

PD Modification Application: MM 25-0133

Zoning Hearing Master Date: April 15, 2025

BOCC Land Use Meeting Date: June 10, 2025



**Hillsborough
County** Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Breakwater Development Group,
Kathy Hess

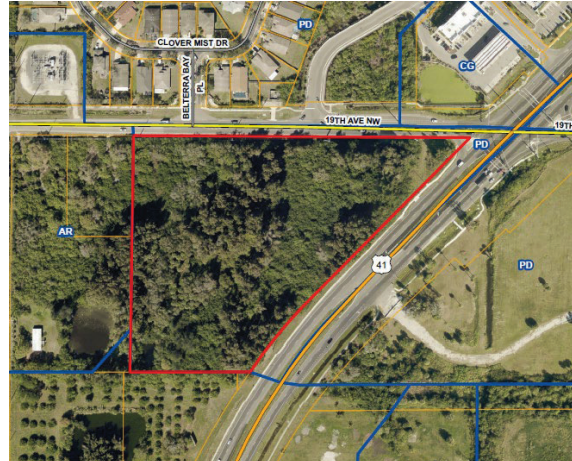
FLU Category: OC-20

Service Area: Urban

Site Acreage: 8.75 AC

Community
Plan Area: Ruskin

Overlay: None



Introduction Summary:

PD 07-0785 is approved for Commercial Neighborhood uses. The request is to allow for restricted Commercial General uses and to reduce commercial entitlements.

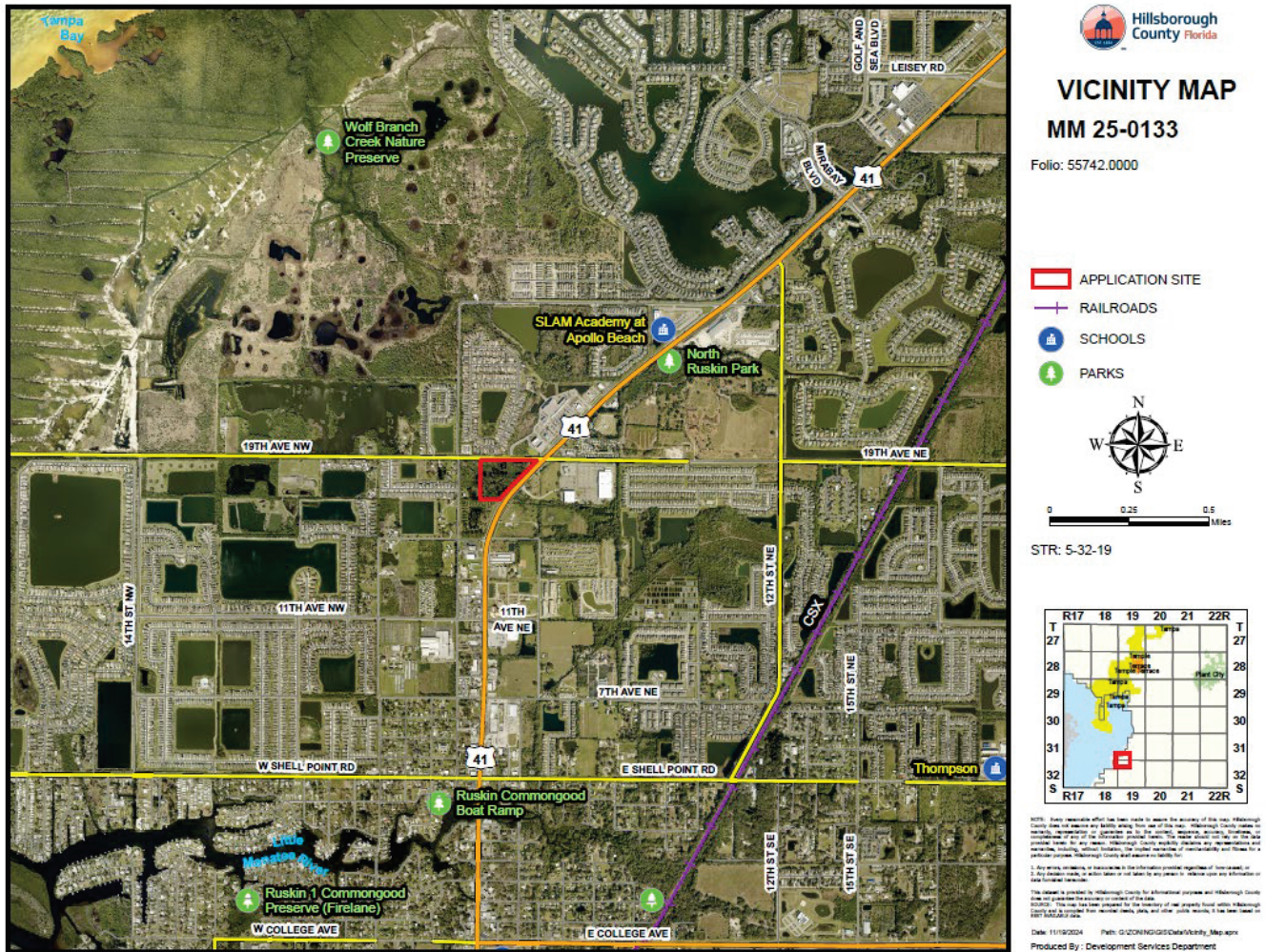
Existing Approval(s):	Proposed Modification(s):
Max. 56,000 sf of Commercial Neighborhood (CN) uses. 0.15 FAR	Max. 49,000 square feet of Commercial General (CG) uses except: Churches (with 301 seats or more); Pre-K, Day Care, Child Care and Child Nurseries; Adult Care Centers; Private and Charter Schools (K-12); Public Schools (K-12); Banquet and Reception Halls; and Wedding Chapels. 0.13 FAR

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
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

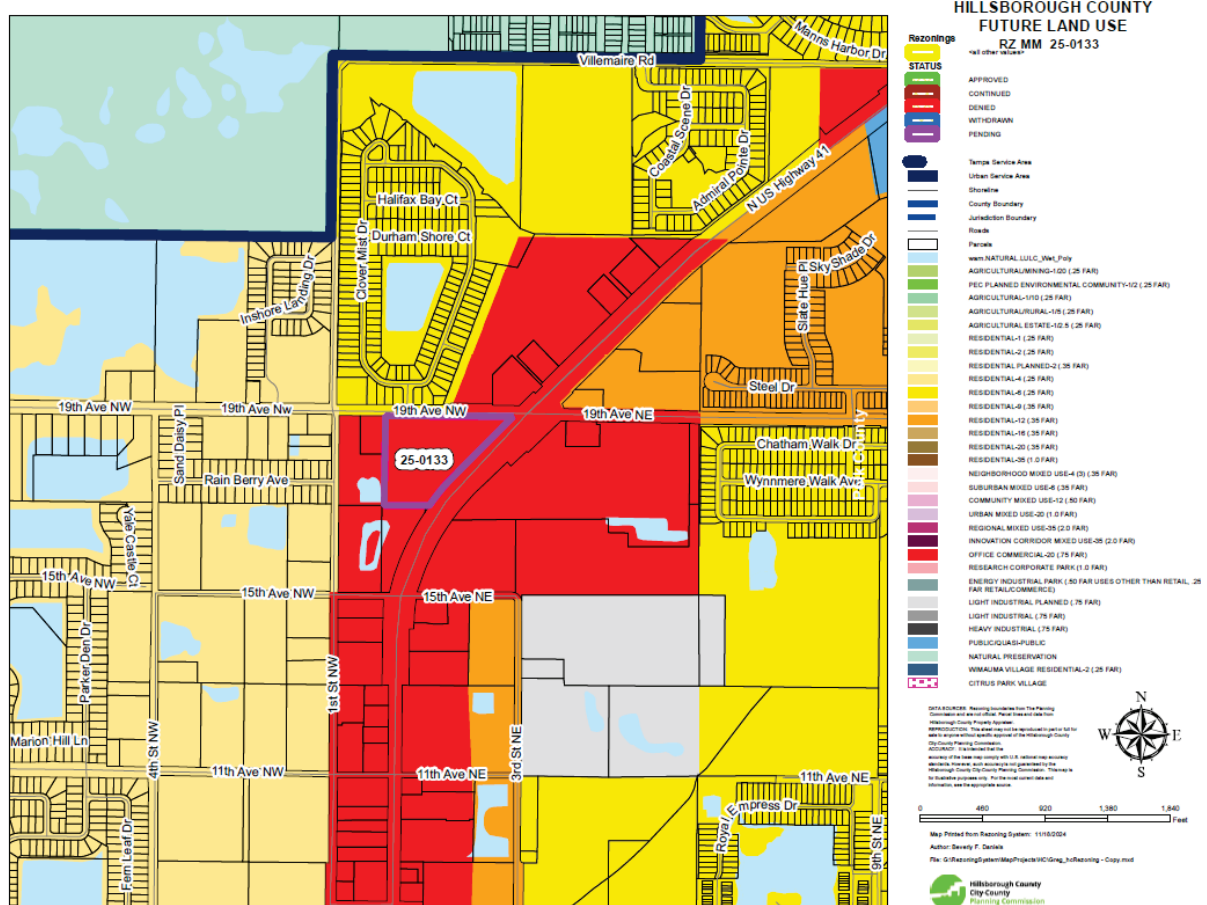


Context of Surrounding Area:

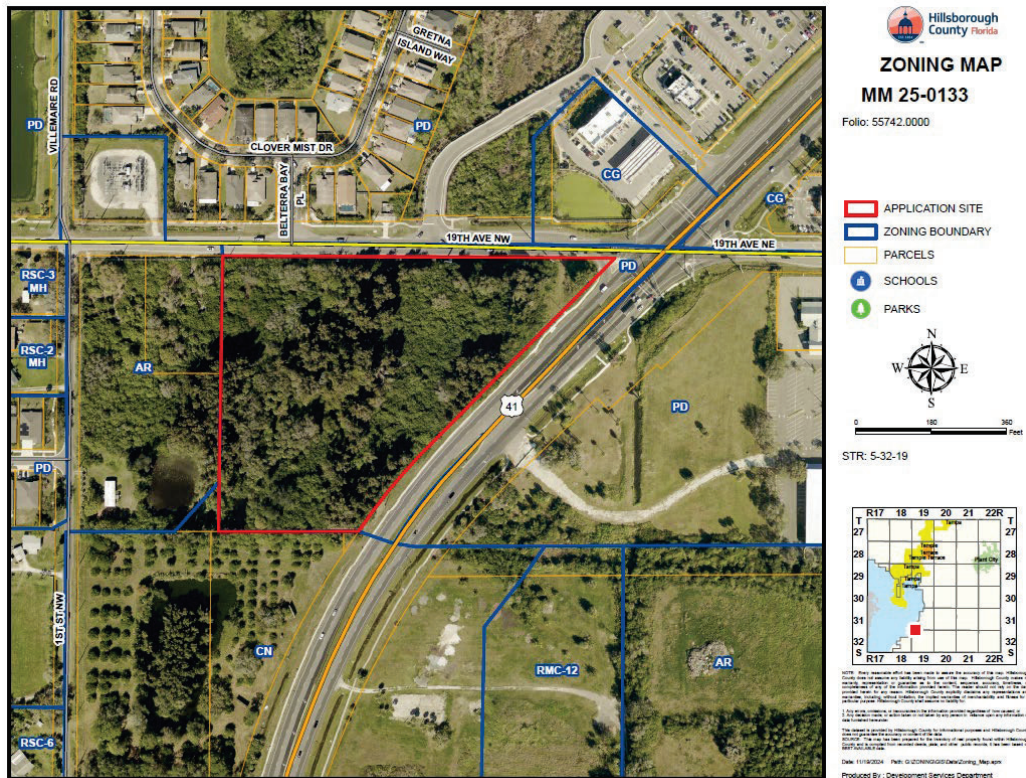
The parcel is in the intersection of 19th Ave NW, a 2 lane Road, and N US Highway 41, a roadway, developed with commercial uses. Along 19th Ave are residential and agriculturally zoned properties.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



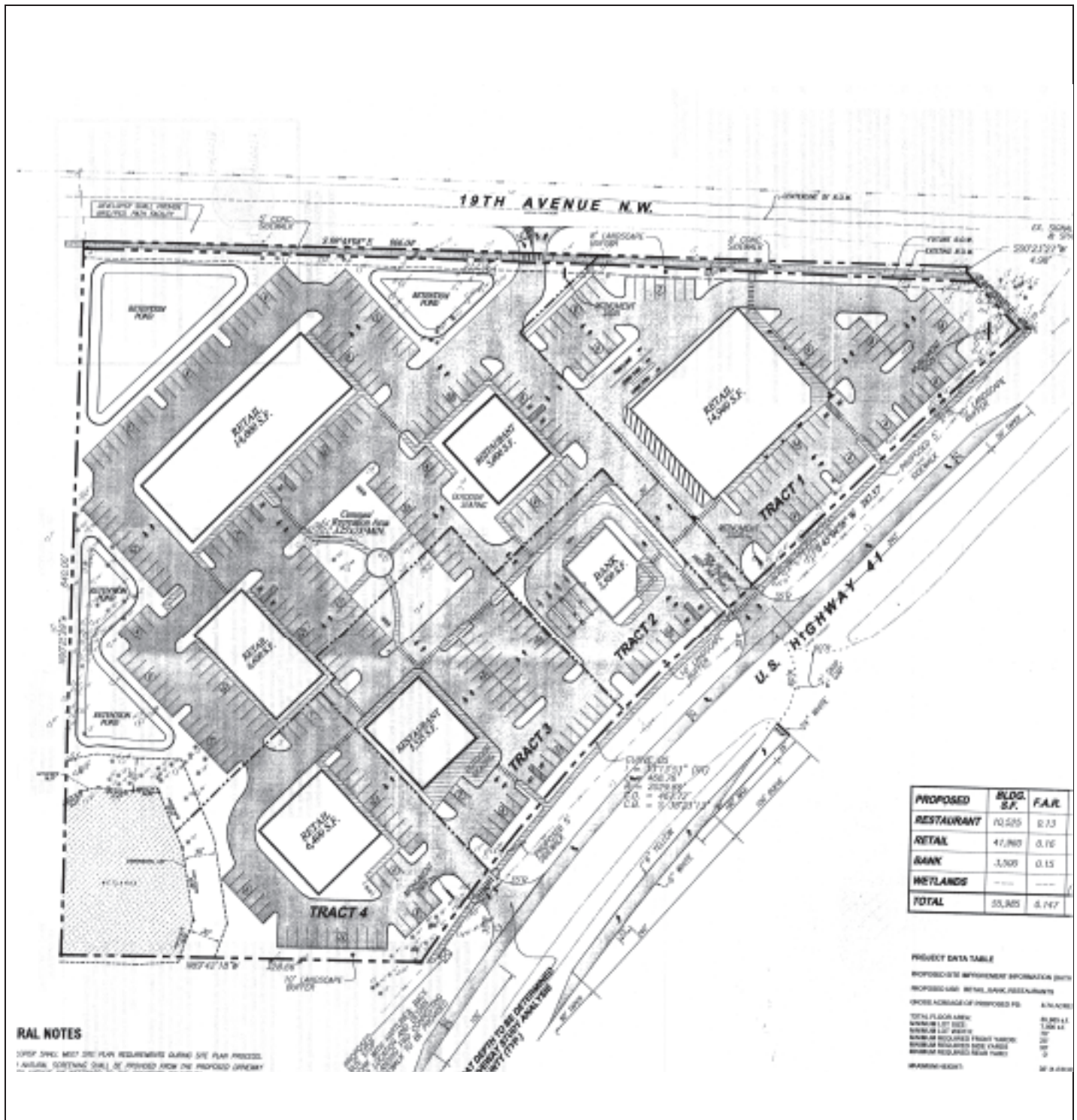
Subject Site Future Land Use Category:	OC-20 (Office Commercial – 20)
Maximum Density/F.A.R.:	0.75 FAR
Typical Uses:	Agricultural, community commercial type uses, office uses, mixed-use developments and compatible residential uses.



Adjacent Zonings and Uses

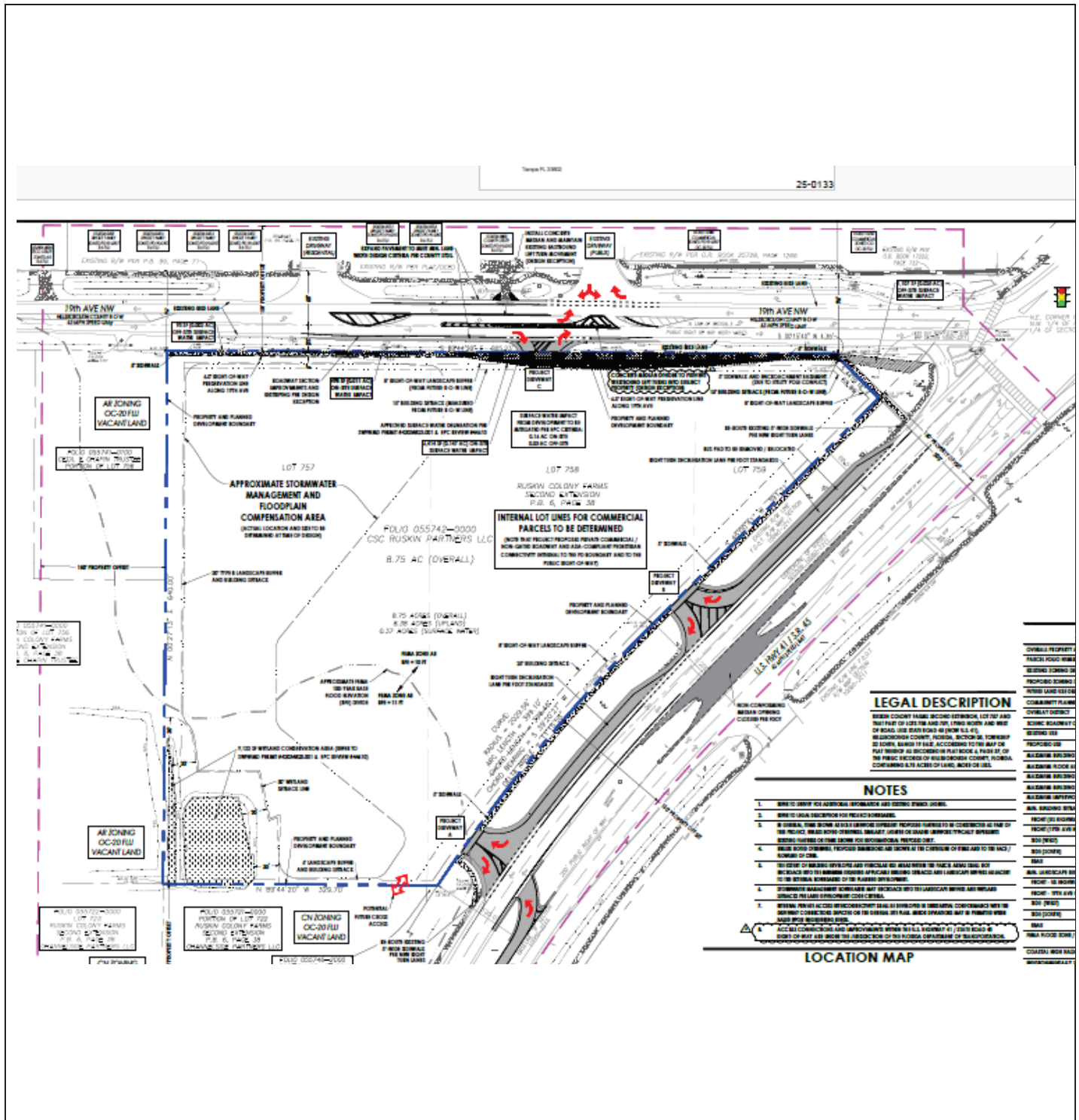
	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 99-0397 (PRS 06-1112) CG	PD 99-0397 (PRS 06-1112): 9 DU/AC & 0.35 FAR, CG: 0.27 FAR	Single-Family Residential (Conventional Only) Commercial, Office and Personal Services	Single-Family Residential General Commercial, Office and Personal Services
South	CN	0.2 FAR	Neighborhood Commercial, Office and Personal Services	Vacant
West	AR	1 unit per 5 acres	Single-Family Residential/Agricultural	Vacant
East	PD 80-0137	0.18 FAR	General Commercial, Office and Personal Services	N US HWY 41 ROW General Commercial, Office and Personal Services

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



2.0 LAND USE MAP SET AND SUMMARY DATA

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



APPLICATION NUMBER: MM 25-0133

ZHM HEARING DATE: APRIL 15, 2025

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
US 41	FDOT Principal Arterial - Rural	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 checked="" type="checkbox"/> Other - TBD
19 th Ave.	County Local - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD

Project Trip Generation ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	8,190	610	736
Proposed	10,658	828	682
Difference (+/-)	(+) 2,468	(+) 218	(-) 54

*Trips reported are based on gross 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	Pedestrian & Vehicular	None	Meets LDC
South		None	Vehicular & Pedestrian	Meets LDC
East	X	Pedestrian & Vehicular	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
19 th Ave./ Concrete Median Width	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes: See Additional Information/Comments below.		

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							
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							
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No							
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input checked="" type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input 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							
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No							
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No							
Impact/Mobility Fees <table border="0"> <tr> <td>Industrial (Per 1,000 s.f.) Mobility: \$4,230.00 Fire: \$57.00</td> <td>Retail - Shopping Center (Per 1,000 s.f.) Mobility: \$13,562.00 Fire: \$313.00</td> <td>Warehouse (Per 1,000 s.f.) Mobility: \$1,377.00 Fire: \$34.00</td> </tr> <tr> <td>Bank w/Drive Thru (Per 1,000 s.f.) Mobility: \$20,610.00 Fire: \$313.00</td> <td>Retail - Fast Food w/Drive Thru (Per 1,000 s.f.) Mobility: \$104,494.00 Fire: \$313.00</td> <td>Mini-Warehouse (Per 1,000 s.f.) Mobility: \$725.00 Fire: \$32.00</td> </tr> </table>					Industrial (Per 1,000 s.f.) Mobility: \$4,230.00 Fire: \$57.00	Retail - Shopping Center (Per 1,000 s.f.) Mobility: \$13,562.00 Fire: \$313.00	Warehouse (Per 1,000 s.f.) Mobility: \$1,377.00 Fire: \$34.00	Bank w/Drive Thru (Per 1,000 s.f.) Mobility: \$20,610.00 Fire: \$313.00	Retail - Fast Food w/Drive Thru (Per 1,000 s.f.) Mobility: \$104,494.00 Fire: \$313.00	Mini-Warehouse (Per 1,000 s.f.) Mobility: \$725.00 Fire: \$32.00
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Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments						

Planning Commission <div><div><input type="checkbox"/> Meets Locational Criteria</div><div><input checked="" type="checkbox"/> N/A</div></div> <div><div><input type="checkbox"/> Locational Criteria Waiver Requested</div><div></div></div> <div><div><input type="checkbox"/> Minimum Density Met</div><div><input checked="" type="checkbox"/> N/A</div></div>

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed uses are comparable to the surrounding commercial uses, and the proposed layout is compatible with the surrounding development pattern. Furthermore, the proposed 0.13 FAR is under the approved 0.2 FAR, and under the 0.75 FAR allowable in the OC-20 Comprehensive Plan category.

Given the above, staff finds the proposed modification to be compatible with the surrounding properties and in keeping the general development pattern of the area.

5.2 Recommendation

Staff recommends approval of the applicant’s request, subject to proposed conditions of approval.

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 and net 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.

2. Enhanced natural, native species screening shall be provided from the proposed driveway along 19th Avenue NW westward to the project boundary. The use of solid walls is prohibited.
3. The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exceptions:
 - 3.1. Ground Signs shall be limited to Monument Signs.
 - 3.2. Billboards, pennants and banners shall be prohibited.
4. 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.
5. 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 setbacks. Proposed land alterations are restricted within the wetland setback areas.
6. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
7. 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.
8. 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.

49. Retention areas shall be landscaped, subject to review and approval by applicable County staff, to serve as an amenity to the project.

~~510. The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department and FDOT. Final design, if approved by Hillsborough County Planning and Growth Management Department and/or FDOT may include, but is not limited too: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements. With regards to project access:~~

~~510.1—Access on 19th Street shall be limited to right in/right out/left out. The project shall be served by one (1) right-in/right-out access to 19th Ave. NW (labeled as Proposed Driveway C on the PD site plan), and one (1) right-in/right-out/left-in access to US 41 (labeled as Proposed Driveway A on the PD site plan).~~

~~10.2 The project may be permitted an additional right-in/right-out access to US 41 (labeled as Potential Driveway B on the PD site plan) provided Hillsborough Area Regional Transit (HART) agrees in writing to the relocation of the transit facility or conversion of the bus bay into a right-turn lane serving the project, and the Florida Department of Transportation (FDOT) issues a permit for same. Should HART and/or FDOT decline to approve/permit the access, the proposed location where the transit facility is to be located, and/or conversion of the existing transit facility into a right-turn lane serving the project, then Potential Driveway B shall not be permitted. If Potential Driveway B is approved/permitted, then the developer shall be responsible for constructing all improvements required by HART or FDOT to support such relocation or conversion, prior to or concurrent with the initial increment of development.~~

~~10.3 The developer shall construct a pedestrian and vehicular cross access stubout along the southern boundary of the PD.~~

~~10.4 Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.~~

~~611. If full access to US 41 access points is not permitted, the applicant shall construct applicable storage lanes to accommodate U turning vehicles on US 41 at median openings north and south of the access driveways on US 41. With regards to site access improvements:~~

~~11.1 Unless otherwise approved by FDOT, the developer shall close the non-conforming median opening on US 41 (in the vicinity of Potential Driveway B) prior to or concurrent with the initial increment of development.~~

~~11.2 Unless otherwise approved by FDOT, the developer shall construct an eastbound to southbound right turn lane on 19th Ave NW, between US 41 and the first TECO utility pole and as generally shown on the PD site plan, prior to or concurrent with the initial increment of development.~~

11.3 Prior to or concurrent with the initial increment of development, the developer shall construct a raised concrete separator along 19th Ave. as generally shown on the PD site plan.

11.4 Prior to or concurrent with each increment of development, the developer shall submit a trip generation and site access analysis which will be used to determine whether turn lanes are warranted pursuant to LDC Sec. 6.04.04.D. or in accordance with FDOT criteria, as applicable. The developer shall construct all such turn lanes found to be warranted.

~~712. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where a left turn lane is provided.~~

~~Where applicable, the Developer shall construct the following turn lanes at his expense:~~

~~7.1 — Construct SB right turn lane into the site @ project driveways on US 41.~~

~~7.2 — Construct NB left turn lane into the site @ project driveways on US 41.~~

As proposed, the project requires several Sec. 6.04.02.B. Administrative Variances (AVs) and/or Transportation Technical Manual (TTM) Design Exceptions (DEs) before site/construction plans can be approved. Specifically, the developer shall be required obtain all required AVs and DEs, which at a minimum, shall include the following:

12.1 A DE for inadequate turn lane length for the eastbound to northbound left turn lane on 19th Ave. onto US 41;

12.2 A DE for inadequate turn lane length for the eastbound to southbound right turn lane on 19th Ave. onto US 41; and,

12.3 An AV from the Sec. 6.04.07 LDC access spacing requirements relative to Project Access C.

~~8. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Minor Roadway Connection (more than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site.~~

~~9. Prior the Concurrency approval, the applicant shall update the traffic analysis and identify transportation improvements to mitigate projects impacts. Mitigation may include intersection improvements at the intersections of US 41 @ Apollo Beach Boulevard, US 41 @ Big Bend Road, US 41 @ Shell Point Road and US 41 @ SR 674. If required to meet Concurrency, the developer shall be responsible for widening a portion of US Highway 41 to a six lane divided facility.~~

- ~~1013.~~ The Developer shall construct internal and external sidewalks within the right of way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. The sidewalks shall be a minimum width of five (5) feet in accordance with the Hillsborough County LDC, Transportation Technical Manual (TTM) and other applicable rules and regulations. Pedestrian and vehicular interconnectivity shall be provided between uses and adjacent parcels within the PD. As shown on the PD site plan, the developer shall dedicate and convey 7-foot or right-of-way to the County to accommodate the required sidewalk along the project's 19th Ave. frontage. Shade trees shall be provided adjacent to all sidewalks. The developer shall donate sufficient right of way contiguous to 19th Avenue for a 10 foot wide, bike/pedestrian shared paved path on the south side of 19th Avenue with a minimum 8 foot buffer between the edge of road pavement and the edge of the side path, and shall construct said facility.
- ~~1114.~~ The proposed bus stop shall include an ADA landing pad that will connect to the sidewalk to accommodate ADA patrons entering and exiting the bus. If MM 25-0133 is approved, the County Engineer will approve a Design Exception (DE) request (dated April 8, 2025), which was found approvable by the County Engineer (on April 8, 2025) from Sec. 2.3.1.8 of the Hillsborough County Transportation Design Manual (TDM). Approval of this DE will permit the raised concrete separator required along 19th Ave. to be a width of 3 feet.
- ~~1215.~~ The developer shall coordinate with HART and Bay Area Commuter Service (BACS) to promote multi-modal alternatives by distributing ridesharing information in sales packages and displaying information so future employees can know about transit, vanpooling, carpooling and other multi-modal commuting methods.
- ~~1316.~~ The limited vehicular use area proposal within the wetland setback area is acceptable; however, wetland setback enhancement plantings shall be required for this encroachment. Enhancement plantings shall be required for an equivalent area of encroachment and shall be addressed prior to construction plan approval via the LDC's Site Development Review process.
- ~~1417.~~ Any future modification to this site shall comply with the requirements of the Stormwater Technical Manual. No off-site runoff shall be blocked or increased.
- ~~1518.~~ Construction of this site must meet the criteria of the Stormwater Management Technical Manual in effect at the time of the Construction Plan submittal.
- ~~1619.~~ All areas which convey or store stormwater will have an associated 100-year floodplain due to stormwater runoff and flows, including those conveyance and storage facilities in storm surge areas. The Engineer-of-Record shall be responsible for determining the on-site 100-year flood elevations if not defined by a FEMA study. No development (structures or fill) shall be allowed in any 100-year frequency non-tidal floodplain unless provisions are made to compensate for the reduction in storage volume due to the proposed development.
- ~~1720.~~ The stormwater management system shall be designed and constructed in such a manner so as to not adversely impact off-site surface and groundwater elevations.

- ~~1821.~~ Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
- ~~1922.~~ Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
- ~~2023.~~ In the event that the EPC determined that the proposed wetland impacts depicted on the site plan, in whole or in part, are not necessary for reasonable use of the property pursuant to Chapter 1-11, Rules of the EPC, the applicant may be required to repetition Hillsborough County for modification of the site plan, subject to modification criteria as outlined within the Land Development Code.
24. 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.
25. 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).
26. 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.
- ~~2127.~~ The PD shall be permitted ~~56,000~~ 49,000 square feet of building space with a maximum FAR of ~~0.20~~ 0.13 subject to formal delineation of on-site conservation areas, preservation areas and water bodies and final calculation of maximum density/intensity (FAR) permitted by the Comprehensive Plan in accordance with the Environmentally Sensitive Lands Credits requirement of the Comprehensive Plan. ~~If the maximum number of units for the project as permitted herein exceeds the maximum density/intensity (FAR) permitted by the Comprehensive Plan, per the Environmentally Sensitive Lands Credits requirement, the number of dwelling units allowed in the project shall decrease as necessary to conform to the Comprehensive Plan.~~
- ~~2228.~~ 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.
- ~~2329.~~ 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.

- ~~2430.~~ Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.
31. 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, recertification 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.

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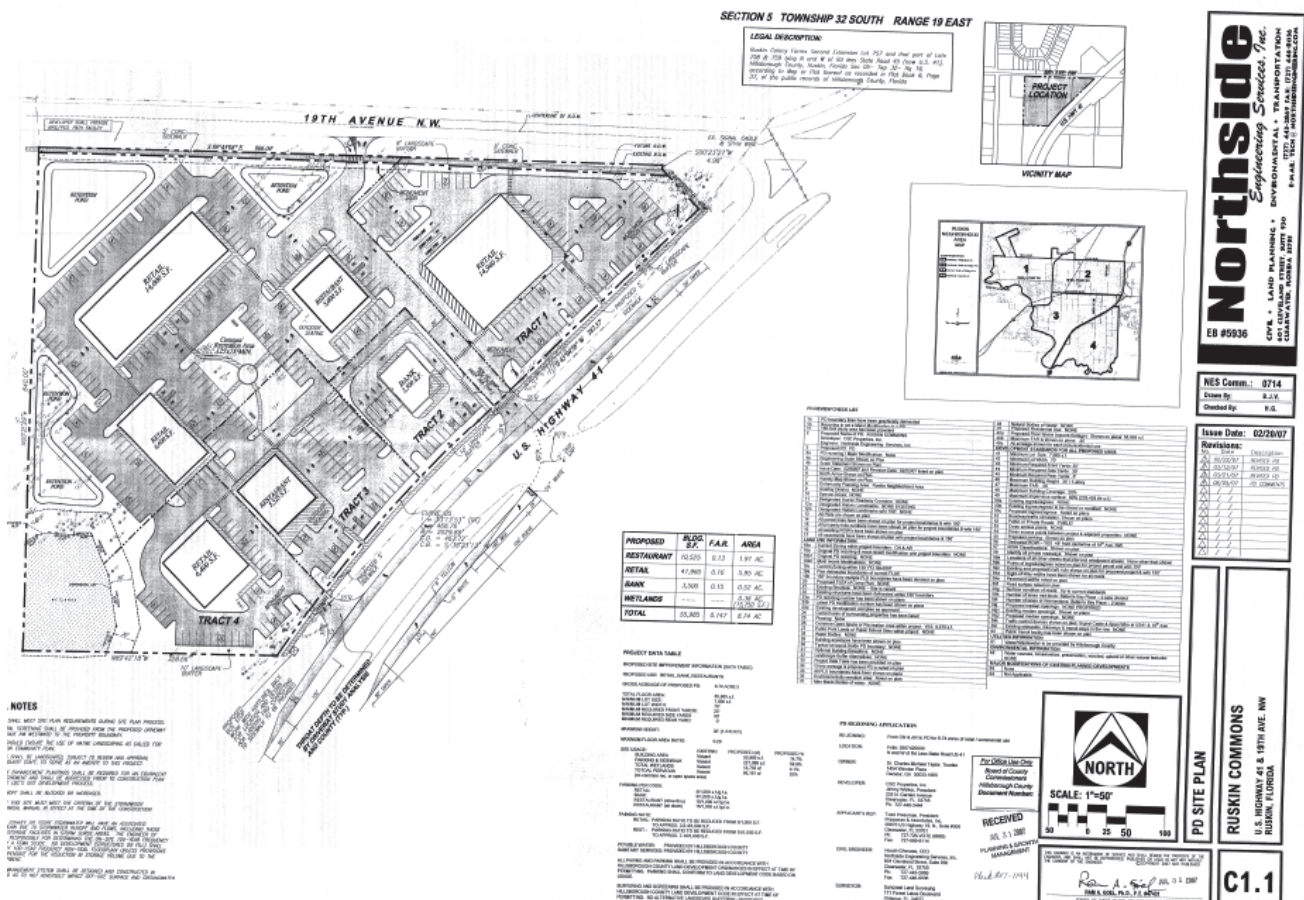
BOCC LUM MEETING DATE: June 10, 2025

Case Reviewer: Tania C. Chapela

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

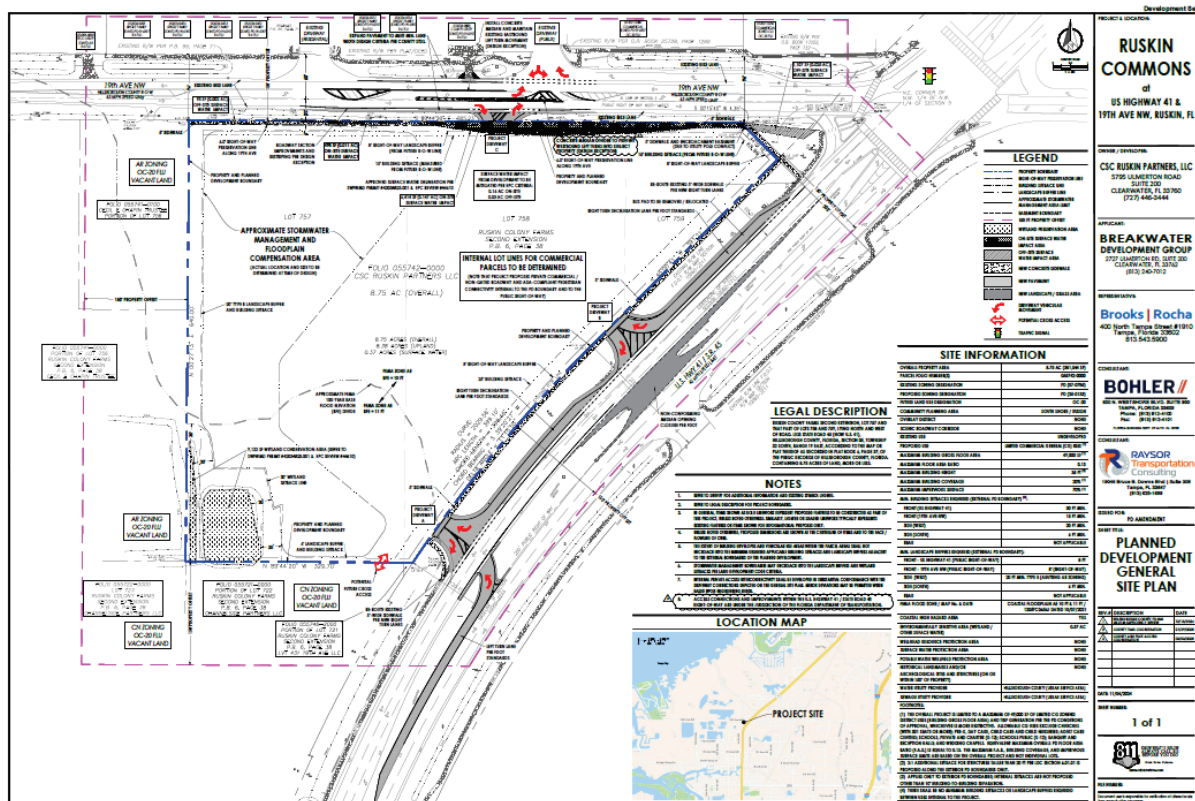
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



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Case Reviewer: Tania C. Chapela

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 04/08/2025

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RU/ South

PETITION NO: MM 25-0133

- ☐ 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

Revised Conditions

1. The PD shall be permitted ~~5649,000~~ 5649,000 square feet Commercial ~~Neighborhood General~~ Neighborhood General (CNCG) zoning district uses ~~and discount/department stores~~ with a maximum FAR of 0.2013. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 10,658 gross average daily trips, 828 gross a.m. peak hour trips, or 682 gross p.m. peak hour trips, nor shall development be permitted which exceeds 4,794 net new average daily trips, 302 net new a.m. peak hour trips, or 210 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 and net 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.

[Staff recommends modification of this condition to effectuate the developer's proposed entitlement changes. Given the constraints of adjacent roadway geometries as well as the traffic analysis submitted by the applicant, staff has also added a trip cap condition, as further explained hereinbelow].

5. ~~The general design, number and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department and FDOT. Final design, if approved by Hillsborough County Planning and Growth Management Department and/or FDOT may include, but is not limited too: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements. With regards to project access:~~

- 5.1 Access on 19th Street shall be limited to right in/right out/left out. The project shall be served by one (1) right-in/right-out access to 19th Ave. NW (labeled as Proposed Driveway C on the PD site plan), and one (1) right-in/right-out/left-in access to US 41 (labeled as Proposed Driveway A on the PD site plan).

- 5.2 The project may be permitted an additional right-in/right-out access to US 41 (labeled as Potential Driveway B on the PD site plan) provided Hillsborough Area Regional Transit (HART) agrees in writing to the relocation of the transit facility or conversion of the bus bay into a right-turn lane serving the project, and the Florida Department of Transportation (FDOT) issues a permit for same. Should HART and/or FDOT decline to approve/permit the access, the proposed location where the transit facility is to be located, and/or conversion of the existing transit facility into a right-turn lane serving the project, then Potential Driveway B shall not be permitted. If Potential Driveway B is approved/permited, then the developer shall be responsible for constructing all improvements required by HART or FDOT to support such relocation or conversion, prior to or concurrent with the initial increment of development.
- 5.3 The developer shall construct a pedestrian and vehicular cross access stubout along the southern boundary of the PD.
- 5.4 Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.

[Staff recommends modification of this condition to effectuate the developer's proposed access changes and to conform with current practice. Staff also notes that this contains condition 5.2, which is intended to resolve FDOT's written objection, and HART's verbal objections (both as further described below). The existing condition uses outdated verbiage which allows for a more general and deferred access design but is not appropriate for site-plan controlled cases, such as the subject PD, which are proposing to lock in project access locations and configurations].

6. ~~If full access to US 41 access points is not permitted, the applicant shall construct applicable storage lanes to accommodate U-turning vehicles on US 41 at median openings north and south of the access driveways on US 41.~~ With regards to site access improvements:

- 6.1 Unless otherwise approved by FDOT, the developer shall close the non-conforming median opening on US 41 (in the vicinity of Potential Driveway B) prior to or concurrent with the initial increment of development.
- 6.2 Unless otherwise approved by FDOT, the developer shall construct an eastbound to southbound right turn lane on 19th Ave NW, between US 41 and the first TECO utility pole and as generally shown on the PD site plan, prior to or concurrent with the initial increment of development.
- 6.3 Prior to or concurrent with the initial increment of development, the developer shall construct a raised concrete separator along 19th Ave. as generally shown on the PD site plan.
- 6.4 Prior to or concurrent with each increment of development, the developer shall submit a trip generation and site access analysis which will be used to determine whether turn lanes are warranted pursuant to LDC Sec. 6.04.04.D. or in accordance with FDOT criteria, as applicable. The developer shall construct all such turn lanes found to be warranted.

[Staff recommends modification of this condition. The existing condition is no longer relevant as the proposed access configuration has changed. Staff has proposed to utilize this condition instead to list known site access improvements that will be required (except as may otherwise be noted). Additionally, staff notes that additional site access improvements may be required at the time of plat/site/construction plan review, and that the design of the project access points on US 41 will be subject to FDOT review and approval].

7. As proposed, the project requires several Sec. 6.04.02.B. Administrative Variances (AVs) and/or Transportation Technical Manual (TTM) Design Exceptions (DEs) before site/construction plans can be approved. Specifically, the developer shall be required obtain all required AVs and DEs, which at a minimum, shall include the following:

- 7.1 A DE for inadequate turn lane length for the eastbound to northbound left turn lane on 19th

Ave. onto US 41;

7.2 A DE for inadequate turn lane length for the eastbound to southbound right turn lane on 19th Ave. onto US 41; and,

7.3 An AV from the Sec. 6.04.07 LDC access spacing requirements relative to Project Access C.

~~Prior to Concurrence approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The turn lane shall be constructed to FDOT and/or Hillsborough County standards using FDOT standard Index 301 & 526 and an asphalt overlay shall be applied over the entire portion of roadway where a left turn lane is provided.~~

~~Where applicable, the Developer shall construct the following turn lanes at his expense:~~

~~7.1 Construct SB right turn lane into the site @ project driveways on US 41.~~

~~7.2 Construct NB left turn lane into the site @ project driveways on US 41.~~

[Staff recommends modification of this condition, as it was partially based upon Hillsborough County's former system for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given Florida House Bill 7202 (2011), §163.3180 (Florida Statutes), and Section 40-68, et seq. (Hillsborough County Code of Ordinances), portions of this condition are no longer enforceable. Staff is proposing to repurpose this condition to list needed AVs and DEs that are known at this time.]

- ~~8. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Minor Roadway Connection (more than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site.~~

[Staff recommends deletion of this condition to comport with current practice. Throat depth requirements pursuant to LDC Sections 6.04.03.G., 6.04.04.A.2., and any applicable FDOT requirements will be determined at the time of plat/site/construction plan review, and based on the regulations then in effect.]

- ~~9. Prior to the Concurrence approval, the applicant shall update the traffic analysis and identify transportation improvements to mitigate projects impacts. Mitigation may include intersection improvements at the intersections of US 41 @ Apollo Beach Boulevard, US 41 @ Big Bend Road, US 41 @ Shell Point Road and US 41 @ SR 674. If required to meet Concurrence, the developer shall be responsible for widening a portion of US Highway 41 to a six lane divided facility.~~

[Staff recommends deletion of this condition, as it was based upon Hillsborough County's former system for the evaluation and mitigation of transportation impacts, i.e. transportation concurrency. Given Florida House Bill 7202 (2011), §163.3180 (Florida Statutes), and Section 40-68, et seq. (Hillsborough County Code of Ordinances), this condition is no longer enforceable.]

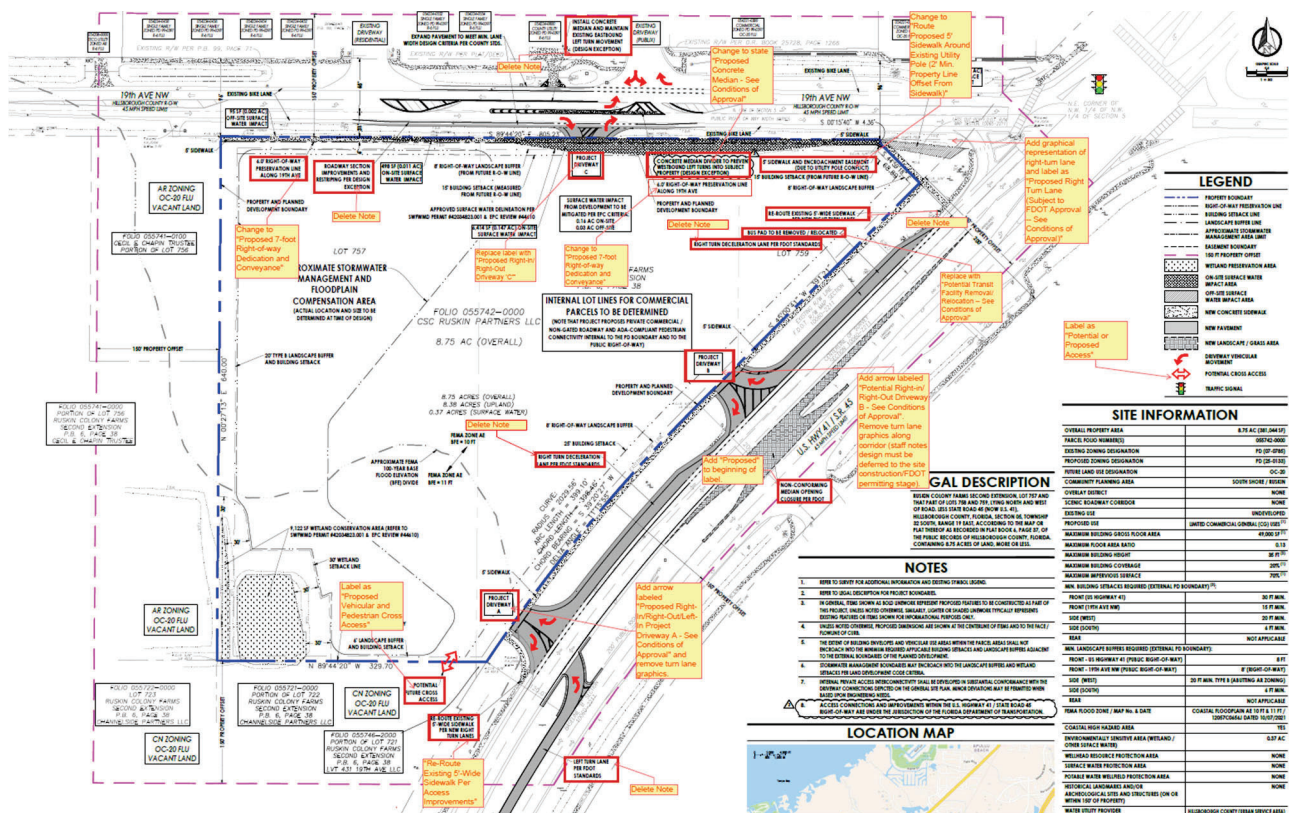
10. The Developer shall construct internal and external sidewalks ~~within the right of way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. The sidewalks shall be a minimum width of five (5) feet~~ in accordance with the Hillsborough County LDC, Transportation Technical Manual (TTM) and other applicable rules and regulations. Pedestrian and vehicular interconnectivity shall be provided between uses ~~and adjacent parcels~~ within the PD. As shown on the PD site plan, the developer shall dedicate and convey 7-foot or right-of-way to the County to accommodate the required sidewalk along the project's 19th Ave. frontage. Shade trees shall be provided adjacent to all sidewalks. The developer shall donate sufficient right of way contiguous to 19TH Avenue for a 10-foot wide, bike/pedestrian shared paved

[Staff recommends modification of this condition to comport with current practice. Staff is proposing to strike those elements of the condition related to the trail and trail amenities, which the developer has requested be removed (and which are described further hereinbelow). Staff notes that sidewalk width is a function of LDC and/or Transportation Technical Manual requirements, and sidewalks within FDOT rights-of-way are also subject to their minimum width requirements. As such, staff has proposed to remove certain language in accordance with current practice to defer those design elements to the plat/site/construction plan review stage (which will be based on the regulations then in effect at the time of plat/site/construction plan review).]

~~11. The proposed bus stop shall include an ADA landing pad that will connect to the sidewalk to accommodate ADA patrons entering and exiting the bus.~~ If MM 25-0133 is approved, the County Engineer will approve a Design Exception (DE) request (dated April 8, 2025), which was found approvable by the County Engineer (on April 8, 2025) from Sec. 2.3.1.8 of the Hillsborough County Transportation Design Manual (TDM). Approval of this DE will permit the raised concrete separator required along 19th Ave. to be a width of 3 feet.

[Staff recommends modification of this condition. Staff notes that proposed condition 5.2, hereinabove, will require the developer to make any improvements deemed necessary to serve the relocated or redesigned transit stop. Additionally, if the transit stop were to remain, any additional improvements required per the LDC, ADA, the Florida Accessibility Code, and/or other applicable rules and regulations would be handled at the time of plat/site/construction plan review based on the regulations then in effect. As such, the existing language was deleted, and the condition repurposed to reflect approval of the Design Exception requested by the applicant.]

- Prior to PD site plan certification, the developer shall revise the PD site plan to make the PD site plan changes shown below (staff notes that an 24 x 36 sized copy has been appended to this report to aid legibility).



PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Major Modification (MM) to previously approved PD 07-0785, consisting of a single +/- 8.75 ac. The existing PD is approved for 56,000 s.f. of Commercial Neighborhood (CN) district uses and discount/department store uses. The applicant is proposing to modify the PD site plan to:

- Reduce project entitlements from 56,000 s.f. of CN district and discount/department store uses which were not subject to a trip generation cap, to 49,000 s.f. of Limited Commercial General (CG) district uses, excluding churches of 301 seats or more, Pre-K, Child Care Center Uses, Adult Care Center Uses, Schools, Banquet and Reception Halls, and Wedding Chapels. These uses are proposed to be further restricted based upon a trip generation cap (which caps the broad range of allowable uses to a cumulative total which does not exceed the values studied in the transportation analysis);
- Remove site plan detail regarding internal layout and configuration;
- Modify the existing right-in/right-out/left-out access connection to 19th Ave., to eliminate the left out turning movements and install a raised concrete separator to prevent left-in/left-out movements;
- Remove the requirement to construct a trail along the project's frontage; and,
- Reconfigure proposed access to US 41, by closing an existing median opening, modify the existing right-in/right-out access to a right-in/right-out/left-in access and directional median opening correspond to the project's southernmost access on US 41, and modify the full median opening access to a potential right-in/right-out access.

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. Given this, and the sensitivity of the access and proximity to adjacent driveways, staff has included a condition restricting development to the number of trips studied in the applicant's transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 49,000 s.f. of certain CG uses, although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded 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 figures presented in the applicant's analysis. Given the wide 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. 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 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 of generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

Lastly, it should also be noted that while the trip cap will control the total number of trips within each analysis period (daily, a.m. peak, and p.m. peak), it was developed based on certain land uses assumed by the developer, and those land uses have a specific percentage split of trips within each peak period that are inbound and outbound trips, and those splits may or may not be similar to the inbound/outbound split of what uses are ultimately constructed by the developer. Staff notes that the trip cap does not provide for such granularity. Accordingly, whether or not turn lanes were identified as required during a zoning level analysis is in many cases immaterial to whether turn lanes may be required at the time of

plat/site/construction plan review. Given that projects with a wide range of uses will have a variety of inbound and outbound splits during the a.m. and p.m. peak periods, it may be necessary in to reexamine whether additional Sec. 6.04.04.D. auxiliary turn lanes are warranted. The developer will be required to construct all such site access improvements found to be warranted unless otherwise approved through the Sec. 6.04.02.B Administrative Variance process.

Staff has prepared a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario that was based on the 07-0785 PD site plan in the case of existing zoning impacts. Data for the proposed project is based upon the transportation impacts identified in the transportation analysis, which forms the basis of the trip cap. It should be noted that since the applicant also analyzed external impacts based on allowances for internal capture and pass-by reductions, staff also included a second element to the trip generation cap which requires the applicant to not exceed the number of net new trips studied in their analysis. Data shown below is based on the 11th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Existing Zoning (07-0785):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 27,015 s.f. Shopping Plaza (less than 40k) (ITE Code 822)	1,472	64	158
PD, 14,960 s.f. Pharmacy with Drive-through (ITE Code 881)	1,622	56	154
PD, 10,525 Fast-food without Drive-through (ITE Code 933)	4,744	455	350
PD, 3,500 s.f. Drive-In Bank (ITE Code 912)	352	35	74
	8,190	610	736

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Limited CG Uses Subject to Trip Generation Cap	10,658	828	682

Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	(+) 2,468	(+) 218	(-) 54

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Along the project's frontage, US 41 is a 4-lane, divided, principal arterial roadway that is under the permitting authority of and maintained by the Florida Department of Transportation (FDOT). The roadway is characterized by +/- 12-foot wide travel lanes in average condition. There are +/- 5-foot wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are +/- 4-foot wide bicycle facilities (on paved shoulders) along portions of US 41 in the vicinity of the proposed project.

19th Ave. NW is a 2-lane, undivided, collector roadway characterized by +/- 12-foot travel lanes in good condition. Along the project's frontage, the roadway lies within a +/- 100-foot wide right-of-way. There are +/- 5-foot wide sidewalks along the north side of 19th Ave. NW in the vicinity of the proposed project. There are +/- 4 wide bicycle facilities (on paved shoulders) along 19th Ave. NW along the project'

19th Ave. NW is shown on the Hillsborough County Corridor Preservation Plan (west of US 41) as a 2-lane

enhanced roadway. Although there is no typical section for 2-lane enhanced roadways, the minimum right-of-way necessary is calculated by taking the typical section for a 2-lane urban, undivided roadway (TS-4 within the Hillsborough County Transportation Technical Manual), which requires a minimum of 64 feet of right-of-way, and adding an additional 11 feet of right-of-way for enhancements, plus an additional 11 feet each for needed turn lanes (i.e. a westbound to northbound right turn lane into the Publix shopping center) and eastbound to northbound left turn lanes), for a total of 97 feet of right-of-way required. As there is +/- 100 feet of right-of-way existing along the project's frontage, no additional right-of-way is needed to accommodate the future enhanced roadway.

BICYCLE/PEDESTRIAN TRAIL

The existing approved zoning includes a condition requiring the developer to dedicate and convey additional right-of-way as necessary to accommodate a 10-foot-wide bicycle/pedestrian shared pathway on the south side of 19th Ave. NW, with a minimum of an 8-foot-wide buffer between the edge of road pavement and the edge of the side path. The applicant is proposing to delete the condition.

Transportation Review Section staff consulted with the Community and Infrastructure Planning Department, regarding this proposal. The Department did not object to the removal of the condition and offered the following "We looked at the trail planned along 19th Avenue. The recently BOCC approved Trails Masterplan shows a trail along 19th Avenue west of U.S 41. At this time there are no plans or timeframe to study or construct this segment of trail. Given this status of the trail, we looked at the potential alignment of the trail (north side or south side) along 19th Avenue. If County were to construct the trail it is likely be on the north side of 19th Avenue given the constraints like major electric transmission line on the south side and potentially limited right of way. And also given that there are no trails in this location it would be premature to install trail amenities, like way finding, along this corridor. We talked the applicant about potentially providing space for parking for future trail. The applicant showed a site plan that was challenging to accommodate future parking spaces and would not work with the current site configuration."

TRANSIT FACILITIES AND NORTHERNMOST (POTENTIAL) ACCESS TO US 41 AND FDOT OBJECTION

There is an existing bus bay and transit stop located along the project's US 41 frontage. The applicant's revised proposal reduces project entitlements below the level whereby installation of transit amenities is required, specifically a transit accessory pad including: seating, trash receptacle, and bicycle rack (reference Sec. 6.03.09.C of the LDC). Rather, the project may be required to install bicycle and pedestrian connections to the transit facility in the event the bus bay remains in its existing location.

The applicant had proposed a second access to US 41 (labeled as Access B) which would conflict with the existing bus bay. HART has expressed concerns regarding removal of the bus bay but as of the writing of this report has not issued formal written objection into the "Agency Comments Folder". FDOT has issued objections regarding this additional access due to spacing concerns. In order to move the project forward and allow additional time for the applicant to coordinate with FDOT and HART, the developer has agreed to make Access B a potential access. Staff has proposed primary and prior to certification conditions hereinabove which memorialize this arrangement, and which require the applicant to obtain approval from HART and FDOT before access B may be constructed.

Specifically, HART must agree to the removal of the bus bay from its current location and determine that the relocation area is suitable for its needs. Alternatively, HART could agree that the bus bay may remain in its existing location if the proposed turn lane which would serve that use is sufficiently designed to meet HART requirements. Similarly, FDOT would have to consent to any relocation area that is within their US 41 right-of-way, as well as agree to the operational and safety considerations of such location/design. FDOT would similarly have to approve any use of a turn lane along US 41 for HART transit purposes. If neither party agrees then Potential Access B could not be constructed.

Staff has reviewed these changes with FDOT, who indicated that staffs proposed conditions address their concerns that Access B was proposed to be explicitly approved by the PD, even though it doesn't meet applicable FDOT standards and/or was not otherwise supportable. This proposed arrangement will allow for the possibility of the additional access without requiring a zoning modification in the future to effectuate such potential change.

SITE ACCESS AND CONNECTIVITY

Generally

The applicant is proposing to reconfigure proposed access to US 41, by closing an existing median opening, modify the existing right-in/right-out access to a right-in/right-out/left-in access and directional median opening correspond to the project's southernmost access on US 41, and modify the full median opening access to a potential right-in/right-out access (as further described in the "Transit Facilities And Northernmost (Potential) Access To US 41 And FDOT Objection" section hereinabove).

The applicant is also proposing to modify the existing right-in/right-out/left-out access connection to 19th Ave., to eliminate the left out turning movements and install a raised concrete separator to prevent left-in/left-out movements.

Previous zoning efforts in 2021 had determined that given the presence and location of existing full access connections in the vicinity of the project (Belterra Bay Pl. and the Publix shopping center driveway), and the proximity of project access to US 41, the addition of a second full access connection to 19th Ave NW (in the form of a roundabout to align with Belterra Bay Pl.) would provide the best potential access for the subject property. At that time the developer was not proposing to amend project entitlements. Based on a variety of factors, the applicant has reconfigured the current development and access proposal, which is generally represented on the proposed PD site plan.

As a result of staff review and multiple meetings/discussions between the applicant and County staff, additional changes are being proposed that are not shown on the PD site plan of record, but have been proposed as primary and prior to certification conditions of approval, to ensure they are added to the site plan. Specific changes include removing access detail along US 41 (which is being deferred to the site/subdivision review stage), changes to amount and the way right-of-way dedication necessary for construction of the sidewalk along 19th Ave., addition of an eastbound to southbound right turn lane on 19th Ave. onto US 41 (subject to FDOT approval), and various other label changes for clarity.

It is staff's understanding that a site plan reflecting these changes will be submitted by the applicant at the ZHM hearing.

Access to 19th Ave. NW is critical to avoid unnecessary impacts to US 41 and the intersection of 19th Ave. and US 41, as without an access connection to 19th Ave., trips traveling to/from the proposed project via 19th Ave. NE would have to travel via a right turning movement through the intersection and then right into the project from US 41 (if coming from west of the project) instead of making a direct right into the project on 19th Ave., and/or would have to make southbound to northbound U-turn on US 41, thereby placing unnecessary stress on that roadway, instead of existing the site to travel east on 19th Ave. and then continuing east through the intersection or making an eastbound to northbound left through the intersection, onto US 41. This design will help balance trips and avoid unnecessary queues and impacts.

Citizen Concerns Regarding the 19th Ave. Access

Staff is aware of citizen concern regarding the project access on 19th Ave. Staff notes the benefits of such access above. Some of the concern appears to have been related to a note which incorrectly identified painted areas as raised concrete separators. Staff has addressed cleanup of those labels within the prior to certification conditions proposed hereinabove. While all required AVs and DEs needed to approve this project have not been included within this submittal, the County Engineer has reviewed the project access configuration, traffic study and access configurations and determined them to be generally supportable;

however, the applicant will be required to formally obtain all required AVs and DEs before being allowed to move through the site/construction process. Deferral of such AVs and DEs is consistent with recent policy changes which no longer require most transportation related AVs and DEs to be approved concurrent with PD rezonings.

The safety and operational impacts of project access have been improved (compared to the existing approved zoning) by removing left out turning movements from the access and optimizing the location of the access given existing constraints. Staff notes that removal of the access altogether would not eliminate the traffic traveling from the west from entering the site, rather they would add to the intersection queues and make a southbound right turn on US 41, increasing impacts to that intersection and roadway. While the presence of the access will place trips on 19th Ave. (from traffic exiting the site to go east through the intersection of make a northbound left turn at the 19th Ave. and US 41 intersection), it also provides a more balanced transportation system that avoids operational impacts to US 41 and the turn lanes along that corridor. The transportation analysis provided by the applicant indicates that queues from the westbound to northbound left turn lane are not anticipated to conflict with the southbound left-out access serving the Publix shopping center on the north side of 19th Ave. Also, the addition of the eastbound to southbound right turn, while not included in the applicant's analysis, is anticipated to reduce the through/right queues shown in the analysis.

PROPOSED DESIGN EXCEPTION – RAISED CONCRETE SEPERATOR ON 19TH AVE.

The applicant's Engineer of Record (EOR) submitted a Transportation Technical Manual (TTM) Design Exception (dated April 8, 2025) which was found approvable by the County Engineer (on April 8, 2025) from Sec. 2.3.1.8 of the Hillsborough County Transportation Design Manual (TDM) which states in part that "Traffic separators not designed as a pedestrian refuge area must be 4-feet wide.". The applicant is proposing a separator that is 3-feet in width.

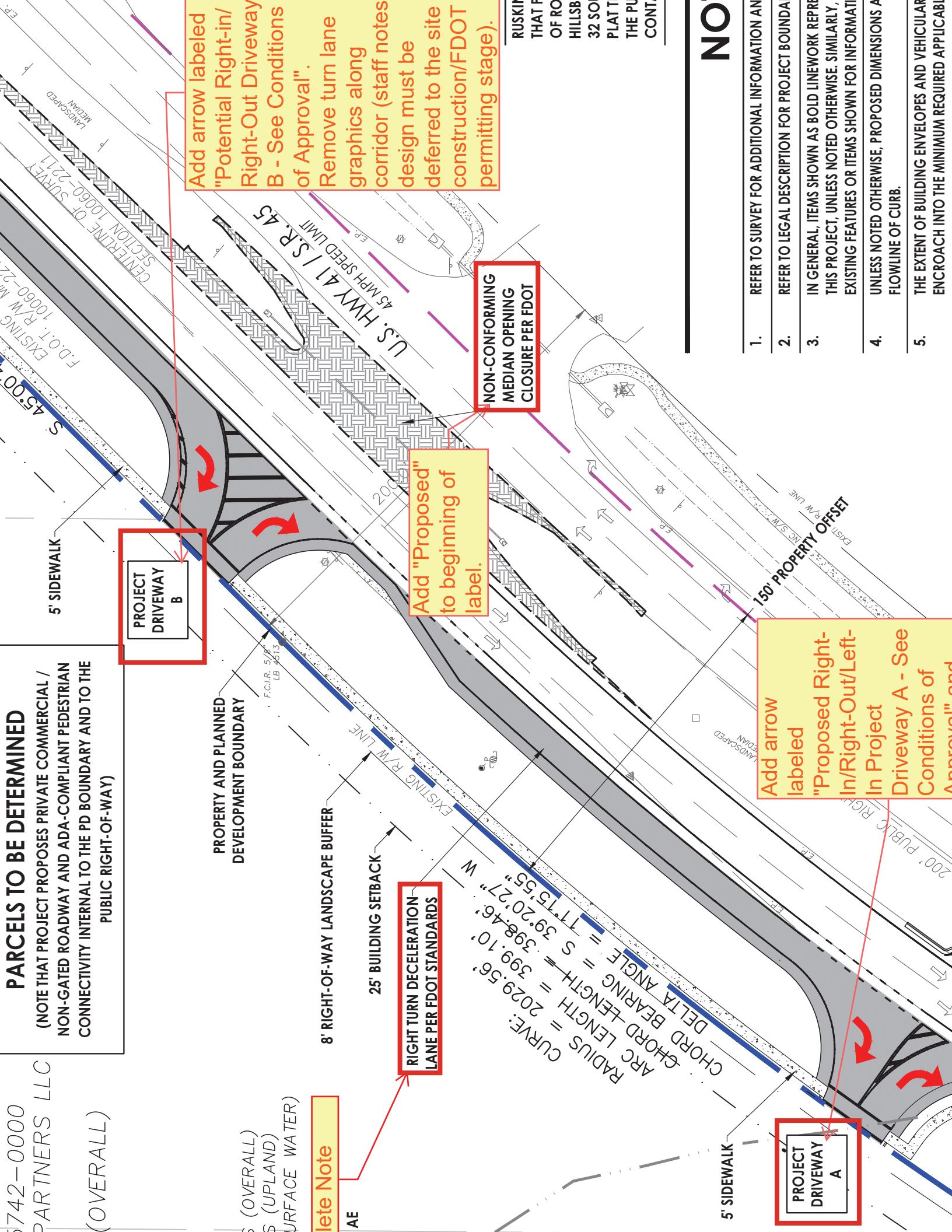
If MM 25-0133 is approved, the County Engineer will approve the Design Exception request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
19 th Ave. NW	EG Simmons Park	US 41	D	C
US 41	7 th St. SW	19 th Ave NE	D	C

Source: Hillsborough County 2020 Level of Service Report.



PARCELS TO BE DETERMINED
(NOTE THAT PROJECT PROPOSES PRIVATE COMMERCIAL / NON-GATED ROADWAY AND ADA-COMPLIANT PEDESTRIAN CONNECTIVITY INTERNAL TO THE PD BOUNDARY AND TO THE PUBLIC RIGHT-OF-WAY)

5742-0000
PARTNERS LLC
(OVERALL)

Add arrow labeled "Potential Right-in/Right-Out Driveway B - See Conditions of Approval".
Remove turn lane graphics along corridor (staff notes design must be deferred to the site construction/FDOT permitting stage).

Add "Proposed" to beginning of label.

NON-CONFORMING MEDIAN OPENING CLOSURE PER FDOT

Add arrow labeled "Proposed Right-In/Right-Out/Left-In Project Driveway A - See Conditions of Approval" and

NO

1. REFER TO SURVEY FOR ADDITIONAL INFORMATION AND
2. REFER TO LEGAL DESCRIPTION FOR PROJECT BOUNDARY
3. IN GENERAL, ITEMS SHOWN AS BOLD LINEWORK REPRESENT THIS PROJECT, UNLESS NOTED OTHERWISE. SIMILARLY, EXISTING FEATURES OR ITEMS SHOWN FOR INFORMATION
4. UNLESS NOTED OTHERWISE, PROPOSED DIMENSIONS ARE A FLOWLINE OF CURB.
5. THE EXTENT OF BUILDING ENVELOPES AND VEHICULAR ENCROACH INTO THE MINIMUM REQUIRED APPLICABLE

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CONT

Ratliff, James

From: Williams, Michael
Sent: Tuesday, April 8, 2025 5:45 PM
To: kmorel
Cc: Jose Martinez; mbrooks@brclaw.com; Chapela, Tania; Ratliff, James; Drapach, Alan; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: MM 25-0133 Design Exception Review
Attachments: 25-0133 DEAd 04-08-25.pdf

Kyle,

I have found the attached Design Exception (DE) for PD 25-0133 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hcfl.gov 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@hcfl.gov

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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From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Tuesday, April 8, 2025 4:41 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Drapach, Alan <DrapachA@hcfl.gov>; Ratliff, James <RatliffJa@hcfl.gov>
Subject: MM 25-0133 Design Exception Review

Hello Mike,

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

kmorel@bohlereng.com
jose@breakwaterdevgroup.com
mbrooks@bsrfirm.com
chapelat@hcfl.gov
ratliffja@hcfl.gov
drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review Manager
Development Services Department
E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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Hillsborough County Florida

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**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. <input type="checkbox"/> 2. <input type="checkbox"/> 3.	<input type="checkbox"/> 4. <input type="checkbox"/> 5. <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	Ruskin Commons PD Amendment		
<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)	055742-0000		
	<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	Kyle Morel, P.E. (Bohler)		
<p>Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.</p>			
Current Property Zoning Designation	PD (07-0785)		
<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	MM (25-0133)		
<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>			

April 8, 2025

Michael J. Williams, P.E.
County Engineer, Development Review Director
Hillsborough County Development Services Department
601 E. Kennedy Blvd, 20th Floor
Tampa, FL 33602

**Subject: Design Exception Request – 19th Avenue NW
Ruskin Commons Planned Development Major Modification Application
Property Folio No. 055742-0000**

Mr. Williams:

Pursuant to the *Hillsborough County Transportation Technical Manual (TTM) Section 1.7.2*, and in support of the subject project's driveway on 19th Avenue NW, please accept this summary of a **Design Exception Request to Hillsborough County Transportation Design Manual Section 2.3.1.8 for a substandard concrete traffic separator** that is proposed to be incorporated into the existing Hillsborough County roadway section.

BACKGROUND

Located at the southwest corner of the signalized intersection of 19th Avenue NW and U.S. Highway 41 S, the project site is a single parcel consisting of 8.75 acres that was zoned as a Commercial Planned Development (PD) in 2007 (PD 07-0785) (refer to **Exhibit 1**). The recorded PD Site Plan includes a current PD access to 19th Ave NW allowing right-in, right-out and left-out. 19th Avenue NW is currently classified as a collector road per the *Hillsborough County Roadways Functional Classification Map* (refer to **Exhibit 2**).

Given the latest traffic assessment per the Traffic Study, the driveway cannot be constructed as shown on the 2007 PD. To increase motorist safety, the driveway will be restricted to right-in and right-out movements only and should avoid potential weaving concerns with the existing eastbound-to-northbound left turn lane at the US Highway 41 intersection. To accommodate this restriction, the driveway is proposed to include installation of a concrete traffic separator to prohibit left turn movements into and out of the project site. The concrete traffic separator width is subject to the constructed 19th Avenue NW roadway section that was a part of the Southshore Village commercial development (PD 99-0397).

CONCRETE TRAFFIC SEPARATOR

The County's *Transportation Design Manual Section 2.3.1.8* states that "concrete traffic separators not designed as a pedestrian refuge area must be 4-feet wide." However, given the existing physical constraints that include Tampa Electric Company's (TECO) electrical transmission poles along the south side of 19th Avenue NW and the existing infrastructure on the north side of the road, the traffic separator width proposed is 3-feet (ft) as detailed on **Exhibit 3**. A wider traffic separator causes the intersection deflection angle to exceed allowable thresholds or reduces the clear zone along the south side of the road between the travel way and the existing TECO poles. The proposed concrete traffic separator will not adversely impact the existing roadway section.

CONCLUSION

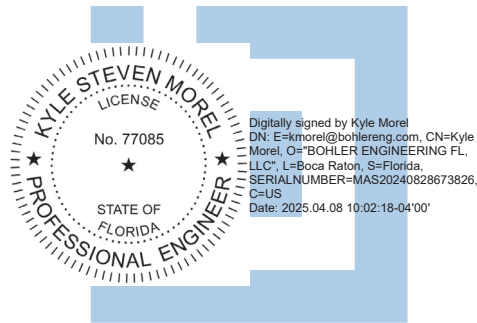
This Design Exception Request demonstrates how the incorporation of a 3'-wide concrete traffic separator into the existing roadway section can safely allow for the restricted movements at the proposed subject driveway along 19th Avenue NW.

Respectfully,

BOHLER



Kyle Morel, P.E.
Associate, Branch Manager



This item has been digitally signed and sealed
by Kyle Steven Morel, PE, 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.

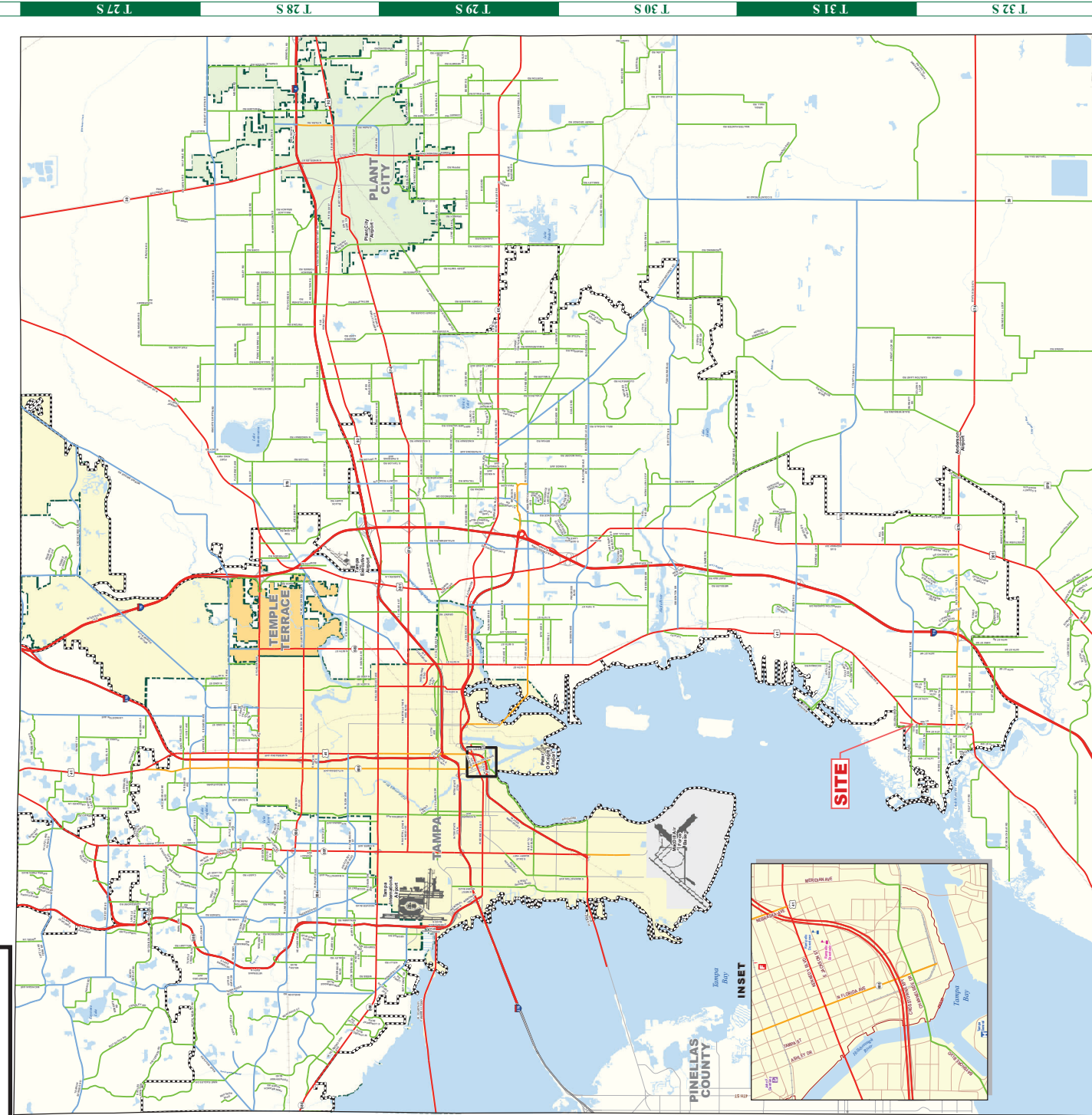
Based on the information provided by the applicant, this request is:

_____ Disapproved
_____ Approved
_____ Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida
L. Tirado, P.E. (813) 276-8364, TiradoS@hillsboroughcounty.org.

Sincerely,

Michael J. Williams
Hillsborough County Engineer



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Legend

Functional Classifications
Authority Classification

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

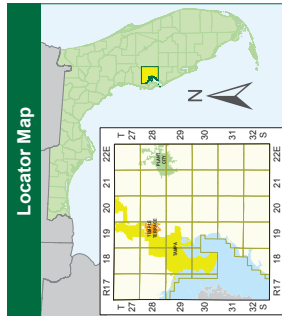
Urban Service Area Boundary

City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

- PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 SUBDIVISION PLANNED DEVELOPMENT STANDARDS
- PART 5.03.00 PLANNED DEVELOPMENT STANDARDS
- PART 6.02.00 SUBDIVISION DEVELOPMENT STANDARDS AND GUIDELINES
- PART 6.07.00 FENCES AND WALLS
- PART 12.01.00 DEFINITIONS
- OTHER PARTS OF THE LDC NOT LISTED ABOVE

In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the map. The map is for informational purposes only and should not be used for any other purpose. The map is not to be used for any other purpose. The map is not to be used for any other purpose.

601 E Kennedy Blvd
Tampa, FL 33602
(813) 272-5610
printroom@hillsboroughcounty.org

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
US 41	FDOT Principal Arterial - Rural	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 checked="" type="checkbox"/> Other - TBD
19 th Ave.	County Local - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD
	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	8,190	610	736
Proposed	10,658	828	682
Difference (+/-)	(+) 2,468	(+) 218	(-) 54

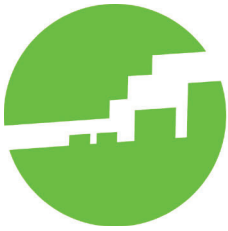
*Trips reported are based on gross external trips unless otherwise noted.

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
19 th Ave./ Concrete Median Width	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes: See Additional Information/Comments below.		

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" 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	Additional Design Exceptions and Sec. 6.04.02.B. Administrative Variances are required at the time of plat/site/construction plan review.



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: April 15, 2025 Report Prepared: April 4, 2025	Case Number: MM 25-0133 Folio(s): 55742.0000 General Location: West of North US Highway 41, north of 19 th Avenue Northwest
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Office Commercial-20 (20 du/ga; 0.75 FAR)
Service Area	Urban
Community Plan(s)	Ruskin & SouthShore Areawide Systems
Rezoning Request	Major Modification (MM) to Planned Development (PD) 07-0785 for a maximum of 49,000 square feet of Commercial General (CG) uses
Parcel Size	8.74 ± acres
Street Functional Classification	North US Highway 41 – State Principal Arterial 19 th Avenue Northwest – County Collector
Commercial Locational Criteria	Not applicable
Evacuation Area	A

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Office Commercial-20	PD	Vacant Land
North	Office Commercial-20 + Residential-6	PD + CG	Single Family Residential + Public/Quasi-Public/Institutions + Light Commercial
South	Office Commercial-20	CN + PD + CG	Vacant Land + Light Commercial + Public/Quasi-Public/Institutions + Light Industrial
East	Office Commercial-20 + Residential-6	PD	Heavy Commercial + Single Family Residential + Vacant Land + Public/Quasi-Public/Institutions
West	Office Commercial-20 + Residential-4	AR + PD + RSC-2 + RSC-3	Vacant Land + Single-Family Residential + Public/Quasi-Public/Institutions

Staff Analysis of Goals, Objectives and Policies:

The 8.74 ± acre subject site is located west of North US Highway 41 and north of 19th Avenue Northwest. The site is in the Urban Service Area and is located within the limits of the Ruskin and SouthShore Areawide Systems Community Plan. The applicant is requesting a Major Modification (MM) to Planned Development (PD) 07-0785 for a maximum of 49,000 square feet of Commercial General (CG) uses.

The site is in the Urban Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the County's growth is to be directed. Policy 1.4 requires all new development 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." Vacant land is currently on the subject site along with more vacant land being located to the west and south of the site. Single-Family Mobile Home, Light Commercial, and Heavy Commercial uses surround the site. The proposed rezoning meets the intent of FLUE Objective 1 and FLUE Policy 1.4.

FLUE Objective 7, FLUE Objective 8 and each of their respective policies establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each Future Land Use category. 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 set 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 within the land use designation. Appendix A contains a description of the character and intent permitted in each of the Future Land use categories. The site is in the Office Commercial-20 (OC-20) Future Land Use category. The OC-20 category allows for the consideration of agricultural, community commercial type uses, office uses, mixed-use developments and compatible residential uses. OC-20 is located to the south, west and east of the subject site and extends north across 19th Avenue Northwest along with Residential-6. The proposed Major Modification for a maximum of 49,000 square feet of CG uses meets FLUE Objective 7, FLUE Objective 8 and each of their respective policies.

The proposal meets the intent of FLUE Objective 16 and its accompanying policies 16.1, 16.2, 16.3, 16.5 and 16.10 that require new development to be compatible with the surrounding neighborhood. Goal 12 and Objective 12-1 of the Community Design Component (CDC) of the FLUE require new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. In this case, the surrounding land use pattern is mostly Single-Family Mobile Home, Light Commercial, and Heavy Commercial. The currently approved Planned Development allows for a mix of commercial and retail use entitlements with up to 56,000 square feet of non-residential use permitted. The proposed major modification would decrease the square footage of CG uses to 49,000. The applicant has agreed that the following CG uses will not be allowed within the planned development: Churches (with 301 seats or more); Pre-K, Day Care, Child Care and Child Nurseries; Adult Care Centers; Schools, Private and Charter (K-12); Schools Public (K-12); Banquet and Reception Halls; and Wedding Chapels. The proposed Major Modification will complement the surrounding area.

Objective 18 and Policy 18.1 require community plans throughout the county to be consistent with the Comprehensive Plan. The subject site is located within the limits of the Ruskin and SouthShore Areawide Systems Community Plans. The applicant is providing sidewalks and pedestrian connectivity along with proposing to construct a trail amenity in the right-of-way adjacent to the subject site. Goal 1 of the Ruskin Community Plan wishes to establish a mixed-use, walkable and pedestrian friendly Town Center. The SouthShore Areawide Systems Plan seeks to implement pedestrian pathways in the area. The proposal is consistent with FLUE Objective 18, Policy 18.1, and the Livable Communities Element.

Overall, staff finds that the proposed use is an allowable use in the OC-20 category and is compatible with the existing development pattern found within the surrounding area. The proposed major modification would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

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

FUTURE LAND USE ELEMENT

Urban Service Area

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

Policy 1.4: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Land Use Categories

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

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

Relationship to Land Development Regulations

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

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

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

Neighborhood/Community Development

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

Policy 16.2: 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 17.7: New development and redevelopment must mitigate the adverse noise, visual, odor and vibration impacts created by that development upon all adjacent land uses.

Community Design Component (CDC)

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

OBJECTIVE 12-1: New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.

Policy 12-1.4: Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.

7.0 SITE DESIGN

7.1 DEVELOPMENT PATTERN

GOAL 17: Develop commercial areas in a manner which enhances the County's character and ambiance.

OBJECTIVE 17-1: Facilitate patterns of site development that appear purposeful and organized.

Policy 17-1.4: Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.

Community Planning

Objective 18: Hillsborough County is comprised of many diverse communities and neighborhoods, each with its own unique identity. While the comprehensive plan is effective in providing an overall growth management strategy for development within the entire County, it does not have detailed planning strategies for individual communities. The County shall develop strategies that ensure the long-range viability of its communities through a community and special area studies planning effort.

Policy 18.1: The County shall assist the Hillsborough County City-County Planning Commission in developing community plans for each planning area that are consistent with and further the Comprehensive Plan. The community plans will be adopted as part of the Comprehensive Plan in the Livable Communities Element; these more restrictive community-specific policies will apply in guiding the development of the community.

Additional policies regarding community planning and the adopted community plans can be found in the Livable Communities Element.

LIVABLE COMMUNITIES ELEMENT: RUSKIN COMMUNITY PLAN

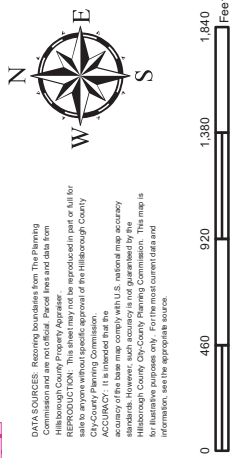
Goal 1: Downtown Ruskin – Revitalize Ruskin’s business center along US 41, enhance the appearance of the district, and promote business growth that is compatible with our small town community.

- *Establish a mixed-use, walkable and pedestrian friendly Town Center.*

LIVABLE COMMUNITIES ELEMENT: SOUTHSORE AREAWIDE SYSTEMS COMMUNITY PLAN

Pedestrian Pathways - Link and expand the network of greenway trails, sidewalks, bikeways, golf cart paths where permissible, and other pedestrian pathways creating a walkable environment by: a. Implementing “Hillsborough County MPO Pedestrian System Needs Assessment”, adopted November, 1998. b. Participating in and monitoring updates to the Hillsborough County Master Sidewalk Plan. c. Implementing of the Hillsborough County Greenways Master Plan. d. Implementation of the adopted Scenic Corridor Map and associated regulations.

<all other values>



Map Printed from Rezoning System: 11/18/2024
 Author: Beverly F. Daniels
 File: G:\RezoningSystem\MapProjects\HIC\Greg F.

