

Rezoning Application: RZ-PD 24-1139

Zoning Hearing Master Date: March 24, 2025

BOCC CPA Public Hearing Date: May 8, 2025



**Hillsborough
County** Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: American I LLC, American II LLC and American Land Holdings LLC
FLU Category: LI-P and R-1
Service Area: Rural
Site Acreage: 8.55 +/-
Community Plan Area: Seffner Mango
Overlay: None
Request: Planned Development



Introduction Summary:

The applicant is seeking to rezone four (4) parcels on the north side of E Martin Luther King Boulevard to a Planned Development (PD) to allow for the continued use of a Vehicle Recycling Facility, the continued use of a Vehicle Storage Lot (Open Storage) and a newly acquired parcel that will be used for buffering and screening. The proposal has three tracts, Tract A for buffering the commercial uses, Tract B for Open Storage of crushed vehicles, and Tract C for Vehicle Recycling. This application also has a companion request (CPA 23-20) seeking to concurrently change the land use designation of one of the parcels (Folio 63743.0000) to the Light Industrial-Planned (LI-P) category.

Zoning:		Existing		Proposed			
District(s)		ASC-1		CG		PD	
Typical General Use(s)		Single-Family Residential/Agricultural		General Commercial, Office and Personal Services		Planned Development	
Acreage		6.45		2.1		8.55	
Density/Intensity		1 DU per GA		FAR: 0.27		FAR: 0.30	
Mathematical Maximum*		6 DU		24,698.52 sf		111,731 sf	

*number represents a pre-development approximation

Development Standards:		Existing	Proposed
District(s)	ASC-1	CG	PD
Lot Size / Lot Width	43,560 Sq. Ft./ 150'	10,000 Sq. Ft./ 75'	NA
Setbacks/Buffering and Screening	Front: 50' Rear: 50' Side: 15'	Front: 30' Side and Rear: LDC 6.01.01 Endnote 10 & 11	Front: 30' B/S: 30'/Type C along the western and northern property lines
Height	50'	50'	35'

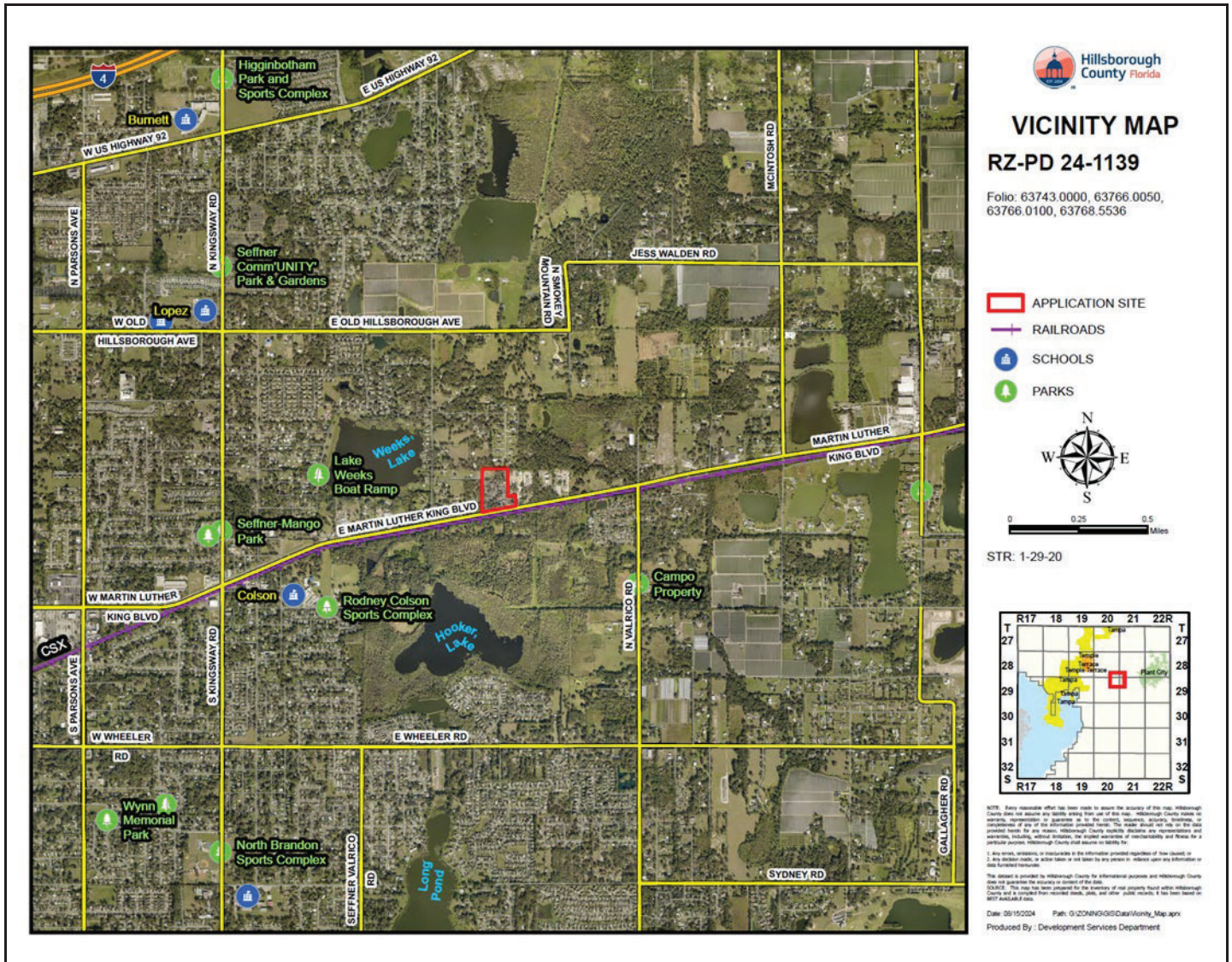
Additional Information:

PD Variation(s)	LDC Part 6.07.00 (Fences/Walls) and Part 6.06.00 (Landscaping/Buffering) Allow the existing eight (8) foot fence along the southern and eastern boundary to remain.
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation: Inconsistent	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

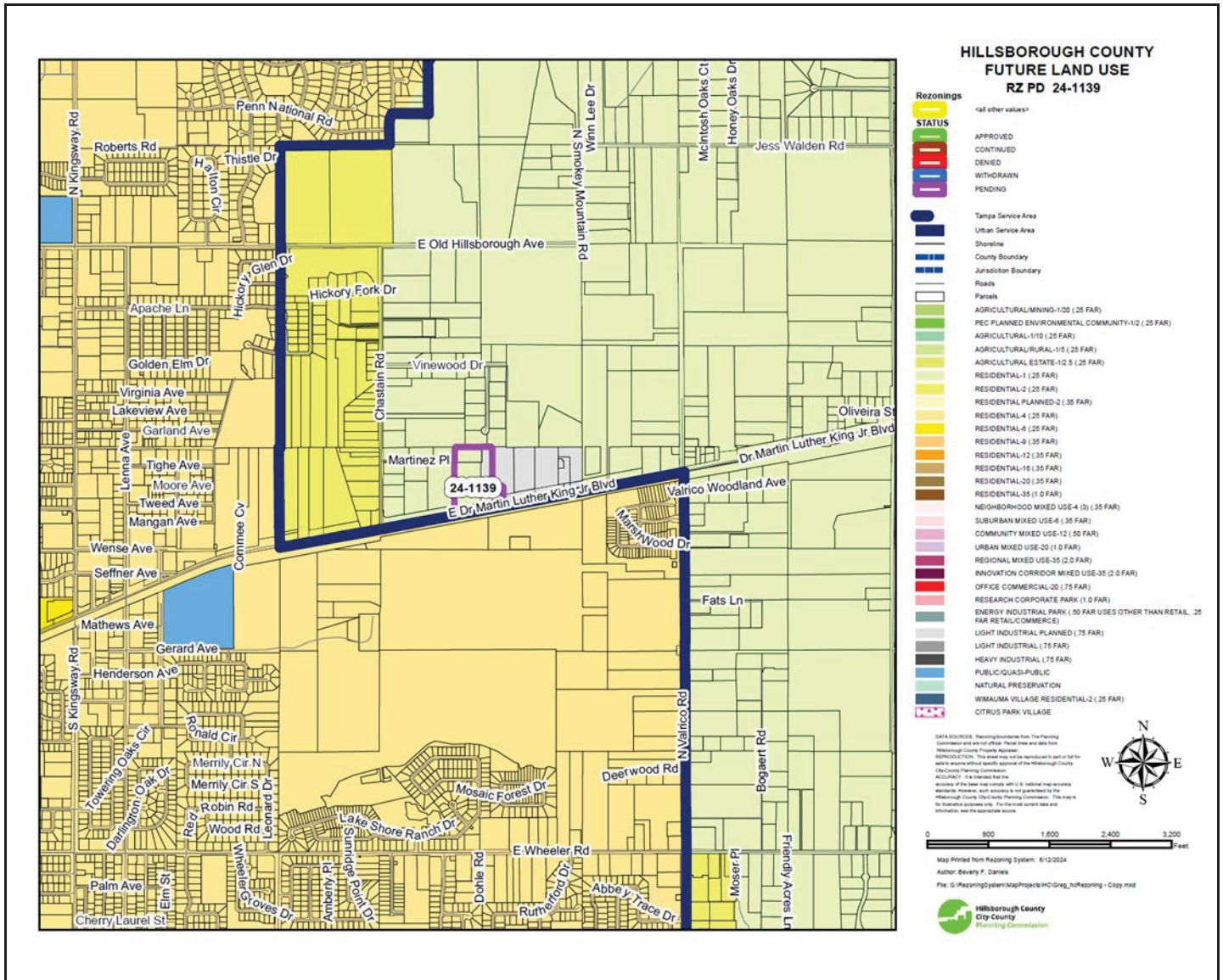


Context of Surrounding Area:

The property is located on the northern side of E Dr Martin Luther King Jr Boulevard east of Interstate 75 in the Seffner Mango area. The area surrounding the subject site is predominantly made up of residential uses with some commercial and industrial uses along the north side of E Dr Martin Luther King Jr Boulevard towards the east and west of the site. The adjacent parcels to the east allow for manufacturing uses in addition to warehousing uses. While the parcels to the north, south, and west of the site contain residential uses. Additionally, there are many parcels to the west of the subject site moving towards Interstate 75 that are zoned CG and CN allowing for commercial uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

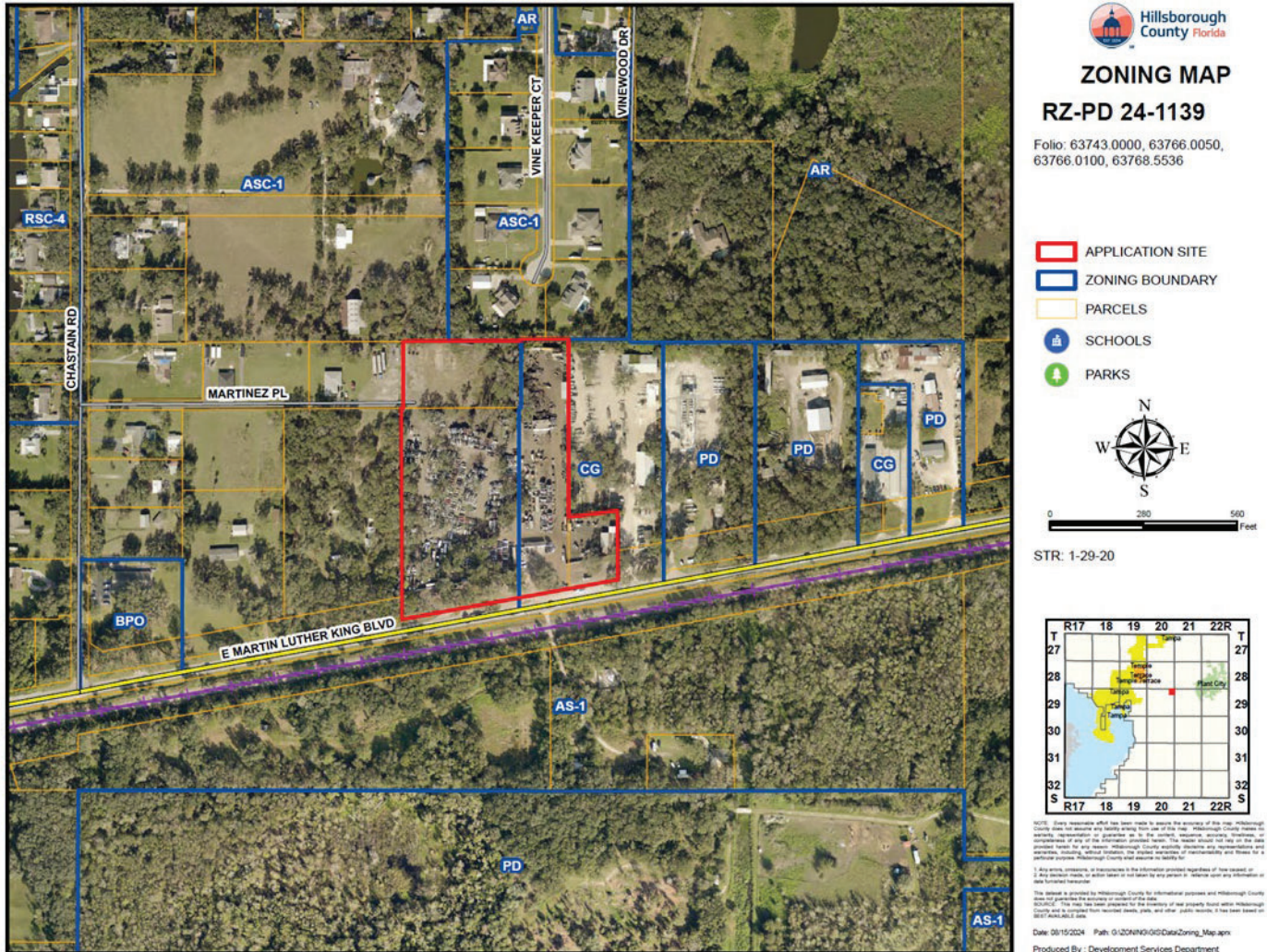
2.2 Future Land Use Map



Subject Site Future Land Use Category:	LI-P and R-1
Maximum Density/F.A.R.:	<ul style="list-style-type: none"> LI-P: 0 DU per GA/ FAR: 0.75 R-1: 1 DU per GA/ FAR: 0.25
Typical Uses:	<p>LI-P: Agricultural, light industrial uses such as processing, manufacturing, recycling and storage of materials as the predominant uses including support offices, warehousing, and retail uses.</p> <p>R-1: Agricultural, farms, ranches, residential, neighborhood commercial, offices and multi-purpose projects.</p>

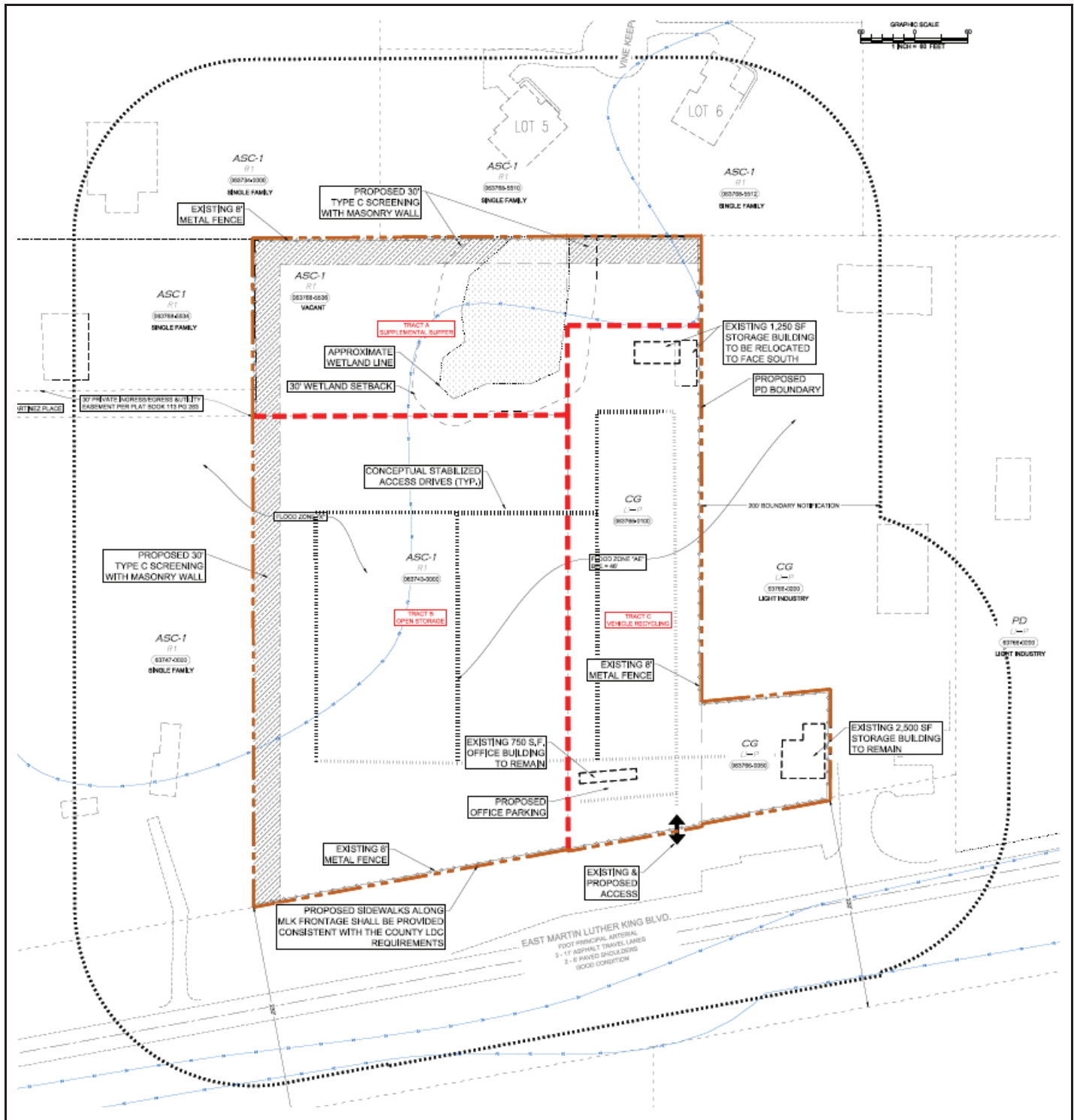
2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	ASC-1, CG	ASC-1: 1 DU per GA CG FAR: 0.27	ASC-1: Agricultural, Single-Family Conventional CG: Commercial General	ASC-1: SINGLE FAMILY R, PASTURE CG: Light Industrial
South	AS-1	1 DU per GA FAR: NA	Agricultural, Single-Family	SINGLE FAMILY R, MH, Railroad Tracks
East	CG	0 DU per GA FAR: 0.27	Commercial, General	Light Industrial
West	ASC-1	1 DU per GA FAR: NA	Agricultural, Single-Family Conventional	SINGLE FAMILY R

2.0 LAND USE MAP SET AND SUMMARY DATA**2.4 Proposed Site Plan** (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
MLK Blvd	FDOT Principal Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	6,717	586	625
Proposed	170	17	12
Difference (+/-)	-6,547	-569	-613

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

Connectivity and Cross Access

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	None	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance

Road Name/Nature of Request	Type	Finding
N/A	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
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 type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input 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 type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input checked="" 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 type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed Planned Development is located on the northern side of E Dr Martin Luther King Jr Boulevard east of Interstate 75 in the Seffner Mango area. The area surrounding the subject site is predominantly made up of residential uses with some commercial and industrial uses along the north side of E Dr Martin Luther King Jr Boulevard towards the east and west of the site. The adjacent parcels to the east allow for manufacturing uses in addition to warehousing uses. While the parcels to the north, south, and west of the site contain residential uses. Additionally, there are many parcels to the west of the subject site moving towards Interstate 75 that are zoned CG and CN allowing for commercial uses.

The site is located adjacent to an area with a long history of intensive uses, to the east along E Dr Martin Luther King Jr Boulevard. Furthermore, the PD limits the uses to only vehicle recycling and associated open storage. While leaving Tract A to remain undeveloped in order to provide additional separation of the active use of the PD from the residential properties to the north.

The PD will provide a 30' wide buffer and Type C screening with a masonry wall along the western and norther property lines adjacent to the residentially zoned properties, which exceeds accessory open storage screening requirements. The existing wetland area in the northern portion of the site will further buffer the residentially zoned properties north of the subject site. To further reduce the effects of the use on the surrounding residential properties the applicant has agreed to restrict the hours of operation for the car crusher and car lifts to weekdays between 8 a.m. and 5 p.m. The applicant has also agreed to orient the building housing the car crusher to face Martin Luther King Boulevard to redirect the sound away from the properties to the north and west.

The site is located in a wellhead protection area. Environmental Services has not objected to the proposals subject to recommended conditions including that the owner obtains a Wellhead Protection Operating and/or Closure Permit.

5.2 Recommendation

Approvable, subject to proposed conditions and the approval of CPA 23-20.

Requirements for Certification:

1. Please revise the site plan to include the proposed building height of 35' in the site data table.

6.0 PROPOSED CONDITIONS

Approval- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted September 30, 2025.

1. Development of the project shall be limited to the following:
 - Tract A: Supplemental buffering and screening.
 - Tract B: Open storage of processed/crushed cars.
 - Tract C: Vehicle Recycling Facilities with office and storage buildings.
 - i. 750 Sq. Ft. of office space
 - ii. 3,750 Sq. Ft. of enclosed storage space
2. Development standards shall adhere to the following:
 - Maximum F.A.R.: 0.30
 - Maximum Building Coverage: 30%
 - Maximum Impervious: 75%
 - Maximum Building Height: 35 feet
 - Front Yard Setback: 30 feet
3. The project shall be limited to the following:
 - Hours of operation for the car crusher or car lifts shall be limited to 8 a.m. - 5 p.m. on weekdays and shall not operate on weekends.
 - The three-sided building housing the car crusher will be oriented to face E Dr Martin Luther King Jr Boulevard.
 - No open recycling of salvage metal shall occur on site.
 - Folio 063743-0000 will only be used for open storage of the processed vehicles.
 - The office and storage buildings within Tract C may be replaced as shown on the general site plan.
4. Buffering and screening shall be provided as showing on the General Site Plan:
 - Northern property line: 30-foot-wide buffer, Type C screening
 - Western property line: 30-foot-wide buffer, Type C screening
5. A white 8-foot high solid metal fence shall be permitted along the southern and eastern PD boundaries.
6. For Open Storage on Folio 63743.0000 within the Wellhead Protection Area Zone 2, there shall be no discharge of Regulated Substances. Regulated Substances shall remain contained within the vehicles or completely removed from the vehicles prior to Open Storage on Folio 63743.0000 in a manner to eliminate potential for discharge of Regulated Substances onto the ground.
7. For continued use, handling, production, disposal, and/or storage of Regulated Substances associated with nonresidential activities on Folios 63766.0050 and 63766.0100, the applicant shall obtain a Wellhead Protection Operating and/or Closure Permit under LDC Section 3.05.08.
8. 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.
9. The project shall be permitted one full access connection on E. Martin Luther King Blvd. as shown on the PD site plan.

10. Unless otherwise approved by FDOT, the developer shall construct an eastbound left turn lane at the project entrance on E. Martin Luther King Blvd.
11. A sidewalk shall be constructed along the project's E. Martin Luther King Blvd frontage consistent with the LDC.
12. Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
13. Notwithstanding anything shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
14. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
15. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.
16. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the 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.

Zoning Administrator Sign Off:**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

The applicant seeks to allow an existing 8-foot high solid metal fence to remain along the southern boundary (front yard) and eastern boundary (side yard). Vehicle recycling (open) is permissible in CI and M zoning districts, while accessory open storage is permitted in CI and M zoning districts. Therefore, the use for purposes of fencing regulations is categorized as a commercial use.

Southern PD boundary:

- For the eastern portion of the site (vehicle recycling), a variation to the fence height is necessary under LDC Section 6.07.02.C.3. The maximum fence height permitted under LDC Section 6.07.02.C.3 is 6 feet in any front yard.
- For the western portion of the site (accessory open storage), a variation to the fence height is necessary under LDC Section 6.06.06.C7.b(1). Screening of accessory open storage from the view of a street is to be 6 feet in height.

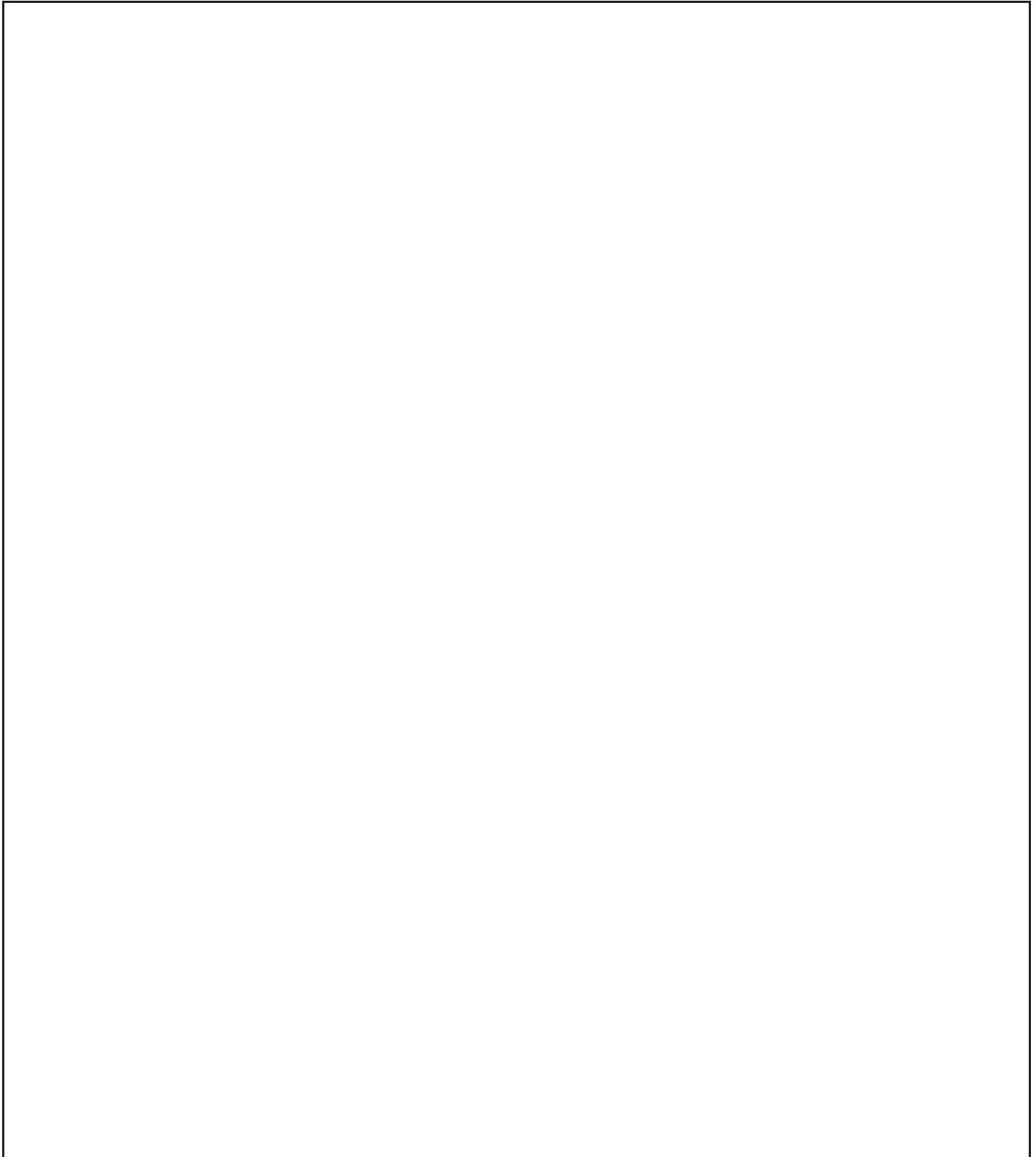
Given the characteristics of the corridor within this area of E. Martin Luther King, Jr., Blvd, staff does not object to the proposed fence height the south. Properties to the south, developed with residential uses but zoned agricultural are screened from the site by extensive vegetation and are separated from the subject site by CSX train tracks and E. Martin Luther King Blvd.

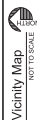
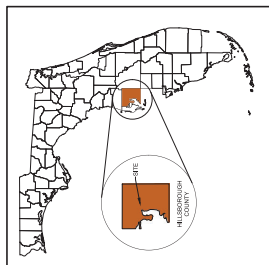
Eastern PD boundary:

- For the eastern portion of the site (vehicle recycling), a variation to the fence height is necessary under LDC Section 6.07.02.C.3. The maximum fence height permitted under LDC Section 6.07.02.C.3 is 6 feet in any front yard.

The eastern fencing is not required for compatibility reasons. Therefore, staff does not object to the request.

8.0 PROPOSED SITE PLAN (FULL)





LEGAL DESCRIPTION

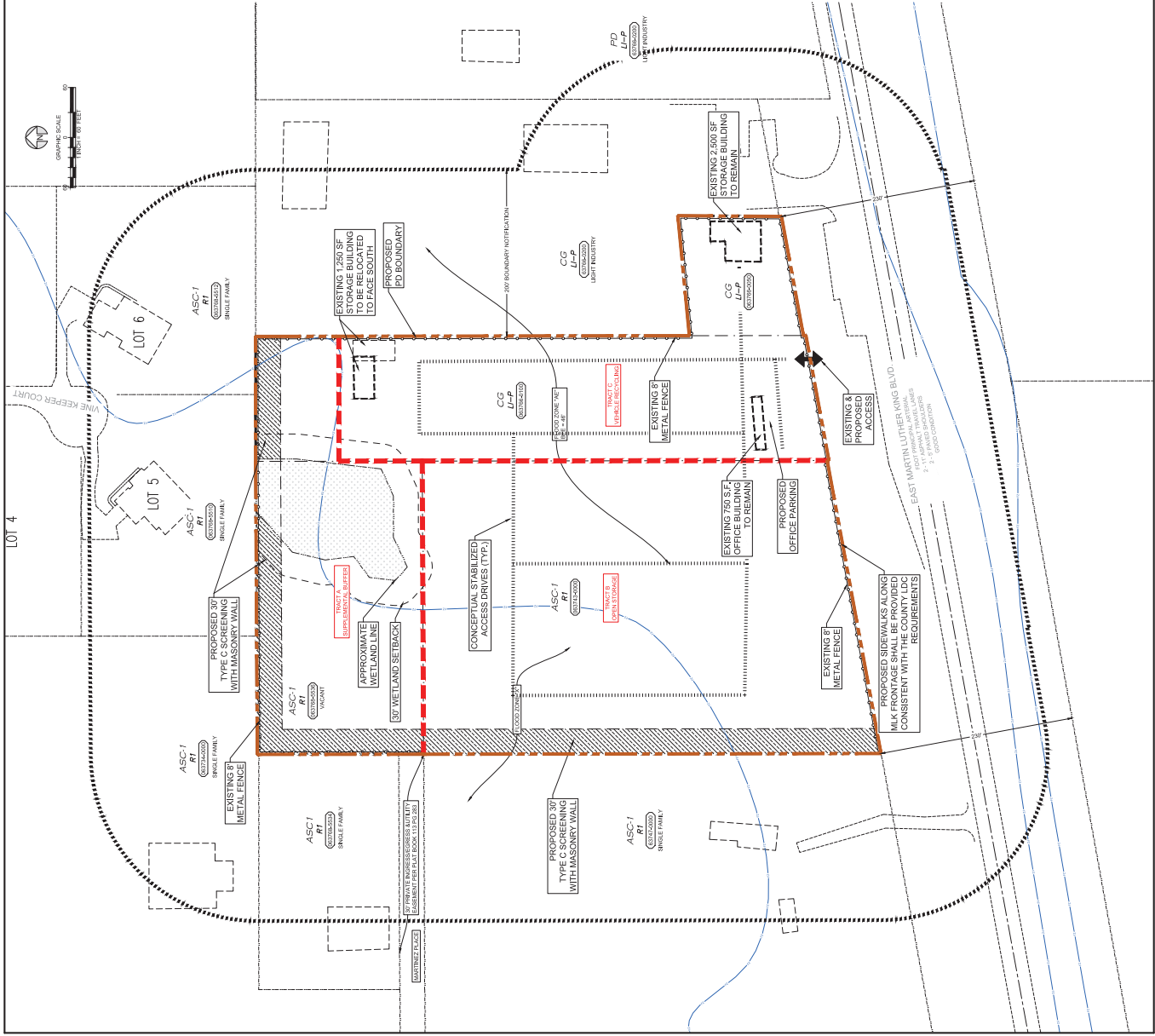
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- ZONING NOTES -

[illegible]

- SITE DATA -

LOCAL NUMBER(S)	0877-64-00; 0877-64-100; 0877-64-200; 0877-64-508
EXISTING ZONING	AS-1; C-2
PROPOSED ZONING	PLANNED DEVELOPMENT
FUTURE LAND USE	UPP IRT
PROPOSED PROJECT NAME AND ADDRESS	WINDY HILLS DRIVE, 1000 S.W. 10TH AVE.
PROPOSED PROJECT TYPE	VEHICLE RECYCLING (2.7 AC.) / TANK BUFFER (1.8 AC.) / OFF-ROAD USE
VEHICLE RECYCLING (2.7 AC.)	8.06 AC
TANK BUFFER (1.8 AC.)	8.15 AC
OFF-ROAD USE	8.15 AC
TOTAL SITE AREA	24.36 AC
DEVELOPMENT STANDARDS:	
MIN. LOT SIZE	70,000 S.F.
MIN. LOT DEPTH	30'
FRONT YARD SETBACK	30' / 10' BUFFER
REAR YARD SETBACK	10' / 10' BUFFER
FAIR PLAY SETBACK	10' / 10' BUFFER
FIELD COVER	0.3 MAX.
IMPERVIOUS	0.75 MAX.



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP, Executive Planner
PLANNING AREA: SM/Central

DATE: 3/06/2025
AGENCY/DEPT: Transportation
PETITION NO: PD 24-1139

- ☐ 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 ZONING APPROVAL

- The project shall be permitted one full access connection on E. Martin Luther King Blvd. as shown on the PD site plan.
- Unless otherwise approved by FDOT, the developer shall construct an eastbound left turn lane at the project entrance on E. Martin Luther King Blvd.
- A sidewalk shall be constructed along the project's E. Martin Luther King Blvd frontage consistent with the LDC.
- Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
- Notwithstanding anything shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
- Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
- Parking shall be provided consistent with LDC, Sec. 6.05.02.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a rezoning four parcels from Agricultural Single Family Conventional 1 (ASC-1) and Commercial General (CG) to a Planned Development (PD) zoning allowing for +/-8.55 acres of outdoor storage for vehicles, and vehicle recycling. The currently operates the proposed uses as a nonconforming use that are subject to code enforcement action. Staff cannot fully ascertain the scope of the current nonconforming uses.

The site is located on Martin Luther King Blvd., +/-1000 ft east of Chastain Rd. The Future Land Use designation is Light Industrial Planned (LI-P) and Residential 1 (R-1).

Trip Generation Analysis

The applicant's traffic engineer submitted a trip generation and site access analysis as required by the County Development Review Procedures Manual. Staff notes that all access is taken to an FDOT facility, as such the proposed uses and the studied methodology were reviewed by FDOT staff for compliance with their access regulations.

Staff has prepared the following comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved Entitlements:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
ASC-1: 6 Single Family Detached Units (ITE 210)	57	4	6
CG: 30,459 sf – Retail Shopping Center (ITE 822)	1,658	72	201
CG: 5,000 sf/814VFP – Convenience Store w/Gas (ITE 945)	3,600	379	319
CG: 3,000 sf -Fast Food w/ Drive Thru	1,402	134	99
TOTAL	6,717	586	625

Proposed PD Uses:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 111,731 sf, Vehicle Recycling/Open Storage*	170	17	12

*Data is based on counts prepared by applicant's traffic engineer.

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	-6,547	-569	-613

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on Martin Luther King Blvd. Martin Luther King Blvd is a 2-lane, undivided, FDOT maintained, principal arterial roadway. Martin Luther King Blvd lies within +/- 230 feet of Right of Way in the vicinity of the project. Martin Luther King Blvd does not have sidewalks on either side of the roadway within the vicinity of the project.

CORRIDOR PRESERVATION AND ROADWAY IMPROVEMENTS

Martin Luther King Blvd is included in the Hillsborough County Corridor Preservation Plan as a future 4 lane roadway. According to FDOT, the right of way has already been acquired and no further right of way preservation/dedication is needed. The FDOT improvement from the terminus of the existing 4-lane configuration (at Lake View Ave) to McIntosh Road, e.g. WPI Segment No. 255893 1, is scheduled in the FDOT District 7 Work Program for construction to begin in October 2028.

SITE ACCESS

The PD site plan proposes to maintain the existing access on MLK Blvd.

According to the site access analysis submitted by the applicant's traffic engineer, the project meets FDOT warrants for an eastbound left turn lane at the project's access connection.

Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access may be permitted anywhere along the project boundary consistent with the LDC.

Notwithstanding anything shown on the PD site plan to the contrary, the developer shall provide internal sidewalks and ADA accessible routes consistent with the LDC, Sec. 6.03.02.B.

Parking shall be provided consistent with LDC, Sec. 6.05.02.

LEVEL OF SERVICE (LOS)

Level of Service (LOS) information is reported below.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
M L KING BLVD	VALRICO RD	MCINTOSH RD	D	D

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

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
MLK Blvd	FDOT Principal Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input 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	6,717	586	625
Proposed	170	17	12
Difference (+/-)	-6,547	-569	-613

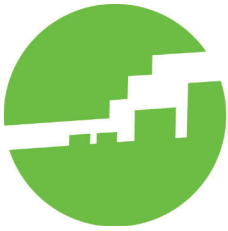
*Trips reported are based on net new external trips unless otherwise noted.

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

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

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input 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	See report.



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: March 24, 2025 Report Prepared: March 13, 2025	Case Number: PD 24-1139 Folio(s): 63768.5536, 63743.0000, 63766.0100, 63766.0050 General Location: North of County Road 574, south of Old Hillsborough Avenue, east of Chastain Road and west of Valrico Road
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	Residential-1 (1 du/ga; 0.25 FAR) & Light Industrial-Planned (No residential; 0.75 FAR) * <i>*HC/CPA 23-20 pending adoption, amending a portion of the subject site to Light Industrial Planned (LI-P)</i>
Service Area	Rural
Community Plan(s)	Seffner-Mango
Rezoning Request	Planned Development (PD) to allow the use of a vehicle recycling facility and vehicle storage
Parcel Size	+/- 8.55 acres
Street Functional Classification	Valrico Road – Local Chastain Road – Local Old Hillsborough Avenue – County Collector County Road 574 – State Principal Arterial

Commercial Locational Criteria	Not Applicable
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-1 + Light Industrial Planned	ASC-1 + CG	Vacant + Heavy Commercial
North	Residential-1	ASC-1	Single-Family Residential + Agricultural
South	Residential-4	AS-1	Single-Family Residential
East	Light Industrial Planned	CG	Light Industrial
West	Residential-1	ASC-1	Single-Family Residential + Public/Quasi-Public

Staff Analysis of Goals, Objectives and Policies:

The subject site is located north of County Road 574, south of Old Hillsborough Avenue, east of Chastain Road, and west of Valrico Road on approximately +/- 8.55 acres. The site is in the Rural Area and is located within the limits of the Seffner Mango Community Plan. The applicant is requesting to rezone the site from Agricultural Single Family Conventional-1 (ASC-1) and Commercial General (CG) to Planned Development (PD) to allow for the use of a vehicle recycling facility and vehicle storage (open storage). 1.62 acres of the parcel in the Residential-1 (RES-1) Future Land Use category will be utilized as buffering and screening. 4.83 acres of the parcel with both Future Land Use categories of RES-1 and Light Industrial Planned (LI-P) are proposed to be utilized as the existing open storage and the remaining acreage will be utilized as the existing vehicle recycling.

The proposed Planned Development is running concurrently with HC/CPA 23-20, which proposes to amend a portion of the RES-1 Future Land Use designation to LI-P. Based upon the applicant requesting the rezoning run concurrently with the plan amendment, as such, Planning Commission staff is reviewing the requested rezoning under the proposed Future Land Use category. The Planning Commission public

hearing for the requested plan amendment occurred on November 18th and was found to be Inconsistent. In accordance with the Land Development Code, if the plan amendment is not adopted, then the Planned Development would be automatically withdrawn.

The northwestern portion of the site has a Future Land Use designation of RES-1, which allows for consideration of up to 1.0 dwelling units per gross acre and a maximum Floor Area Ratio (FAR) of 0.25. The RES-1 Future Land Use category is intended to designate areas that are suitable for farms, ranches, residential uses, rural scale neighborhood commercial uses, offices, and multi-purpose projects. Commercial, office, and multi-purpose uses must meet Commercial Locational Criteria. The subject site has a pending plan amendment submitted to change a portion of the site from RES-1 to the Future Land Use designation of LI-P, which allows for consideration of a maximum FAR of 0.75 with no residential uses allowed. The LI-P Future Land Use category is intended to designate areas that are suitable for light industrial uses such as processing, manufacturing, recycling and storage of materials as the predominant uses including support offices, warehousing, and rural scale retail uses pursuant to locational criteria.

The subject site is currently developed with heavy commercial uses. A newly acquired parcel to the north of site is currently vacant. Single family residential uses abut the western boundary of the subject site and extend further north as well. Additionally, there are agricultural uses located to the northwest. The property that abuts the southwest corner of the subject site is a public institutional use owned by Hillsborough County. Light industrial, light commercial and heavy commercial uses are interspersed along Dr. Martin Luther King Jr. Boulevard to the east. A CSX Transportation right-of-way is located directly south of Dr. Martin Luther King Jr. Boulevard and is surrounded by single family and vacant uses.

The subject site is located within a Wellhead Resource Protection Area (WRPA). Goal 1 and Objective 1.3 of the One Water Chapter seek to protect and preserve water resources so that surface water and groundwater quantity and quality is protected for future use. Per Policy 1.3.9 of the One Water Element, new developments within WRPAs are subject to all regulations, criteria, standards, methodologies, and procedures designed to prevent the potential degradation of public potable water supplies. Policy 1.3.12 restricts additional areas of industrial land use within WRPAs. The request directly conflicts with this policy direction.

The proposal does not meet the intent of the Neighborhood Protection policies outlined in the Future Land Use Element (FLUE), including policy direction in the Community Design Component (CDC) (FLUE Objective 16, CDC Objective 12-1, CDC Policy 12-1.4, CDC Objective 17-1 and CDC Policy 17.1-4). Policy 16.1, 16.2 and 16.3 requires development in residential areas to be limited to a neighborhood scale, have gradual transitions of intensities, and have the development of like uses or uses that are complementary to the surrounding area, while the CDC policies require that developments recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood while establishing a gradual transition of uses and adequate buffering and screening in place.

The applicant has proposed mitigation measures including leaving the northwestern parcel on the site in its natural state to serve as buffering and screening for the residential uses to the north and west abutting the subject site. The applicant is also proposing a Type C 30-foot buffer and screening measures which include a masonry wall along the western and northern property boundary. An 8-foot metal fence is currently in place, and it is proposed to remain so along Dr. Martin Luther King, Jr. Blvd. Staff recognize the mitigation measures proposed, however a vehicle recycling facility and vehicle storage adjacent to single family residential uses are not compatible with the residential development pattern of the area.

Additionally, no enhanced landscaping on the north or west side, or architectural features are proposed. In addition, the established neighborhoods definition of the Comprehensive Plan does refer to land that has been at least 80 percent developed without substantial deterioration. Residential dwellings to the north and west of the site are existing developed homes and meet this definition. While the folio to the east of the subject site is zoned Commercial General, one folio permitting intensive use does not change the overall residential character of the area. The proposal is not consistent with Objective 16 and its associated policies.

The Comprehensive Plan requires that all developments meet or exceed the land development regulations in Hillsborough County (FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2). However, at the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The subject site does not meet the intent of the Seffner-Mango Community Plan, which provides policy guidance on preferred development patterns within the Seffner-Mango Community. Goal 2 of the community plan seeks to enhance community character and ensure quality residential and non-residential development. To meet this goal, the community plan discourages commercial encroachment into the residential areas between US Highway 92 and Martin Luther King Jr. Boulevard. This strategy discourages the intensification of residential areas within the area. Goal 3 of the Community Plan also provides guidance on commercial developments. One of the strategies under this goal seeks to support light industrial uses along US 92 and Martin Luther King Boulevard between I-75 and CR 579 (Mango Road). The subject site does not fall into this designated area. Similarly, it is located within the Rural Area which precludes it from the strategy that seeks to recognize the commercial character of Martin Luther King Boulevard within the Urban Service Area. Based upon these conflicts with the goals of the Community Plan, the proposal is inconsistent with the Seffner-Mango Community Plan within the Livable Communities Element of the Comprehensive Plan.

Overall, staff find that although the proposed use is an allowable use in the LI-P designation, it is not compatible with the existing development pattern found within the surrounding area and does not support the vision of the Seffner-Mango Community Plan. The proposed Planned Development would not 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 Planned Development **INCONSISTENT** 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

Rural Area

Rural areas will typically carry land use densities of 1 du/5 ga or lesser intense designations.

The One Water Chapter outlines relevant language related to water, wastewater and septic in the Rural Area.

Within the rural area there are existing developments that are characterized as suburban enclaves or rural communities. These are residential developments which have a more dense development pattern and character, usually 1 or 2 du/ga. These enclaves are recognized through the placement of land use categories that permit densities higher than 1 du/5 acres. New development of a character similar to the established community will be permitted to infill in a limited manner, but not be permitted to expand into areas designated with lower land use densities.

Rural communities, such as Lutz, Keystone and Thonotosassa will specifically be addressed through community-based planning efforts. These communities, and others like them, have historically served as centers for community activities within the rural environment.

Objective 4: *The Rural Area will provide areas for long term, agricultural uses and large lot, low density rural residential uses which can exist without the threat of urban or suburban encroachment, with the goal that no more than 20% of all population growth within the County will occur in the Rural Area.*

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

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

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

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

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

Community Design Component (CDC)

4.3 COMMERCIAL CHARACTER

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

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

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.

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

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.

Goal 1: Protect and preserve water resources.

Objective 1.3: Protect surface water and groundwater quantity and quality for current and future use.

Policy 1.3.8: Continue a comprehensive wellhead and surface water protection program to protect public potable water supplies, as depicted on adopted maps within the Comprehensive Plan: Wellhead Resource Protection Areas (WRPAs) surrounding public potable water supply wells with a daily permitted amount of 100,000 gallons per day or greater.

Policy 1.3.9: Review, update, and maintain regulations, criteria, standards, methodologies and procedures for new development and redevelopment within WRPAs and SWRPAs. Such regulations, etc., shall be designed to prevent potential degradation of public potable water supplies.

Policy 1.3.12: No additional areas shall be designated with industrial land use plan categories within the SWRPAs and WRPAs.

LIVABLE COMMUNITIES ELEMENT: Seffner-Mango Community Plan

2. Goal: Enhance community character and ensure quality residential and nonresidential development.
Strategies:

- Discourage commercial encroachment into the residential areas between US 92 and Martin Luther King Boulevard and south of Martin Luther King Boulevard.

3. Goal: Commercial development should be directed to the US 92 and Martin Luther King Boulevard corridors.

Strategies:

- Recognize the commercial character of US 92 and Martin Luther King Boulevard within the Urban Service Area.
- Support office and light industrial uses along US 92 and Martin Luther King Boulevard between I-75 and CR 579 (Mango Road).
- Illegal non-conforming property that is rezoned for commercial or other non-residential uses shall be brought into compliance with all applicable Land Development Code requirements and be consistent with Community Plan.

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ PD 24-1139

Rezonings

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

<all other values>

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

- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASI-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended to provide a general overview of the rezoning process and is not intended to be used as a legal document. It is intended that the rezoning process be completed in accordance with the standards set forth in the Hillsborough County Comprehensive Zoning Ordinance. The map is for illustrative purposes only. For the most current data and information, visit the appropriate website.



Map Printed from Rezoning System: 8/12/2024
Author: Beverly F. Daniels
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