

**Rezoning Application: PD 22-1204**

**Zoning Hearing Master Date:** April 17, 2023

**BOCC Land Use Meeting Date:** June 13, 2023



**Hillsborough County Florida**

**Development Services Department**

**1.0 APPLICATION SUMMARY**

**Applicant:** RV Retailer Florida Real Estate LLC  
**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 new PD will consist of 3 development Parcels: 1, 2 and 3. Parcel 1 includes the existing approved uses under PD 16-1151 of RV sales, service and rentals. The proposed uses on Parcel 2 (owned by TECO) will be restricted to AR uses only, as Parcel 2's inclusion in the PD is for the sole purpose of allowing a perpetual cross-access easement between Parcels 1 and 3. Parcel 3 is proposed to be used as an RV intake processing area functioning as an accessory to the primary retail sales area that is subject to the currently approved PD on Parcel 1. This intake processing area will be limited to providing operational support to the existing RV sales area, with restrictions. 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 in the PD
Height	50'			35'

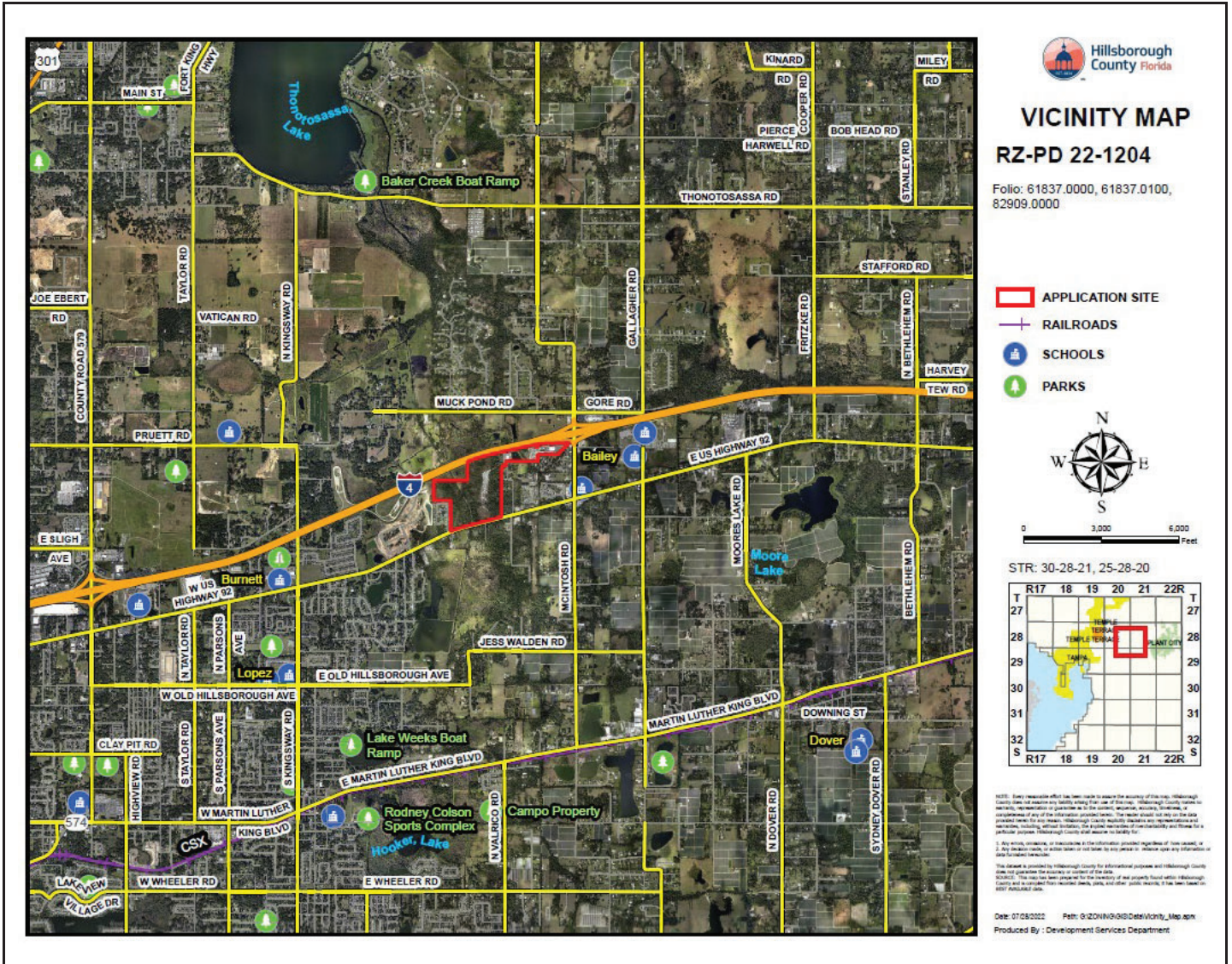
**Additional Information:**

PD Variation(s)	None requested as part of this application Existing conditions as approved and constructed in PD 16-1151 will remain
Waiver(s) to the Land Development Code	None

<b>Planning Commission Recommendation:</b> Inconsistent	<b>Development Services Recommendation:</b> Supported, with conditions
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## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map

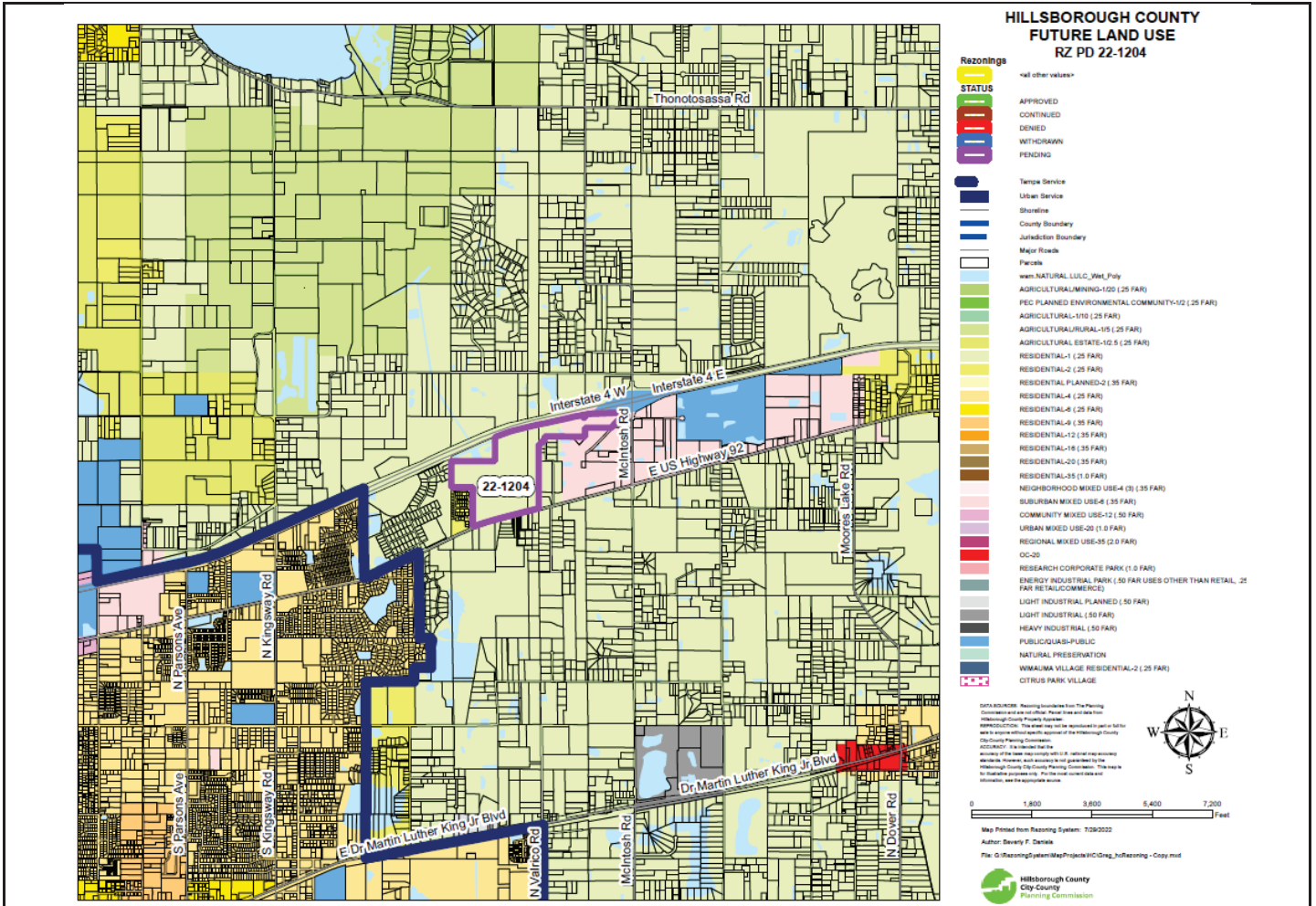


### Context of Surrounding Area:

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

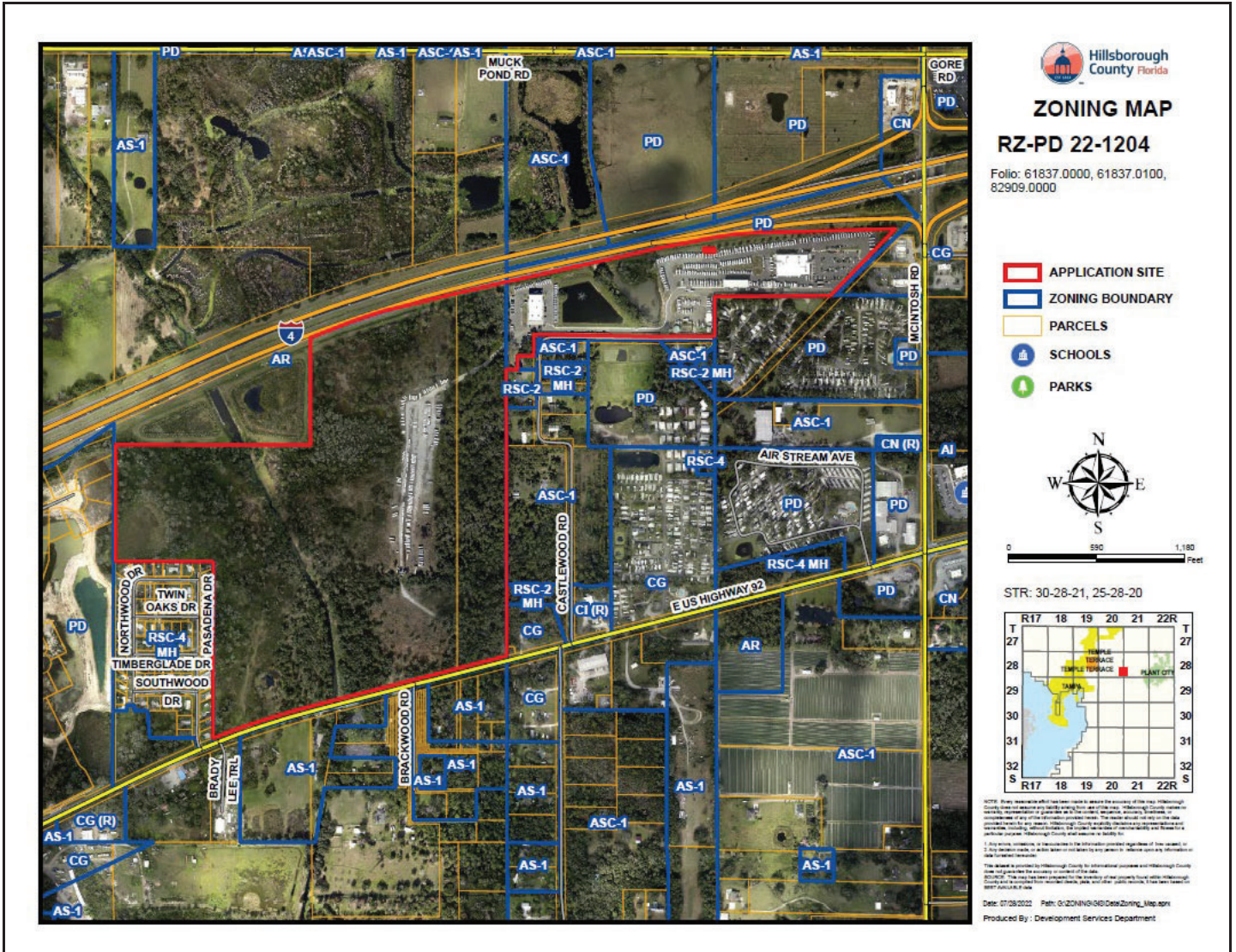
2.2 Future Land Use Map



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 District:	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		

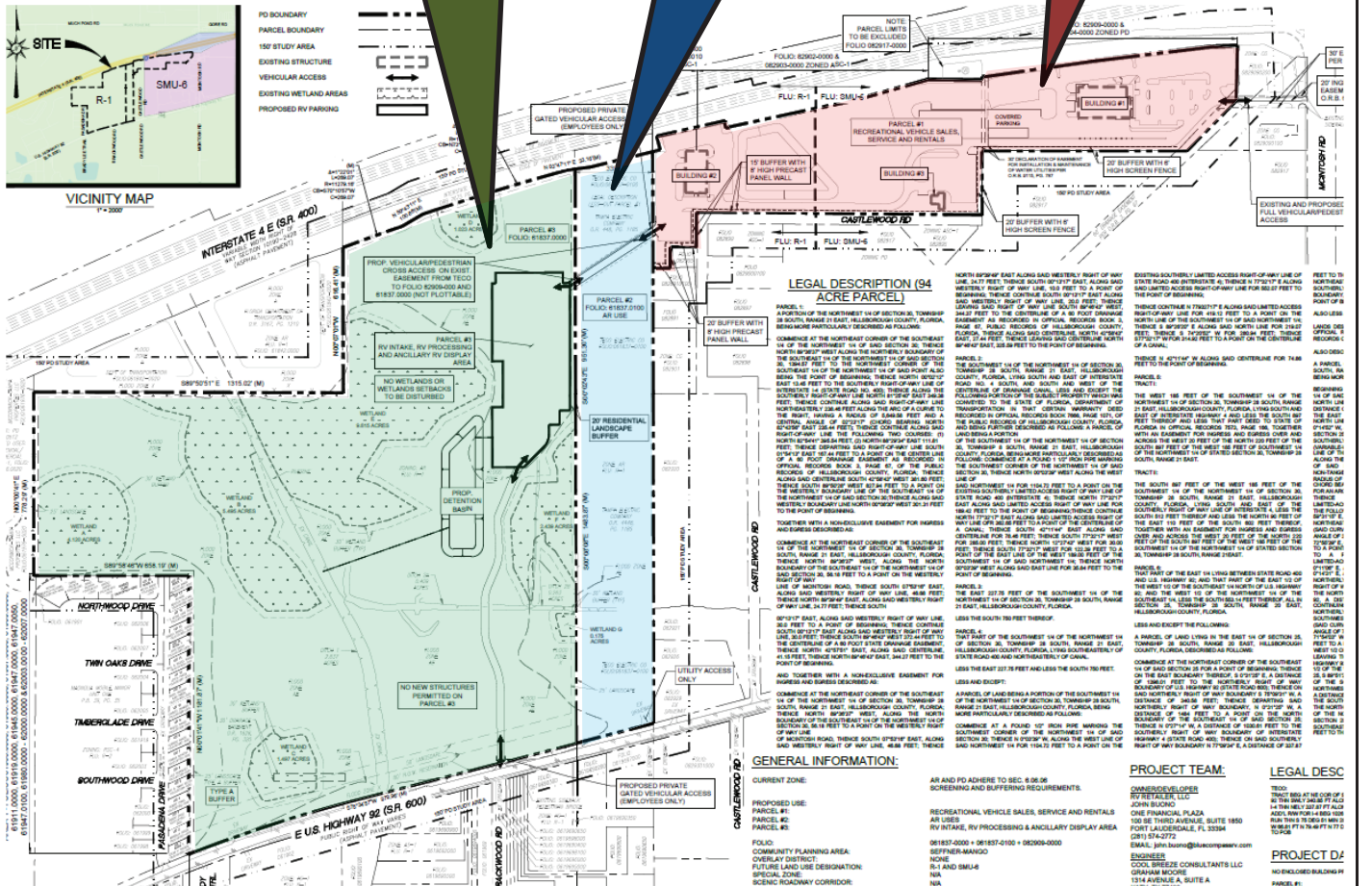
2.0 LAND USE MAP SET AND SUMMARY DATA

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

**PARCEL 3:**  
RV Intake/Processing,  
Ancillary to the RV Sales/Display Uses;  
Open Space/Natural Areas

**PARCEL 2:**  
Existing TECO property to  
retain AR uses and provide  
internal cross access within the  
PD between Parcels 1 and 3

**PARCEL 1:**  
Existing RV  
Sales/Rental/Service  
to Remain



**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 type="checkbox"/> Other
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 checked="" 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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	260	24	40
Proposed	312	29	48
Difference (+/-)	(+) 52	(+) 5	(+) 8

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

**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

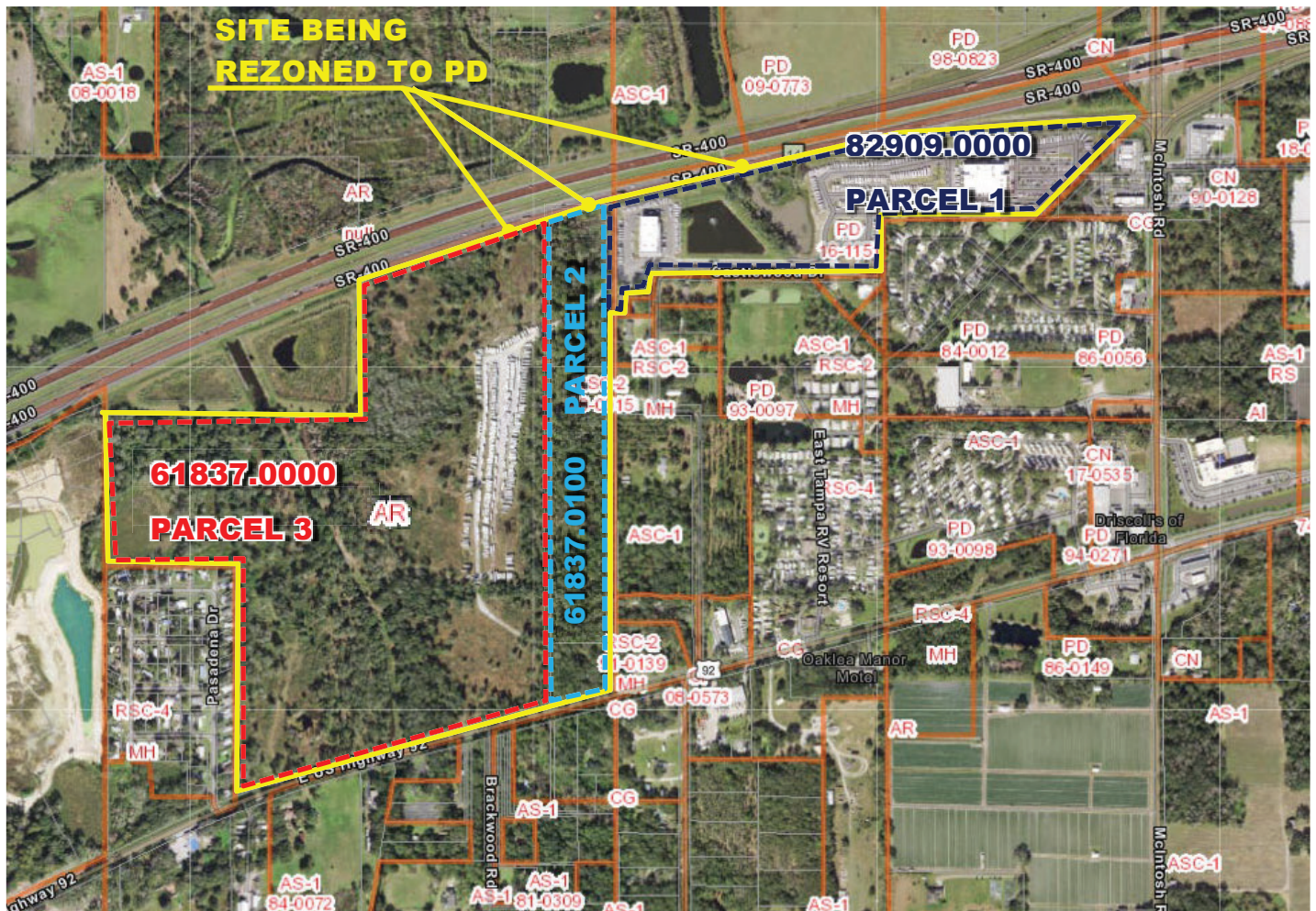
INFORMATION/REVIEWING AGENCY																
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments												
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No													
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 type="checkbox"/> No													
Check if Applicable: <table border="0" style="width:100%"> <tr> <td><input checked="" type="checkbox"/> Wetlands/Other Surface Waters</td> <td><input type="checkbox"/> Potable Water Wellfield Protection Area</td> </tr> <tr> <td><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</td> <td><input type="checkbox"/> Significant Wildlife Habitat</td> </tr> <tr> <td><input type="checkbox"/> Wellhead Protection Area</td> <td><input type="checkbox"/> Coastal High Hazard Area</td> </tr> <tr> <td><input checked="" type="checkbox"/> Surface Water Resource Protection Area</td> <td><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</td> </tr> <tr> <td></td> <td><input type="checkbox"/> Adjacent to ELAPP property</td> </tr> <tr> <td></td> <td><input checked="" type="checkbox"/> Other _____</td> </tr> </table>					<input checked="" type="checkbox"/> Wetlands/Other Surface Waters	<input type="checkbox"/> Potable Water Wellfield Protection Area	<input type="checkbox"/> Use of Environmentally Sensitive Land Credit	<input type="checkbox"/> Significant Wildlife Habitat	<input type="checkbox"/> Wellhead Protection Area	<input type="checkbox"/> Coastal High Hazard Area	<input checked="" type="checkbox"/> Surface Water Resource Protection Area	<input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor		<input type="checkbox"/> Adjacent to ELAPP property		<input checked="" type="checkbox"/> Other _____
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	<input type="checkbox"/> Adjacent to ELAPP property															
	<input checked="" type="checkbox"/> Other _____															
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments												
<b>Transportation</b> <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	See Transportation report												
<b>Service Area/ Water &amp; Wastewater</b> <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													
<b>Hillsborough County School Board</b> 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													
<b>Impact/Mobility Fees</b> (per 1,000 s.f.) Mobility \$17,437 Fire \$313		<b>Project Summary/Description:</b> 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												
<b>Planning Commission</b> <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 subject site is generally located on the southwest quadrant of I-4 and McIntosh Rd, in Dover and is approximately 137.5 acres in size. The site consists of three properties, with folio IDs 82909.0000 ("Parcel 1" in the figure below), 61837.0100 ("Parcel 2"), 61837.0000 ("Parcel 3"), (collectively, the "Site"). Parcels 2 and 3 are within the Seffner area (zip code 33584). The Site is located in the Rural Service Area and has a future land use designations of SMU-6 (Suburban Mixed Use) and R-1 (Residential). The Site is also within the Seffner-Mango community planning area.

The largest parcel, (Parcel 3) with folio number 61837.0000, is zoned AR (Agricultural Rural). It is mostly vacant today and consists of natural vegetated areas, wetlands, and is traversed by the Baker Creek, located in the Pemberton Creek Watershed. This parcel, however, is being utilized to store Recreational Vehicles for sale by the applicant, related to the RV sales use to the east. Open Storage is not permitted in the AR zoning district nor is it allowed in the RES-1 Future Land Use classification of the Comprehensive Plan. This parcel is under Code Enforcement violation. The second property (Parcel 2) 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 Parcel 3 and Parcel 1. The TECO parcel has FLU of RES-1. Parcel 1 is the third parcel subject to this rezoning application, located east. Parcel 1 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 property is currently developed with the RV One SuperStore and Airstream of Tampa. This property has a FLU of SMU-6 covering more of its eastern half, while a 1/3 of its land to the west has a FLU designation of RES-1.



**RV Retailer Property (AR)**   **TECO Property (AR)**   **RV Retailer Property (PD 16-1151)**



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.

Through this rezoning, the applicant intends to create a new Planned Development to increase the area of the RV retailer site by incorporating Parcels 2 and 3 with Parcel 1 (the RV retailer PD). Additionally, the applicant seeks to resolve the zoning violations as a result of improperly storing RVs on property zoned AR. Site development plan approvals will still be required in the event this PD request is approved by the Board.

The proposed PD will consist of the 3 Parcels noted above and have internal cross access between Parcel 1 and Parcel 3 via a perpetual cross-access easement on Parcel 2. According to the application, the Tampa Electric Company has agreed to the proposed perpetual cross access easement and consents to the inclusion of Parcel 2 within the new PD as described by the rezoning application. The application includes affidavits signed by TECO representatives, as well as from RV Retailer FL Real Estate LLC, co-participants of this rezoning petition.

#### **PARCEL 1**

The new PD would maintain the currently approved entitlements from PD 16-1151 in Parcel 1 as follows:

The proposed uses include the existing approved uses under PD 16-1151 of recreational vehicle sales, service and rentals. Vehicular access is provided via an existing full access drive on McIntosh Road, and a proposed limited-access driveway on US Hwy 92 for employee and delivery traffic only. 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. All existing approved PD variations will be maintained as these have been constructed/provided: 1) a maximum height of eight feet for the buffer wall along Castlewood Road and adjacent single-family lots; 2) eliminate installation of a row of evergreen shade trees in the 20-foot-wide buffer with Type B screening that is required where adjacent to an existing RV park to the south under PD 84-0012; 3) allow 50-foot spacing between shade trees in the required vehicular use area buffer area along Interstate 4; and, 4) eliminate buffering and screening requirements on the western property boundary where adjacent to vacant TECO property.

Additionally, the access point from this Parcel connecting to Parcel 2 will be gated, to control internal traffic by the general public from this Parcel to Parcels 2 and 3.

Previously approved conditions from PD 16-1151 will be included in this PD rezoning as new proposed conditions.

#### **PARCEL 2**

The proposed uses on Parcel 2 will be restricted to those uses permitted in the AR district, as Parcel 2 inclusion in the PD is for the sole purpose of the above-mentioned internal cross access connection between Parcels 1 and 3.

#### **PARCEL 3**

Per the project narrative, Parcel 3 is proposed to be used as an RV intake processing area. This area will function as an accessory use to the primary retail sales area that is subject to the currently approved PD 16-1151 on Parcel 1. The intake processing area will be limited to providing operational support to the existing RV sales area. The permitted activities in the intake processing area will consist of the first phase of vehicle preparation for the primary sales area, which will include offloading the RVs from transport, identifying inventory, and removing protective materials used in transit. Permitted activities do not

include washing, polishing, mechanical maintenance, or any other preparation activities that use chemicals that could cause run-off on the accessory parcel. The intake processing area will also provide a limited display area to customers seeking different RV options that are not yet available on the existing RV sales area. This display area will not be open to the general public and will only be accessible on a limited basis, requiring a sales representative to escort prospective purchasers from the primary sales area. The applicant proposes to limit the access of customers to this intake area to no more than 10 customers at any given time. The applicant is also restricting the area for the RV staging and prepping in Parcel 3 to 14 acres as depicted on the site plan. This area will include a parking areas subject to the Land Development Code Sec. 6.05.02.K for the surface materials. The rest of the acreage on Parcel 3 will consist of open space, natural areas and retention ponds, as shown on the site plan. These restrictions are being conditioned; therefore, any proposed future expansion of this area would require approvals by the Board of County Commissioners. No structures are proposed in Parcels 2 and 3. In addition, all the improvements proposed (parking area for the intake processing and retention/floodplain compensation pond) are being placed outside of the floodplain (zone AE) of the site, northeast of the Parcel.

The applicant states that the placement of the accessory RV intake processing area adjacent to the primary retail sales area would streamline the intake and sales operations. Ancillary on-site operations will eliminate the need to transport the RVs to and from a remote location when receiving new inventory and when making RV inventory available for viewing on a limited basis. The addition of a secondary site access point on US Hwy 92 will distribute existing traffic flow of inventory away from the McIntosh Road entrance, thereby providing some relief at the current McIntosh Road entrance that is also jointly used by other adjacent commercial businesses.

The development is an extension of the existing sales area in Parcel 1. The layout is designed to have no impact to the wetlands on site or encroachments into wetland setbacks. The new planned development district as a whole, including all three Parcels, will have a F.A.R. of just under 0.01. The intake processing area, as proposed, sits over 1,400 feet away from the neighboring residential properties to the west, 1,300 feet from US Hwy 92, and has an extensive natural buffer that will be maintained. Staff does not object to the PD variations for buffers and fence since these are already provided and constructed as part of the original PD RZ application 16-1151.

Area residents and civic associations have expressed concerns and presented opposition to this rezoning request. Some concerns include the extensive history of zoning, natural resources and site development 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 US Hwy 92, among others.

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 many Policies pertaining to low intense uses away from intersections; the site does not meet Commercial Locational Criteria; it does not meet the intent of the Neighborhood Protection policies outlined under FLUE Objective 16. Policy 16.1 which requires development in residential areas be limited to neighborhood scale; and is also in direct conflict with the vision of the Seffner Mango Community Plan.

Staff recognizes that this application is being found inconsistent with the Hillsborough County Comprehensive Plan, and many area residents and organizations have expressed concerns with the impacts that would result with this new PD for this area. However, the applicant has made many efforts to mitigate impacts to the area, both environmental and operational through restrictions and conditions. The proposal provides conditions and restrictions in response to most of the concerns expressed by both staff and area residents. As noted, the new PD will be restricted by many conditions including:

- No more than 14 acres, as depicted on the site plan on Parcel 3, are proposed to be used as an RV intake processing area. Enlargement of this area will require a modification to the PD, approved by the Board of County Commissioners.

- This area will be surfaced with materials in accordance with the Land Development Code and will function as an accessory use to the primary retail sales area that is subject to the currently approved PD on Parcel 1.
- The intake processing area will be limited to providing operational support to the existing RV sales area. The permitted activities in the intake processing area will consist of the first phase of vehicle preparation for the primary sales area, which will include offloading the RVs from transport, identifying inventory, and removing protective materials used in transit.
- Washing, polishing, mechanical maintenance, or any other preparation activities that use chemicals that could cause runoff will be prohibited in Parcels 2 and 3.
- A gate located in Parcel 1 will be provided to restrict access by customers to Parcels 2 and 3. This ancillary area will not be open to the general public and will only be accessible on a limited basis, requiring a sales representative to escort prospective purchasers from the primary sales area. To further restrict access to Parcel 3 by prospective purchasers, there will be no more than 10 customers in this area at one time accompanied by an employee to and from the area.
- Outdoor lighting will be restricted and regulated by LDC Part 6.10.00.
- The rest of the acreage on Parcel 3 will remain as open space and vegetated natural areas as depicted on the site plan.
- No impacts to wetlands or encroachment to wetlands setbacks are contemplated by this request.
- No buildings will be constructed in Parcels 2 or 3. No additional enclosed square footage is being proposed in the PD.
- Parcel 2 will retain its agricultural uses and provide cross access between Parcels 1 and 3.
- Access on US Hwy 92 will be a limited-access driveway for employee and RV delivery traffic only, connecting the RV intake area with the road. The addition of this secondary site access point on US Hwy 92 will distribute existing traffic flow of inventory away from the McIntosh Road entrance in the east, providing some relief at the current McIntosh Road entrance to the site.

Transportation staff reviewed the request and does not object to this request. The applicant submitted a traffic analysis which was evaluated by staff. New conditions are being proposed requiring road improvements on US Hwy 92 and limiting traffic peak hour trips. Additionally, the applicant will be required to coordinate with the County and FDOT of all improvements and any future proposed modifications or restrictions to driveways into the project.

Natural Resources staff also commented on the proposed rezoning. A number of conditions are being proposed including the preservation of trees, maintain wetland setbacks, and requiring permits for any land alterations. All issues related to the Code Enforcement case CE174362 must be resolved prior to approval of site construction plans.

Therefore, staff finds that while the proposed expansion of the RV store into Parcels 2 and 3 of the PD, would place the commercial activity (RV sales business) further away from the I-4 and McIntosh Rd. intersection, the mitigating measures conditioned by the new PD would reduce the impacts to nearby low intense uses. The 14-acre accessory RV intake and processing area and retention pond will be limited in size, located as generally depicted in the plan, northeast within Parcel 3, and away from residential areas to the west. All open space areas and existing vegetation west and south of this area will remain in place as a natural buffer and screening. This placement, in addition to buffer areas and natural vegetation, will screen this area from adjacent properties and from public street views. Wetlands and required wetland setbacks will not be impacted, and a number of activities are being prohibited to prevent the runoff of pollutants to the ground. The operational restrictions will further limit the impacts from this use to nearby properties. Storing RVs not associated to the intake/sales of the principal use will be prohibited, therefore, open storage will not be allowed, and access to this area will be controlled. Traffic access from US Hwy 92 will be limited and will require road improvements. Additionally, access to the new PD will not

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impact traffic from McIntosh Rd. since this would be re-distributed, thus reducing traffic impacts from an already congested intersection on McIntosh Rd. The site would require development permits to address and resolve current and past site violations. Any future proposed changes of these conditions would require a re-evaluation by staff and approvals by the Board of County Commissioners. In conclusion, based on all these mitigating factors and restrictions, staff finds the request approvable.

**5.2 Recommendation**

Approvable with conditions.

## 6.0 PROPOSED CONDITIONS

Prior to PD Site Plan Certification, the applicant shall revise the PD General Site Plan:

1. Add proposed maximum size (acreage) for the accessory use in Parcel 3. Note that the surface materials of this area will be per Code standards.
2. In the General Information, for Parcel 3 proposed uses, add open space/natural areas as existing.
3. In the Data Table, update/revise Non-residential uses to remove “retail” and replace by “proposed uses in Parcels 1, 2 and 3”.
4. Revise the label reading “Utility Only Access” to instead read “Proposed Pedestrian and Limited Purpose Gated Vehicular Access – See Conditions of Approval”.
5. Revise the label reading “Proposed Private Gated Vehicular Access (Employees Only)” to instead read “Proposed Pedestrian and Limited Purpose Gated Vehicular Access – See Conditions of Approval”.
6. Show the required right-of-way preservation along the entirety of the project’s US 92 frontage (i.e. within both parcels 2 and 3).
7. Modify the label reading “Prop. Vehicular/Pedestrian Cross Access on Exist. Easement from TECO to folio 82909.000 and 61837.000 (not Plottable)”. The folio number needs to be corrected. If the easement doesn’t yet exist, then the label would read “Approximate location of proposed future easement.” If the easement already exists, then the label would be read “Existing Easement per Official Records Book \_\_\_\_ Page \_\_\_\_”. In such case, the words “not plottable” would not be appropriate because all easements have a legal description which describes the easement area, which can be plotted on the PD site plan (and must be plotted/show on the PD site plan as a Development Review Procedures Manual minimum site plan requirement). [Staff notes that without this information we were unable to determine whether the width of the easement was sufficient to accommodate the required vehicular and pedestrian facilities; however, since Tract 2 was included in the PD and there are conditions requiring such connectivity (irrespective of any formal easement), any deficiencies will have to be cured as/if necessary at the time of plat/site/construction plan review.]
8. Remove the label stating “80’ R.O.W. Reservation” and add a prominent label reading “+/- 80-foot-wide Right-of-Way Preservation per Hillsborough County Corridor Preservation Plan and FDOT’s PD&E Study Reevaluation for Work Program Item Segment Number: 435749-1 and Potential Additional Right-of-Way Conveyance Area (TBD) – See Conditions of Approval”.
9. Remove notes 1, 2 and 3 under “Transportation Information” staff notes that these items do not encompass the entirety of project access as outlined in the existing and zoning conditions, and so for clarify this should be removed (zoning conditions and site plan will control) and replace with a note stating “Access per PD site plan and conditions of approval. All other existing access shall be closed/removed.”
10. Revise Note 4 under “Transportation Information” to state that “All internal PD roads/driveways shall be privately maintained.”
11. Revise Note 6 under the “Notes” section to remove “Ingress/Egress” from the list. Staff notes that PDs are site plan controlled zoning districts and only minor deviations in the location of the access points are permitted outside of the PD modification process.

**Approval** - Approval subject to the conditions listed below, is based on the general site plan received March 1, 2023:

The following conditions apply to Parcel 1 of the Planned Development district:

1. The permitted use shall be limited to recreational vehicle sales, service and rentals.
2. Service activities shall be limited to vehicle prep and detailing, minor motor vehicle repairs as defined by the Land Development Code, and interior installations and repairs. Major motor vehicle repairs as defined by the Land Development Code and body repairs/painting shall be prohibited.
  - 2.1 Notwithstanding, service activities at Building #2 on the site plan shall be limited to vehicle prep and detailing only. Additionally, service bay doors in the building shall not face southwards.
  - 2.2 Building #3 on the site plan shall be utilized for office and storage space only.
3. The project shall have a maximum of 52,000 square feet of floor space. Building floor space allotments shown on the site plan may be adjusted at the discretion of the developer, provided that Building #2 does not exceed 20,000 square feet of floor space and Building #3 does not exceed 3,000 square feet of floor space, and total floor space in the project does not exceed 52,000 square feet.
4. Buildings shall 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 project shall be as follows: Building # 1, 130 feet; Building #2, 60 feet from Castlewood Road right-of-way and 210 feet from property folio 82905.0000; Building #3, 20 feet.
5. The project site shall have a maximum of 70 percent imperious surface area. All required parking areas, RV display areas and driveways shall be paved, except that display areas may be surfaced with gravel or other durable materials subject to the approval of Hillsborough County at time of site development review.
6. A 20-foot-wide buffer area shall be provided along the south boundary of the project where adjacent to PD 84-0012. Within the buffer area, the developer shall install a solid six-foot-high PVC fence. The developer shall not be required to install evergreen shade trees within the buffer area, however, existing trees shall be preserved with the exception that invasive species, dead and diseased trees may be removed with the approval of Hillsborough County.
7. A 20-foot wide buffer area shall be provided along the southwest boundary of the project where adjacent to property folios 82905.0000 and 82891.0100. Within the buffer, the developer shall install a solid eight-foot-high masonry block or pre-cast concrete wall and a row of evergreen shade trees. If constructed of masonry block, the side of the wall facing outwards from the project shall be finished with stucco and painted an earth tone. If constructed of pre-cast concrete, the side of the wall facing outwards from the project shall be imprinted with a brick or stone pattern and painted an earth tone. The trees shall be planted on 20-foot centers along the interior side of the wall and shall have a minimum height of 14 feet and minimum DBH of three inches at time of installation.
8. A 15-foot-wide buffer shall be required along the south boundary of the project where adjacent to Castlewood Road. Within the buffer area the developer shall install a solid eight-foot-high masonry block or pre-cast concrete

wall and row of evergreen shade trees and understory trees. The wall shall be placed on the interior edge of the buffer area. If constructed of masonry block, the side of the wall facing the road shall be finished with stucco and painted an earth tone. If constructed of pre-cast concrete, the side of the wall facing the road shall be imprinted with a brick or stone pattern and painted an earth tone. The shade trees shall be planted between the wall and right-of-way on 20-foot-centers and shall have a minimum height of 14 feet and minimum DBH of three inches at time of installation. The understory trees shall be planted on 20-foot centers between the shade trees.

9. Vehicle parking and display areas in Phase 2 of the project shall be a minimum of 50 feet from property folio 82905.0000 and 140 feet from property folio 828921.0100. Use of the setback area shall be limited to passive open space and existing trees shall be preserved with the exception that invasive species, dead and diseased trees may be removed with the approval of Hillsborough County. The area shall not be utilized for storm water storage or management.
10. No buffer areas shall be required on the west, north and east boundaries of the project except as required by the Land Development Code for off-street vehicular use areas. Shade trees in the vehicular use area buffer along Interstate 4 may be placed on 50-foot centers.
11. The planting of required trees shall be sensitive to overhead electric utility lines. Trees that exceed a mature overall height of 20 feet shall not be planted within 30 feet of an existing or proposed overhead electric lines.
12. No vehicles shall be displayed on berms, platforms or other structures more than 10 feet in height.
13. Light poles shall have a maximum height of 30 feet, except that light poles within 100 feet of the south project boundary west of PD 84-0012 shall have a maximum height of 16 feet. Exterior lighting shall comply with the requirements of LDC Part 6.10.00, except that illumination levels along the Castlewood Road right-of-way property line shall not exceed 2.0 foot candles.
14. The applicant shall provide internal access to any existing or future out parcels on the site.
15. The developer shall ensure that parking areas are designed to provide sufficient driveway throat depth so that vehicles backing from parking spaces do not interfere with vehicles entering or exiting the site.
16. The cross-access point located to the west shall be gated and remain closed, subject to condition 24.

The following conditions shall apply to Parcel 2 (TECO property):

17. The Parcel shall be limited to AR (Agricultural Rural) uses.
18. A driveway shall be constructed connecting Parcels 1 and 3 to provide access between these Parcels for employee use and new Recreational Vehicles inventory only, unless otherwise specified herein.

The following conditions shall apply to Parcel 3:

19. Use of the Parcel shall be accessory to the primary RV sales area in Parcel 1.
20. The Parcel is limited to the intake and processing area of new RV inventory. The permitted activities in this intake processing area shall consist of offloading the RVs from transport, identifying inventory, and removing protective materials used in transit.

21. Washing, polishing, mechanical maintenance, vehicle service, or any other preparation activities that use chemicals that could cause run-off shall be prohibited.
22. The RV intake processing area shall be no more than 14 acres in size and shall be located on the northeast portion of the Parcel, as depicted on the general site plan on Parcel 3.
23. All deliveries of new or used RV inventory shall be required to utilize the project's US92 access. No deliveries of new or used RV inventory shall be permitted to utilize the project's McIntosh Rd. access.
24. Vehicular and pedestrian connectivity shall be maintained between Parcels 1 and 3 at all times. Access between these parcels shall be gated, but shall be available for the daily use of project employees. This ancillary area shall not be open to the general public but may only be accessible on a limited basis, requiring a sales representative to escort customers from the sales area in Parcel 1. There shall be no more than 10 customers in this area at any time accompanied by an employee to and from the area.
25. The rest of the acreage on Parcel 3 shall remain as open space and vegetated natural areas as depicted on the general site plan. A retention /floodplain compensation pond shall be permitted as shown on the general site plan.
26. Encroachments to wetlands setbacks, as regulated by LDC Part 4.01.00, shall not be permitted.
27. Buffer and screening shall be as noted in the general site plan. Existing trees shall be preserved with the exception that invasive species, dead and diseased trees may be removed with the approval of Hillsborough County.
28. No buildings shall be constructed in Parcels 2 or 3.
29. Parking areas for the intake/processing use shall be surfaced pursuant to Sec. 6.05.02.K. of the Hillsborough County LDC.
30. No vehicles shall be displayed on berms, platforms or other structures.
31. Light poles shall have a maximum height of 16 feet. Exterior lighting shall comply with the requirements of LDC Part 6.10.00.

The following conditions shall apply to all development:

32. The use of outdoor loudspeakers shall be prohibited.
33. Other than the sale and rental of vehicles, operations shall be restricted to the hours between 8:00 a.m. and 6:00 p.m. Monday through Friday. Notwithstanding the above, in Parcel 2, uses and access restricted to TECO Energy employees only, shall not be subject to this hour restriction.
34. The project shall be limited to and served by one (1) driveway on McIntosh Road and one (1) driveway on US 92. Access may be restricted if necessary to comply with conditions of zoning approval and/or to accommodate operational/safety improvements on adjacent roadways. Additionally:



- a. One (1) gated access point solely for buffer maintenance purposes shall be allowed on the easternmost 300 feet of Castlewood Road. The gate shall be made of solid PVC and the color shall match the buffer wall.
  - b. One (1) limited purpose gated access from US 92 to Parcel 2 shall be permitted. Use of this access shall be restricted to TECO Energy vehicles only.
  - c. Access shall be permitted, as shown on the PD site plan, as necessary to effectuate access per the easement described in the Official Records of Hillsborough County, Book 9115 Page 787. Such access shall be limited solely to the purposes permitted under the easement and shall accommodate general vehicular traffic.
  - d. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall remove/discontinue all parking, structures and/or any other obstructions within the area of the easement described in the Official Records of Hillsborough County, Book 9115 Page 787, that impede access to the easement area; and,
  - e. The project's US 92 driveway shall be a limited purpose gated vehicular access. The access shall be restricted such that it may be used by employees only. Additionally, vehicular traffic associated with the delivery of new and used inventory shall be permitted (and required) to utilize the US 92 access.
35. The development shall be limited to a maximum of 126 PM peak hour trip ends. At such time that the project exceeds 126 PM peak hour trip ends, the developer shall seek application for modification or restriction of the project's McIntosh Rd. driveway. In the event the applicant cannot propose a modification or restriction to the McIntosh Rd. driveway or other project driveways necessary to reduce project impacts below the 126 trip threshold, or such modifications or restrictions cannot be supported or are otherwise determined to be insufficient by Hillsborough County or the Florida Department of Transportation, the applicant shall be required to discontinue any portion of the use causing the project to exceed the trip threshold.
36. The developer shall ensure that access/turnaround for emergency vehicles shall meet all applicable County standards.
37. The developer shall construct a sidewalk with a minimum width of five feet to connect the project's internal sidewalk system to the shared driveway serving the project and adjacent commercial uses (i.e. the McIntosh Rd. access), as well as to the project's US 92 access.
38. Construction traffic for the project shall be leave and enter the site via the McIntosh Road and/or US 92 driveway only, except that construction traffic necessary for the installation of the required screening along the southern boundary of the project may utilize Castlewood Drive.
39. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
40. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve a minimum of +/- 80 feet of right-of-way along the project's US 92 frontage. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.


41. The developer shall construct a westbound to northbound right turn lane on the US 92 at the project's access to Parcel 3. Notwithstanding anything shown on the PD site plan to the contrary, concurrent with plat/site/construction plan approval, the developer shall obtain written confirmation from FDOT whether or not the right turn lane will be required after the roadway is widened to its ultimate 4-lane configuration, and, if so, whether additional right-of-way will be necessary to accommodate the future turn lane beyond the 80 feet required to be preserved. If additional right-of-way is required, the developer shall be required to dedicate and convey any right-of-way to FDOT necessary to accommodate the turn lane in the current condition, and then preserve sufficient additional right-of-way (in an amount to be provided by FDOT) to accommodate the future 4-laning.
42. An evaluation of the property has identified a number of mature trees that may include grand oaks. The potential stature of these trees warrants every effort to minimize their removal. The developer is encouraged to consult with County Natural Resources staff for design input addressing these trees prior to submittal of initial site development plans.
43. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
44. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
45. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
46. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
47. All outstanding issues associated with Code Enforcement case CE174362 must be resolved prior to approval of site construction plans.
48. 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 or other environmental impacts.
49. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
50. Any interim agricultural operations shall not result in the destruction of trees or any natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be

submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.

- 51. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
- 52. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 53. If the notes and/or graphics on the general site plan are in conflict with these specific conditions of approval and/or Land Development Code regulations, the more restrictive shall apply unless specifically conditioned otherwise. References to development standards of the LDC in the permit conditions stated above shall be interpreted as the regulations in effect at the time of initial site development approval.
- 54. Development shall proceed in strict accordance with the terms and conditions contained in the development order, the site plan, the conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.

**Zoning Administrator Sign Off:**

**Approvable, with conditions**



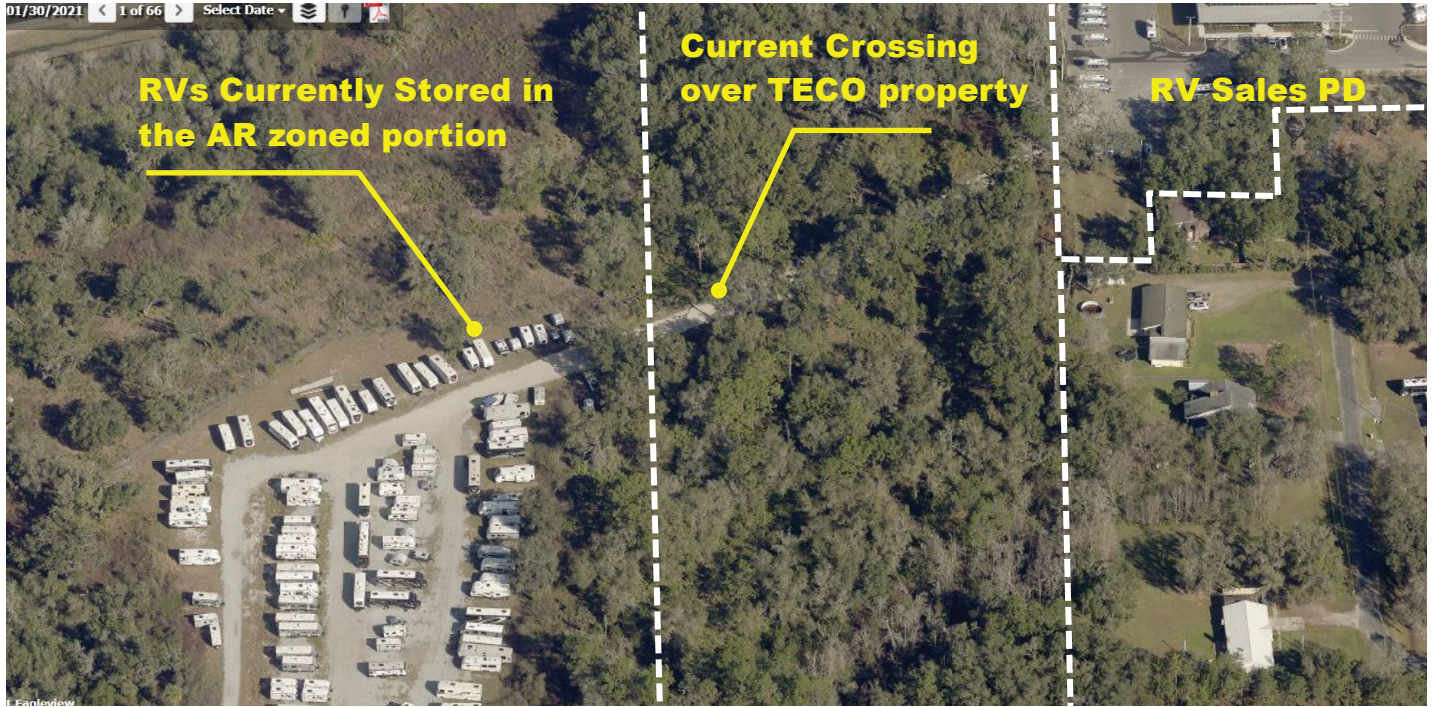
J. Brian Grady  
Mon Apr 10 2023 16:16:21

**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

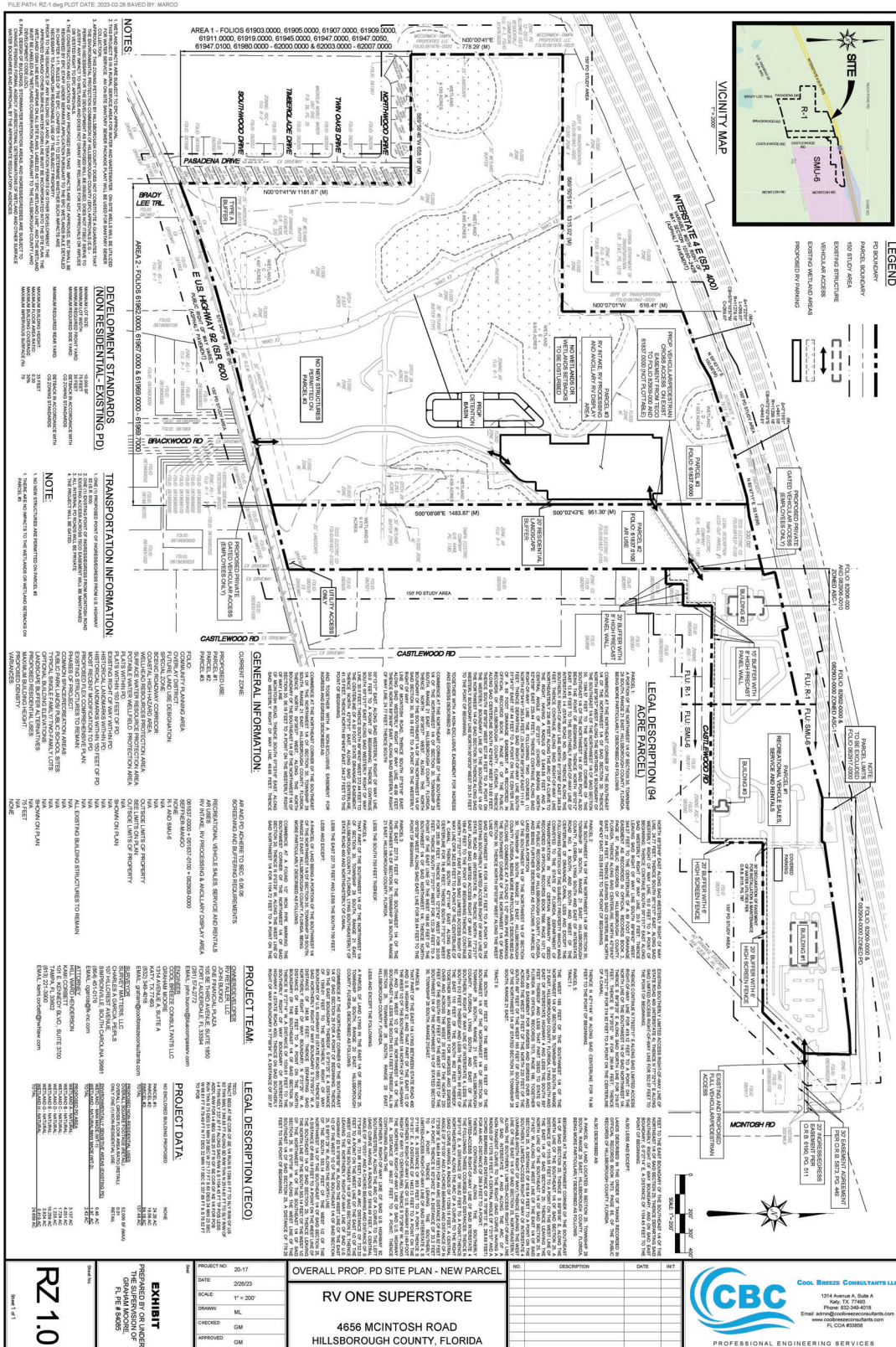
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are 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

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



# 8.0 PROPOSED SITE PLAN (FULL)



**9.0 FULL TRANSPORTATION REPORT (see following pages)**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 4/10/2023

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Seffner Mango

PETITION NO: PD 22-1204

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to the listed or attached conditions, and based upon the assumptions described below.
- This agency objects for the reasons set forth below.

### NEW AND REVISED CONDITIONS

#### *Revised Conditions*

6. The project site shall have a maximum of 70 percent impervious surface area. All required parking areas, RV display areas and driveways shall be paved, except that display areas may be surfaced with gravel or other durable materials subject to the approval of Hillsborough County at time of site development review. Notwithstanding the above, all uses within Parcel #3 shall comply with paving requirements pursuant to Sec. 6.05.02.K. of the Hillsborough County LDC.
16. All deliveries of new or used RV inventory shall be required to utilize the project's US 92 access. No deliveries of new or used RV inventory shall be permitted to utilize the project's McIntosh Rd. access. Vehicular and pedestrian connectivity shall be maintained between Parcels 1 and 3 at all times. Access between these parcels may be gated, but shall be available for the daily use of project employees. The project shall be accessed via McIntosh Road only, except that one gated access point solely for buffer maintenance purposes shall be allowed on the easternmost 300 feet of Castlewood Road. The gate shall be made of solid PVC and the color shall match the buffer wall.
17. The project shall be limited to and served by one (1) driveway on McIntosh Road and shall be regulated by the Hillsborough County Access Management regulations one (1) driveway on US 92. The design and construction of curb cuts are subject to approval by Hillsborough County and/or the Florida Department of Transportation. Final design, if approved by Hillsborough County and/or FDOT may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). If approved, the developer shall comply with all rules and regulations as found in the Hillsborough County Land Development Code, and all other ordinances and standards in effect at the time of development. Access may be restricted if necessary to comply with conditions of zoning approval and/or to accommodate operational/safety improvements on adjacent roadways. Additionally:
- a. One (1) gated access point solely for buffer maintenance purposes shall be allowed on the easternmost 300 feet of Castlewood Road. The gate shall be made of solid PVC and the color shall match the buffer wall.

- b. One (1) limited purpose gated access from US 92 to Parcel 2 shall be permitted. Use of this access shall be restricted to TECO Energy vehicles only.
- c. Access shall be permitted, as shown on the PD site plan, as necessary to effectuate access per the easement described in the Official Records of Hillsborough County, Book 9115 Page 787. Such access shall be limited solely to the purposes permitted under the easement and shall accommodate general vehicular traffic.
- d. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall remove/discontinue all parking, structures and/or any other obstructions within the area of the easement described in the Official Records of Hillsborough County, Book 9115 Page 787, that impede access to the easement area; and,
- e. The project's US 92 driveway shall be a limited purpose gated vehicular access. The access shall be restricted such that it may be used by employees only. Additionally, vehicular traffic associated with the delivery of new and used inventory shall be permitted (and required) to utilize the US 92 access.

19. The development shall be limited to a maximum of 126 PM peak hour trip ends. At such time that the project exceeds 126 PM peak hour trip ends, the developer shall seek application for modification or restriction of the project's McIntosh Rd. driveway. In the event the applicant cannot propose a modification or restriction to the McIntosh Rd. driveway or other project driveways necessary to reduce project impacts below the 126 trip threshold, or such modifications or restrictions cannot be supported or are otherwise determined to be insufficient by Hillsborough County or the Florida Department of Transportation, the applicant shall be required to discontinue any portion of the use causing the project to exceed the trip threshold.

22. The developer shall construct a sidewalk with a minimum width of five feet to connect the project's internal sidewalk system to the shared driveway serving the project and adjacent commercial uses (i.e. the McIntosh Rd. access), as well as to the project's US 92 access.

23. Construction traffic for the project shall be leave and enter the site via the McIntosh Road and/or US 92 driveway only, except that construction traffic necessary for the installation of the required screening along the southern boundary of the project may utilize Castlewood Drive.

#### New Conditions

- Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve a minimum of +/- 80 feet of right-of-way along the project's US 92 frontage. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
- The developer shall construct a westbound to northbound right turn lane on the US 92 at the project's access to Parcel 3. Notwithstanding anything shown on the PD site plan to the contrary, concurrent with plat/site/construction plan approval, the developer shall obtain written confirmation from FDOT whether or not the right turn lane will be required after the roadway is widened to its ultimate 4-lane configuration, and, if so, whether additional right-of-way will be necessary to accommodate the future turn lane beyond the 80 feet required to be preserved. If additional right-of-way is required, the developer shall be required to dedicate and convey any right-of-way to FDOT necessary to accommodate the turn lane in the current condition, and then



preserve sufficient additional right-of-way (in an amount to be provided by FDOT) to accommodate the future 4-laning.

### Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan as follows:
  - Revise the label reading “Utility Only Access” to instead read “Proposed Pedestrian and Limited Purpose Gated Vehicular Access – See Conditions of Approval”.
  - Revise the label reading “Proposed Private Gated Vehicular Access (Employees Only)” to instead read “Proposed Pedestrian and Limited Purpose Gated Vehicular Access – See Conditions of Approval”.
  - Show the required right-of-way preservation along the entirety of the project’s US 92 frontage (i.e. within both parcels 2 and 3).
  - Modify the label reading “Prop. Vehicular/Pedestrian Cross Access on Exist. Easement from TECO to folio 82909.000 and 61837.000 (not Plottable)”. The folio number needs to be corrected. Also, staff has obtained conflicting information from the applicant. If the easement doesn’t yet exist, then the label would read “Approximate location of proposed future easement.” If the easement already exists, then the label would be read “Existing Easement per Official Records Book \_\_\_\_ Page \_\_\_\_”. In such case, the words “not plottable” would not be appropriate because all easements have a legal description which describes the easement area, which can be plotted on the PD site plan (and must be plotted/show on the PD site plan as a Development Review Procedures Manual minimum site plan requirement). *[Staff notes that without this information we were unable to determine whether the width of the easement was sufficient to accommodate the required vehicular and pedestrian facilities; however, since Tract 2 was included in the PD and there are conditions requiring such connectivity (irrespective of any formal easement), any deficiencies will have to be cured as/if necessary at the time of plat/site/construction plan review.]*
  - Remove the label stating “80’ R.O.W. Reservation” and add a prominent label reading “+/- 80-foot-wide Right-of-Way Preservation per Hillsborough County Corridor Preservation Plan and FDOT’s PD&E Study Reevaluation for Work Program Item Segment Number: 435749-1 and Potential Additional Right-of-Way Conveyance Area (TBD) – See Conditions of Approval”.
  - Remove notes 1, 2 and 3 under “Transportation Information” staff notes that these items do not encompass the entirety of project access as outlined in the existing and zoning conditions, and so for clarify this should be removed (zoning conditions and site plan will control) and replace with a note stating “Access per PD site plan and conditions of approval. All other existing access shall be closed/removed.”
  - Revise Note 4 under “Transportation Information” to state that “All internal PD roads/driveways shall be privately maintained.”
  - Revise Note 6 under the “Notes” section to remove “Ingress/Egress” from the list. Staff notes that PDs are site plan controlled zoning districts and only minor deviations in the location of the access points are permitted outside of the PD modification process.

### **PROJECT SUMMARY, TRIP GENERATION AND SITE ACCESS ANALYSIS**

The applicant is requesting to rezone three parcels, zoned Agricultural Rural (AR) and Planned Development (PD) 16-1151, and totaling +/- 142 ac., to PD. The existing PD #16-1151 has approvals for up to 52,000 s.f. of recreational vehicle sales, service and rental uses. The applicant is proposing to add significant additional acreage to the existing +/- 24.26 ac. PD. While no additional square-footage is proposed, the applicant is proposing a significant expansion of the vehicle sales/display area which the applicant has stated were constructed without proper zoning or building permits by a previous property

owner. The applicant is also proposing to connect the existing portion of the site with the newly added areas to its west. Lastly, a new access connection to US 92 is proposed.

The applicant provided a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Although no additional square-footage is proposed, the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition, provides average daily, a.m. and peak hour rates by two potential variables (gross square-footage or number of employees), only five (5) studies are available which inform those rates and staff does not have data on the breakdown of square-footage vs. RV inventory area which would enable staff to determine if the proposed expansion truly represents no increase in additional trip generation (as had initially been claimed by the applicant) from a transportation analysis perspective. The applicant made reference to the 11th Edition of the Trip Generation Manual, and stated that there would be no additional square-footage proposed or employees hired due to the new inventory area. The applicant’s Engineer of Record (EOR) estimated the additional inventory area could result in a 20% increase in project traffic “based on the counts conducted at the project”, but provided no rationale to support such conclusions, nor any data such as inventory turnover or other proprietary/unique-to-the-site data that could support the trip generation assumptions provided.

This methodology was based upon assumptions from the applicant’s EOR, and so this report and recommendation were written as if those trip generation assumptions could be accepted as accurate and appropriate.

Staff has prepared the below summary of project trip generation, based upon available ITE data and utilizing the applicant’s 20% increase assumption. The applicant’s analysis was based upon actual trip count data, and presented higher trip impacts than what staff’s analysis below indicates. Staff did not rely on the applicant provided count data, as it was unclear if/how the applicant adjusted for the 2022 counts (which was taken after the new inventory area was opened and then closed, but did not account for previously approved but as yet unbuilt entitlements). Staff notes the applicant did further adjust counted volumes by the 20% adjustment factor to account for the new inventory area. Due to these uncertainties, staff relied on the method described above for presenting the table below. Regardless of the project’s trip generation impacts compared to the existing zoning, the applicant is adding a new access point (which will change trip distribution) as further discussed below.

Approved Zoning:

Land Use/Size	24 Hour Two-Way Volume	AM PK Hour		PM PK Hour	
		Enter	Exit	Enter	Exit
RV Sales (LUC 842) – 52,000 square feet	260	20	4	12	28

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	AM PK Hour		PM PK Hour	
		Enter	Exit	Enter	Exit
RV Sales (LUC 842) – 52,000 square feet	260	20	4	12	28
+20% Adjustment per Applicant’s Methodology for New Inventory Area	52	4	1	2	6
Subtotal:	312	24	5	14	34

Difference:

Land Use/Size	24 Hour Two-Way Volume	AM PK Hour		PM PK Hour	
		Enter	Exit	Enter	Exit
	<b>(+) 52</b>	<b>(+) 4</b>	<b>(+) 1</b>	<b>(+) 2</b>	<b>(+) 6</b>

The applicant's transportation analysis shows traffic at the McIntosh Rd. access increasing. Staff is unclear why this would be the case, given that the applicant's 20% adjustment (i.e. increase in project traffic to account for the new inventory area) is less than the volume going into and out of the project's new US 92 access. The applicant has proposed to restrict the project such that new and used RV inventory must utilize the US 92 access, and has stated that employees will also be able to utilize this access. Staff has no way to verify whether the assumptions that the applicant made in choosing what percentage of project traffic to divert from the main access to the US 92 access are or are not accurate, and so this report and recommendation were written as if those trip distribution assumptions could be accepted as accurate and appropriate.

Upon consultation with the Administrator, staff prepared this analysis based on the assumption that the applicant's trip generation methodology was sound, and with their provided assumption that more project traffic will utilize the new US 92 access than is generated by the new addition. These assumptions, together with existing zoning condition 19 which limited development to a maximum of 126 p.m. peak hour trips, after which "the developer shall seek application for modification or restriction of the project driveway" (staff notes that as the only access was to McIntosh, this condition was referring to that access). Given the above, and despite the project taking access to a substandard roadway and that the project access already exceeds Section 6.04.04.D. turn lane warrants whereby left and right turn lanes on McIntosh Rd. would be required, the Administrator determined that no new Administrative Variances would be required to process this zoning request.

Transportation Review Section staff notes that FDOT staff is requiring the applicant to construct a westbound to northbound right turn lane on US 92 into the project driveway.

#### **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

McIntosh Rd. Ave. is a publicly maintained, 2-lane, undivided, substandard collector roadway characterized by +/- 10-foot wide travel lanes in average condition. Adjacent to the project's access driveway, McIntosh Rd. lies within a +/- 55-foot wide right-of-way. There are +/- 5-foot wide sidewalks along portions of both sides of McIntosh Rd. in the vicinity of the proposed project. There are no bicycle facilities along McIntosh Rd. in the vicinity of the proposed project.

McIntosh Rd. is not identified as a corridor slated for future widening on the Hillsborough County Corridor Preservation Plan.

US Hwy. 92 is a 2-lane, undivided, principal arterial roadway maintained by (and under the permitting authority of) the Florida Department of Transportation (FDOT). The roadway is characterized by +/- 12-foot wide travel lanes in above average condition, and lies within a +/- 90-foot wide right-of-way along the project's frontage. There are +/- 5-foot wide sidewalks and boardwalks along portions of both sides of US 92 in the vicinity of the proposed project. There are +/- 5-foot wide bicycle facilities (on paved shoulders) along both sides of US 92 in the vicinity of the proposed project.

Along the project's frontage, US 92 is identified on the Hillsborough County Corridor Preservation Plan as a future 4-lane roadway. The FDOT has previously completed a Project Development & Environment (PD&E) study for the roadway widening project, and on April 20, 2018 pursuant to 23 U.S. C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and FDOT, approved the PD&E Study Reevaluation for Work Program Item Segment Number: 435749-1, Federal Aid Project No: MAF-212-1 (34), i.e. the US 92 (SR 600) Project Development and Environment (PD&E) Study Design Change Re-evaluation from East of I-4 to East of County Line Road in Hillsborough County, Florida.

As shown in the PD&E, a total of 80 feet of right-of-way is needed north of the existing right-of-way boundary within the subject PD for the future widening project. Pursuant to Section 5.11.05 of the LDC, the applicant is required to preserve sufficient right-of-way such that they are "...protected from

encroachment by structures, parking areas, or drainage facilities, except as may be allowed on an interim basis in accordance with Section 5.11.09...” The applicant has shown the required right-of-way preservation on their plan and anticipates that FDOT will confirm (once it has reviewed the project) the amount is sufficient to accommodate the future widening. Staff notes that the applicant will be required to construct a minimum 5-foot wide sidewalk along its project frontage, which will be required to be placed in its ultimate location within the preservation area. The applicant shall have the option of providing an easement (for public access and maintenance purposes) over the sidewalk area or may choose to dedicate and convey the corresponding right-of-way to FDOT.

### **ADDITIONAL SITE ACCESS AND CONNECTIVITY DISCUSSION**

The existing PD has accesses McIntosh Rd. via two easements which run over and/or through two adjacent properties (both with a Commercial General [CG] zoning). The easements appear to combine to a 50-foot wide area, within which lies a 24 foot driveway and 6-foot wide sidewalk which serve the site, a fast-food restaurant (on the south side of the driveway) and a gas station (on the north side of the driveway). Staff is aware of a significant vehicle crash history at in the vicinity of this access, where a number of driveway and roadway connections are closely located at the foot of the I-4 McIntosh Rd. entrance and exit ramps, as well as occasional operational issues with respect to the functioning of the shared access driveway.

Staff and FDOT ultimately believe that the interchange will need to be reconfigured, which will result in the project driveway being converted to a right-in/right-out only access. FDOT staff stated that, although construction of a raised concrete median would likely make the intersection/interchange safer at the project access location, due to geometric constraints and other issues as further described below, those interim improvements could not be supported.

#### **McIntosh Rd. Access Spacing Concerns**

None of these access connections meet minimum spacing requirements per Section 6.04.07 of the LDC, nor is minimum clearance from the interchange met, as specified in Note 3 of the table within that section. Specifically, the standards call for a minimum distance of 440 feet (for roadways with posted speeds less than 45 mph) between the first connection and end of the taper for that quadrant of an interchange. There is approximately 80 feet between the point where the eastbound to southbound exit ramps merge with McIntosh Rd. (less when measuring from the point of tangency). Only 60 feet exist between that access and the next closest access to the south on the same side i.e. the project driveway. Only +/- 20 feet of separation exists between the shared driveway and Newsome Rd. (on the east side of McIntosh Rd.). Section 6.04.07 of the LDC calls for a minimum access separation of at least 245 feet. Given plans to install restrictive medians along portions of the roadway (as discussed below) minimum full median opening spacing requirements grow to 660 feet. Other spacing issues exist along the corridor (and involving the subject access as well). Staff notes that in all likelihood all or the majority of this access/development pattern predates the implementation of these spacing regulations; however, they present significant challenges for any intensification of this site. As noted above, future (as yet unfunded) improvements to the interchange will significantly improve safety at this access. While a divided highway (i.e. raised concrete median or separator) would improve spacing issues with conflict driveways on the east side of McIntosh, there is currently no way to resolve spacing issues on the west (project side). No administrative variances were required to process this zoning request, as noted hereinabove.

#### **McIntosh Rd. Access Operational Concerns**

The fast-food and gas station projects which share the access driveway were constructed without allowances for sufficient throat depth between McIntosh Rd. and their access connections to the shared driveway. As such, a variety of operational issues have occurred (as shown in the photo below), which lead to failure of the access connection to operate efficiently, thereby increasing the likelihood that traffic

entering the site will back up into McIntosh Rd. (which decreases McIntosh Rd.'s operating efficiency and increases the likelihood of crashes). Staff believes that any intensification of the number of trips at this driveway would exacerbate such concerns. Staff notes that as described hereinabove, it is assumed that that proposed project will decrease or otherwise be trip generation neutral with respect to McIntosh Rd. access.



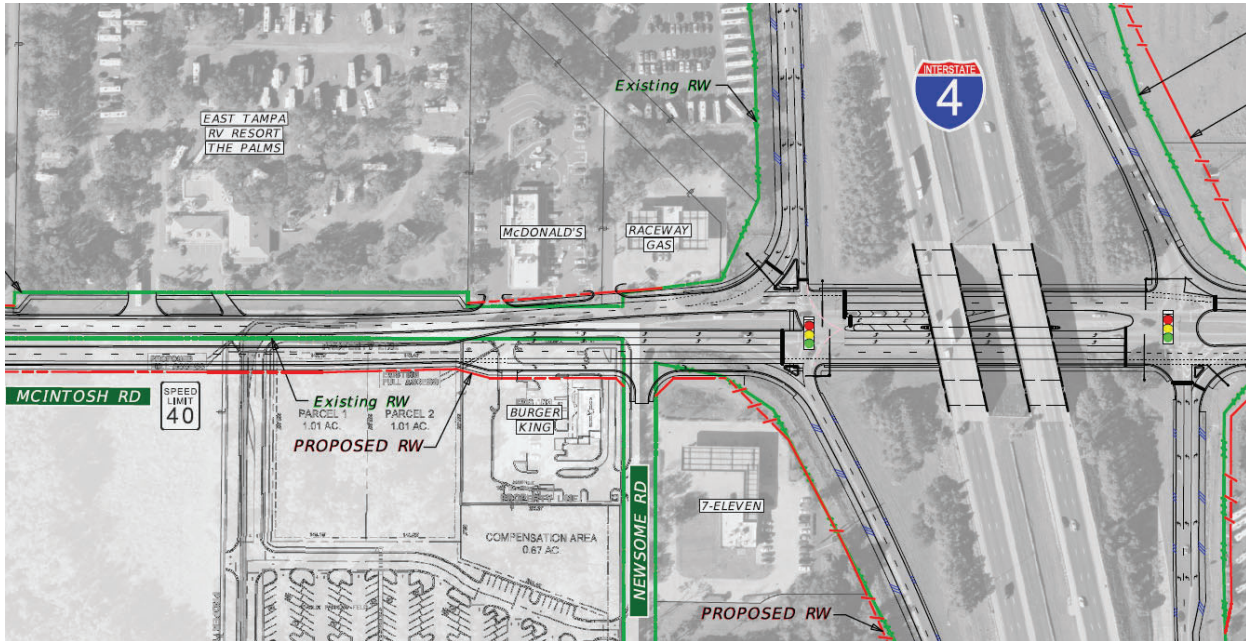


#### McIntosh Rd. Interchange Influence Area/ Future FDOT Plans

FDOT staff provided County staff with a Preliminary Draft of interchange improvements which FDOT indicated would be pursued at some point in the future. Such plans are predicated on the creation of a new signalized intersection and reverse frontage roadway system east of McIntosh Rd. While the ultimate plans are not funded, staff was informed that FDOT will likely pursue an interim project which will include a similar median or raised concrete separator as is shown in the below graphic. The effect of this project would be to make the project's McIntosh Rd. access a right-in/right-out access only, which help to alleviate some of the spacing and operational concerns previously identified by staff.

Staff initially believed that any intensification or expansion project for the subject PD should include a raised separator. Staff followed-up with internal engineering resources as well as spoke with FDOT staff.

Both expressed concerns that a raised separator would cause exiting traffic to have seek an opportunity for a U-turning movement to travel back north or south, and such opportunities do not currently exist given the substandard width and geometry of McIntosh Rd. Although there are opportunities for traffic to travel to south via getting on I-4 and traveling to another interchange east or west of the site, FDOT staff did not think this circuitous route was appropriate and, as such, would lead to unintended safety/operational impacts on an already severely congested roadway.



**ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
McIntosh Rd.	MLK Blvd.	US Hwy. 92	C	F
US Hwy. 92	Kingsway Rd.	McIntosh Rd.	D	C

Source: Hillsborough County 2020 Level of Service Report.

Transportation Comment Sheet

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

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
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 type="checkbox"/> Other
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 checked="" 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
	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

<b>Project Trip Generation</b> <input type="checkbox"/> Not applicable for this request			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	260	24	40
Proposed	312	29	48
Difference (+/-)	(+) 52	(+) 5	(+) 8

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

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



Transportation Comment Sheet

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	

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**Hillsborough County  
City-County  
Planning Commission**

<b>Unincorporated Hillsborough County Rezoning</b>	
<b>Hearing Date:</b> April 17, 2023  <b>Report Prepared:</b> April 5, 2023	<b>Petition: PD 22-1204</b>  <b>1601 South Kingsway Road</b>  <i>Between U.S. Highway 92 and Interstate-4, west of McIntosh Road</i>
<b>Summary Data:</b>	
<b>Comprehensive Plan Finding</b>	<b>INCONSISTENT</b>
<b>Adopted Future Land Use</b>	<b>Residential-1 (1 du/ga; 0.25 FAR) Suburban Mixed Use-6 (6 du/ga; 0.25 FAR)</b>
<b>Service Area</b>	<b>Rural</b>
<b>Community Plan</b>	<b>Seffner-Mango</b>
<b>Requested Zoning</b>	Planned Development (PD) and Agricultural Rural (AR) to Planned Development (PD) to permit an extension of an existing RV sales display area and retain the existing 52,000 sq. ft. of recreational vehicle sales, service and rentals.
<b>Parcel Size (Approx.)</b>	137.48 +/- acres
<b>Street Functional Classification</b>	U.S. Highway 92 - <b>Principal Arterial</b> Interstate-4 - <b>Principal Arterial</b> McIntosh Road - <b>Collector</b>
<b>Locational Criteria</b>	Does not meet; waiver request submitted
<b>Evacuation Zone</b>	None



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 Tampa, FL, 33602

## **Context**

- The 137.48 +/- acre site is located west of McIntosh Road, north of U.S. Highway 92.
- The subject property is located within the Rural Area and within the limits of the Seffner-Mango Community Plan.
- The majority of the subject property is designated as Residential-1 (RES-1) on the Future Land Use Map. Properties in the RES-1 Future Land Use category can be considered for a maximum density of 1 dwelling unit per gross acre and a maximum intensity of 0.25 FAR. The RES-1 Future Land Use category is intended for rural residential uses, compatible with short-term agricultural uses. 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. The eastern portion of parcel 1 of the site is also designated as Suburban Mixed Use-6 (SMU-6), which can be considered for a maximum density of 6 dwelling units per gross acre and a maximum intensity of 0.25 FAR. The SMU-6 Future Land Use category is intended for areas urban/suburban in intensity and density of uses, with development occurring as the provision and timing of transportation and public facility services necessary to support these intensities and densities are made available. Typical uses of SMU-6 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.
- To the north, west, and south is the RES-1 Future Land Use category. To the east is the Suburban Mixed Use-6 (SMU-6) category. To the west is the Residential-2 (RES-2) category.
- The subject property is zoned as a Planned Development (PD) and Agricultural Rural (AR). Residential Single Family Conventional-4 with a Mobile Home Overlay (RSC-4 MH) and Planned Development (PD) exists west of the site and are developed with a mobile home park, vacant and single family residential. On the south side of U.S. Highway 92 are Agricultural Single Family-1 (AS-1), AR and Commercial General (CG) zoned properties developed with a variety of uses, including single family residential, mobile homes, vacant land, 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 natural preservation (timber) and 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) to permit the extension of an existing RV sales display area and retain the existing 52,000 sq. ft. of recreational vehicle sales, service and rentals.

## **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.*

### **Land Use Categories**

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

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

### **Relationship to Land Development Regulations**

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

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

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

## **Neighborhood/Community Development**

**Objective 16: Neighborhood Protection** *The neighborhood is 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 16.7:** *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 137.48 acres from a Planned Development (PD) and Agricultural Rural (AR) to a Planned Development (PD) to permit an extension of an existing RV sales center display area and retain the existing 52,000 sq. ft. of recreational vehicle sales, service and rentals. The new PD will include the RV sales center area within Parcel 1, with cross access via a perpetual easement with the Tampa Electric Company (Parcel 2) to connect Parcels 1 and 3. Parcel 2 will retain and is restricted to all AR uses. The applicant is not requesting any additional building square footage. The previous Planned Development (16-1151) for the subject site was approved for approximately 52,000 square feet of recreational vehicle sales, service and rentals, which the applicant is requesting to retain. 14 acres of Parcel 3 is proposed as an RV intake processing area and is requested as an accessory to the primary approved retail sales area on site.

The site does not meet Commercial Locational Criteria per FLUE Objective 22 and its accompanying policies. The proposed PD must have 75% of the site within 660 feet of the nearest qualifying intersections which are the nodes of McIntosh Road and Interstate-4 and U.S. Highway 92 and McIntosh Road. 75% of the PD is approximately 4,950 feet from both of the nearest qualifying intersection nodes. Based on this, a waiver to Commercial Locational Criteria is required.

The applicant submitted a waiver request to Commercial Locational Criteria, stating that the original PD (16-1151) was approved with a waiver request because no local street access was proposed, and the retail sales use was an existing use. Additionally, the applicant was required to install screening along the southern boundary of Parcel 1 and the buffering and screening on Parcel 3, which will remain. The waiver also states that traffic to McIntosh Road will be relieved due to limited access on U.S. Highway 92. Lastly, the applicant asserts that Parcel 2 will remain with AR land uses and Parcel 3 will only be used as an accessory to the primary uses approved for Parcel 1.



While the applicant is not requesting additional building square footage, this is a new Planned Development application which staff must review in its entirety as a new application. There are existing buildings along Interstate-4 and a proposed extension of the processing, intake and 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 subject site is located in the Rural Area where, according to FLUE Objective 4, is reserved to provide areas for long term, agricultural uses and large lot, low density rural residential uses that can exist without the threat of urban or suburban encroachment. The applicant is proposing a use which would encroach onto the agricultural and large lot low density residential areas, particularly to the west and southeast of the site and thus does not meet the intent of Objective 4 or Policy 4.1 of the Future Land Use Element.

FLUE Objective 8 and FLUE Policy 8.1 outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area, as well as the character of each land use category. At the time of filing this report, the applicant had not provided enough information to verify that the proposed square footage met the maximum intensity allowed in the Residential-1 and Suburban Mixed Use-6 Future Land Use Categories. The applicant should provide the breakdown in acreage per Future Land Use Category for staff to verify the intensity on site. While the applicant is not requesting any additional square footage, this is a new Planned Development application with the request to retain 52,000 square feet of retail uses. Thus, the subject site does not meet Objective 8 and Policy 8.1.

The subject site was previously approved as a Planned Development (PD 16-1151). FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2 require that all development meet or exceed the land development regulations in Hillsborough County. 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 proposal does not meet the intent of the Neighborhood Protection policies outlined under FLUE Objective 16. Policy 16.1 requires development in residential areas be limited to neighborhood scale. The request would facilitate encroachment into the predominately residential area adjacent to the subject property immediately to the west and southeast, which is inconsistent with Policy 16.2, which requires gradual transitions of intensities between different land uses to be provided for as new development is proposed and approved. The applicant has proposed a customer restriction of a maximum of 10 customers accompanied by an employee for Parcel 3. In addition, only 14 acres of Parcel 3 will be utilized. The applicant will also provide buffering and screening. Even with these measures, the intensity of the proposed use is out of character with the residential that abuts the site to the west and southeast. In addition, the TECO easement on Parcel 2 provides a gradual transition of intensities moving farther west. Using the third parcel for an extension of intake, processing and a display area removes the TECO easement natural buffer and extends the intensity further west along U.S. 92.

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. 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. Due to the site encroaching in the residential uses along the western and southeastern boundary, Planning Commission staff does not support a waiver based on compatibility and conflicts of the proposal with the Seffner Mango Community Plan and asks that the Board of County Commissioners not grant the waiver.

The proposed rezoning is also in direct conflict with the vision of the Seffner Mango Community Plan. The proposed rezoning is in the Rural Area. The Community Plan restricts retail development along U.S. 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 U.S. 92 and Martin Luther King Boulevard that are in the Rural Area. As this is a new PD application, staff must examine the site holistically which includes existing buildings and an extension of intensity along U.S. 92 in the Rural Area. The extension along Parcel 3 is in the Agricultural Rural zoning district, not an existing commercial zoning district and goes against Community Plan direction, undermining the Community Plan vision. Overall, 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 U.S. 92 and Martin Luther King Boulevard corridors within the Urban Service 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 *Unincorporated Hillsborough County Comprehensive Plan*, and that is incompatible with the existing and planned development pattern found in the surrounding area and the Seffner Mango Community Plan.

#### **Recommendation**

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

# HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 22-1204

<all other values>

Rezonings  
STATUS

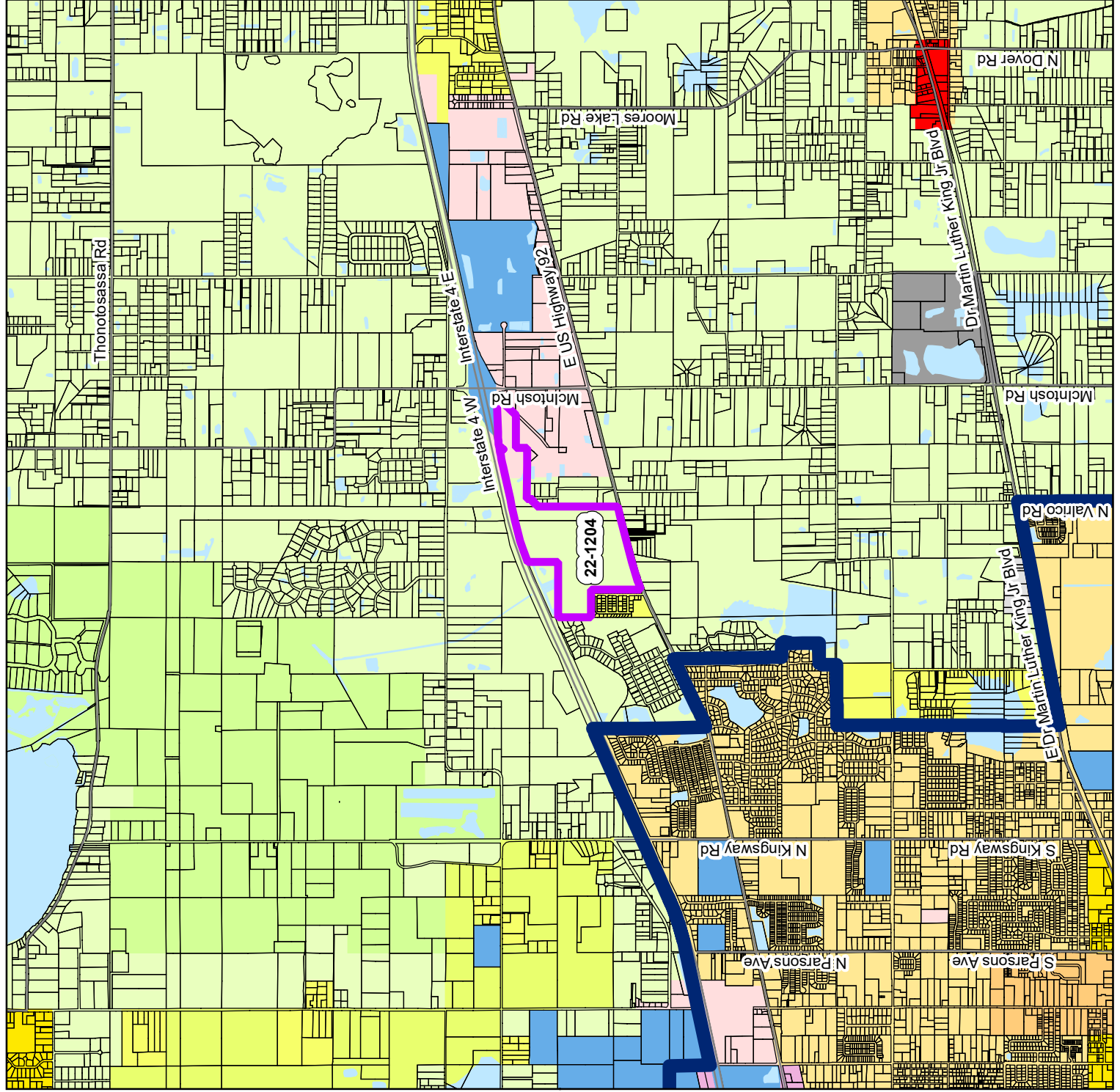
- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

- Tampa Service
- Urban Service
- 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-RURAL-1/10 (.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: Re zoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The information on this map is for informational purposes only. For the most current data and information, visit the appropriate website.

Map Printed from Rezoning System: 7/29/2022  
 Author: Beverly F. Daniels  
 File: G:\Rezoning\System\MapProjects\HC\Reg\_H\Rezoning\_Copy.mxd



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