNED AND SEALED AND THE
SIGNATURE MUST BE VERIFIED ON ANY
ELECTRONIC COPIES.

RAYSOR TRANSPORTATION CONSULTING, LLC
19046 BRUCE B. DOWNS BOULEVARD, #308
TAMPA, FL 33647
ENB NO. 27789
MICHAEL D. RAYSOR, P.E. NO. 60919

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

APPROVED ☐

APPROVED WITH CONDITIONS ☐

DENIED ☐

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

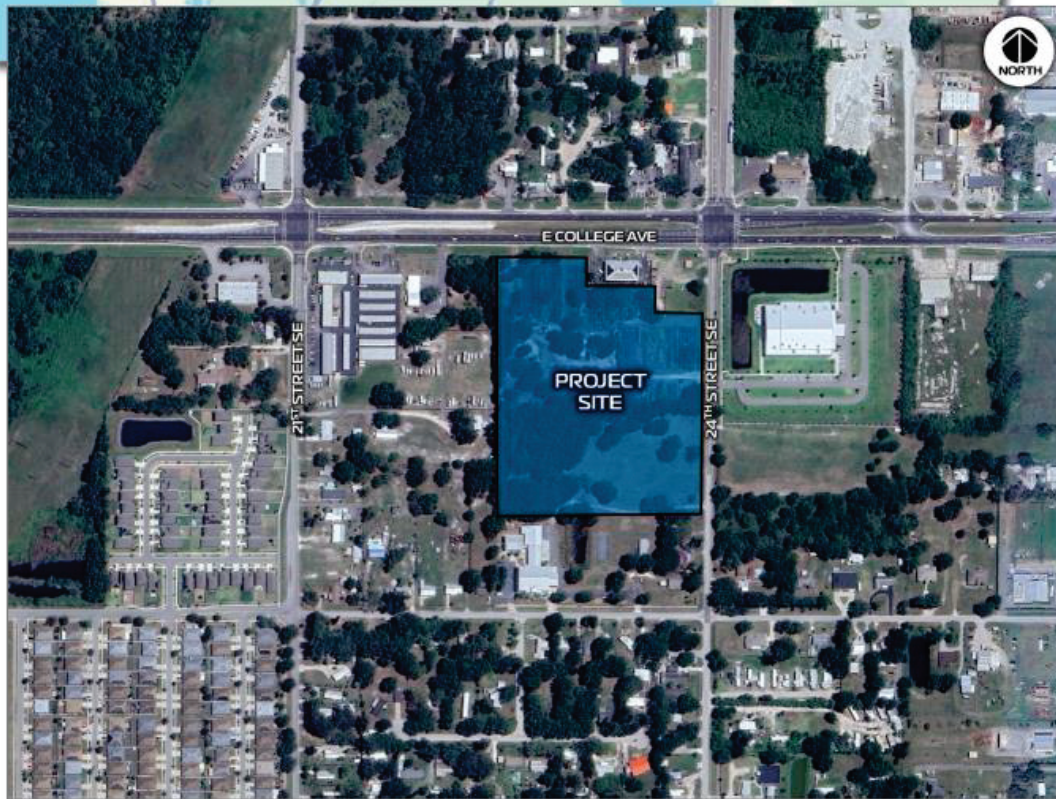
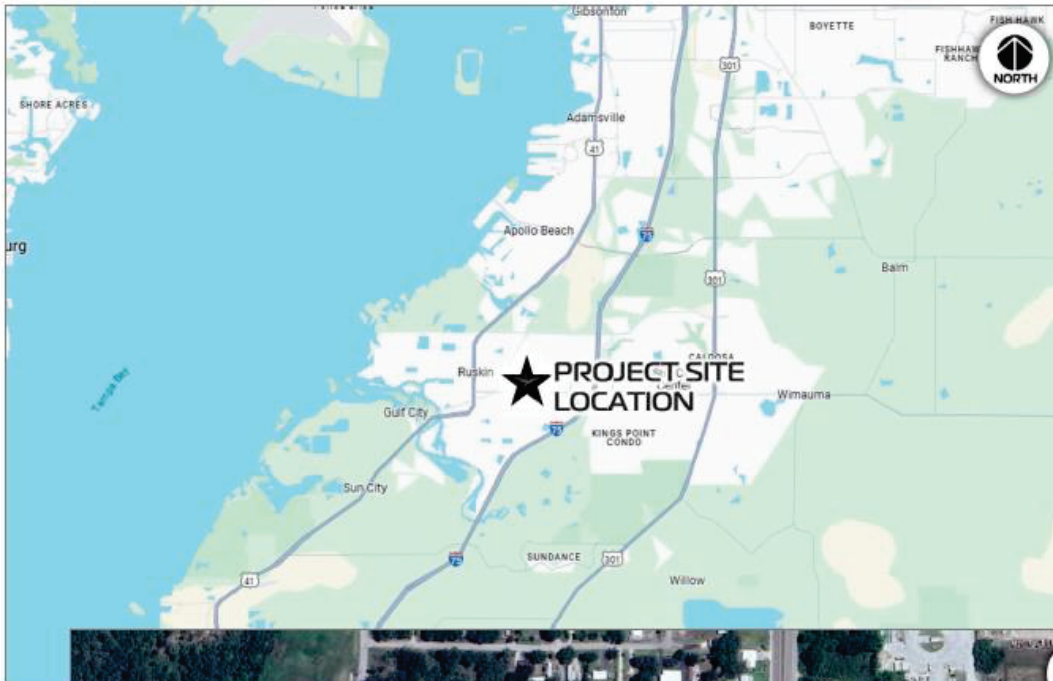
DATE

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ATTACHMENT A



SOUTH SHORE PD Project Site Location Map

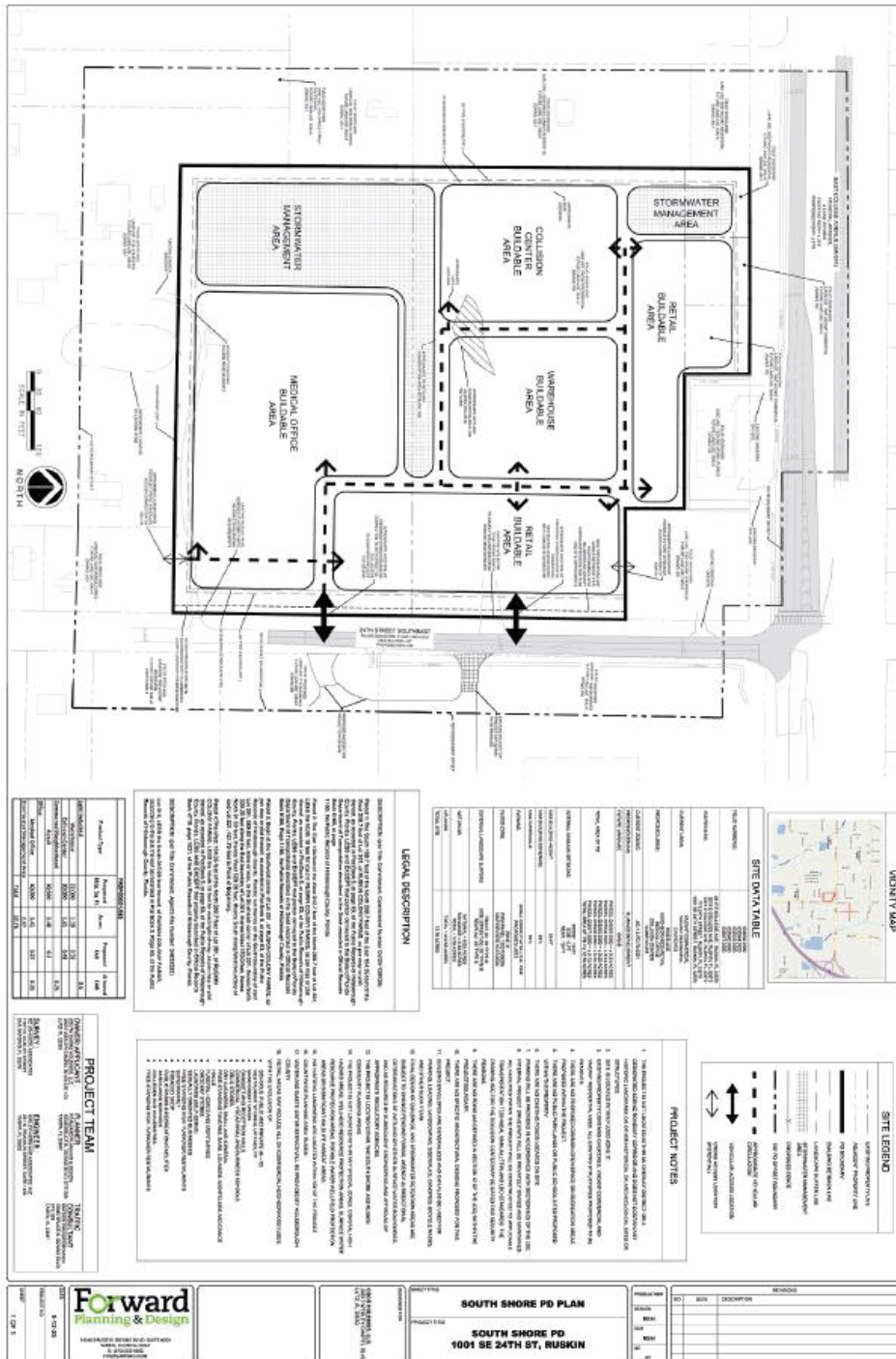


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ATTACHMENT B



SOUTH SHORE PD Project Site General Development Plan

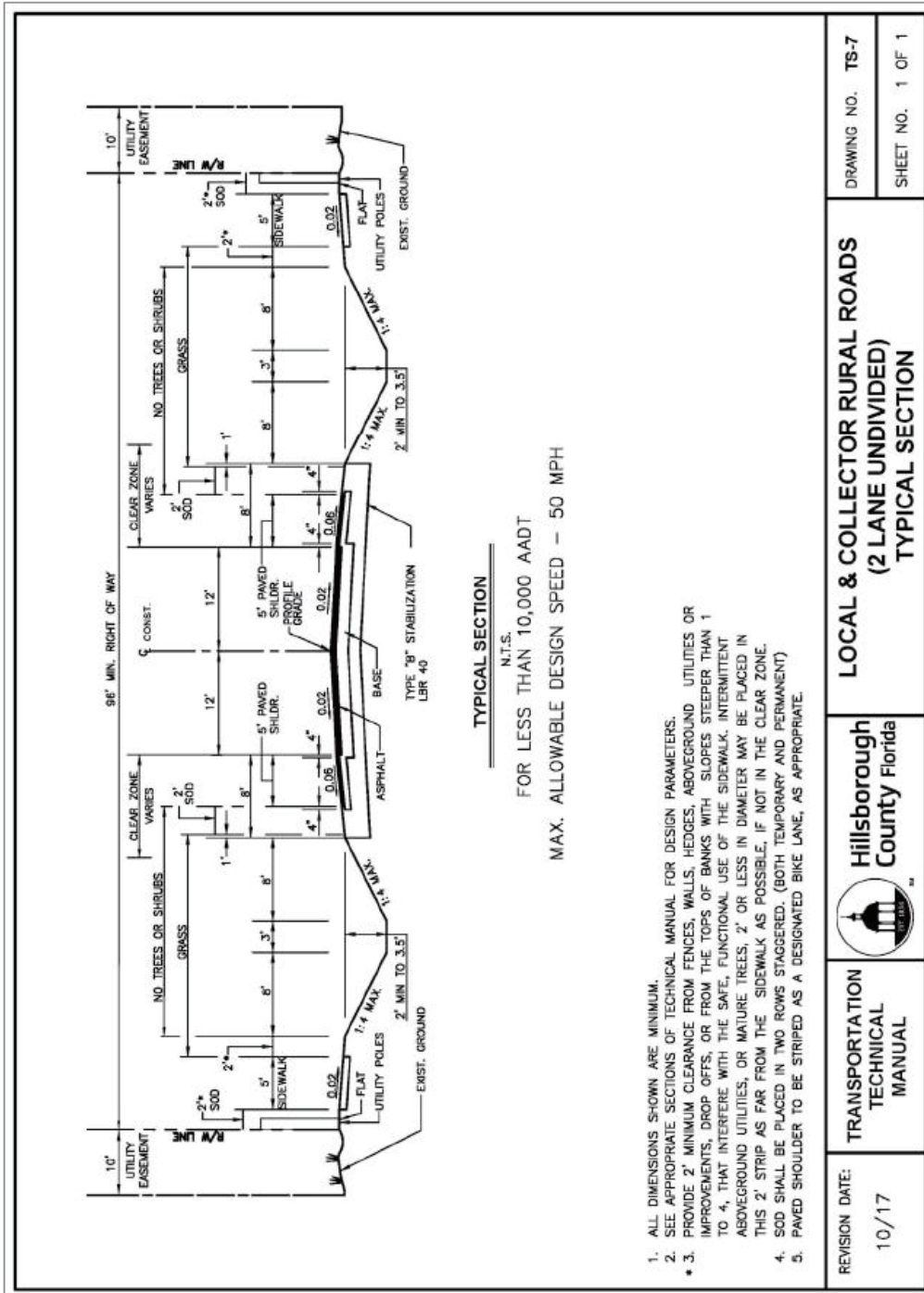


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ATTACHMENT C



SOUTH SHORE PD
 TS-7 Typical Section



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ATTACHMENT D

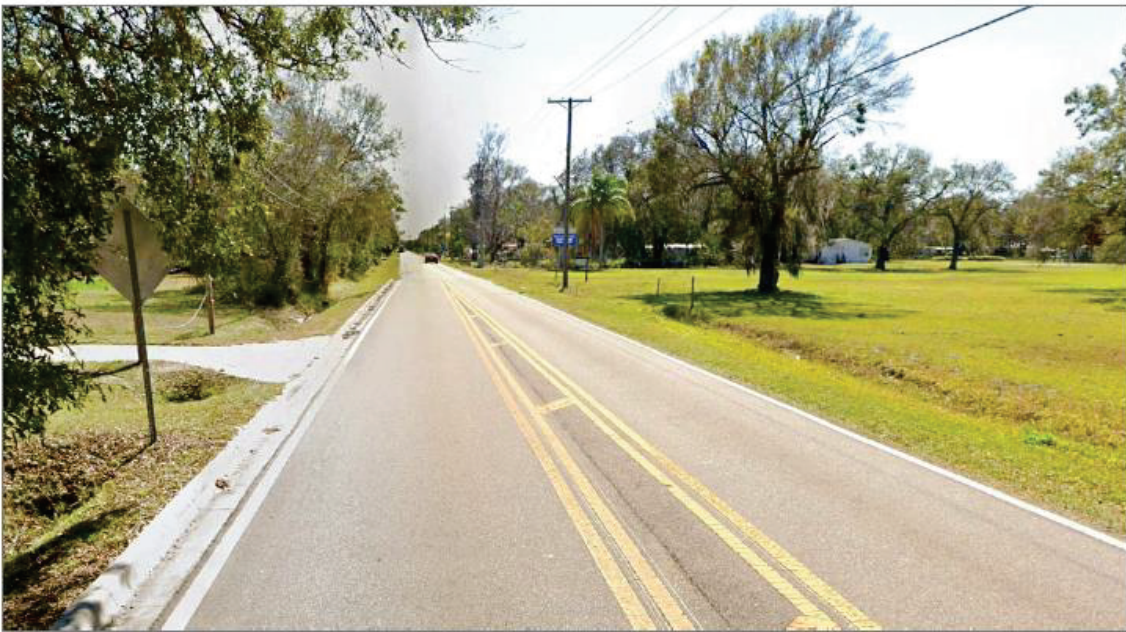


SOUTH SHORE PD
Roadway Photographs

21ST STREET SE: looking north



21ST STREET SE: looking south



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ATTACHMENT E



SOUTH SHORE PD
Crash History

Hillsborough County Crash Data Management | [Data Report](#) | [Crash Downloads](#) | [Help](#)

Search

Top Locations Analysis

Crash Record Selection

Exclusions: ☐ Parking Lot ☐ Interstate

Form Type: ☒ All ☐ Long Form ☐ Short Form

Crash Date Range: From: 01/01/2020 To: 12/31/2024

Results

Summary

No data records found. Please try your selections again

0 crash records returned. (0 mapped)

[View Selection Parameters](#) [Clear Results](#)

(*the summary below shows the most, recent 5 years worth of data)

Lat: 27.973350743692453, Lon: -82.38039155201386

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ATTACHMENT F

SOUTH SHORE PD
Trip Generation Estimate

ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Rate	Enter	Exit	Rate	Trips	Enter	Exit
180	Specialty Trade Contractor	22,000 sf	9.82	216	1.66	37	27	10	1.93	42	13	29
720	Medical Office	40,000 sf	$T=42.97(X) - 108.01$	1,612	$\ln(T)=0.90 * \ln(X)+134$	106	84	22	$T=4.07(X) - 3.17$	160	48	112
822	Commercial (<40 ksf)	30,500 sf	$T=42.20(X) + 229.68$	1,518	$\ln(T)=0.66 * \ln(X)+184$	60	36	24	$\ln(T)=0.71 * \ln(X)+2.72$	172	86	86
942	Automobile Care Center	30,000 sf	[1]	934	2.25	68	45	23	$T=2.41(X) + 11.83$	84	40	44
Gross Trips			--	4,280	--	271	192	79	--	458	187	271
Internal Capture			3.4%	106	2.4%	4	2	2	3.0%	10	5	5
Driveway Trips			--	4,174	--	267	190	77	--	448	182	266
Pass-By Trips			0%	0	0%	0	0	0	0%	0	0	0
New External Trips			--	4,174	--	267	190	77	--	448	182	266

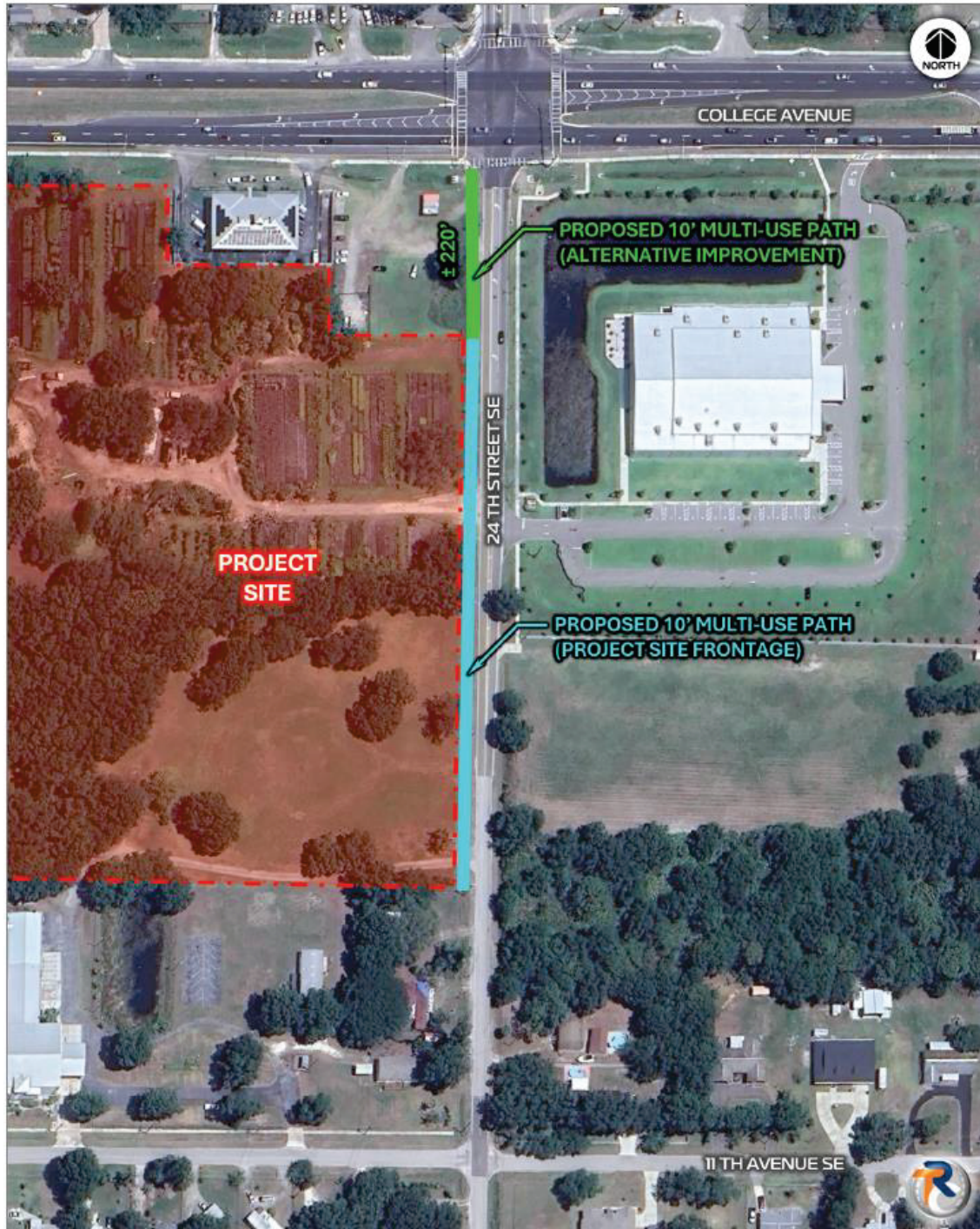
SOURCE: INSTITUTE OF TRANSPORTATION ENGINEERS TRIP GENERATION MANUAL (11TH EDITION)

Received May 2, 2025
Development Services

ATTACHMENT G

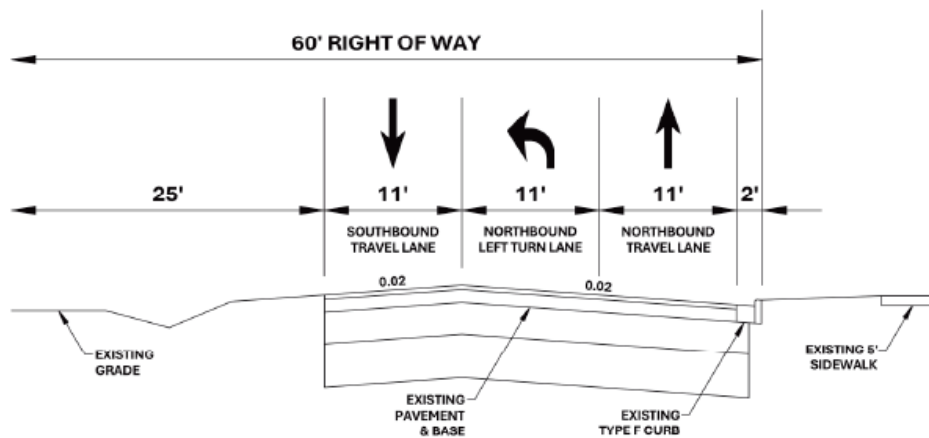
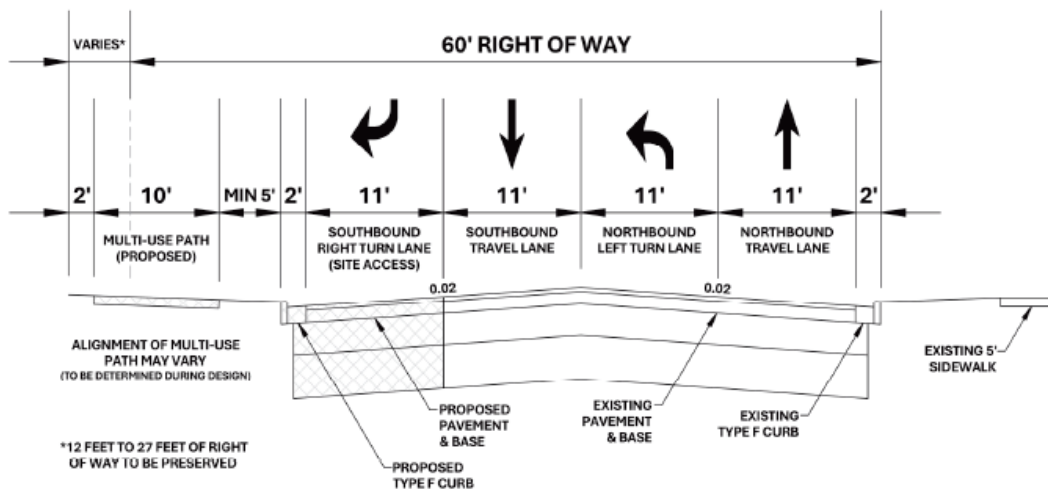


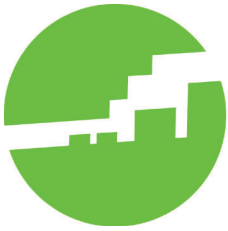
SOUTH SHORE PD
Sidewalk Improvement Concept



Received May 2, 2025
Development Services

ATTACHMENT H

SOUTH SHORE PD
Typical Sections24 STREET SE
EXISTING TYPICAL SECTION24 STREET SE
PROPOSED TYPICAL SECTION



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
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601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: July 21, 2025 Report Prepared: July 10, 2025	Case Number: PD 25-0457 Folio(s): 55550.0000, 55544.0025, 55545.0000, 55553.0000 & 55577.0000 General Location: South of College Avenue East and north of 11 th Avenue Southeast
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Suburban Mixed-Use-6 (6 du/ga;0.25, 0.35, 0.50 FAR)
Service Area	Urban
Community Plan(s)	Ruskin + SouthShore Areawide Systems
Rezoning Request	Planned Development (PD) to develop 40,000 square feet for medical office, 30,500 square feet for neighborhood commercial/retail, 22,000 square feet for warehouse and 30,000 square feet for a collision center for a total of 122,500 square feet of non-residential uses.
Parcel Size	+/- 12.76 acres
Street Functional Classification	College Avenue East – State Arterial 11 th Avenue Southeast – Local
Commercial Locational Criteria	Not applicable

Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed-Use-6	PD	Vacant
North	Suburban Mixed-Use-6	PD + CG +CN	Light Commercial + Heavy Commercial
South	Suburban Mixed-Use-6 + Residential-6	AS-1	Public/Quasi-Public + Single-Family Residential
East	Suburban Mixed-Use-6	PD	Public/Quasi-Public + Vacant
West	Suburban Mixed-Use-6	AS-1 + CG	Single-Family Residential + Heavy Commercial + Light Commercial

Staff Analysis of Goals, Objectives and Policies:

The subject site is located south of College Avenue East and north of 11th Avenue Southeast on ± 12.76 acres. The site is in the Urban Service Area and is located within the limits of the Ruskin and SouthShore Areawide Systems Community Plans. The applicant is requesting a Planned Development (PD) to develop 40,000 square feet for medical office, 30,500 square feet for neighborhood commercial/retail, 22,000 square feet for warehouse and 30,000 square feet for a collision center for a total of 122,500 square feet of non-residential uses.

The subject site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. Policy 3.1.3 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 site is currently vacant with a mix of uses surrounding the site such as light commercial, heavy commercial, public/quasi-public and single family residential. The proposal meets the intent of Objective 1.1.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The site is in the Suburban Mixed-Use-6 (SMU-6) Future Land Use category. The Suburban Mixed-Use-6 Future Land Use category allows for the consideration of agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria. With 12.76 acres, the subject site can be considered for up to 138,956 square feet of non-residential uses at a 0.25 Floor Area Ratio (FAR). The proposal for a maximum of 122,500 square feet of non-residential uses is below the maximum Floor Area Ratio (FAR). As the language states above, the commercial uses proposed are allowed and therefore, the proposal meets Objective 2.2 and the associated policies.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2). Transportation did not object to the proposed request; therefore, the subject site meets the intent of FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2.

The proposal meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1 that require new development to be compatible to the surrounding neighborhood. In this case, the surrounding land use pattern is comprised of a mix of uses. Light commercial, heavy commercial and single-family uses surround the site. The proposed request is compatible with the existing development pattern.

The subject site is located within the Ruskin and SouthShore Areawide Systems Community Plan within the Livable Communities Element. The Ruskin Community Plan seeks to have commercial, office and residential uses from the intersection of 21st Street and College Avenue to the eastern boundary of the Community Plan area. The proposal meets the intent of the plan direction. The property is also within the SouthShore Areawide Systems Plan. The SouthShore Areawide Systems Plan encourages and implements preferred development patterns as identified in community plans. The proposed Planned Development is compatible with the surrounding development pattern.

Overall, staff finds that the proposed use is an allowable use in the SMU-6 category, meets the intent of its associated community plans and is compatible with the existing development pattern found within the surrounding area. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Section of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

Based upon the above considerations and the following Goals, Objectives and Policies, Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to conditions proposed by the Development Services Department.

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

FUTURE LAND USE SECTION

Urban Service Area

Objective 1.1: Direct at least 80% of new population growth into the USA and adopted Urban expansion areas through 2045. Building permit activity and other similar measures will be used to evaluate this objective.

Relationship to the Future Land Use Map

Goal 2: Ensure that the character, compatibility and location of land uses optimize the combined potential for economic benefit, fiscal sustainability, protection of natural resources and maintaining viable agriculture. Ensure density and intensities are maintained through the Future Land Use Map.

Objective 2.1: The Future Land Use Map is a regulatory tool governing the pattern of development in unincorporated Hillsborough County through the year 2045.

Policy 2.1.1: The Future Land Use Map shall identify Future Land Use categories, summarized in Table 2.2 and further described in Appendix A, that establish permitted land uses and maximum densities and intensities.

Future Land Use Categories

Objective 2.2: The Future Land Use Map (FLUM) Shall identify Land Use Categories, summarized in table 2.2 of the Future Land Use Element.

Policy 2.2.1: 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.

Compatibility

Policy 3.1.1: Restrict incompatible land uses to protect established and planned neighborhoods and communities by utilizing planning principles that limit commercial development in residential Future Land Use categories. Commercial and mixed-use in residential Future Land Use categories shall be limited to neighborhood serving guided by the commercial locational criteria in Objective 4.7.

Policy 3.1.2: Gradual transitions of intensities and densities 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. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.

Policy 3.1.3: 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

Development

Policy 4.1.1: 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 4.1.2: 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.

4.1.6: 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 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.

Neighborhood/Community Development

Objective 4.4: Neighborhood Protection – Enhance and preserve existing neighborhoods and communities. Design neighborhoods which are related to the predominant character of their surroundings.

Policy 4.4.1: Any density or intensity increases shall be compatible with existing, proposed or planned surrounding development. Development and redevelopment shall be integrated with the adjacent land uses through:

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

Livable Communities Element: Ruskin Community Plan

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

Locate new uses along College Avenue in the following manner:

- Commercial, office and residential uses from the intersection of 21st Street and College Avenue to the eastern boundary of the Community Plan area.

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ MM 25-0457

Rezoning

STATUS

<all other values>

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

Tampa Service Area

Urban Service Area

Jurisdiction Lines

Roads

Parcels

warm NATURAL/LULC_Wet_Poly

AGRICULTURAL/MINING-120 (25 FAR)

PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)

AGRICULTURAL-1/10 (.25 FAR)

AGRICULTURAL/RURAL-1/5 (.25 FAR)

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.35 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)

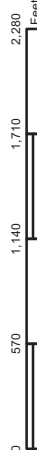
HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASI-PUBLIC

NATURAL PRESERVATION

WIMA/MA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



Map Printed from Rezoning System: 2/19/2025

Author: Beverly F. Daniels

File: G:\Rezoning\System\MapProject\Hillsborough\hillsborough - Copy.mxd

