

Rezoning Application:

PD 23-0369

Zoning Hearing Master Date:

September 18, 2023

BOCC Land Use Meeting Date:

November 7, 2023


**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Todd Pressman

FLU Category: RES-4

Service Area: Rural

Site Acreage: 6.01 AC +/-

Community
Plan Area: None

Overlay: None

Request: Rezoning to Planned Development

**Request Summary:**

The existing zoning is CG-R (Commercial General, Restricted) which permits general commercial uses except for Restaurants with Drive-thru windows and convenience stores with fuel sales; pursuant to the development standards in the table below. The proposed zoning for Planned Development (site plan controlled district) to allow manufacturing, recycling, warehouse uses with outside storage, support offices and ancillary uses pursuant to the development standards in the table below and site plan depicted in 2.4 of the report.

Zoning:

	Current CG-R Zoning	Proposed PD Zoning
Uses	Commercial General uses except for Restaurants with Drive-thru windows and convenience stores with fuel sales	Manufacturing
Mathematical Maximums *	196,023.75 square feet (Based on a Max. 0.75 FAR Allowed in LI-P)	160,000 square feet

*Mathematical Maximums may be reduced due to roads, stormwater and other improvements

Development Standards:

	Current CG Zoning	Proposed PD Zoning
Density / Intensity	Under the existing CG zoning district, a maximum of 70,567.74 square feet is allowable (based on 0.27 FAR).	Under the proposed PD 23-0369, a maximum of 160,000 square footage is allowable (0.61.22 FAR)
Lot Size / Lot Width	10,000 sf / 75'	261,362 sf / 364'

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Setbacks/Buffering and Screening	20' Front 20' feet buffer, Type B screening to Residential	20' Front 20-feet buffer, type B screening
Height	50 feet, except as defined in LDC 6.01.01 Lot Development standards, Endnotes 8 and 11.	50 feet Max.

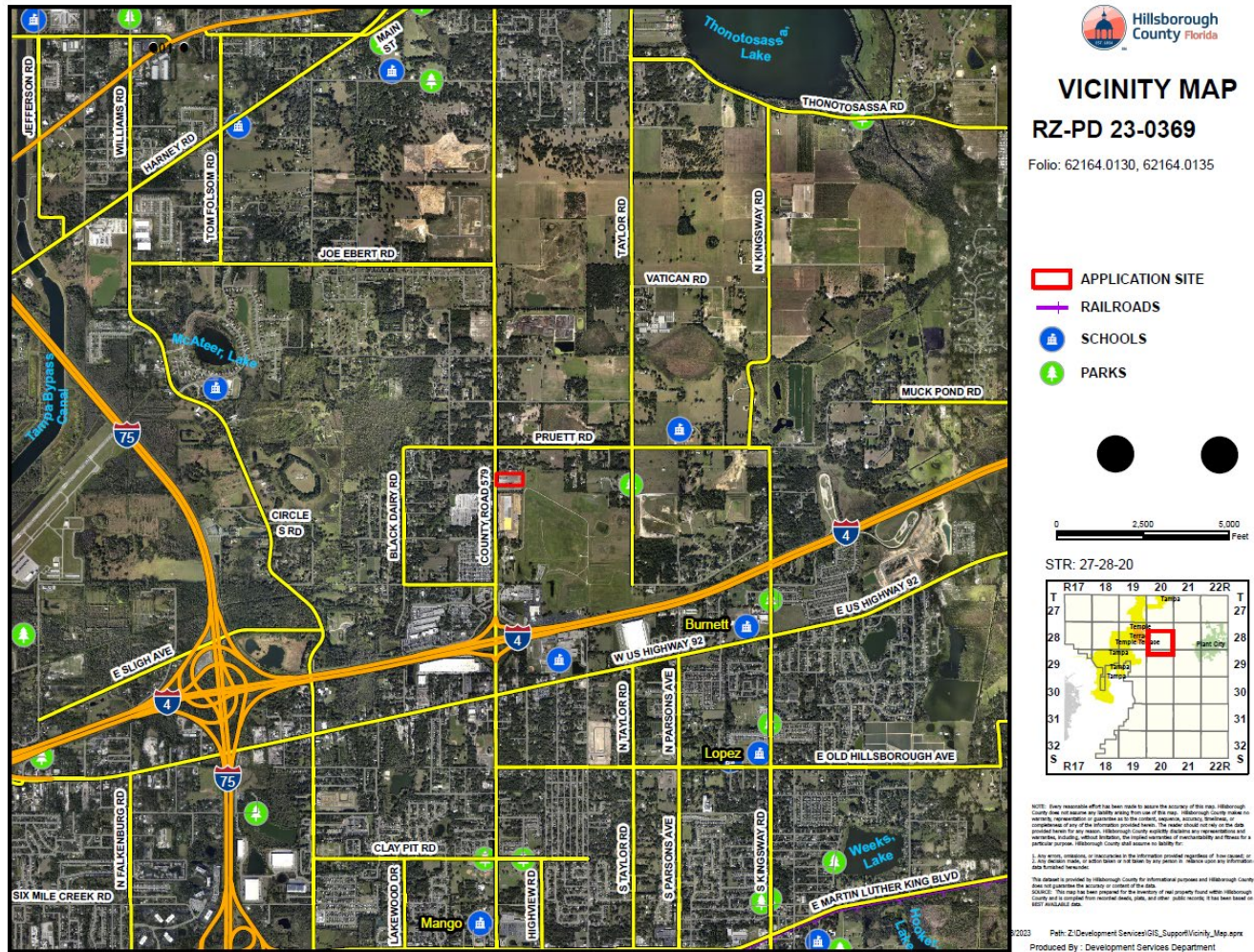
Additional Information:

PD Variations	Allow a buffer/screening decrease from 30-feet, Type C to 20-feet and Type B screening along north, south and east PD boundary (LDC Section 6.06 06-Buffer and Screening requirements).
Waiver(s) to the Land Development Code	Allow a 41 foot reduction in the 2:1 building height setback for structures over 20 feet to allow a 49 foot building setback along the north and south boundaries and a 11 foot reduction along the eastern boundary to allow a 79 foot setback when 90 feet is required for the proposed 50 building height (LDC Section 6.01.01 Endnote #8, building height restrictions)

Planning Commission Recommendation	Inconsistent
Development Services Department Recommendation	Not supportable.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

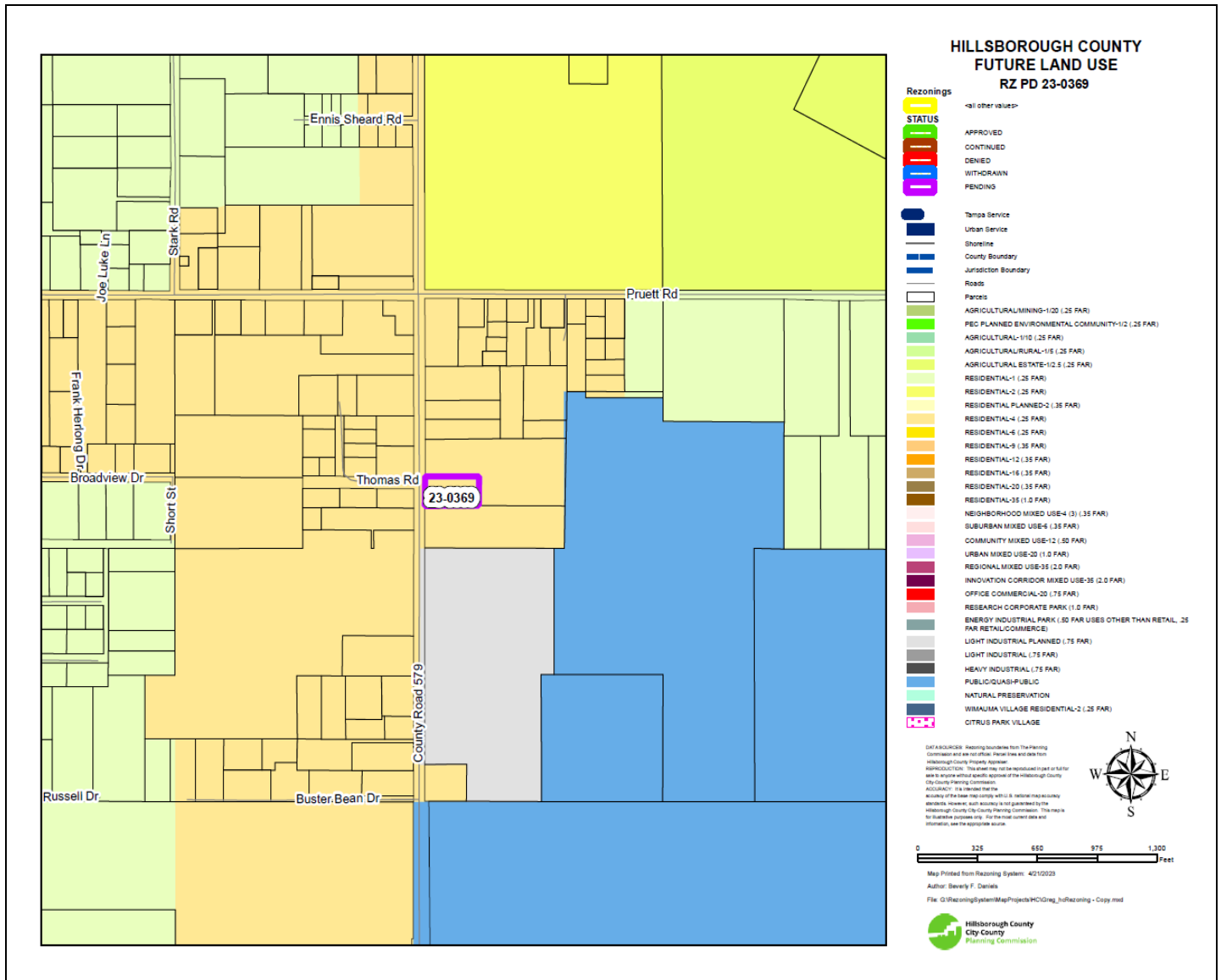


Context of Surrounding Area:

The parcel is located along Mango Road, a 2 lane divided Major Road, with residential and agriculturally zoned properties to the north, south and west. The agriculturally zoned parcel to the east is occupied with a Hazardous Waste facility. Existing development across Mango Road, to the south includes a Concrete Plant with open storage, and a Warehouse Distribution development zoned PD 18-0704.

2.0 LAND USE MAP SET AND SUMMARY DATA

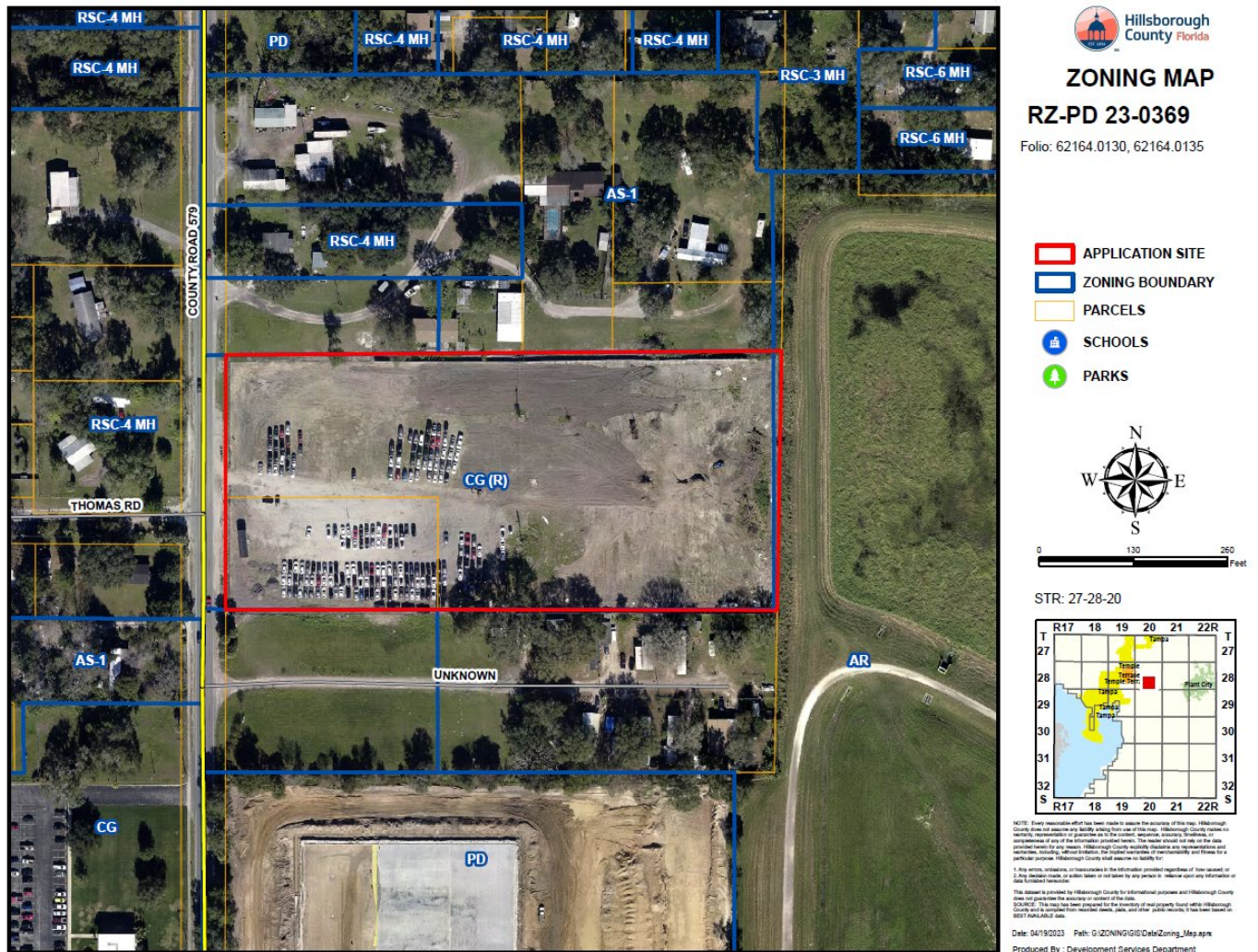
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential 4
Maximum Density/F.A.R.:	0.25 FAR
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

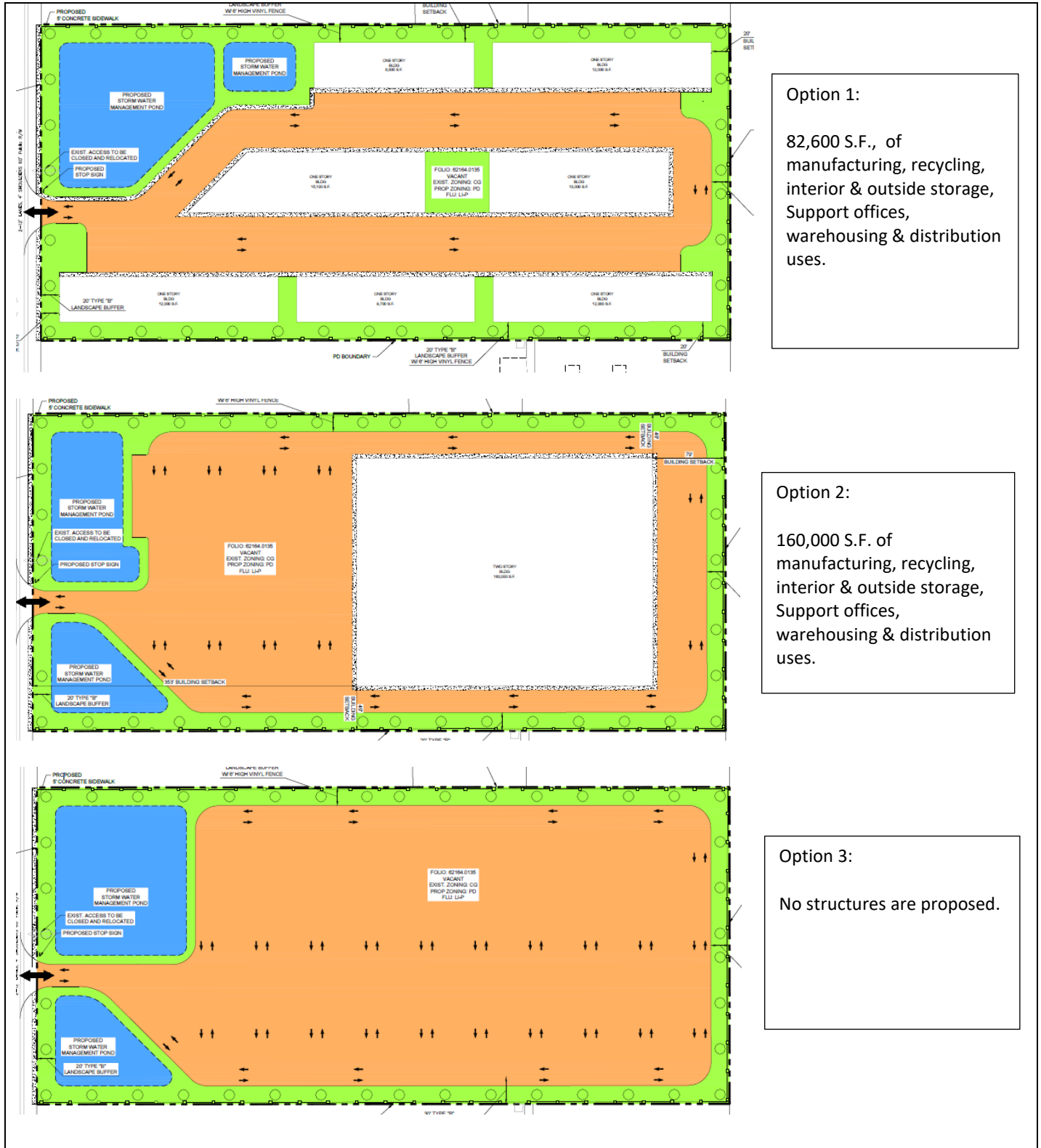


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-4, AS-1	4 DU/AC, 1 DU/AC	Single Family Residential, Agricultural	Vacant, Residential single Family
South	RSC-4 MH, AR	4 DU/AC, 0.2 DU/AC	Commercial General uses	Vacant, Mobile Home Park
East	AR	19 DU/AC	Agricultural Uses	Hazardous Waste facility
West	RSC-4 MH	4 DU/AC	Single Family Residential	Single Family Residential, Mobile Homes

2.0 LAND USE MAP SET AND SUMMARY DATA

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



APPLICATION NUMBER: PD 23-0369**ZHM HEARING DATE:** September 18, 2023**BOCC LUM MEETING DATE:** November 7, 2023

Case Reviewer: Tania C. Chapela

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
CR 579 (Mango Rd)	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	4,794	123	369
Proposed	806	122	107
Difference (+/-)	-3,988	-1	-262

*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		None	None	Meets LDC
East		None	None	Meets LDC
West	X	None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance

Road Name/Nature of Request	Type	Finding
CR 579 (Mango Rd)/Substandard Roadway	Administrative Variance Requested	Denied
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY			
Environmental:	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environmental Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input 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 </div> <div style="width: 50%;"> <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 _____ </div> </div>			
Public Facilities:	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Utilities Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<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	
Impact/Mobility Fees <div style="display: flex; justify-content: space-between;"> <div> Warehouse (Per 1,000 s.f.) Mobility: \$1,992 Fire: \$34 </div> <div> Manufacturing (Per 1,000 s.f.) Mobility: \$4,704 Fire: \$34 </div> <div> Light Industrial (Per 1,000 s.f.) Mobility: \$5,982 Fire: \$57 </div> </div> Mini-Warehouse (Per 1,000 s.f.) Mobility: \$1,084 Fire: \$32			
Comprehensive Plan:	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"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed uses are similar to some of the existing development across Mango Road, to the south. These include a Concrete Plant with open storage, and a County Owned Hazardous Waste facility. Additionally, a nearby Warehouse Distribution development zoned PD 18-0704, allows up to 0.5 FAR of Manufacturing uses. Per the Planning Commission staff report, the proposed intensity is consistent with what can be considered in the Light Industrial-Planned (LI-P) category. However, the proposed development options pose compatibility concerns given the residential uses to the north and south. They are more intense in nature and do not consider the uses located in the Residential-4 (RES-4) category immediately abutting the site. Therefore, the proposal is inconsistent with Objective 8 and Policy 8.1 of the Future Land Use Element (FLUE).

Per LDC Sec. 6.06.06 Buffering and Screening requirements, a 30 feet buffer, type “C” screening is required to single family residential uses adjacent to the south and north. Also, per LDC 6.01.01 endnote #8, Height restrictions, an additional 60 foot setback is required to allow the proposed 50 feet height building, resulting in a total 90-feet setback requirement. The applicant requested PD variations and waivers from these requirements; proposed a 20 feet buffer, type “B” screening to single family residential, and provided the following justifications: a) Two 90 feet buffer areas would reduce operating and buildable area and represents approximately 52% of the total property area; b) some screening exists on the adjacent parcel.

Staff finds those justifications are not supportable. Although the adjacent parcel to the east contains a similar development intensity; design efforts did not prioritize the location of structures along the eastern boundary rather than allocating these along the areas abutting residential properties. The existing manufacturing and light industrial development in the area presents a height under 50 feet. If allowed, the proposed building height will not encompass the surrounding building scale, introducing an incompatible bulk pattern. Furthermore, the existing screening to the south and north appears to consist of trees and a PVC fence along the north and southern properties. The applicant did not provide justifications to deviate from the type “C” screening, which includes the requirement of a 6-foot height wall in addition to the type “B” screening requirements. The applicant’s request does not provide additional information on noise mitigation and does not provide further information on how the proposed screening reduces potential lighting, odors, or vibration impacts. Therefore, Staff finds the proposed buffer and screening non supportable as presented.

Development Services Staff concurs with Planning Commission Staff considering this proposal inconsistent with the comprehensive plan not sensitive to the low to medium density residential uses that are located to the north and south of the site. The light industrial uses as shown on the site plans do not protect the existing rural neighborhood character. Staff finds the existing development along Mango Road presents non-residential design features. However, the subject site specific proximity to the northern residential and agricultural areas should be made in a decreasing manner.

Additionally, Transportation staff also objects this request. The road is substandard, and the developer is supposed to make the improvements and does not intend to do. The developer submitted a variance request to this requirement, but it has been denied by the County engineer. Transportation Staff notes that without a finding of approvability from the County Engineer for an administrative variance or a design exception to the substandard roadway, the developer would be required to improve the substandard roadway from the project driveway to the closest standard segment of roadway which may be infeasible if there is not sufficient right-of-way.

Based on these considerations, staff finds the request is **NOT** supportable as best mitigation efforts shall be made.

5.2 Recommendation

Overall, the request is **NOT** supportable.


APPLICATION NUMBER: PD 23-0369

ZHM HEARING DATE: September 18, 2023

BOCC LUM MEETING DATE: November 7, 2023

Case Reviewer: Tania C. Chapela

Zoning Administrator Sign Off:


J. Brian Grady
Mon Sep 11 2023 16:56:29

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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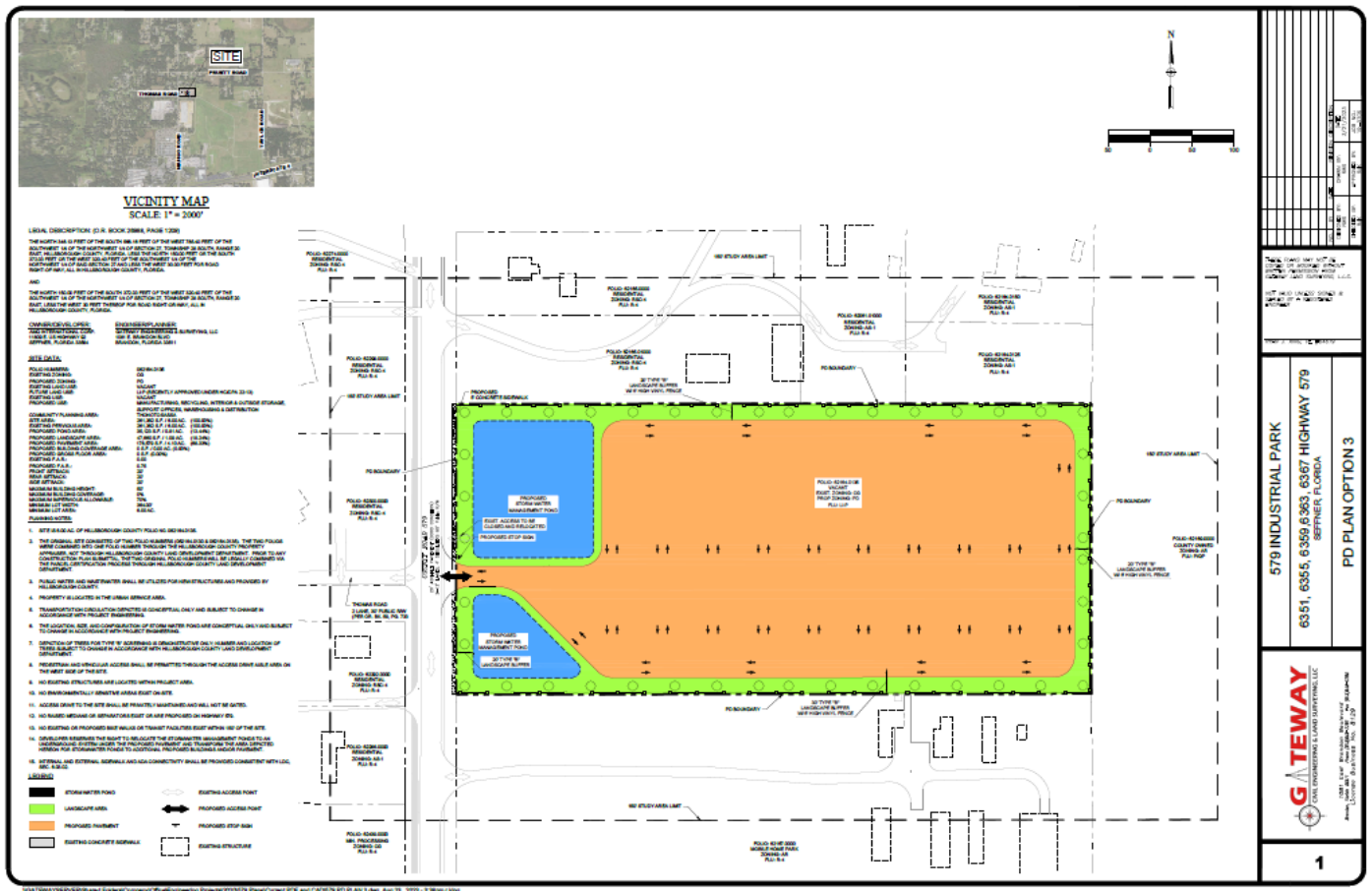
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7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 PROPOSED SITE PLAN (FULL) Page 3 of 3



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP
PLANNING AREA: TH/Northeast

DATE: 9/08/2023
AGENCY/DEPT: Transportation
PETITION NO: PD 23-0369

- ☐ 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.

RATIONALE FOR OBJECTION

Transportation Review Section Staff has the following concerns regarding the above application:

- As CR 579 (Mango Rd.) is a substandard roadway, the applicant is required to commit to improving the roadway to standard from the project entrance to the closest standard roadway segment or obtain a finding of approvability from the County Engineer for a Design Exception (DE) or Section 6.04.02.B. Administrative Variance (AV). This must be addressed before the zoning can proceed to a hearing. Staff notes that the applicant submitted a Section 6.04.02.B. Administrative Variance but failed to obtain the recommendation of approvability.
- The County Engineer has not made findings of approvability for the pending AV request. Consistent with current practice, it is the applicant's responsibility to ensure that the County Engineer's finding of approvability is a part of the zoning record on or before the revised plan deadline for the hearing date being targeted. No such finding has been issued, and as such staff must recommend denial since the AVs may be denied by the County Engineer which would render the proposed project unable to be constructed at the time of plat/site/construction plan review. Staff notes that an AV was submitted, as noted above, and the County Engineer provided comments indicating that it is their intent to deny the request. No subsequent submitted revised requests were submitted by the time of this filling that could reviewed by the County Engineer.
- Staff notes that without a finding of approvability from the County Engineer for an administrative variance or a design exception to the substandard roadway, the developer would be required to improve the substandard roadway from the project driveway to the closest standard segment of roadway which may be infeasible if there is not sufficient right-of-way.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone two parcels, totaling 6.01 acres, from Commercial General Restricted (CG-R #16-1024) to Planned Development to allow for 196,000 sf of manufacturing, recycling, storage and warehouse distribution uses. The site is located on the east side of CR 579 (Mango Rd.) and Thomas Rd intersection. The Future Land Use designation is Light Industrial- Planned (LI-P).

Trip Generation Analysis

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved PD:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
CG-R: 71,000 sf, Shopping Plaza (ITE 821)	4,794	123	369

Proposed PD Modification:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 196,000 sf, Manufacturing (ITE 140)	806	122	107

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	-3,988	-1	-262

The proposed rezoning would generally result in a decrease of trips potentially generated by -3,988 average daily trips, -1 trips in the a.m. peak hour, and -262 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on the east side of CR 579 (Mango Rd).

Mango Rd. (CR 579) is a 2-lane, undivided, substandard, rural arterial roadway characterized by +/- 11-foot wide travel lanes with +/-3-foot paved shoulders in average condition. The roadway lines within a +/- 60-foot wide right-of-way along the project's frontage. There is a +/- 4-foot side sidewalk along the west side of Mango Rd. in the vicinity of the proposed project.

According to the Hillsborough County Transportation Technical Manual a TS-7 rural collector roadway typical section has 12-foot lanes with 5-foot paved shoulders and sidewalks on both sides within a minimum of 96 feet of right-of-way.

SITE ACCESS

The PD site plan proposes a single full access connection on CR 579 aligning with Thomas Rd.

As demonstrated by the site access analysis submitted by the applicant's traffic engineer, the project meets warrants for northbound right turn lane into the project access. The northbound right turn lane is required to be 205 feet long per the County Transportation Technical Manual.

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

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
CR 579 (MANGO RD)	JOE EBERT RD	E SLIGH AVE	D	C

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

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
CR 579 (Mango Rd)	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	4,794	123	369
Proposed	806	122	107
Difference (+/-)	-3,988	-1	-262

*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		None	None	Meets LDC
East		None	None	Meets LDC
West	X	None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
CR 579 (Mango Rd)/Substandard Roadway	Administrative Variance Requested	Denied
Notes:		

4.0 Additional Site Information & Agency Comments Summary

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



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: September 18, 2023	Petition: PD 23-0369
Report Prepared: September 6, 2023	Folio 062164.0135 <i>East side of County Road 579 and south of Pruett Road</i>
Summary Data:	
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	Light Industrial-Planned (No residential permitted; 0.75 FAR)
Service Area	Rural
Community Plan	Thonotosassa
Request	Commercial, General (GG) to Planned Development (PD) for three development options including manufacturing, recycling, storage, office, warehouse and distribution
Parcel Size (Approx.)	6.00 +/- acres (261,362 square feet)
Street Functional Classification	County Road 579 – County Arterial Pruett Road – County Collector
Locational Criteria	N/A
Evacuation Area	None



Context

- The subject site is located on the east side of County Road 579 and south of Pruett Road on approximately 6.00 ± acres.
- The site is in the Rural Area and within the limits of the Thonotosassa Community Plan.
- The site has a Future Land Use designation of Light Industrial-Planned (LI-P), which does not allow for residential uses and can consider a maximum Floor Area Ratio (FAR) of 0.75. The LI-P Future Land Use is intended for those areas in the County potentially suitable for industrial activities but are located outside of concentrated industrial designated areas or in areas where the need for a site plan would be beneficial to ensure land use compatibility. Typical uses in the LI-P Future Land Use category include processing, manufacturing, recycling, and storage of materials as the predominant uses including support offices, warehousing, and rural scale retail uses pursuant to locational criteria. A Comprehensive Plan Map Amendment (HC/CPA 22-13) was approved for the subject site from Residential-4 (RES-4) to Light Industrial – Planned (LI-P) in 2023.
- The subject site is surrounded by RES-4 to the north, west, and south. Public/Quasi Public (P/QP) is located to the east. LI-P is located further south. The subject site is mainly surrounded by single family residential to the north and west, mobile homes to the south, and a County owned landfill to the east. Further south is a warehouse use, and to the southwest is a concrete processing facility.
- The subject site is zoned Commercial, General (CG). It is mainly surrounded by Agricultural, Single-Family (AS-1) and Residential, Single-Family Conventional-4 (RSC-4) zoning. Agricultural Rural (AR) zoning is located to the east, Planned Development (PD) zoning is located further south, and CG zoning is located to the southwest.
- The applicant requests to rezone from Commercial, General (GG) to Planned Development (PD) for three development options including manufacturing, recycling, storage, office, warehouse and distribution.

Compliance with Comprehensive Plan:

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

FUTURE LAND USE ELEMENT

Rural Area

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.

Policy 4.1: Rural Area Densities Within rural areas, densities shown on the Future Land Use Map will be no higher than 1 du/5 ga unless located within an area identified with a higher density land use category on the Future Land Use Map as a suburban enclave, planned village, a Planned Development pursuant to the PEC ½ category, or rural community which will carry higher densities.

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 9.2: *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:*

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

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

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

- a) the creation of like uses; or*
- b) creation of complementary uses; or*
- c) mitigation of adverse impacts; and*

d) transportation/pedestrian connections

Policy 16.5: Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.

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.

LIVABLE COMMUNITIES ELEMENT: Thonotosassa Community Plan

Goals

1. *Community Control – Empower the residents, property owners and business owners in setting the direction and providing ongoing management of Thonotosassa’s future growth and development, toward a community that adds value and enhances quality of life.*
2. *Sense of Community – Ensure that new development maintains and enhances Thonotosassa’s unique character and sense of place and provides a place for community activities and events.*
3. *Rural Character, Open Space and Agriculture – Provide improved yet affordable infrastructure and a balance of residential, commercial, and other land uses while maintaining the rural nature of the Thonotosassa area. This goal includes encouragement for agriculture, protection of property owners’ rights and values, and the establishment of open space and green space and low density, rural residential uses.*

Comprehensive Plan Strategies

- *Protect the area’s rural character.*
- *Allow commercial uses along SR 579 south of Pruett Road to I-4.*

Staff Analysis of Goals Objectives and Policies:

The subject site is located on the east side of County Road 579 and south of Pruett Road on approximately 6.00 ± acres. The site is in the Rural Area and within the limits of the Thonotosassa Community Plan. The applicant requests to rezone from Commercial, General (GG) to Planned Development (PD) for three development options including manufacturing, recycling, storage, office, warehouse, and distribution. The subject site is mainly surrounded by single family residential to the north and west, mobile homes to the south, and a County owned landfill to the east. Further south is a warehouse use, and to the southwest is a concrete processing facility.

The Rural Area is intended for long term, agricultural uses and large lot, low density rural residential uses which can exist without the threat of urban or suburban encroachment. The site is designated as Light Industrial-Planned (LI-P) in the Rural Area on the Future Land Use Map (FLUM). The LI-P Future Land Use is intended for those areas in the County potentially suitable for industrial activities but are located outside of concentrated industrial designated areas or in areas where the need for a site plan would be beneficial to ensure land use compatibility. The proposed intensity is consistent with what can be considered in the LI-P category. However, the proposed site plan with three development options pose compatibility concerns given the residential uses to the north and south. The proposed developments are more intense in nature and do not consider the uses located in the Residential-4 (RES-4) category immediately abutting the site. Therefore, the proposal is inconsistent with Objective 8 and Policy 8.1 of the Future Land Use Element (FLUE).

The proposed rezoning does not meet the intent of FLUE Objective 16 and Policies 16.1, 16.2, and 16.3. The proposal requests PD variations from the required buffer on the north, east and southern boundary of the site. A 20' Type B buffer is requested when a 90' Type C buffer is required on the north and south boundary, and a 60' Type C buffer is required on the eastern boundary. Given the single-family residential dwellings immediately to the north and the mobile homes immediately to the south, the proposed site planning techniques do not allow for a gradual transition of intensity between land uses. The proposed light industrial uses do not complement the surrounding residential and therefore should mitigate adverse impacts through the use of adequate screening and buffering. While the site meets FLUE Policy 16.5, proposing the buildings setback from the roadway negates the intent, which is to put higher intensity non-residential uses on major roads and not next to neighborhoods. Stormwater retention is shown on the proposed site plans at the west or northwest portion of the site (depending on the development option), but that does not provide protection from the surrounding residential uses. Furthermore, the County Transportation Department had not filed comments into Optix at the time of this report.

Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC) discuss how new development shall be compatible with the established character of the surrounding area. The development pattern and character of this area mainly contains single family residential to the north and west, mobile homes to the south, and a County owned landfill to the east. Further south is a warehouse use, and to the southwest is a concrete processing facility. Although there are heavy and light industrial uses that are similar in nature in the general vicinity, the proposed development options are not sensitive to the residential uses to the north and south. Policy 12-1.4 states that *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*. The proposed light industrial uses as currently shown do not achieve compatibility as described in this policy language.

The site is within the limits of the Thonotosassa Community Plan. The proposed Planned Development meets the intent of the Plan as allows commercial uses along SR 579 south of Pruett Road to I-4. However, it strives to protect the area's rural character and the proposed site plans are not sensitive to the low to medium density residential uses that are located to the north and south of the site. The light industrial uses as shown on the site plans do not protect the existing rural neighborhood character.

Overall, staff finds that the proposed development is inconsistent with the intent of the compatibility and neighborhood protection policies. The proposed Planned Development would allow for development that is inconsistent with the Goals, Objectives, and Policies in the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

Based upon the above considerations, Planning Commission staff finds the proposed Planned Development **INCONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*.

HILLSBOROUGH COUNTY FUTURE LAND USE

RZ PD 23-0369

Rezoning

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

<all other values>

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

AGRICULTURAL/MINING-1/20 (.25 FAR)

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

AGRICULTURAL-1/10 (.25 FAR)

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

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)

OFFICE COMMERCIAL-20 (.75 FAR)

RESEARCH CORPORATE PARK (1.0 FAR)

ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)

LIGHT INDUSTRIAL PLANNED (.75 FAR)

LIGHT INDUSTRIAL (.75 FAR)

HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASI-PUBLIC

NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE

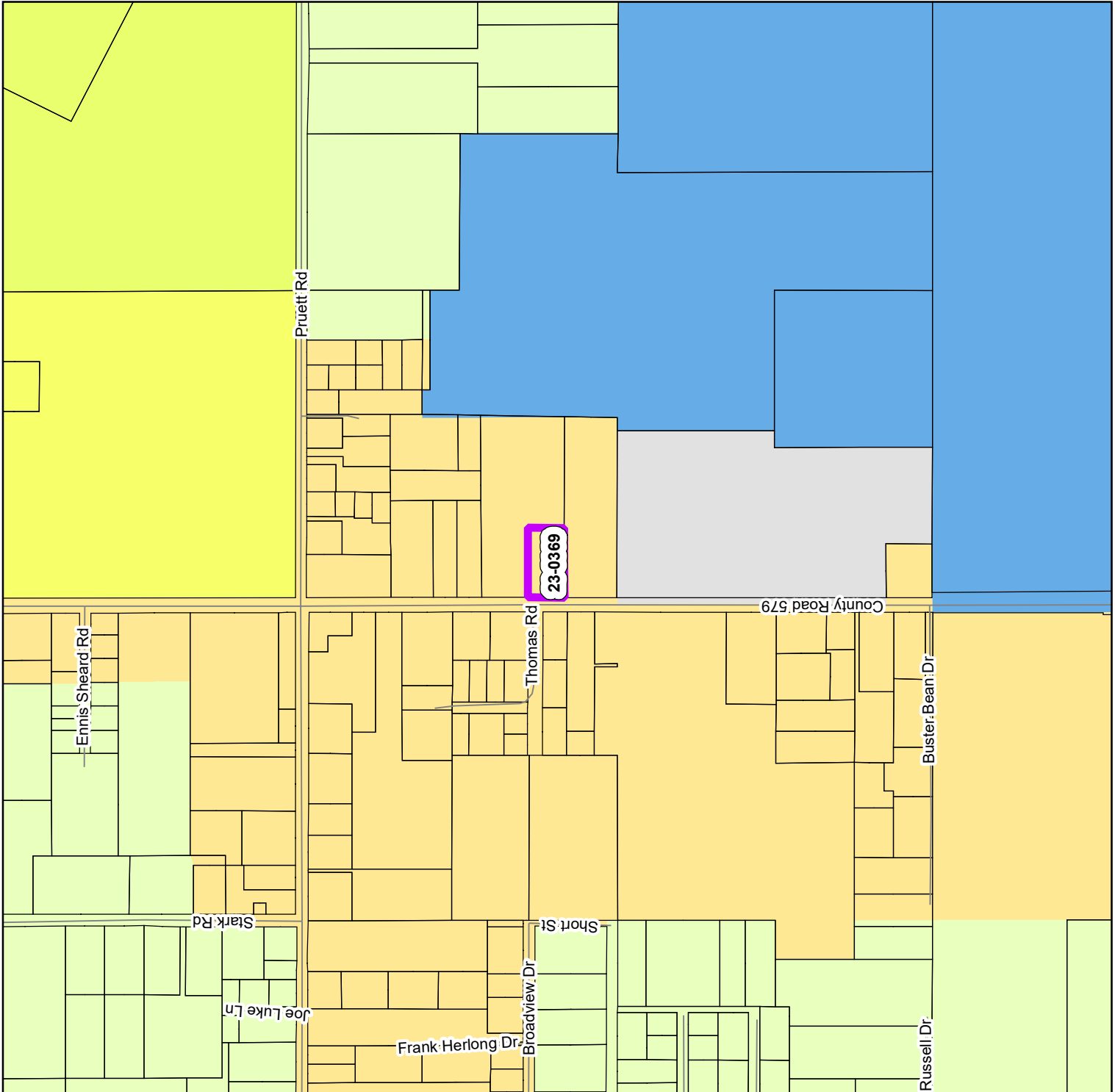
DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only and is not intended to be used as a legal document. It is intended that the rezoning boundaries shown on this map be used in conjunction with the official zoning map and the official 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: 4/21/2023

Author: Beverly F. Daniels

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