



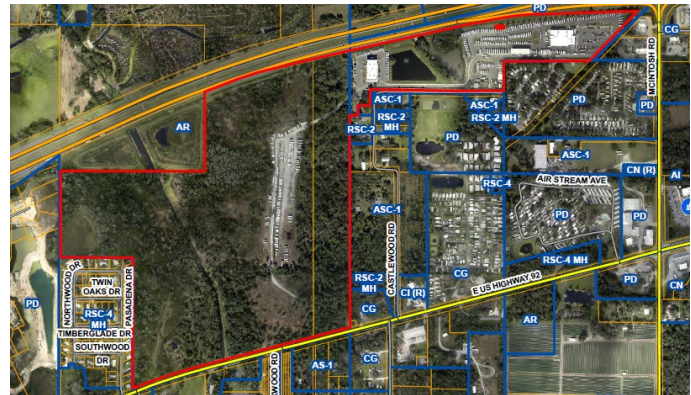
Rezoning Application: PD 21-1337

Zoning Hearing Master Date: June 13, 2022

BOCC Land Use Meeting Date: August 25, 2022

1.0 APPLICATION SUMMARY

Applicant: RV Retailer Florida Real Estate LLC and Tampa Electric Company
FLU Category: R-1 and SMU-6
Service Area: Rural
Site Acreage: 137.5
Community Plan Area: Seffner Mango
Overlay: None



Introduction Summary:

The applicant seeks to rezone a site containing three parcels from Planned Development (PD 16-1151) and Agricultural Rural (AR) to a new Planned Development. The parcel zoned PD consists of an RV sales/rental/service business (RV One). The AR parcels are vacant today. TECO owns one of the AR zoned properties, while RV Retailer Florida Real Estate LLC owns the rest of the site. The RV retail owner intends to expand the RV sales business to add display areas. The RV One parcel is approximately 24 acres while the other parcel owned by the RV Retailer is 96 acres. The TECO parcel is 19 acres in size and lays between the two other properties. No additional building space is being requested.

Zoning:	Existing		Proposed
District(s)	AR	PD 16-1151	Planned Development
Typical General Use(s)	Single-Family Residential/Agricultural	RV Sales, Service and Rental	RV Sales, Service and Rental
Acreage (approximate)	113	24	137.5
Density/Intensity	1 du-5 Ac / 30,000 sq ft	52,000 sq ft	52,000 sq ft
Mathematical Maximum*	23 Du / 30,000 sq ft	52,000 sq ft	52,000 Sq Ft

*number represents a pre-development approximation

Development Standards:	Existing			Proposed
District(s)	AR			PD
Lot Size / Lot Width	5 ac / 150'			10,000 sq ft / 75'
Setbacks/Buffering and Screening	FRONT 50'	SIDE 25'	REAR 50'	30', 50', 140' and per Buffers
Height	50'			35'

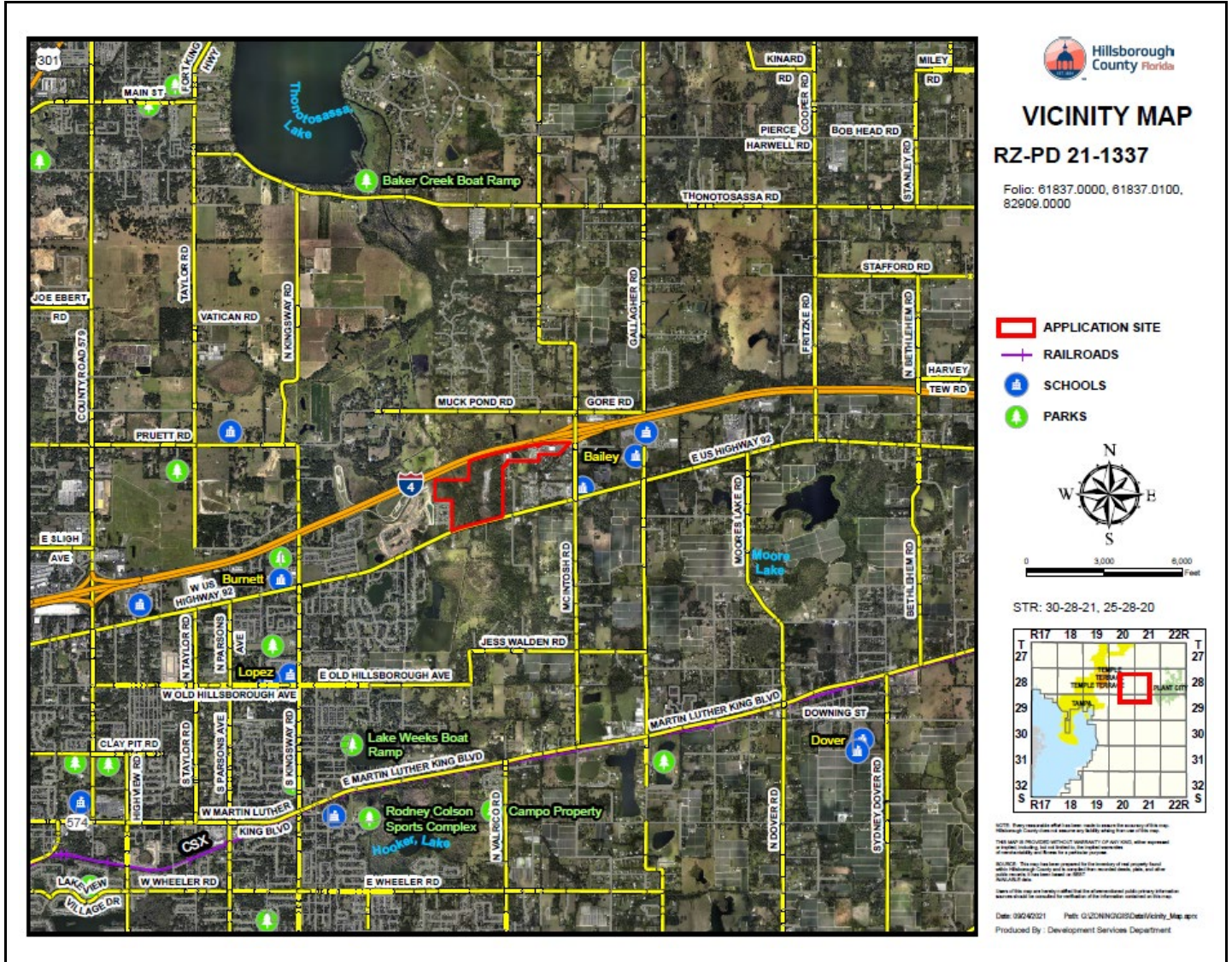
Additional Information:

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

Planning Commission Recommendation: Inconsistent	Development Services Recommendation: Not Supported
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

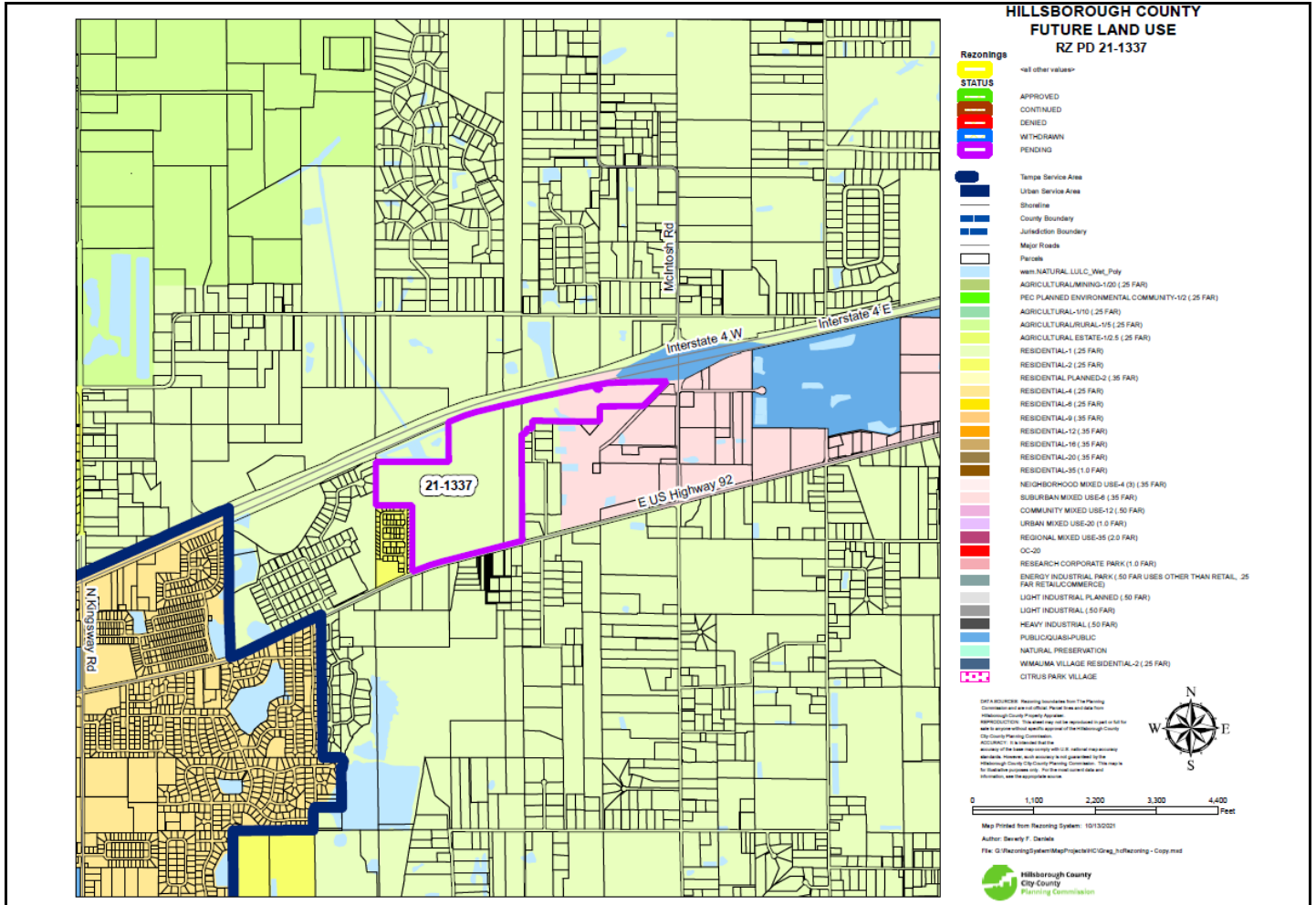


Context of Surrounding Area:

The project is located on the north side of US Hwy. 92, and east of McIntosh Rd. in Seffner. The area consists of commercial uses, RV parks and single family residential. Commercial zoning along the south have been historically in existence since early 80s, while the rest of the parcels are zoned agricultural or residential. I-4 Abuts the site along the north.

2.0 LAND USE MAP SET AND SUMMARY DATA

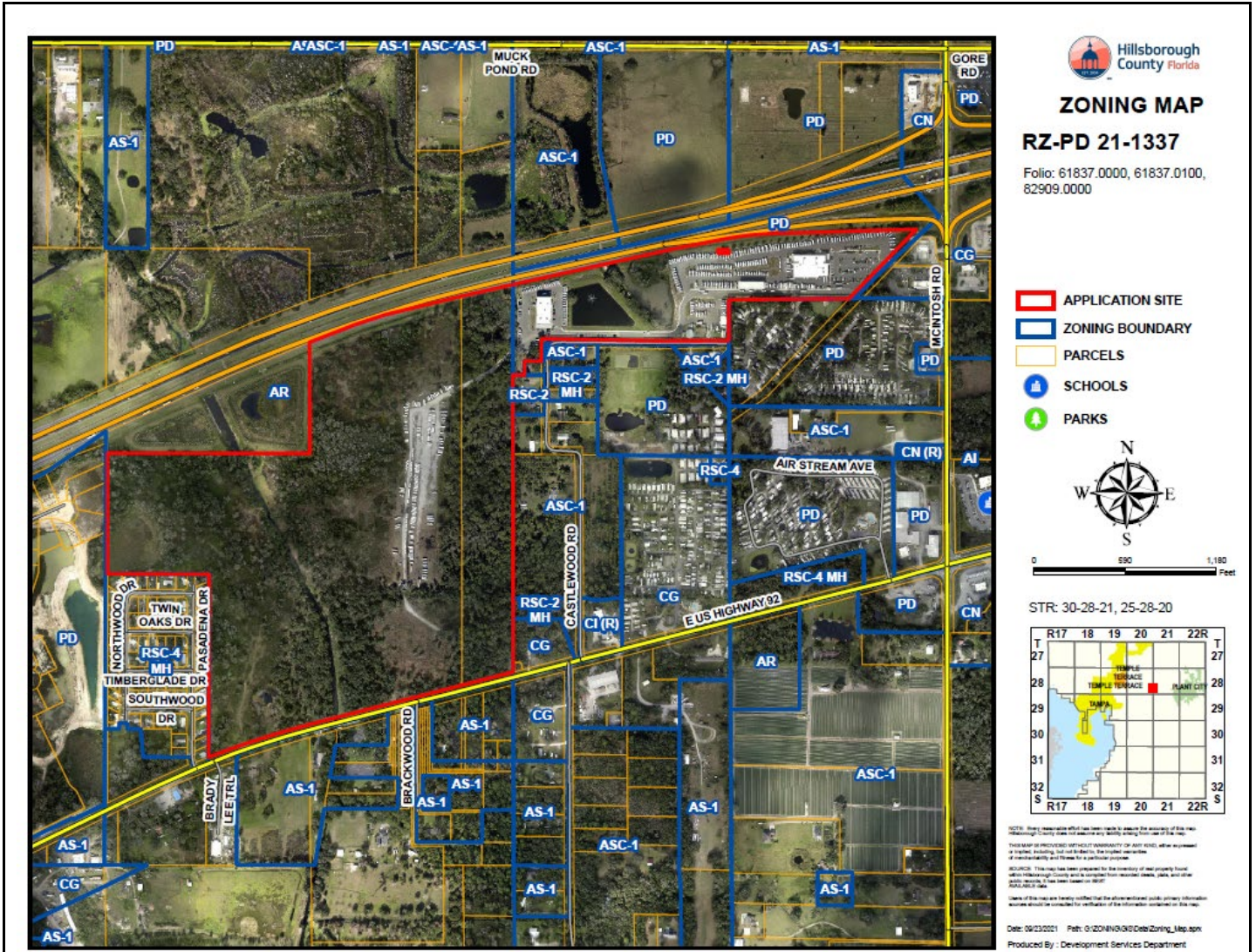
2.2 Future Land Use Map



Subject Site Future Land Use Category:	R-1	SMU-6
Maximum Density/F.A.R.:	1 DU/Acre / 0.25 FAR or 30,000 sq. ft.	Suburban scale neighborhood commercial, projects: 175,000 sq. ft. or 0.25 FAR, whichever is less intense for free standing projects (pursuant to the locational criteria) or 20% of the projects land area when part of larger planned research /corporate park. Actual square footage is dependent on the classification of the roadway intersection where a project is Office uses, research corporate park uses, light industrial multi-purpose and mixed use projects at an FAR up to 0.35 can be considered provided a project meets the following requirements. light industrial uses may achieve an FAR up to 0.50.
Typical Uses:	Farms, ranches, residential uses, rural scale neighborhood commercial uses, offices, and multi-purpose projects. Commercial, office, and multi-purpose uses shall meet locational criteria for specific land use projects. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.	Residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use projects at appropriate locations. CN uses shall meet locational criteria or be part of larger mixed use planned development. Office uses are not subject to locational criteria. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element. Projects which provided mixed uses in this category must demonstrate detailed integration, scale, diversity and internal relationships of uses on site.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

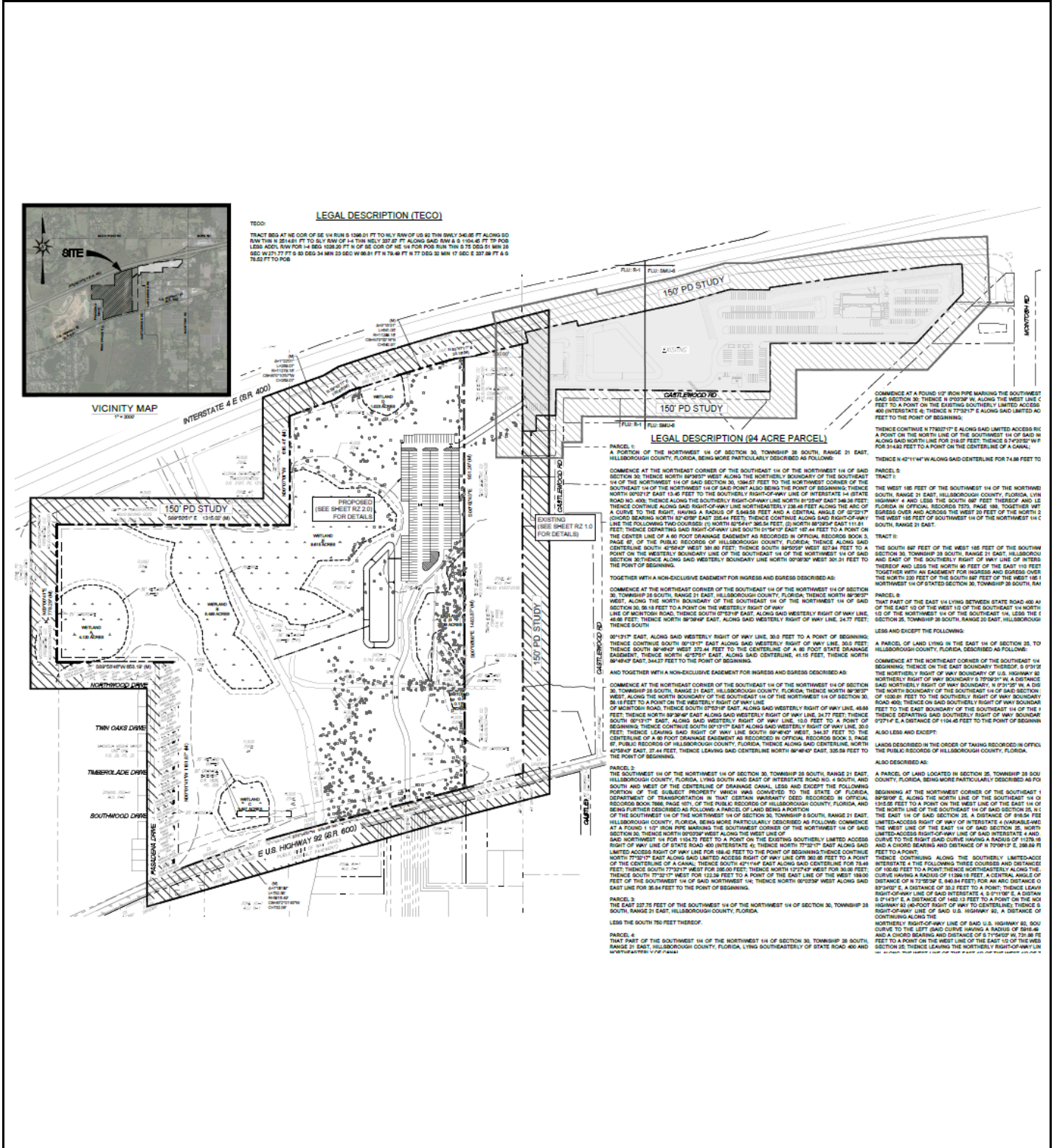


Adjacent Zonings and Uses

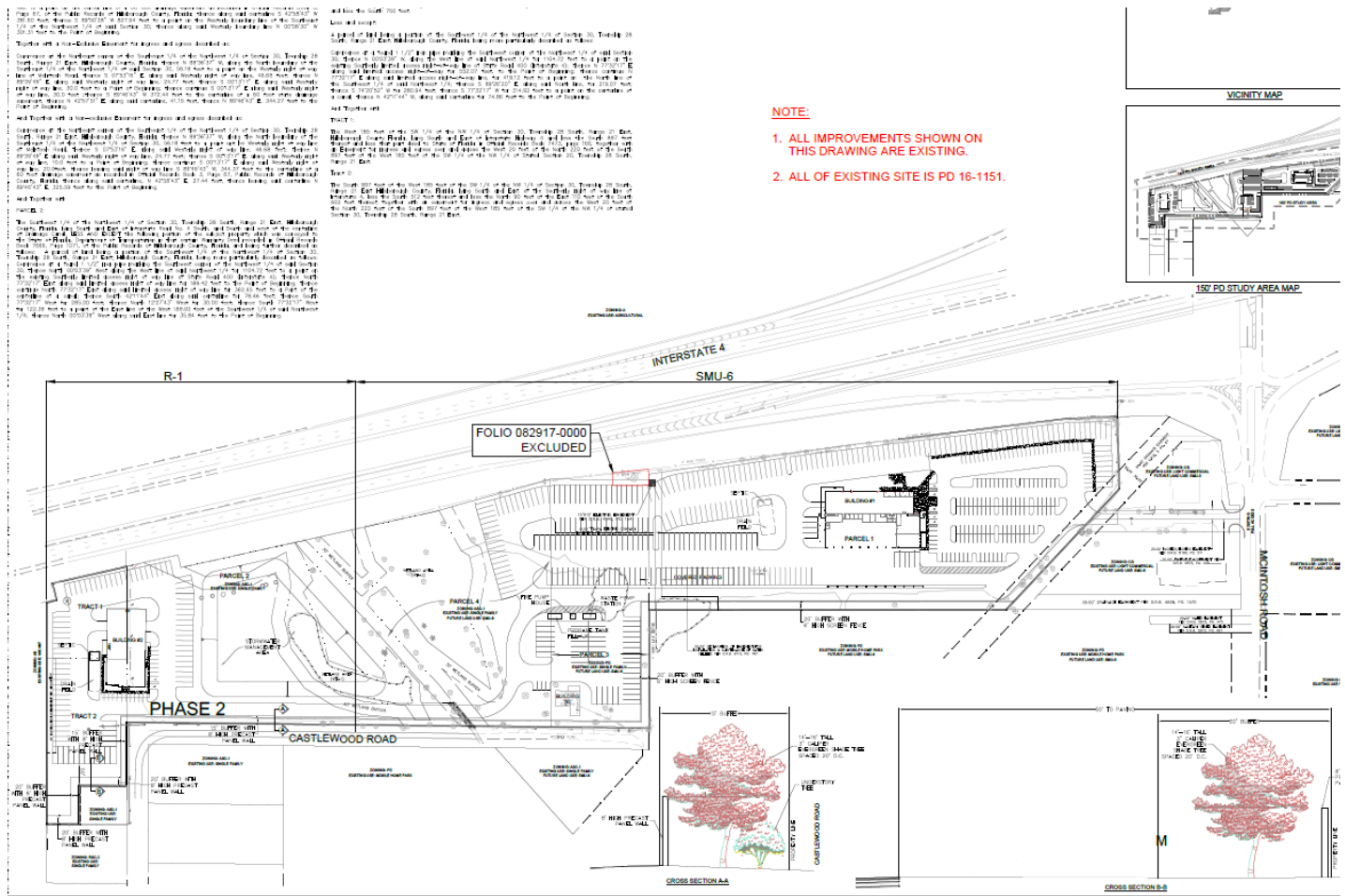
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning	Allowable Use:	Existing Use:
North	I-4	-	-	Interstate
South	AR, AS-1, RSC-2	1 Du/ 5 ac; 1 Du/ac; 2 Du/ac - 0.25 FAR	Agricultural, Residential, RV Park, Mobile Homes	Residential, RV Park, Mobile Homes
	PD 90-0097 PD 84-0012	6 DU/Ac		
East	CG	0.27 FAR	Agricultural, Commercial, Office, Residential	Residential, Commercial, Mobile Homes
	ASC-1, RSC-2	0.25 FAR		
West	AR; RSC-4 MH	1 Du/ 5 ac; 1 du / 0.25 ac 0.25 FAR	Agricultural, Commercial General, Residential, MH	SF homes, Mobile Homes, Retention Pond
	PD 12-0512	1 Du/ ac; 0.25 FAR		

2.0 LAND USE MAP SET AND SUMMARY DATA

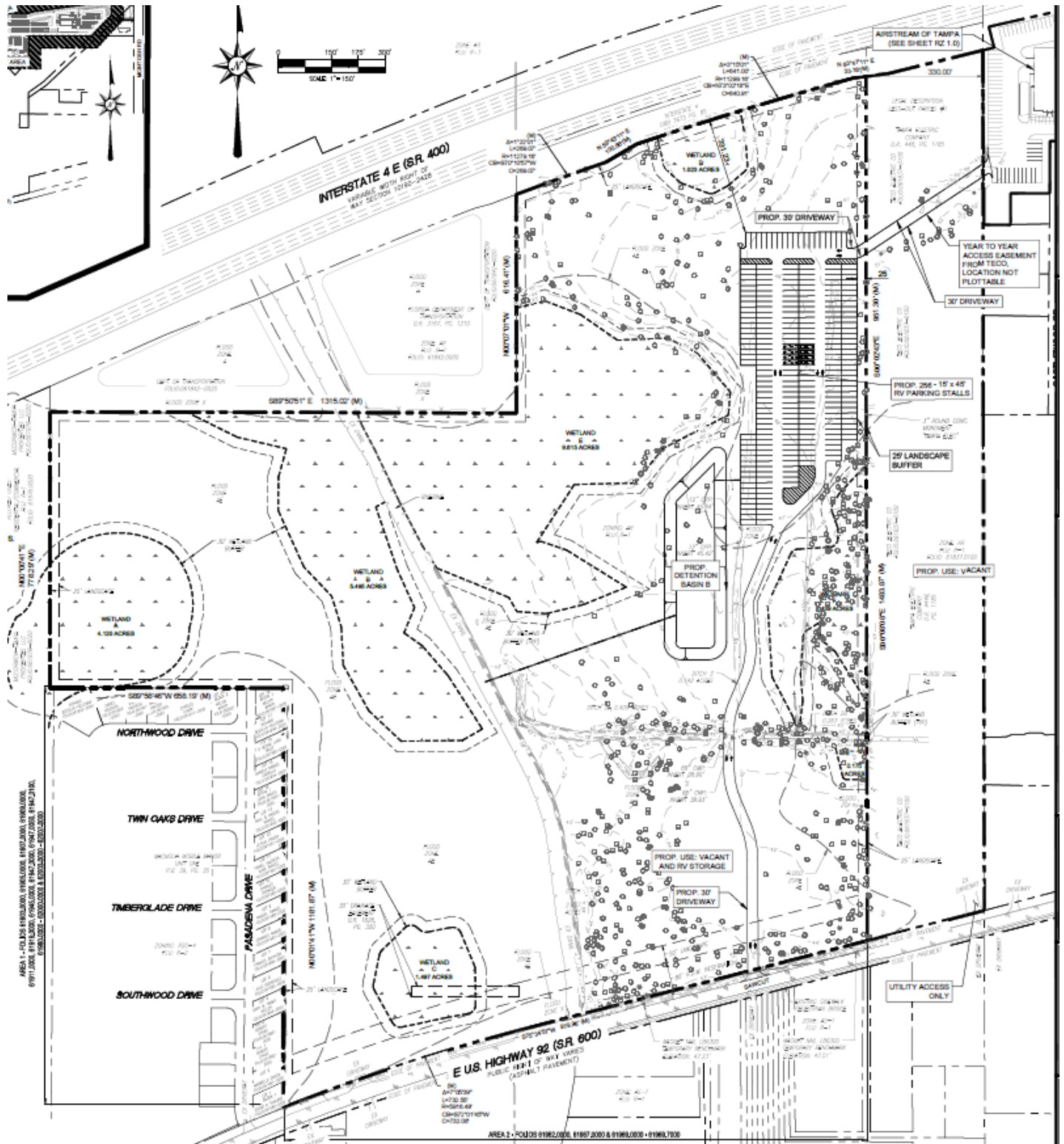
2.4 Proposed Site Plan P1 (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



2.5 Proposed Site Plan P2 (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



2.6 Proposed Site Plan P3 (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



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

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
McIntosh Rd.	County Collector – Rural and Urban	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 checked="" type="checkbox"/> Other - To Be Decided
US Hwy. 92	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 type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - To Be Decided
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	Unknown – Analysis Not Provided	Unknown – Analysis Not Provided	Unknown – Analysis Not Provided
Proposed	Unknown – Analysis Not Provided	Unknown – Analysis Not Provided	Unknown – Analysis Not Provided
Difference (+/-)	Unknown – Analysis Not Provided	Unknown – Analysis Not Provided	Unknown – Analysis Not Provided

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

Connectivity and Cross Access Not applicable for this request

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

Notes: Questions remain as to the status of access to folio 82917.0000. Staff is unaware of how this parcel is accessed or whether there are any easements through the subject parcel. See "Rationale for Objection" section of the transportation staff report for more information.

Design Exception/Administrative Variance Not applicable for this request

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

Notes: No Design Exception or Administrative variances have been filed, although they may be required. See "Rationale for Objection" section of the transportation staff report for more information.

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

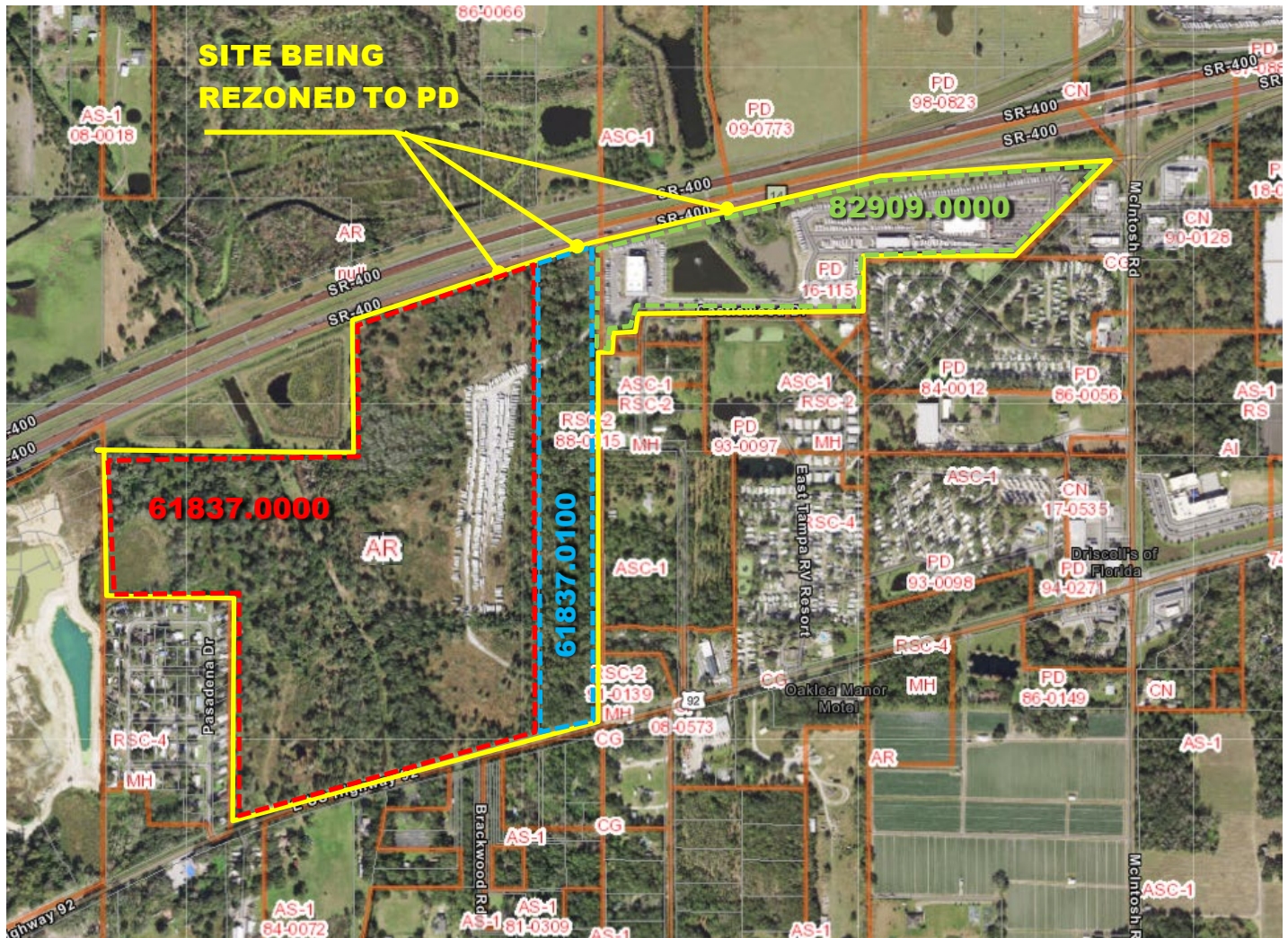
INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <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 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 type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	No conditions have been provided since staff: a) does not have sufficient information to properly review the application; and, b) is objecting to this petition.
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 type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees (per 1,000s.f.) Mobility \$17,437 Fire \$313		Project Summary/Description: Rural Mobility, Northeast Fire - auto sales, square footage not specified *** revised fees estimated based on Jan 1, 2022 schedule***		
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input checked="" 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 surroundings generally consist of residential and agricultural uses, with some old commercially zoned parcels in the vicinity along US Hwy 92. The majority of commercial and retail uses are located to the east, along McIntosh Rd. A nearby parcel zoned CI south of the site, along US Hwy 92 was rezoned from CG to CI in 2008 but prohibits open storage, major vehicle repair, warehousing and other intensive uses. Adjacent parcels to the west and southwest consist of residential and agricultural uses. RV parks established since the 80's are located adjacent to the southeast of the subject project. Interstate 4 borders the site to the north.

The site being rezoned consists of three parcels. The largest parcel, with folio number 61837.0000, is zoned AR. It is mostly vacant today; however, it is being utilized to store Recreational Vehicles for sale by the applicant. Open Storage is not permitted in the AR zoning district nor it is allowed in the RES-1 Future Land Use classification of the Comprehensive Plan. This parcel is under Code Enforcement violation CE20002623. The second parcel is also zoned AR and is located east of the larger parcel mentioned above. This parcel is identified by folio number 61837.0100 and is owned by TECO. The parcel is vacant today; however, it is being utilized to provide cross access between the large AR parcel and the third parcel, located east, via an access easement. The third parcel is zoned PD 16-1151 and is approved for an RV sales/service and rental business. The parcel is identified by folio 82909.0000. This site is currently developed with the RV One SuperStore and Airstream of Tampa. According to County records, this parcel is also under CE violation (CE071104).



Through this rezoning, the applicant intends to create a new Planned Development to increase the sales area of the RV One Store site. The new PD would generally maintain the currently approved entitlements from PD 16-1151 as follows:

A maximum of 52,000 square feet of total floor space. Building #2 is limited to up to 20,000 square feet of floor space and Building #3 shall not exceed 3,000 square feet of floor space. Buildings have a maximum height of 35 feet and shall be generally located as shown on the site plan, although setbacks from the north, east and west project boundaries may be adjusted at the discretion of the developer. Minimum setbacks from the south boundary of the RV One parcel shall be 130 feet for Building #1; 60 feet for Building #2 from Castlewood Road right-of-way and 210 feet from property folio 82905.0000; Building #3, 20 feet.

According to the project narrative, the proposed project includes an additional sales area to support the existing recreational vehicle sales center. The development will adhere to a floor area ratio of 0.46 for the entire site as well as a maximum height of 35 feet. The site plan depicts the existing structures located on the eastern portion of the site, a host of parking areas and sales area surrounding the existing buildings, and a proposed stormwater management and/or floodplain compensation area on the western portion of the site. There are no new structures being proposed. Vehicular access is provided via a full-access driveway on McIntosh Road and US Highway 92. The parcel owned by Tampa Electric Company is utilized for vehicular and pedestrian access between the two sales areas.

The narrative also states that the applicant is requesting that the Tampa Electric Company-owned parcel retain all agricultural residential uses in addition to the planned development use. The applicant also states that the proposal is consistent and compatible with the surrounding agricultural, forest and residential land. The development is an extension of the existing sales area, paying special attention to the natural wetlands. The layout is carefully designed to have no impact to the wetlands on site. The project site is 137.5 acres and being developed at a de minimis FAR of 0.46. The project as proposed sits over 1,300 feet away from the neighboring residential properties and has an extensive natural buffer that will be preserved.

Staff has evaluated the proposed PD request (narrative and site plan) and finds the petition is not supportable due to a number of reasons. The connectivity proposed between the existing RV sales site and the expansion area (AR zoned parcel) would be provided by a year to year access easement granted by TECO. The easement by TECO is non-perpetual, meaning that the allowance to cross over it and connect both sales areas is not permanent. Elimination of the easement access would pose the potential for the elimination of the interconnection between the parcels, thus, the functionality of the main use (RV sales/service/rental) will be affected since interconnectivity within the PD district would be eliminated. Staff considers that the proposed PD request, expanding the sales areas of the RV retail site is predicated on the driveway connection over the TECO property joining the sales areas continuously without interruptions. Therefore, the integrity of the PD would be greatly compromised, and the parcel zoned AR today would then result in a site for the storage of RVs, due to the access to this new display area being removed. As stated by the applicant's narrative, the intent of this PD is to allow the AR-zoned parcels for the expansion of sales areas, not to store Recreational Vehicles.

Additionally, staff provided the applicant with a number of comments and questions in January which have not fully been answered. Some of the staff comments included clarification on the preservation of areas of the large AR zoned parcel (folio 61837.0000). The narrative indicates that areas between the new RV display parking and adjacent residential parcels to the west were being preserved, but the applicant has not specified in their narrative or site plans how the areas will be preserved or delineated, by conservation easements or other similar instruments/restrictions. Other comments included: to amend the proposed uses in the Site Plan Data Table to clearly reflect the uses being proposed in each parcel; to indicate where the internal driveway connection was being placed in the RV One store site to connect to the TECO parcel where parking areas are shown; to clarify the access or easements rights to a parcel owned by Sun Tampa East, LLC (RV Resort Park to the south) that is surrounded by the RV One store property; to add required information in the PD plan for one of the parcels (TECO) per the Development Review Procedures Manual (DRPM); to clarify or correct a typo in the narrative and site plan, proposing a FAR of 0.46 (2.7 million sq. ft. of building space covering all three folios). This proposed intensity would be out of scale for this area. Lastly, staff requested specificity on the proposed buffer, screening and landscaping along boundaries of the expansion parcel (currently zoned AR properties within the PD).

Area residents and civic associations have expressed concerns and presented opposition to this rezoning request. Some concerns include the extensive history of zoning and site violation for the improper use of the parcel zoned AR, utilized to store RVs; the location of the property, which is at Baker Creek, an essential waterway linking southern Hillsborough County and Lake Thonotosassa, and which is within a 100-year floodplain. Also, the area includes one of the few remaining wildlife crossings of Interstate 4; area flooding, incompatibilities with the surrounding land uses and natural environment; possible impacts on existing wetland systems; traffic impacts along McIntosh Rd.; and areas being preserved with conservation easements not been provided by the applicant or shown and delineated on plans.


Planning Commission staff found the request inconsistent with the Hillsborough County Comprehensive Plan. Staff noted that while the applicant is not requesting additional building square footage, there will still be an extension of the sales display area further away from the node of McIntosh Road and Interstate-4. This is inconsistent with FLUE Policy 22.5, which states that there should be a transition of less intensity in uses away from the intersection. The site does not meet Commercial Locational Criteria per FLUE Objective 22 and its accompanying policies. To expand the site area allowed under the PD zoning from the east, Planning Commission staff had to reevaluate the site for Commercial Locational Criteria requirements. The applicant did submit a waiver to Commercial Locational Criteria, stating that the requested uses in PD RZ 21-1337 are compatible with the exiting commercial and that they have provided a substantial buffer from the single family residential in the area. The requested extension of the display area would occur outside of the distance requirement of 660 feet from both the nodes of McIntosh Road and Interstate-4 and US Highway 92 and McIntosh Road. FLUE Policy 22.7 notes that meeting Commercial Locational Criteria is not the only factor to be taken into consideration when granting approval for an application. Due to the site encroaching in the residential uses along the western boundary, Planning Commission staff does not support a waiver based on compatibility and asks that the Board of County Commissioners not grant the waiver.

Lastly, Transportation staff reviewed the request and indicated concerns with the expansion being proposed as part of this rezoning petition. In their report, staff lists a number of issues that the applicant did not provide responses to requests and questions by the Transportation review section; therefore, materials and information on the PD Site Plan were not sufficient for review. Staff also indicated in their report that the Transportation Assessment provided by the applicant cannot be supported. Given these insufficiencies, Transportation staff is objecting to this rezoning petition.

Based on all these factors, staff does not support this request.

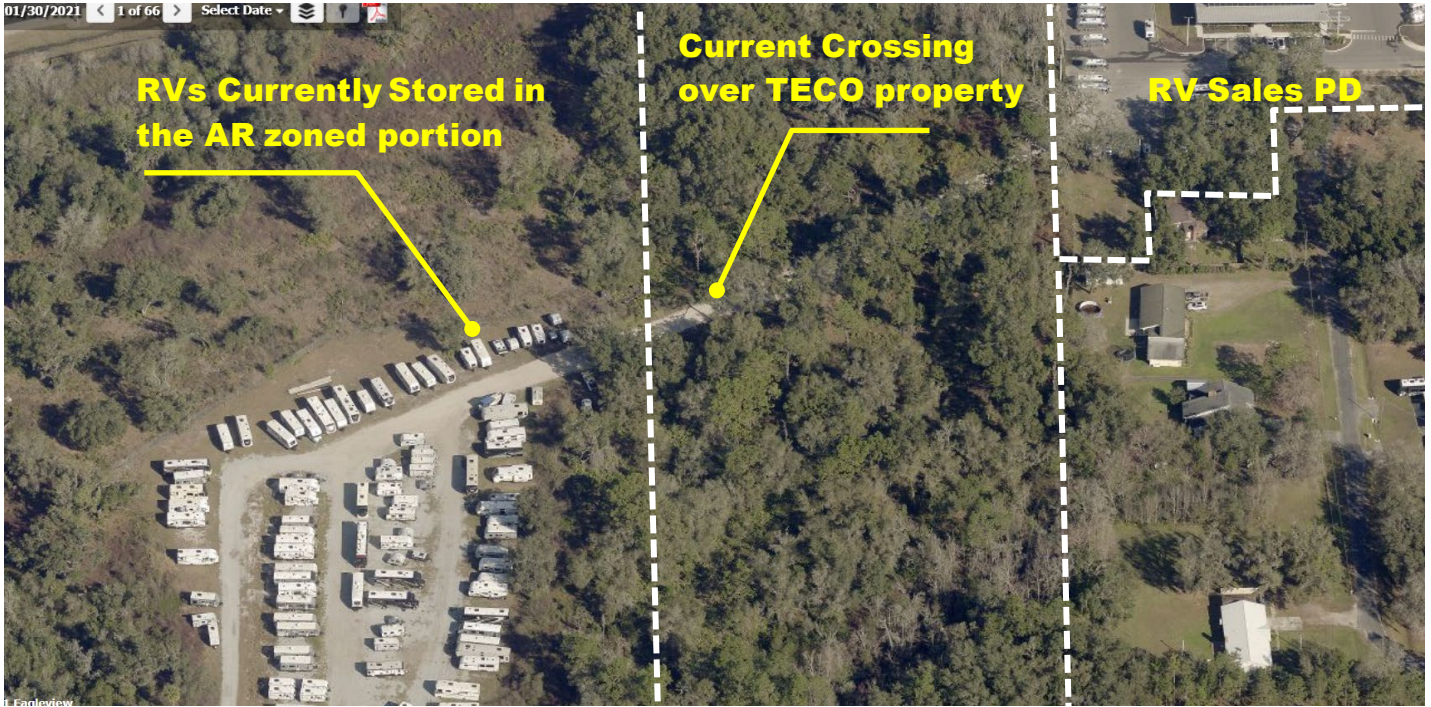
5.2 Recommendation

Not Supported

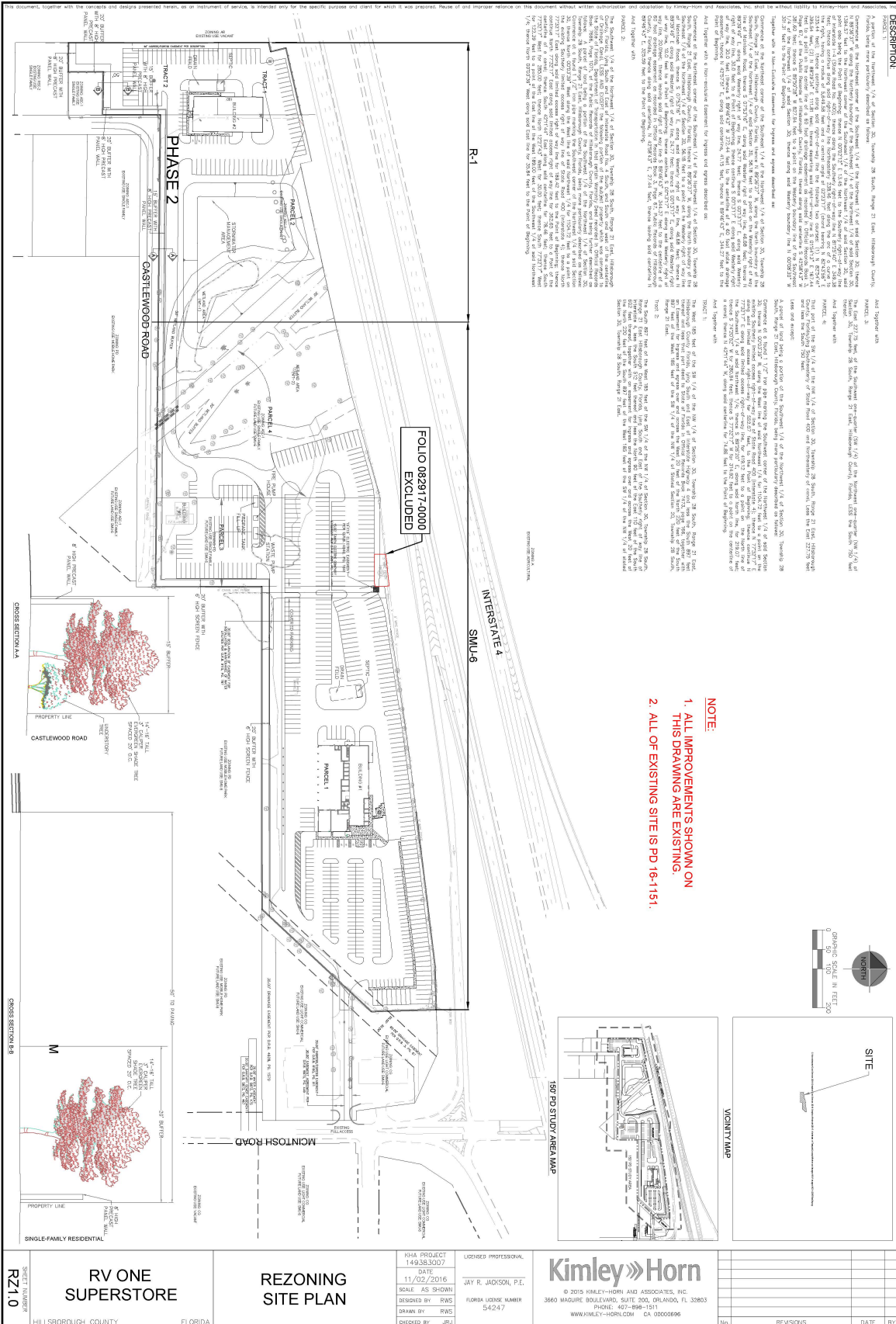
<p>Zoning Administrator Sign Off:</p> <p>Not Supported</p>	 <p>J. Brian Grady Mon Jun 6 2022 07:40:44</p>
<p>SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.</p> <p>Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.</p>	

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Partial aerial of the parcel being expanded for sales area and connection to RV One store.

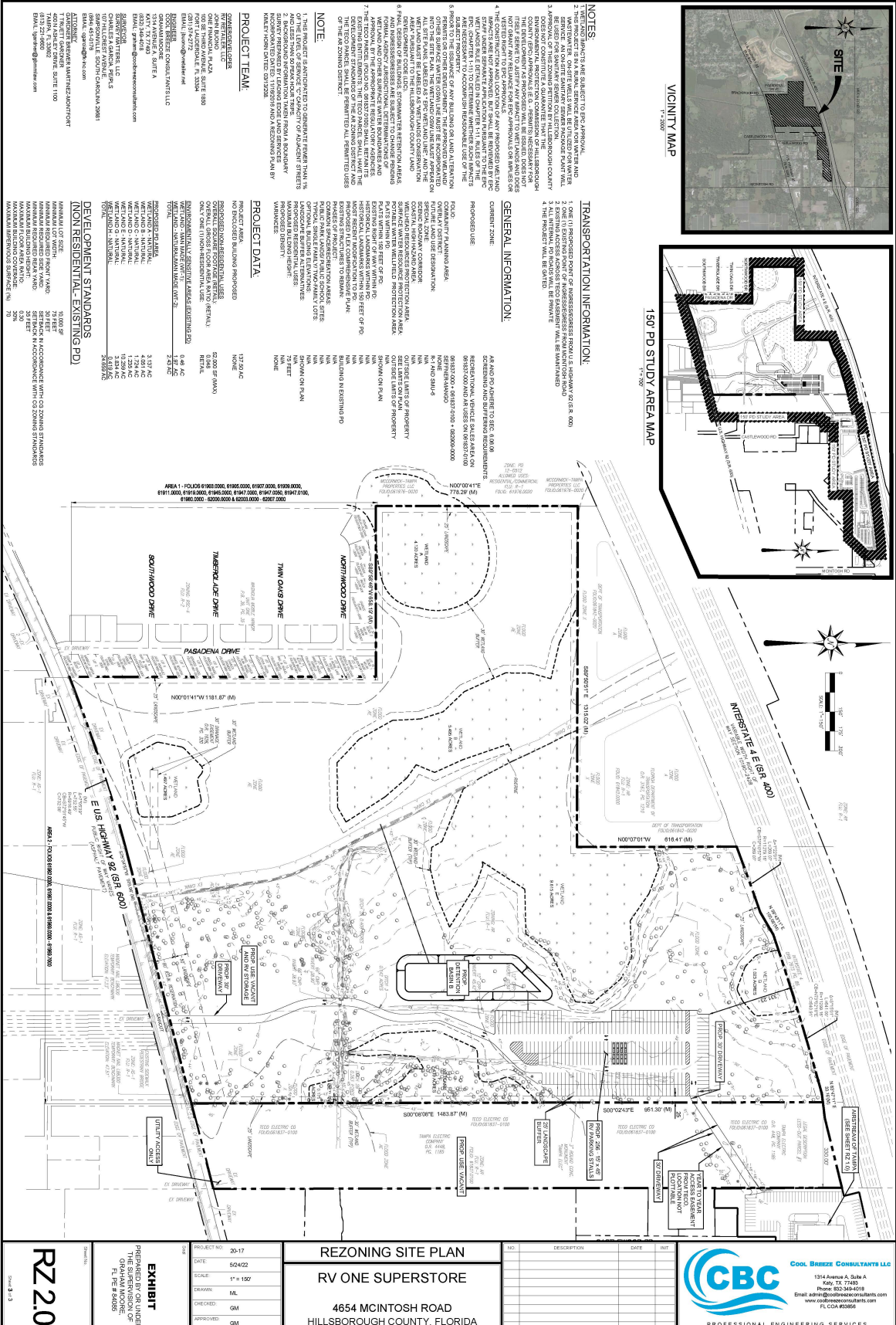


8.2 (FULL) P-2



8.3 (FULL) P-3

FILE PATH R2:0:0 8.2.0.mxd PLOT DATE: 2022-05-24 SAVED BY: MARCO



REZONING SITE PLAN
RV ONE SUPERSTORE
 4654 MCINTOSH ROAD
 HILLSBOROUGH COUNTY, FLORIDA

Cool Breeze Consultants LLC
 1516 Avenue A, Suite A
 Kelly, TX 77585
 Tel: (832) 234-8888
 Email: cbc@coolbreezeconsultants.com
 www.coolbreezeconsultants.com
 FL CCA #33856
PROFESSIONAL ENGINEERING SERVICES

9.0 FULL TRANSPORTATION REPORT (see following pages)

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**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: June 13, 2022 Report Prepared: June 1, 2022	Petition: RZ PD 21-1337 1601 South Kingsway Road <i>Between US Highway 92 and Interstate-4, west of McIntosh Road</i>
Summary Data:	
Comprehensive Plan Finding:	INCONSISTENT
Adopted Future Land Use:	Residential-1 (1 du/ga; 0.25 FAR) and Suburban Mixed Use-6 (6du/ga; 0.25 FAR)
Service Area:	Rural
Community Plan:	Seffner-Mango
Requested Zoning:	Planned Development (PD) and Agricultural Rural (AR) to Planned Development (PD) to allow for an extension of an existing RV sales area
Parcel Size (Approx.):	137.50 +/- acres
Street Functional Classification:	US Highway 92 – Principal Arterial Interstate-4 – Principal Arterial McIntosh Road- Collector
Locational Criteria:	Does not meet
Evacuation Zone:	None



Context

- The 137.50 +/- acre site is located west of McIntosh Road, north of US Highway 92. The subject property is located within the Rural Area and within the limits of the Seffner-Mango Community Plan.
- The subject property's Future Land Use designation is Residential-1 (RES-1). Typical uses of RES-1 include farms, ranches, residential uses, rural scale neighborhood commercial uses, offices, and multi-purpose projects. Commercial, office, and multi-purpose uses shall meet locational criteria for specific land use projects. 19.5 acres of the site is also designated as Suburban Mixed Use-6. Typical uses in this designation include residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects at appropriate locations. Neighborhood Commercial uses are required to meet locational criteria or be part of larger mixed use planned development. Office uses are not subject to locational criteria.
- The subject property is zoned as a Planned Development (PD) and Agricultural Rural (AR). Residential Single Family Conventional-4 Mobile Home (RSC-4 MH) and Planned Development (PD) exists west of the site and are developed with a mobile home park and single family residential. On the south side of US Highway 92 are Agricultural Single Family-1 (AS-1) and Commercial General (CG) zoned properties developed with a variety of uses, including single family residential, mobile homes, light commercial and a warehouse use. Southeast of the site includes several zoning designations, including Planned Development (PD) and Commercial General (CG), that are developed with the Sun Tampa East RV resort. Southeast of the site also includes Agricultural Single Family Conventional-1 (ASC-1) and Residential Single Family Conventional-2 (RSC-2) zoning developed with single family residential uses.
- The applicant requests to rezone the subject site from a Planned Development (PD) and Agricultural Rural (AR) to a Planned Development (PD) permit the extension of an existing RV sales area.

Compliance with Comprehensive Plan:

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

FUTURE LAND USE ELEMENT

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.*

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

Neighborhood/Community Development

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

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

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

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

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

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

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

Policy 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.*

Commercial-Locational Criteria

Objective 22: *To avoid strip commercial development, locational criteria for neighborhood serving commercial uses shall be implemented to scale new commercial development consistent with the character of the areas and to the availability of public facilities and the market.*

Policy 22.1: *The locational criteria for neighborhood serving non-residential uses in specified land uses categories will:*

- provide a means of ensuring appropriate neighborhood serving commercial development without requiring that all neighborhood commercial sites be designated on the Future Land Use Map;*
- establish a maximum square footage for each proposed neighborhood serving commercial intersection node to ensure that the scale of neighborhood serving commercial development defined as convenience, neighborhood, and general types of commercial uses, is generally consistent with surrounding residential character; and*
- establish maximum frontages for neighborhood serving commercial uses at intersections ensuring that adequate access exists or can be provided.*

Policy 22.5: *When planning the location of new non-residential developments at intersections meeting the locational criteria, a transition in land use shall be established that recognizes the existing surrounding community character and supports the creation of a walkable environment. This transition will cluster the most intense land uses toward the intersection, while providing less intense uses, such as offices, professional services or specialty retail (i.e., antiques, boutiques) toward the edges of the activity center.*

Policy 22.7: *Neighborhood commercial activities that serve the daily needs of residents in areas designated for residential development in the Future Land Use Element shall be considered provided that these activities are compatible with surrounding existing and planned residential development and are developed in accordance with applicable development regulations, including phasing to coincide with long range transportation improvements.*

The locational criteria outlined in Policy 22.2 are not the only factors to be considered for approval of a neighborhood commercial or office use in a proposed activity center. Considerations involving land use compatibility, adequacy and availability of public services, environmental impacts, adopted service levels of effected roadways and other policies of the Comprehensive Plan and zoning regulations would carry more weight than the locational criteria in the approval of the potential neighborhood commercial use in an activity center. The locational criteria would only designate locations that could be considered, and they in no way guarantee the approval of a particular neighborhood commercial or office use in a possible activity center.

Policy 22.8: *The Board of County Commissioners may grant a waiver to the intersection criteria for the location of commercial uses outlined in Policy 22.2. The waiver would be based on the compatibility of the use with the surrounding area and would require a recommendation by the Planning Commission staff. Unique circumstances and specific findings should be identified by the staff or the Board of County Commissioners which would support granting a waiver to this section of the Plan. The Board of County Commissioners may reverse or affirm the Planning Commission staff's recommendation through their normal review of rezoning petitions. The waiver can only be related to the location of the neighborhood serving commercial or agriculturally oriented community serving commercial zoning or development. The square footage requirement of the plan cannot be waived.*

Community Design Component

1.4 RURAL PATTERN CHARACTERISTICS

The largest land area of the County is rural in character. This covers all the future land use categories allowing one (1) dwelling unit per five (5) acres and less (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 or rural community which will carry higher densities). The characteristics of this pattern are in two components: (1) rural-agricultural and (2) rural-residential, but generally can be described as follows:

Rural Development Pattern

- *Predominance of agricultural use and agriculture related industry*
- *Predominance of undeveloped natural areas*
- *Very dispersed general pattern*
- *Widely scattered small-scale convenience -oriented retail*

- *Little employment available outside of agriculture/mining*
- *Large scale land-intensive public uses tend to locate in rural settings*
- *Residential uses are often on lots five (5) acres or larger*

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 (as defined in FLUE policy 1.4) with the established character of the surrounding neighborhood.*

LIVABLE COMMUNITIES ELEMENT: SEFFNER-MANGO COMMUNITY PLAN

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

- *Restrict retail development along US 92 and Martin Luther King Boulevard outside the Urban Service Area to existing commercial zoning districts.*
- *Discourage further strip retail development along those portions of US 92 and Martin Luther King Boulevard that are in the Rural Service Area.*

Staff Analysis of Goals, Objectives, and Policies:

The applicant is requesting to rezone the subject property from a Planned Development and Agricultural Rural (AR) to a Planned Development to permit an extension of an existing RV sales display area. There is no additional building square footage being sought. The previous Planned Development 16-1151 for the subject site was approved for approximately 52,000 square feet of non-residential uses. Allowing an extension of the current uses would be in direct conflict with the Seffner Community Plan vision, which specifically directs commercial development to the US 92 and Martin Luther King Boulevard corridors within the Urban Service Area.

The proposal does not meet the intent of the Neighborhood Protection policies in Future Land Use Element (FLUE) Objective 16 and FLUE Policies 16.1, 16.2, 16.3. Policy 16.1 requires development in residential areas be limited to neighborhood scale. The request would facilitate further encroachment into the predominately residential area adjacent to the subject property immediately to the west, which is inconsistent with policy direction of Policy 16.2, which requires gradual transitions of intensities between different land uses to be provided for as new development is proposed and approved. Though the applicant is providing buffering and screening, the intensity of the proposed use is out of character with the residential that abuts the site to the west.

While the applicant is not requesting additional building square footage, there will still be an extension of the sales display area further away from the node of McIntosh Road and Interstate-4. This is inconsistent with FLUE Policy 22.5, which states that there should be a transition of less intensity in uses away from the intersection.

The site does not meet Commercial Locational Criteria per FLUE Objective 22 and its accompanying policies. To expand that the site area allowed under the zoning, Planning Commission staff had to reevaluate the site for Commercial Locational Criteria requirements. The applicant did submit a waiver to Commercial Locational Criteria, stating

that the requested uses are compatible with the exiting commercial and that they have provided a substantial buffer from the single family residential in the area.

The requested extension of the display area would occur outside of the distance requirement of 660 feet from both the nodes of McIntosh Road and Interstate-4 and US Highway 92 and McIntosh Road. FLUE Policy 22.7 notes that meeting Commercial Locational Criteria is not the only factor to be taken into consideration when granting approval for an application. Due to the site encroaching in the residential uses along the western boundary, Planning Commission staff does not support a waiver based on compatibility and asks that the Board of County Commissioners not grant the waiver.

Considerations involving land use compatibility, adequacy and availability of public services, environmental impacts, adopted service levels of effected roadways and other policies of the Comprehensive Plan and zoning regulations would carry more weight than the locational criteria in the approval of the potential commercial use. Commercial Locational Criteria only designates locations that could be considered, and they in no way guarantee the approval of a particular non-residential use.

The proposed rezoning is in direct conflict with the vision of the Seffner Mango Community Plan. The Plan for this community restricts retail development along US 92 and Martin Luther King Boulevard outside the Urban Service Area to existing commercial zoning districts, as well as discourages further strip retail development along those portions of US 92 and Martin Luther King Boulevard that are in the Rural Area.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.

Overall, the proposed rezoning would allow for development that is inconsistent with the Goals, Objectives and Policies of the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*, and that is incompatible with the existing and planned development pattern found in the surrounding area.

Recommendation

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

HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 21-1337

<all other values>

Rezoning

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

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

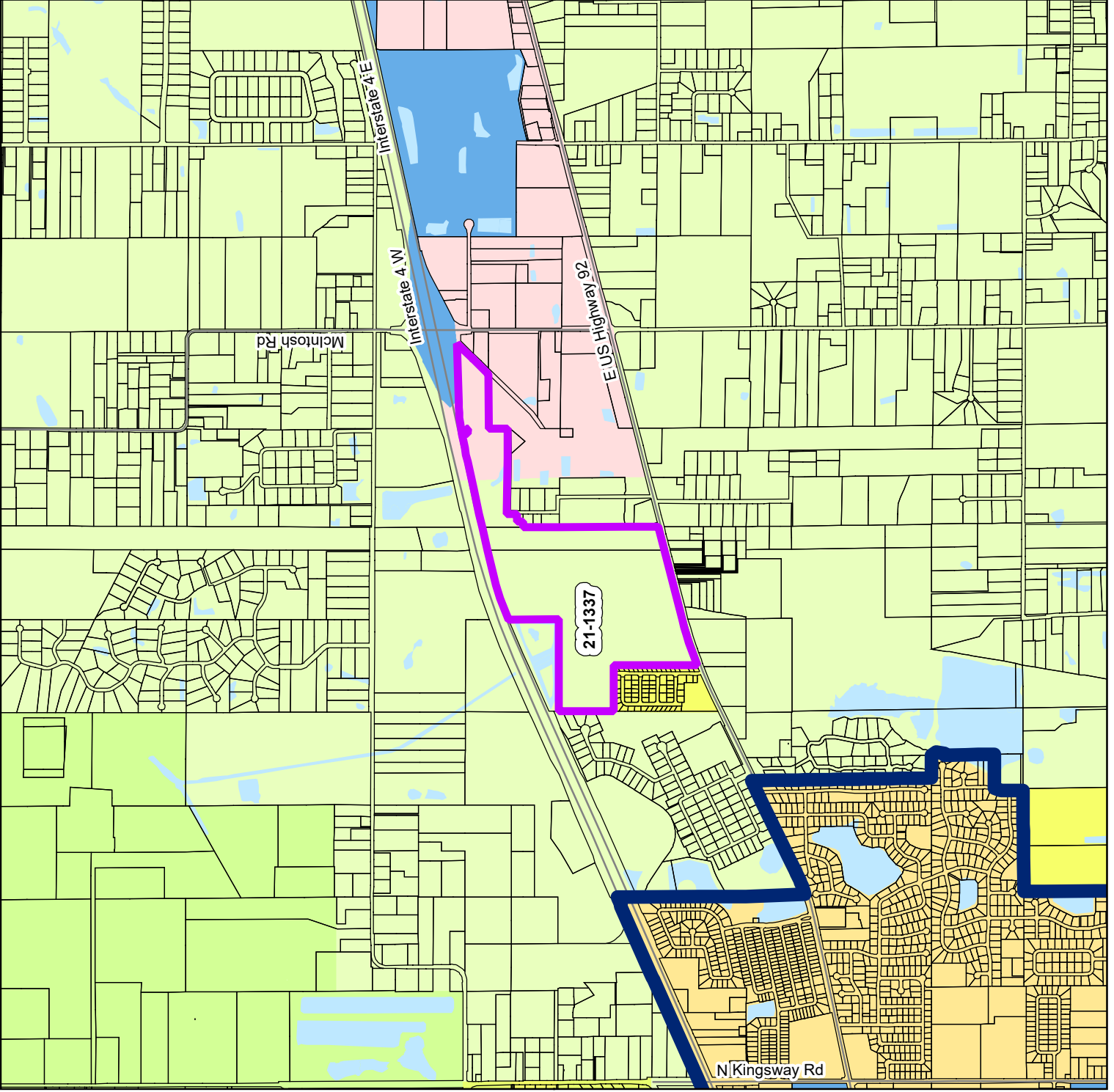
- WATER NATURAL LULC, Wet Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35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



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning boundaries are subject to change without specific approval of the Hillsborough County City/County Planning Commission.

ACCURACY: It is intended that the information shown on this map is accurate to the best of our knowledge and belief. However, such accuracy is not guaranteed by the Hillsborough County City/County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.

Map Printed from Rezoning System: 10/13/2021
 Author: Beverly F. Daniels
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