

**Rezoning Application:** PD 24-0676  
**Zoning Hearing Master Date:** July 22, 2024  
**BOCC CPA Public Hearing Date:** September 10, 2024

**1.0 APPLICATION SUMMARY**

**Applicant:** Public Storage Operating Company  
**FLU Category:** UMU-20  
**Service Area:** Urban  
**Site Acreage:** 4.78 acres  
**Community Plan Area:** Riverview  
**Overlay:** None



**Introduction Summary:**

This is a request to rezone a parcel to Planned Development (PD) to facilitate development of a mini-warehouse (self-storage) facility comprised of three (3) buildings with a total of 163,400 square feet.

Zoning:	Existing		Proposed
District(s)	AS-1	ASC-1	PD 24-0676
Typical General Use(s)	Single-Family Residential/Agricultural	Single-Family Residential/Agricultural	Mini-Warehouses
Acreage	~2.03 acres	~2.71 acres	4.78 acres
Density/Intensity	1 DU per acre	1 DU per acre	0.78 FAR
Mathematical Maximum*	2 dwelling units	2 dwelling units	163,400 square feet

\*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	AS-1	ASC-1	PD 24-0676
Lot Size / Lot Width	1 acre / 150'	1 acre / 150'	NA
Setbacks/Buffering and Screening	Front: 50' Side: 15' Rear: 50'	Front: 50' Side: 15' Rear: 50'	Front, Side, Rear: 30' North buffer: 20' Type B West buffer: 20' Type B
Height	50'	50'	50'

**Additional Information:**

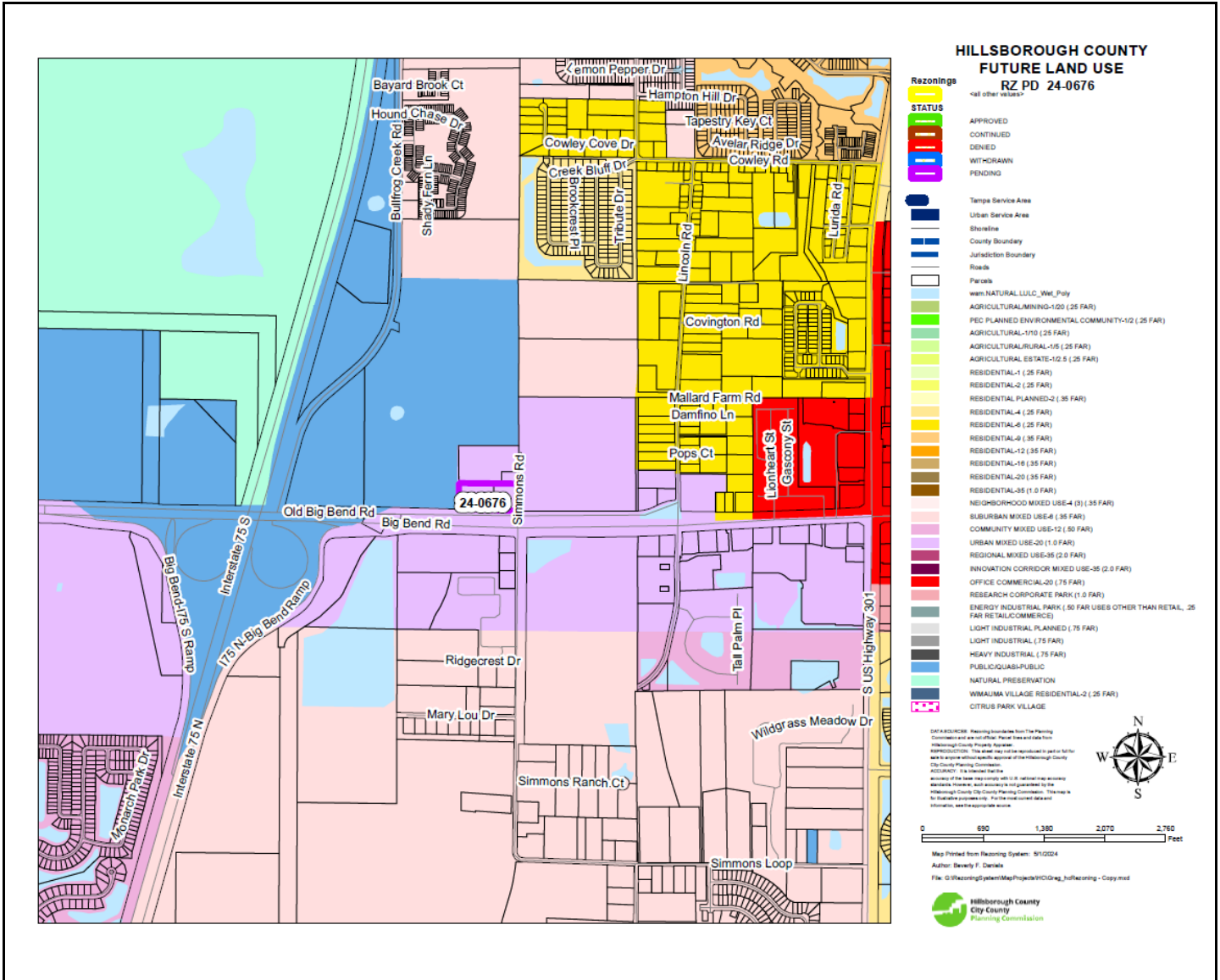
PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code	None requested as part of this application

<b>Planning Commission Recommendation:</b> Consistent	<b>Development Services Recommendation:</b> Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

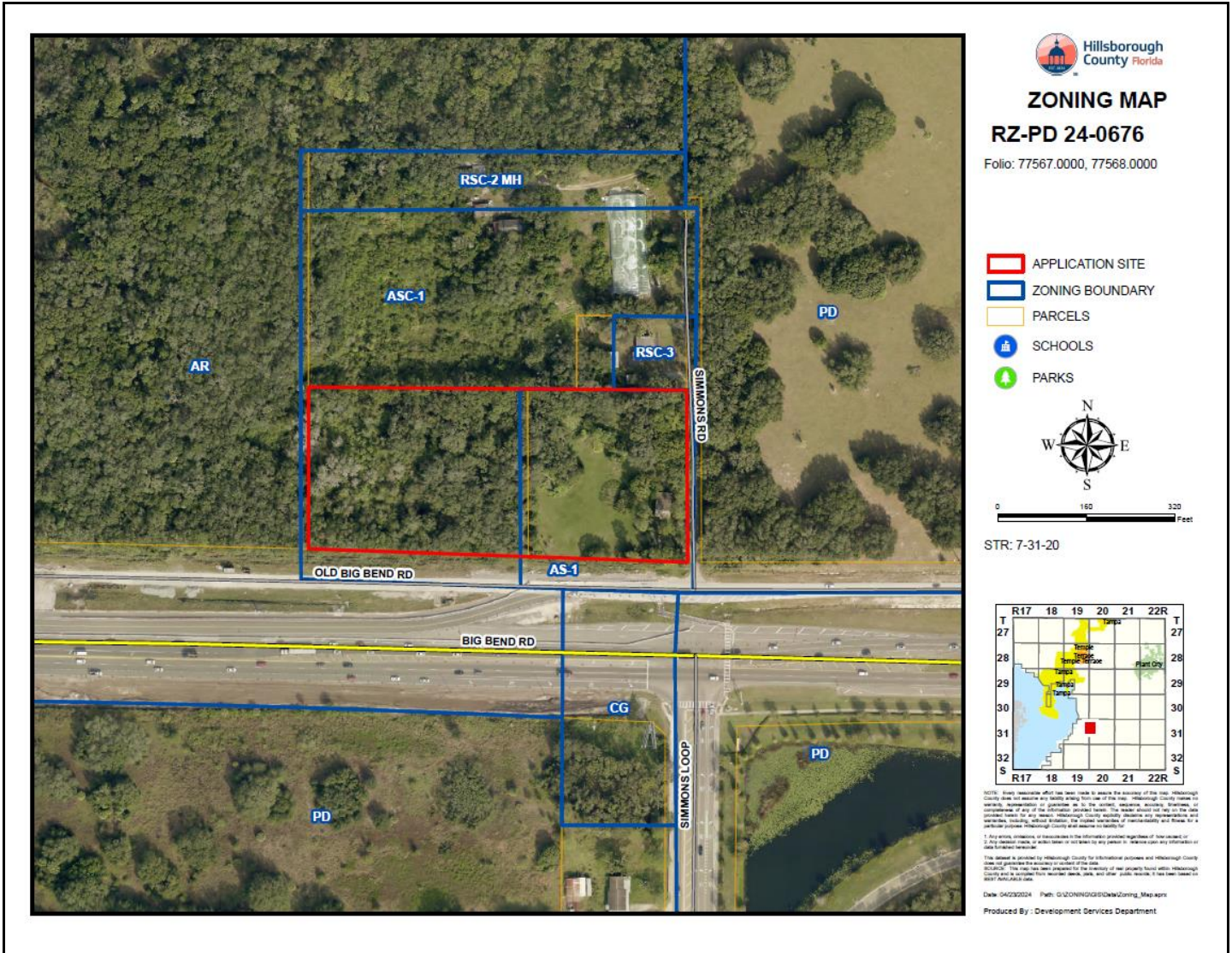
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Urban Mixed Use- 20 (UMU-20)
Maximum Density/F.A.R.:	20.0 dwelling units per gross acre / 1.0 FAR
Typical Uses:	Residential, regional scale commercial uses such as a mall, office and business park uses, research corporate park uses, light industrial, multi-purpose and clustered residential and/or mixed use projects at appropriate locations.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

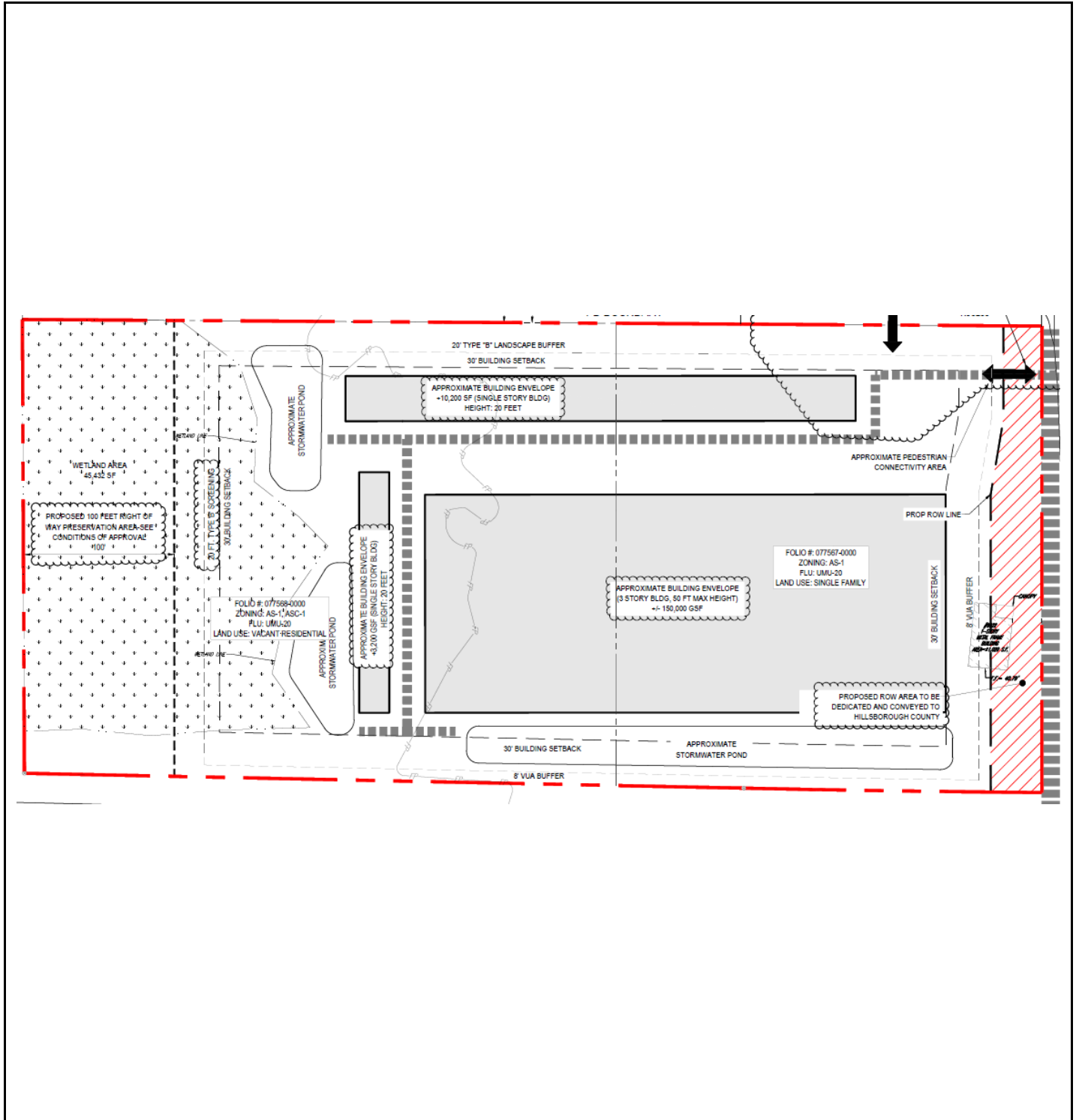


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	ASC-1 RSC-3	1 unit per acre 1 unit per 0.33 acres	Agriculture / Single-Family Conventional	Single-family / Agriculture
South	PD-16-0209 CG	0.07 FAR .20 FAR	Commercial Uses (No gas stations) Commercial Uses	Undeveloped Billboard
East	PD 22-0461	14.6 units per acre 0.43 FAR	Medical Equipment Storage, Free-standing emergency room, multi-family	Undeveloped
West	AR	1 unit per 5 acres	Agriculture / Single-Family Conventional	County Park

## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



**3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)**

Adjoining Roadways (check if applicable)			
Road Name	Road Name	Road Name	Road Name
Big Bend Rd.	County Arterial Rural	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Old Big Bend Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (Proffered Preservation for Future Realignment by Others)
Simmons Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Lincoln Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	38	3	3
Proposed	237	15	25
Difference (+/1)	(+) 199	(+) 12	(+) 22

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

Connectivity and Cross Access				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC
South		None	None	Meets LDC
East	X (Temporary)	Vehicular & Pedestrian	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance		
Road Name/Nature of Request	Type	Finding
Old Big Bend Rd./ Substandard Road	Administrative Variance Requested	Approvable
Simmons Rd./ Alternative Roadway Design	Design Exception Requested	Approvable
Lincoln Rd./ Turn Lane Length	Design Exception Requested	Approvable
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	Wetlands present
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	Grand Oaks potentially present
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Wetlands/Other Surface Waters</li> <li><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</li> <li><input type="checkbox"/> Wellhead Protection Area</li> <li><input type="checkbox"/> Surface Water Resource Protection Area</li> <li><input type="checkbox"/> Potable Water Wellfield Protection Area</li> <li><input type="checkbox"/> Significant Wildlife Habitat</li> <li><input type="checkbox"/> Coastal High Hazard Area</li> <li><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</li> <li><input type="checkbox"/> Adjacent to ELAPP property</li> <li><input type="checkbox"/> Other _____</li> </ul>				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Staff Report
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<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 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>Impact/Mobility Fees</b> N/A				
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 type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

## **5.0 IMPLEMENTATION RECOMMENDATIONS**

### **5.1 Compatibility**

This is a request to rezone a 4.78-acre tract from AS-1 & ASC-1 to a Planned development to allow a mini-warehouse facility development at a maximum of 163,400 square feet or 0.78 FAR. The development will consist of three buildings of varying sizes and heights.

The subject site is located along Old Big Bend Road, but near the intersection of Big Bend Road, a major roadway, and Simmons Road, a local roadway. Adjacent uses to the area consist of undeveloped agricultural land to the west, agriculture and two single-family homes to the north, and an undeveloped Planned Development property to the east, which was approved in 2022 to allow Medical Equipment Storage, Limited Commercial, and 900 multi-family. Other uses in the vicinity include multi-family, a community pool and a regional hospital.

Development standards for the proposed Planned Development include 30' setbacks along all property boundaries and a 20' Type B buffer yard along the west and north property boundaries. These buffer and screening standards follow typical code requirements for this type of development; however, a variation has been submitted by the applicant to allow the portion of the northern buffer yard to not require vegetation screening at the location of the future cross-access drive. This area will be about 30 ft wide and will still include the 6-foot-high wall or fence until the northern property rezones and connects to the access, which is expected. This future cross-access will become the primary access to Simmons Road at the time the northern property rezones and develops. The access currently shown along Simmons Road is a temporary access and will be closed once this cross-access is established. See Full Traffic report below for more information on the cross-access, the planned re-alignment of Old Big Bend Road, and planned Simmons Road improvements.

These development standards will provide ample buffer and screening to low intensity zoning districts and uses such as the single-family homes to the north. The maximum height for the project is proposed to be 50 feet, however, the two smaller building envelopes will only be allowed to be up to 20 feet in height. The proposed location of the 50' building shown on the site plan puts the project in line with the 2:1 building setback standard prescribed in the Land Development Code (LDC). The subject site is located along a Major Roadway and is surrounded by other non-residential and multi-family uses, with minimal single-family uses.

With these facts in mind, Development Services does not foresee any compatibility issues with the proposed mini-warehouse facility at this location. Along with the proposed buffer and screening standards, the adjacent single-family uses should be adequately protected from the proposed development.

### **5.2 Recommendation**

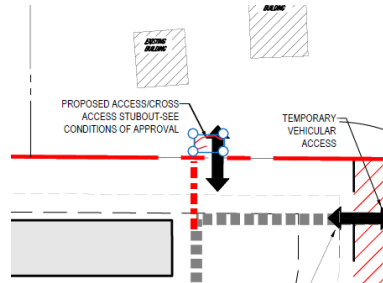
Based on the above considerations, staff finds the proposed Planned Development district, subject to the conditions, approvable.



## 6.0 PROPOSED CONDITIONS

### Requirements prior to Certification:

1. Add additional Conceptual Vehicular and Pedestrian Circulation linework as shown in red below and shift the proposed Access/Cross-Access Stubout arrow such that it aligns with the newly added line;



2. Revise site note 23 to change “Cross Access” to instead state “Access/Cross-Access”;
3. Only the last sheet of the 5-22-24 PD plan set shall be certified (staff notes that non-regulatory graphic and exhibits and duplicate plan sheets shall not be certified); and,
4. Remove the notating “For Concept Purposes Only” from the PD site plan. Staff notes that PD site plans are site-plan-controlled zoning districts, not conceptual plans. Only minor changes to the PD plan are permitted outside of the zoning modification process.

**Approval**- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted May 22<sup>nd</sup>, 2024.

1. The project shall be limited to a 163,400 square feet mini-warehouse facility.
2. Development Standards of the project shall be as followed:
  - Maximum FAR – 0.78 (163,400 square feet)
  - Maximum building height – 50’ (See site plan)
  - Minimum front yard setback – 30’ (measured from ROW dedication line)
  - Minimum side yard setback – 30’
  - Minimum rear yard setback – 30’
  - Maximum Building Coverage – 30%
  - Maximum Impervious Surface Area – 70%
3. The subject property shall adhere to the buffer and screening standards depicted on the general site plan.
4. Within the area of northern access, tree plantings as required by LDC Section 6.06.06.C.4.b shall not be required. Within the area of northern access, a 6-foot-high wall or fence as required by LDC 6.06.06.C.3.c shall be provided until such time as redevelopment of the parcel to the north occurs and access to and through the parcel to the north is required, as referenced in Condition 6.b.
5. 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.

6. It is the County's intent to allow for a single shared access connection along the west side of Simmons Rd., between the relocated (by others in the future) Old Big Bend Rd. and Big Bend Rd. In order to facilitate interim access for the subject PD, project access shall be phased as follows:
  - a. Initial project access to Simmons Rd. shall occur in the location shown as "Temporary Vehicular Access" on the PD site plan. This temporary access may be restricted to right-in/right-out movements at a future date as additional improvements along the corridor are constructed.
  - b. At such time as redevelopment occurs on adjacent folio 077571.0000, such that a Shared Access Facility which serves the subject PD is provided for, the property owner shall close and remove the Temporary Vehicular Access connection and construct any other improvements necessary to ensure the subject PD takes its sole vehicular access to Simmons Rd. through the adjacent folio 77571.0000.
  - c. Nothing herein this condition shall be construed as prohibiting gated emergency access from the subject PD to Simmons Rd. if required by the Hillsborough County Fire Marshall.
7. The developer shall construct a vehicular and pedestrian access/cross-access stub out to the northern boundary as shown on the PD site plan. The developer shall be permitted to install a fence or wall across the driveway until such time as redevelopment occurs on the adjacent property consistent with condition 6.b. above; however, such fence or wall shall be removed prior to or concurrent with the removal of the Temporary Vehicular Access referred to in condition 6.a., above.
8. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
9. As shown on the PD site plan, the developer has proffered to voluntarily preserve the western 100 feet of the subject site for use as potential right-of-way which may be needed for the Old Big Bend Rd. frontage road realignment project (by others). Interim use of the area shall comply with Sec. 5.11.09 of the Hillsborough County Land Development Code (LDC).
10. Notwithstanding anything on the PD site plan to the contrary, and in accordance with the Hillsborough County Corridor Preservation Plan, the developer shall dedicate and convey sufficient right-of-way along the project's Simmons Rd. frontage as necessary to allow the construction (by others) of a 6-lane divided collector roadway section consisting of the following along the entirety of the project's frontage:
  - a. Use of Type "F" curb and gutter;
  - b. 10-foot-wide Multi-Purpose Pathways (MPPs) on both sides of the roadway;
  - c. Minimum 1-foot-wide grass strips on both sides of the roadway separating the MPPs from the edge of the right-of-way;
  - d. Minimum 5-foot-wide grass strips on both sides of the roadway separating the MPPs from the back of the Type "F" curb and gutter;
  - e. Dual northbound lanes accommodating through movements and northbound to westbound left turning movements (in a drop left configuration);
  - f. A raised concrete median/separator;
  - g. Dual southbound to eastbound left turn lanes on Simmons Rd. onto Big Bend Rd.;

- h. A single southbound through lane; and,
  - i. A single southbound to westbound right turn lane on Simmons Rd. onto Big Bend Rd.
11. As Simmons Rd. is a substandard roadway, the developer shall reconstruct Simmons Rd., between Old Big Bend Rd. and the northern project boundary, as a 2-lane collector roadway. The roadway shall be designed and constructed consistent with the above-described ultimate typical section to the maximum extent practical, with the location of the curb and gutter and drainage along the west side constructed in its ultimate location.
  12. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the developer shall construct a 10-foot-wide MPP along the entirety of the project's Simmons Rd. frontage, and tie into the existing 10-foot-wide sidewalk/MPP along the north side of the existing Old Big Bend Rd. The MPP shall be constructed in its ultimate location.
  13. Concurrent with the initial increment of development, the developer shall construct a northbound to westbound left turn lane on Lincoln Rd. onto Old Big Bend Rd., consistent with the Design Exception referenced in condition 15, hereinbelow.
  14. If PD 24-0676 is approved, the County Engineer will approve a Design Exception (dated May 22, 2024) for Simmons Rd. which was found approvable by the County Engineer (on September 12, 2022). The Design Exception provides an alternate Typical Section standard in lieu of the TS-4 Section standard required pursuant to the TTM. Conditions governing the use of the Typical Section are contained hereinabove.
  15. If PD 24-0676 is approved, the County Engineer will approve a Design Exception (dated May 22, 2024) for the northbound to westbound left turn lane which the applicant is required to construct per condition 13, hereinabove. The Design Exception, which was found approvable by the County Engineer (on September 12, 2022), permits a reduction in the minimum required length of the turn lane, such that a +/- 100-foot-long turn lane may be constructed.
  16. If PD 24-0676 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated May 22, 2024) which was found approvable by the County Engineer (on September 12, 2022) for the Old Big Bend Rd. frontage road substandard road improvements. Approval of this Administrative Variance will waive substandard road improvements required by Section 6.04.03.L. for those portions of the existing Old Big Bend Rd. frontage road between Simmons Rd. and Lincoln Rd.
  17. PD zoning conditions 6, 7, and 9 through 13 herein shall be considered Critical Design Features. As such, modification of any condition shall be subject to the rules and regulations outlined within Section 5.03.07.A. of the LDC.
  18. 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.

19. 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).
20. 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.
21. 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.
22. 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.
23. 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.
24. 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.
25. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
26. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

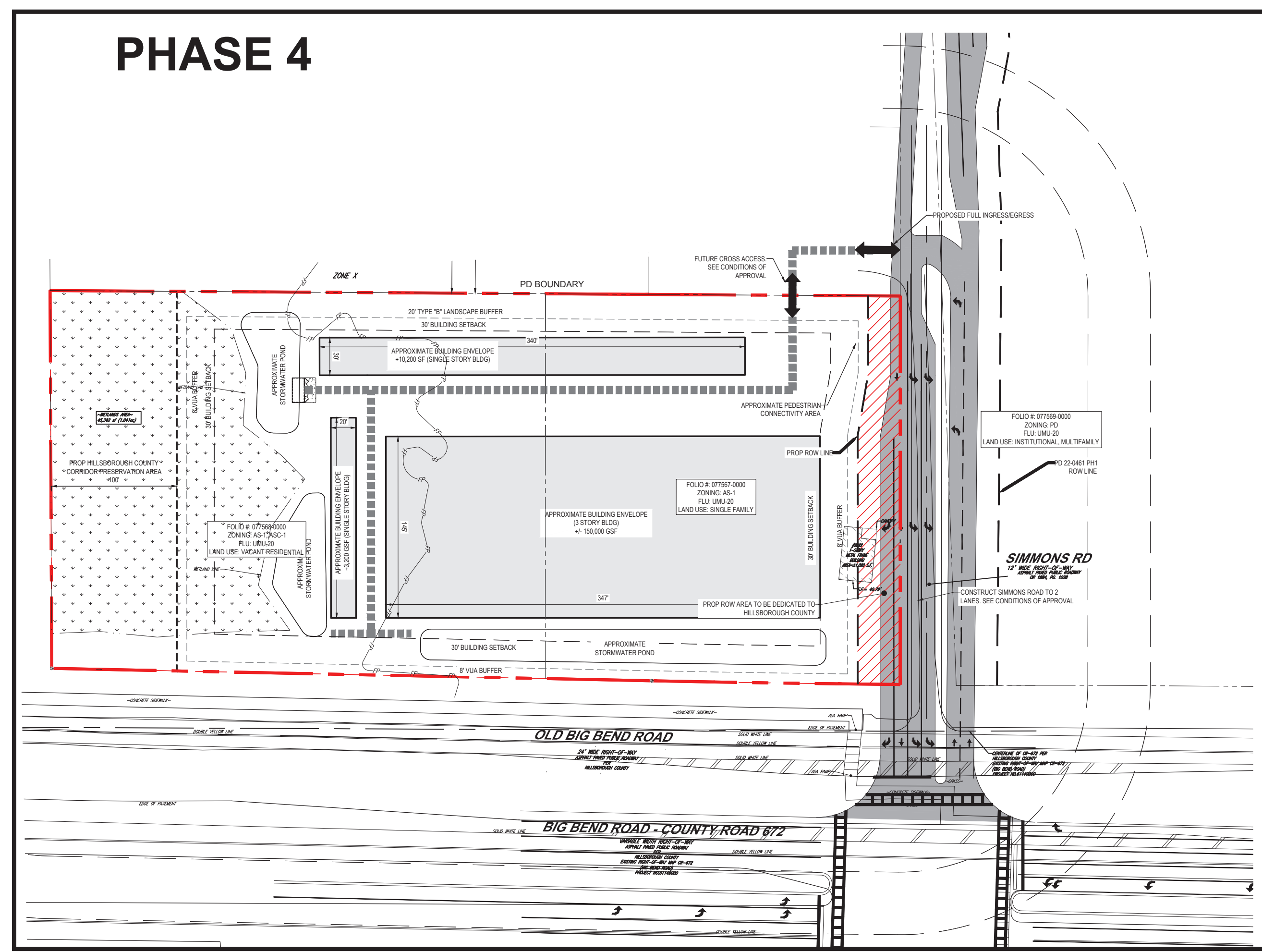
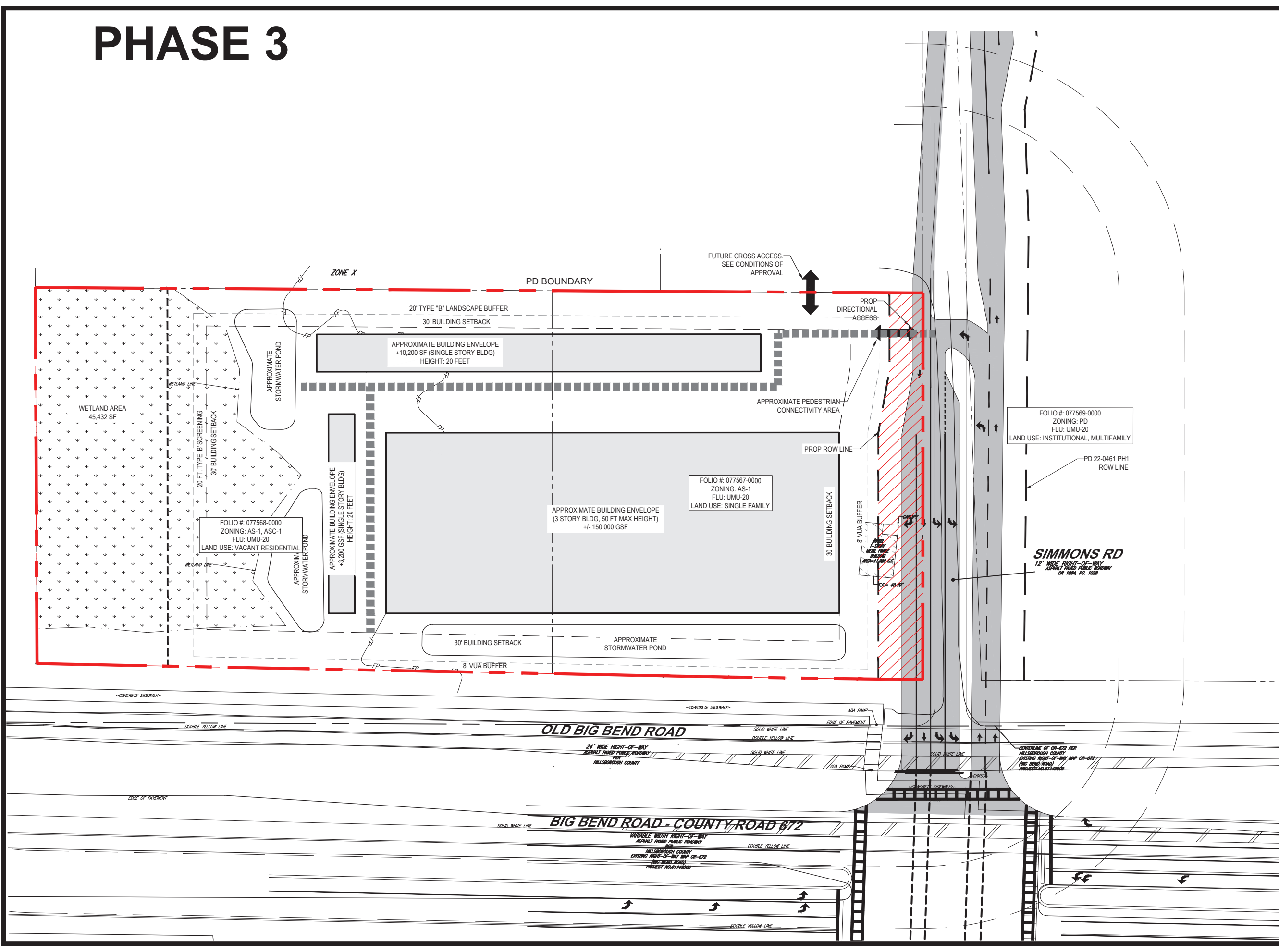
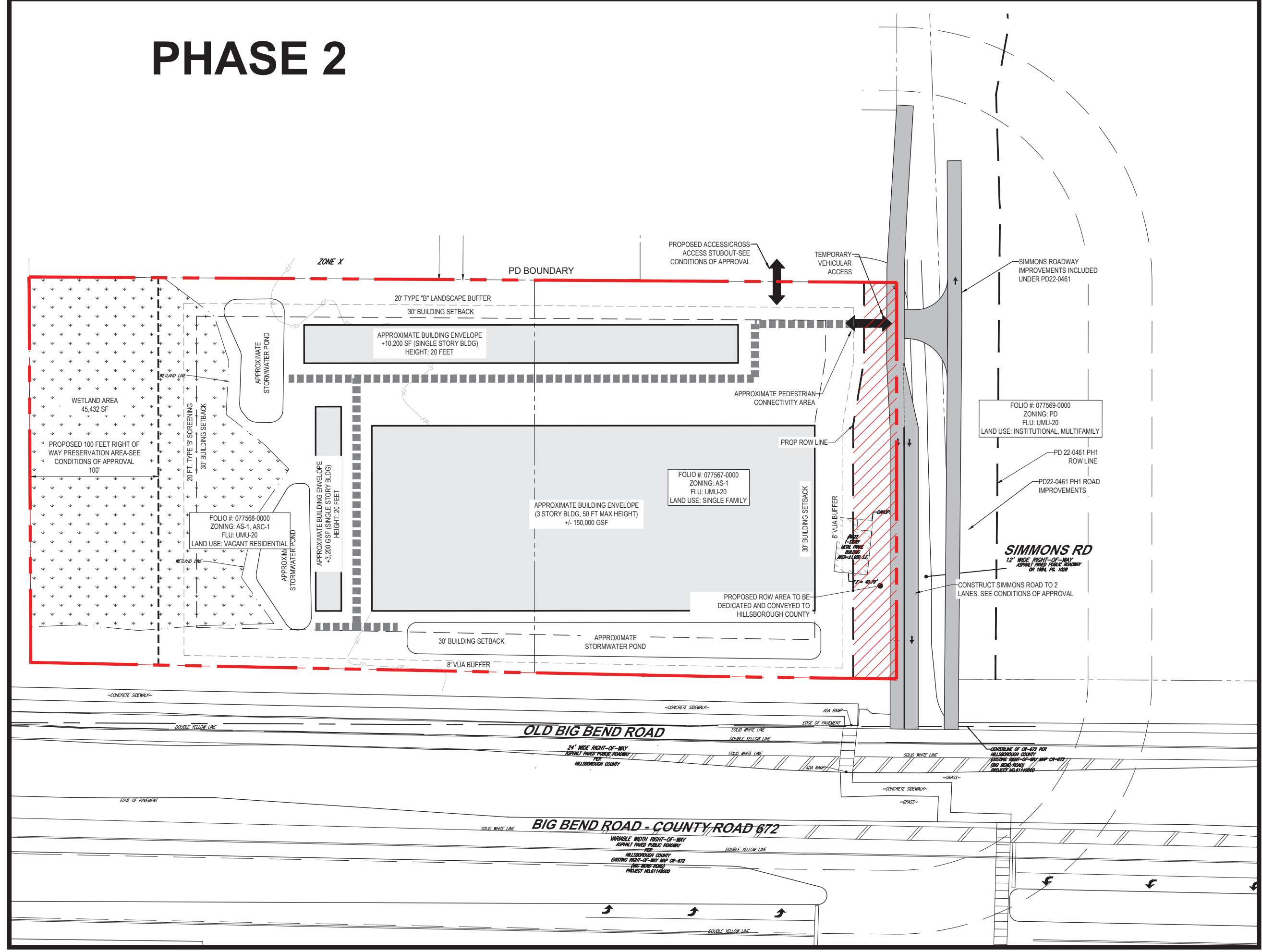
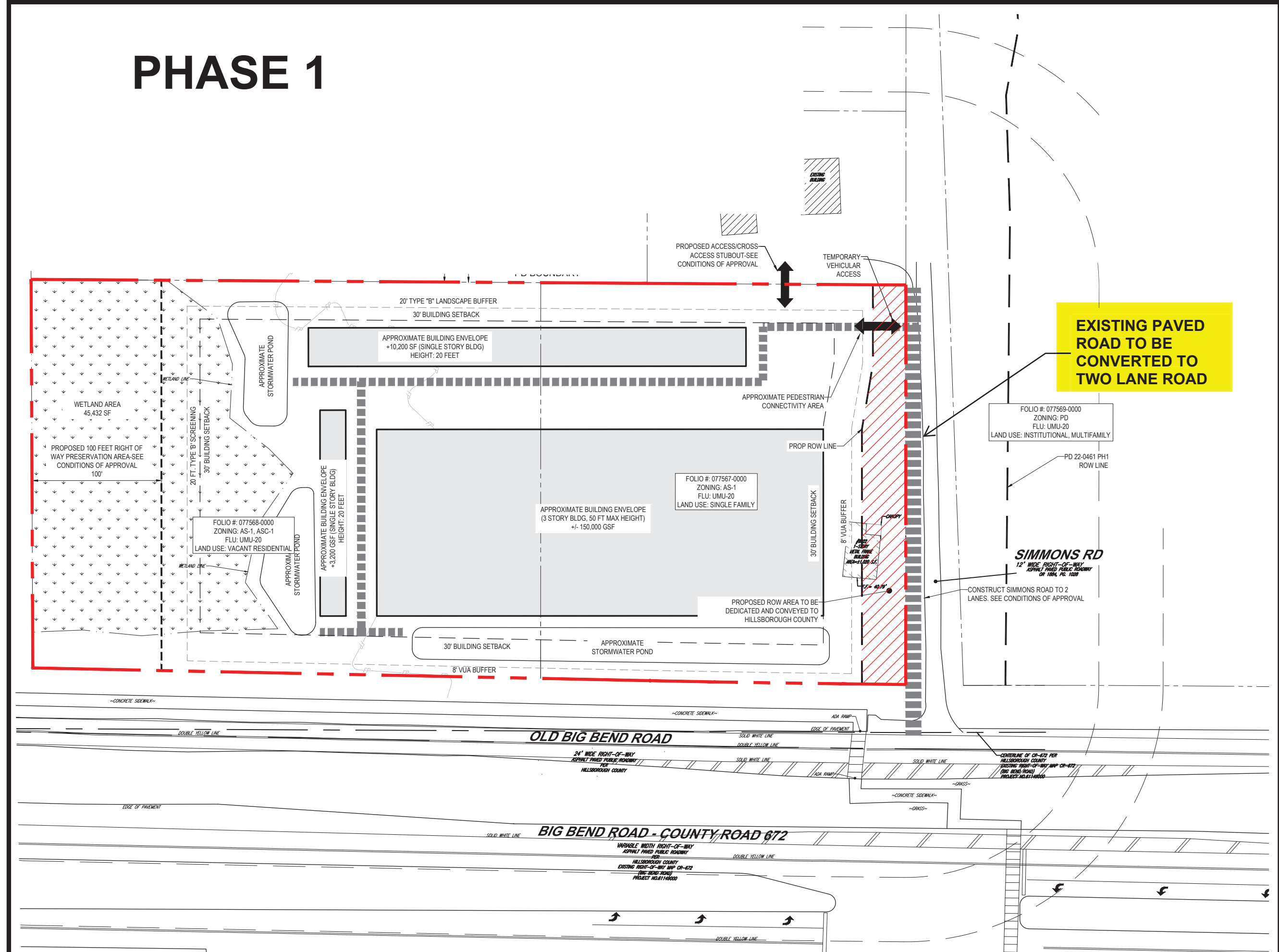
**Zoning Administrator Sign Off:**



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

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

**7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS (See following pages)**



**BOHLER**

SITE CIVIL AND CONSULTING ENGINEERING  
PROGRAM MANAGEMENT  
LANDSCAPE ARCHITECTURE  
SUSTAINABLE DESIGN  
PERMITTING SERVICES  
TRANSPORTATION SERVICES

**REVISIONS**

REV	DATE	COMMENT	DRAWN BY	CHECKED BY

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FOR CONCEPT PURPOSES ONLY

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: FLA230090  
DRAWN BY: NR  
CHECKED BY: RH  
DATE: 4/9/2024  
CAD ID.: SITE

**SELF-STORAGE  
OLD BIG BEND ROAD**

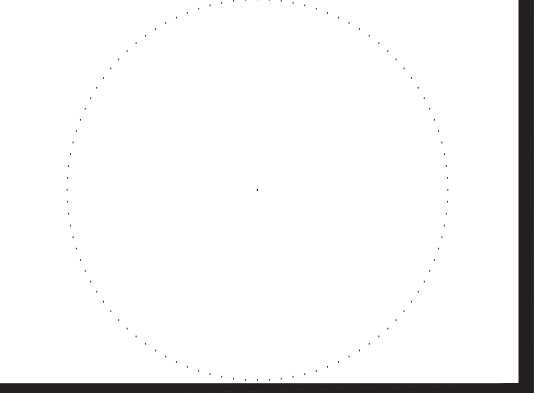
FOR

**Public Storage**

PROPOSED DEVELOPMENT  
9922 OLD BIG BEND RD  
HILLSBOROUGH COUNTY,  
RIVERVIEW FL 33578

**BOHLER**

600 N. WESTSHORE BLVD. SUITE 950  
TAMPA, FLORIDA 33609  
Phone: (813) 812-4100  
Fax: (813) 812-4101  
FLORIDA BUSINESS CERT. OF AUTH. No. 30780



SHEET TITLE:  
**ROADWAY PHASING PLAN EXHIBIT**

SHEET NUMBER:  
**EX-1**

NON REGULATORY /FOR INFORMATION PURPOSES ONLY

ORG. DATE - 4/9/2024





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

## AGENCY REVIEW COMMENT SHEET

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TO: Zoning Technician, Development Services Department

DATE: 07/11/2024

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RV/ South

PETITION NO: RZ 24-0676

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

### **CONDITIONS OF ZONING APPROVAL**

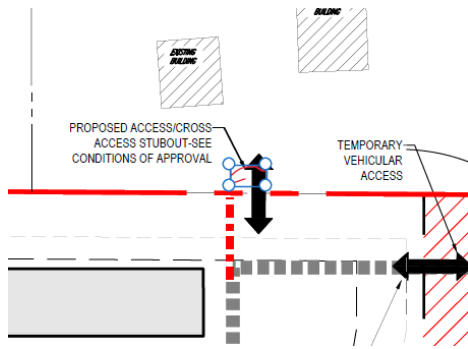
#### *New Conditions*

1. It is the County's intent to allow for a single shared access connection along the west side of Simmons Rd., between the relocated (by others in the future) Old Big Bend Rd. and Big Bend Rd. In order to facilitate interim access for the subject PD, project access shall be phased as follows:
  - a. Initial project access to Simmons Rd. shall occur in the location shown as "Temporary Vehicular Access" on the PD site plan. This temporary access may be restricted to right-in/right-out movements at a future date as additional improvements along the corridor are constructed.
  - b. At such time as redevelopment occurs on adjacent folio 077571.0000, such that a Shared Access Facility which serves the subject PD is provided for, the property owner shall close and remove the Temporary Vehicular Access connection and construct any other improvements necessary to ensure the subject PD takes its sole vehicular access to Simmons Rd. through the adjacent folio 77571.0000.
  - c. Nothing herein this condition shall be construed as prohibiting gated emergency access from the subject PD to Simmons Rd. if required by the Hillsborough County Fire Marshall.
2. The developer shall construct a vehicular and pedestrian access/cross-access stubout to the northern boundary as shown on the PD site plan. The developer shall be permitted to install a fence or wall across the driveway until such time as redevelopment occurs on the adjacent property consistent with **condition 1.b.** above; however, such fence or wall shall be removed prior to or concurrent with the removal of the Temporary Vehicular Access referred to in **condition 1.a.**, above.
3. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
4. As shown on the PD site plan, the developer has proffered to voluntarily preserve the western 100 feet of the subject site for use as potential right-of-way which may be needed for the Old Big Bend Rd. frontage road realignment project (by others). Interim use of the area shall comply with Sec. 5.11.09 of the Hillsborough County Land Development Code (LDC).
5. Notwithstanding anything on the PD site plan to the contrary, and in accordance with the Hillsborough County Corridor Preservation Plan, the developer shall dedicate and convey sufficient right-of-way along the project's Simmons Rd. frontage as necessary to allow the construction (by others) of a 6-lane divided collector roadway section consisting of the following along the entirety of the project's frontage:

- a. Use of Type “F” curb and gutter;
  - b. 10-foot-wide Multi-Purpose Pathways (MPPs) on both sides of the roadway;
  - c. Minimum 1-foot-wide grass strips on both sides of the roadway separating the MPPs from the edge of the right-of-way;
  - d. Minimum 5-foot-wide grass strips on both sides of the roadway separating the MPPs from the back of the Type “F” curb and gutter;
  - e. Dual northbound lanes accommodating through movements and northbound to westbound left turning movements (in a drop left configuration);
  - f. A raised concrete median/separator;
  - g. Dual southbound to eastbound left turn lanes on Simmons Rd. onto Big Bend Rd.;
  - h. A single southbound through lane; and,
  - i. A single southbound to westbound right turn lane on Simmons Rd. onto Big Bend Rd.
6. As Simmons Rd. is a substandard roadway, the developer shall reconstruct Simmons Rd., between Old Big Bend Rd. and the northern project boundary, as a 2-lane collector roadway. The roadway shall be designed and constructed consistent with the above-described ultimate typical section to the maximum extent practical, with the location of the curb and gutter and drainage along the west side constructed in its ultimate location.
  7. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the developer shall construct a 10-foot-wide MPP along the entirety of the project’s Simmons Rd. frontage, and tie into the existing 10-foot-wide sidewalk/MPP along the north side of the existing Old Big Bend Rd. The MPP shall be constructed in its ultimate location.
  8. Concurrent with the initial increment of development, the developer shall construct a northbound to westbound left turn lane on Lincoln Rd. onto Old Big Bend Rd., consistent with the Design Exception referenced in **condition 10**, hereinbelow.
  9. If PD 24-0676 is approved, the County Engineer will approve a Design Exception (dated May 22, 2024) for Simmons Rd. which was found approvable by the County Engineer (on **September 12, 2022**). The Design Exception provides an alternate Typical Section standard in lieu of the TS-4 Section standard required pursuant to the TTM. Conditions governing the use of the Typical Section are contained hereinabove.
  10. If PD 24-0676 is approved, the County Engineer will approve a Design Exception (dated May 22, 2024) for the northbound to westbound left turn lane which the applicant is required to construct per **condition 8**, hereinabove. The Design Exception, which was found approvable by the County Engineer (on September 12, 2022), permits a reduction in the minimum required length of the turn lane, such that a +/- 100-foot-long turn lane may be constructed.
  11. If PD 24-0676 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated May 22, 2024) which was found approvable by the County Engineer (**on September 12, 2022**) for the Old Big Bend Rd. frontage road substandard road improvements. Approval of this Administrative Variance will waive substandard road improvements required by Section 6.04.03.L. for those portions of the existing Old Big Bend Rd. frontage road between Simmons Rd. and Lincoln Rd.
  12. PD zoning **conditions 1, 2, and 4 through 8** herein shall be considered Critical Design Features. As such, modification of any condition shall be subject to the rules and regulations outlined within Section 5.03.07.A. of the LDC.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
  - Add additional Conceptual Vehicular and Pedestrian Circulation linework as shown in red below and shift the proposed Access/Cross-Access Stubout arrow such that it aligns with the newly added line;



- Revise site note 23 to change “Cross Access” to instead state “Access/Cross-Access”;
- Only the last sheet of the 5-22-24 PD plan set shall be certified (staff notes that non-regulatory graphic and exhibits and duplicate plan sheets shall not be certified); and,
- Remove the notating “For Concept Purposes Only” from the PD site plan. Staff notes that PD site plans are site-plan-controlled zoning districts, not conceptual plans. Only minor changes to the PD plan are permitted outside of the zoning modification process.

**PROJECT SUMMARY AND TRANSPORTATION ANALYSIS**

The applicant is requesting to two parcels, totaling +/- 4.78 acres, from Agricultural Single-Family Conventional – 1 (ASC-1) and Agricultural Single-Family – 1 (AS-1) to Planned Development (PD). The applicant is proposing entitlements to permit a 163,400 g.s.f. mini-warehouse facility.

Since the project will generate fewer than 50 peak hour trips at buildout, a detailed transportation analysis was not required per the Development Review Procedures Manual (DRPM). Due to the unique configuration of area infrastructure and their sensitivity to transportation impacts, as required by staff the applicant submitted a transportation analysis that was more comprehensive and detailed than is typically received for projects in the rezoning stage of the development process. A meeting was held with the applicant’s consultant to develop an appropriate methodology for the analysis, which examines impacts at the intersection of Lincoln Rd. and Old Big Bend Rd., both in the near term as well as under various infrastructure configuration/development scenarios which are anticipated as a result of the recent approval of PD 22-0461 (located immediately east of the subject PD).

**Trip Generation Comparison**

Staff has prepared a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data shown below is based on the 11<sup>th</sup> Edition of the Institute of Transportation Engineer’s Trip Generation Manual.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
ASC-1 and AS-1, 4 Single-Family Detached Dwelling Units (ITE Code 210)	38	3	3

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 163,400 s.f. Medical Equipment Warehouse Uses (ITE Code 150)	237	15	25

Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Total:</b>	<b>(+) 199</b>	<b>(+) 12</b>	<b>(+) 22</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

Big Bend Rd. is a publicly maintained 4-lane, divided, arterial roadway characterized by +/- 12-foot wide travel lanes in average condition. There are bicycle facilities (on paved shoulders) present on Big Bend Rd. in the vicinity of the proposed project. There are +/- 5-foot wide sidewalks along the south side of Big Bend Rd. in the vicinity of the proposed project.

Old Big Bend Rd. is a publicly maintained 2-lane, undivided, substandard, local roadway characterized by +/- 11-foot wide travel lanes in below average condition between Simmons Rd. and Lincoln Rd. The roadway west of Simmons Rd. was recently reconstructed to an acceptable standard and includes a mix of on-street bicycle facilities and a 10-foot-wide multi-purpose pathway (along the north side of the roadway). There are no sidewalks or bicycle facilities on Old Big Bend Rd. east of Simmons Rd. Although the frontage road is presently classified as a local roadway, staff considers it to be a collector roadway due to the way it currently functions and, more importantly, the fact that existing + future volumes exceed the local roadway capacity.

Big Bend Rd. and Old Big Bend Rd. (which acts as a frontage roadway to Big Bend Rd.) lies within a shared +/- 260-foot wide right-of-way along the project’s frontage. Along the project’s frontage, Big Bend Rd. is shown on Hillsborough County Corridor Preservation Plan as a future 6-lane roadway. Although there is no typical section for 6-lane roadways, the minimum right-of-way necessary is calculated by taking the typical section for a 4-lane divided roadway (TS-6 within the Hillsborough County Transportation Technical Manual), which requires a minimum of 110 feet of right-of-way, and to which an additional 24 feet is added for the additional two lanes (for a total of 134 feet of right-of-way required).

Based upon the transportation analysis submitted by the applicant as well as the existing and proposed corridor configuration, staff believes that a worst-case planning-level scenario for right-of-way needs (along the project frontage) related to the 6-laning of Big Bend Rd. and any needed turn lanes includes:

- 134 feet for 6-lane facility (per above);
- 12 feet for any existing or required westbound to northbound right turn lane; and,
- 12 feet for any existing eastbound to southbound right turn lane.

It appears that sufficient right-of-way exists to accommodate the 158 feet of right-of-way needed to accommodate future widening, as further described above. Additionally, the developer of adjacent PD 22-0461 is required to relocate a portion of the frontage road (Old Big Bend Rd.) north of its present location in order to achieve full build out of its project. Lastly, staff notes that the Big Bend Rd. widening project (CIP Project Number 69647000) has not identified the need for any additional right-of-way from the subject property.

Simmons Rd. is a publicly maintained 2-lane, undivided, substandard, local roadway characterized by +/- 10 to 12 feet of pavement in average condition. The roadway lies within a variable width right-of-way (between approximately 25 and 45 feet in width). There are no sidewalks or bicycle facilities along Simons Rd. While the portion of the roadway north of Big Bend Rd. is known as Simmons Rd., the roadway is named Simmons Loop south of Big Bend Rd. (where it exists as a 2-lane collector roadway that connects to US 301). Simmons Rd./Simmons Loop is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane roadway that extends north to Gibsonton Dr. and south to Paseo Al Mar Blvd. Consistent with the Plan, the developer is proposing to dedicate and convey right-of-way (from its southern property boundary to its northern property boundary) sufficient to accommodate a 2-

lane, urban, collector roadway with necessary appurtenances and turn lanes (totaling 6-lanes in all along the project frontage due to the ultimate lane and configuration needs of the Simmons Rd. and Big Bend Rd. intersection.

Lincoln Rd. is a publicly maintained 2-lane, undivided, substandard (for non-residential purposes), local roadway characterized by +/- 10-foot wide travel lanes in average to below average condition. Lincoln Rd., similar to Cowley Rd. at its northern terminus, is functioning as a collector roadway. The roadway lies within a +/- 95-foot wide right-of-way. There are no bicycle facilities or sidewalks present on Lincoln Rd. in the vicinity of the proposed project. Although the road is presently classified as a local roadway, staff considers it to be a collector roadway due to the fact that existing + future volumes exceed the local roadway capacity.

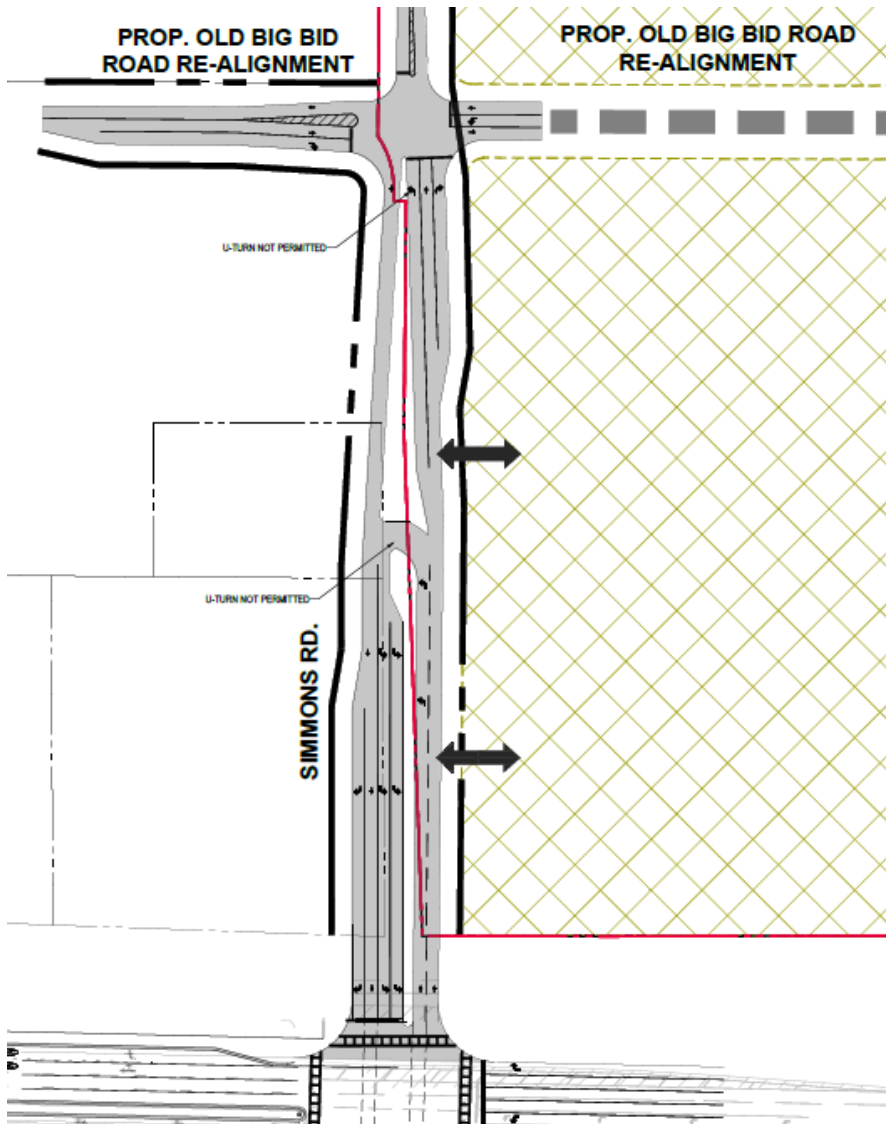
### **SITE ACCESS**

The parcels are presently accessed via Old Big Bend Rd. and Simmons Rd. The only access to/from Big Bend Rd. is via Old Big Bend Rd. to Lincoln Rd. (to the east) or via Old Big Bend Rd. to the access road just west of East Bay High School and Eisenhower Middle School (approximately 1.1 miles west of the subject site). Traffic traveling to/from the north would currently utilize Bullfrog Creek Rd. (approximately 2,000 feet west of the subject site). The County previously closed the northern leg of the Simmons Loop and Big Bend Rd. intersection due to safety issues created by its proximity to the Simmons Rd. and Old Big Bend Rd. intersection.

The applicant is proposing a single temporary connection to Simmons Rd., which will be closed and removed once the adjacent property to the north (folio 77571.0000) is redeveloped and that property provides a Shared Access Facility serving it and the subject PD. Staff notes the ultimate buildout configuration for Simmons Rd. (as described herein and shown within the certified site plan for adjacent PD 22-0461, and excerpted below) plans for the above referenced shared access within the adjacent project to align with the directional median opening shown below. Given the high volume of anticipated traffic and potential to interfere with safe and efficiency movement of traffic at this and other intersections, no other access along the west side of the Simmons Rd. is anticipated to be approved between the realigned (by others) Old Big Bend Rd. and Big Bend Rd.

Given the relationship of the subject PD to other area projects and complicated nature of proposed future improvements planned for the area, staff has appended copies of the above referenced PD 22-0461 certified site plan and conditions, as well as the transportation staff report prepared in support of that project. This will allow these documents to be included in the zoning record for this project, in case there are any questions about same or a need to refer to those graphics.

Staff has proposed conditions which reflect the above-described access phasing and above/below described site access considerations.



Old Big Bend Rd. Realignment and Simmons Rd.

As discussed above, relocation of the Simmons Rd. and Old Big Rd. intersection is necessary in order to reopen the northern leg of the Simmons Loop/ Simmons Rd. and Big Bend Rd. intersection. Given the location of Simmons Loop south of Big Bend Rd., the extension of the roadway will require additional right-of-way from the owners of folios north of the subject PD (as well as the developers of 22-0461).

Given that engineering level design of the improvements has not occurred, staff was unable to provide an exact amount of right-of-way that will be required to accommodate the reconstruction of Simmons Rd. and opening of the northern leg of the intersection. Staff has proposed conditions of approval that require the applicant to dedicate and convey or otherwise acquire whatever right-of-way is necessary to construct the required improvements necessary to achieve the ultimate Simmons Rd. configuration.

Lincoln Rd. Issues

As mentioned above, due to the unique configuration of existing roadway geometry, and the nature of the proposed development, it was necessary for the applicant to propose a improvements to Lincoln Rd. Given the safety and operational issues at the existing Lincoln Rd. and Old Big Bend Rd. intersection, staff informed the applicant that it could not support a proposal which didn't address the traffic/turning movement issues at this intersection. The applicant's analysis indicated that construction of Driveway A in Phase 1 of adjacent PD 22-0461 will result in a rerouting of a portion of traffic from the existing

Lincoln Rd. and Old Big Bend Rd. intersection to the newly created Big Bend Rd. and Driveway A intersection; however, before that occurs the developer has proposed to construct a northbound to westbound left turn lane which will mitigate the effects of the small amount of additional traffic added as a result of the relatively low intensity mini-storage use.

**ADMINISTRATIVE VARIANCE #1 – OLD BIG BEND RD. - SUBSTANDARD ROAD**

As Old Big Bend Rd. is a substandard roadway, the applicant’s Engineer of Record (EOR) submitted a Section 6.04.02.B Administrative Variance (dated May 22, 2024) which was found approvable by the County Engineer (on September 12, 2022) for the Old Big Bend Rd. frontage road substandard road improvements. Approval of this Administrative Variance will waive certain substandard road improvements required by Section 6.04.03.L. for those portions of the existing Old Big Bend Rd. frontage road between Simmons Rd. and Lincoln Rd.

If PD 24-0676 is approved, the County Engineer will approve the Administrative Variance.

**DESIGN EXCEPTION #1 – SIMMONS RD. TYPICAL SECTION**

The applicant’s Engineer of Record (EOR) submitted a Design Exception (dated May 22, 2024) which was found approvable by the County Engineer (on September 12, 2022) from the Typical Section – 4 (TS-4) standards governing urban collector roadways. The Design Exception provides for an alternate Typical Section standard for the facility, in lieu of the Type TS-4 Typical Section standards required pursuant to the Transportation Technical Manual (TTM). The requested changes include utilization of 10-foot-wide multi-purpose pathways in lieu of the 5-foot-wide sidewalks and 7-foot-wide buffered bicycle facilities required pursuant to TS-4. Conditions governing the use of the Typical Section are contained hereinabove.

If PD 24-0676 is approved, the County Engineer will approve the Design Exception.

**DESIGN EXCEPTION #2 – LINCOLN RD. TURN LANE LENGTH**

The applicant’s Engineer of Record (EOR) submitted a Design Exception (dated May 22, 2024) which was found approvable by the County Engineer (on September 12, 2022) from the turn lane length requirements for the proposed northbound to westbound turn lane on Lincoln Rd. onto the existing Old Big Bend Rd. frontage road. This Design Exception will allow the developer to construct a +/- 100-foot-long turn lane between the intersections of Lincoln Rd. and Big Bend Rd. and Lincoln Rd. and Old Big Bend Rd. Staff notes that this turn lane is a temporary improvement. The ultimate buildout of area infrastructure envisions the realignment of Old Big Bend Rd. north (such that a standard length turn lane can be provided in the future).

If PD 24-0676 is approved, the County Engineer will approve the Design Exception.

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

Level of Service (LOS) information for adjacent roadway sections is reported below. Old Big Bend Rd. and Simmons Rd. are not included in the LOS report. As such, no data for these facilities could be provided.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Big Bend Rd.	I-75 N Ramp	US 301	D	F

Source: Hillsborough County 2020 Level of Service Report.





<b>Unincorporated Hillsborough County Special Use Consistency Review</b>	
<b>Hearing Date:</b> July 22, 2024  <b>Report Prepared:</b> July 11, 2024	<b>Case Number:</b> PD 24-0676  <b>Folio(s):</b> 77567.0000 & 77568.0000  <b>General Location:</b> North of Old Big Bend Road, east of the Interstate 75/Big Bend Road Interchange and west of North Simmons Road
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Urban Mixed Use-20 (20 du/ga; 1.0 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	Gibsonton, Riverview & SouthShore Areawide Systems
<b>Rezoning Request</b>	Planned Development (PD) to allow three self-storage facilities.
<b>Parcel Size</b>	4.78 ± acres
<b>Street Functional Classification</b>	Old Big Bend Road – <b>Local</b> Interstate 75 – <b>State Principal Arterial</b> Big Bend Road – <b>County Arterial</b> North Simmons Road – <b>Local</b>
<b>Commercial Locational Criteria</b>	Not applicable

<b>Evacuation Area</b>	D
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<b>Table 1: COMPARISON OF SURROUNDING PROPERTIES</b>			
<b>Vicinity</b>	<b>Future Land Use Designation</b>	<b>Zoning</b>	<b>Existing Land Use</b>
<b>Subject Property</b>	Urban Mixed Use-20	ASC-1 + AS-1	Vacant Land + Single Family Residential
<b>North</b>	Public/Quasi-Public + Suburban Mixed Use-6	ASC-1 + RSC-2 + RSC-3 + AR	Single Family Residential + Public/Quasi-Public/ Institutions
<b>South</b>	Urban Mixed Use-20 + Suburban Mixed Use-6	AR + CG + PD	Vacant Land + Multi-Family Residential + Single Family Residential + Public/Quasi-Public/Institutions
<b>East</b>	Urban Mixed Use-20 + Residential-6 + Office Commercial-20	PD + ASC-1 + RSC-2	Agricultural + Single Family Residential + Vacant Land + Public/Quasi-Public/Institutions
<b>West</b>	Public/Quasi-Public + Natural Preservation	AR + PD	Public/Quasi-Public/Institutions + Educational + Agricultural

**Staff Analysis of Goals, Objectives and Policies:**

The 4.78 ± acre subject site is located north of Old Big Bend Road, east of the Interstate 75/Big Bend Road Interchange and west of North Simmons Road. The site is in the Urban Service Area and is located within the Gibsonton, Riverview and SouthShore Areawide Systems Community Plans. The applicant is requesting a Planned Development (PD) to allow three self-storage facilities.

The site is in the Urban Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the County’s growth is to be directed. Policy 1.4 requires all new development to be compatible with the surrounding area, noting that “compatibility does not mean “the same as” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” The site currently has vacant land and single-family uses. There are single-family uses directly north of the site. The Vance V. Vogel Park is also north and south. Agriculture uses are to the east across Simmons

Road. Across Old Big Bend Road and Big Bend Road is vacant land, agriculture, single-family uses and St. Joseph's Hospital South. The three proposed self-storage facilities is compatible with the surrounding area and meets Objective 1 and Policy 1.4.

FLUE Objective 7, FLUE Objective 8 and each of their respective policies establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each Future Land Use category. The character of each land use category is defined by building type, residential density, functional use and the physical composition of the land. The integration of these factors set the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive but are intended to be illustrative of the character of uses within the land use designation. Appendix A contains a description of the character and intent permitted in each of the Future Land use categories. The site is in the Urban Mixed Use-20 (UMU-20) Future Land Use category. The UMU-20 category allows for the consideration of residential, regional scale commercial uses such as a mall, office and business park uses, research corporate park uses, light industrial, multi-purpose and clustered residential and/or mixed use projects at appropriate locations. Per the revised request, uploaded into Optix on May 22, 2024, the proposal is to allow 163,400 square feet of self-storage uses, at a Floor Area Ratio (FAR) of 0.69, which is under the maximum intensity of 1.0 FAR that is considered for the UMU-20 Future Land Use category, therefore, it meets the intent of FLUE Objective 7, FLUE Objective 8 and each of their respective policies.

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

The proposal meets the intent of FLUE Objective 16 and its accompanying policies 16.1, 16.2, 16.3, 16.5 and 16.10 that require new development to be compatible to the surrounding neighborhood. Goal 12 and Objective 12-1 of the Community Design Component (CDC) of the FLUE require new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. In this case, the surrounding land use pattern is of mixed use but comprised mostly of Public/Quasi-Public/Institutions uses, vacant land and agriculture.

The site is within the limits of the Gibsonton, Riverview and SouthShore Areawide Systems Community Plans. Within the Riverview Community Plan, the property is on the border of the Residential district and the Mixed-Use district. Under Goal 2 of the Plan, the Residential district seeks to encourage attractive residential development that complements the surrounding character and promotes housing diversity. The Mixed-Use district seeks to focus and direct development toward walkable mixed-use town center locations throughout the community while respecting existing land use. The property is also very close to the Highway 301 Corridor, which seeks to provide a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival. Goal 7 of the same plan is to encourage economic development by supporting local business while attracting a variety of new uses and services, particularly high technology businesses. The proposed three self-storage facilities would be complementary to the mix of uses in the surrounding area and would support residential uses in the area; therefore, it meets the intent of the Riverview Community Plan, as well as Goal 2 of the Transportation Objective of the SouthShore Areawide Systems Community Plan, which seeks to coordinate transportation planning and greenway trails planning, right-of-way and corridor protection whenever possible and/or feasible to accommodate future development. Per the revised request, uploaded into Optix on May 22, 2024, the development entitlements will be constructed in one phase with a single access to Simmons Road. Access to Simmons Road in the future will be closed and the

shared access connection to the north will be completed when the property to the north is rezoned and is required to provide shared access to the Project. The roadway network to serve the project is proposed to be developed in phases in conjunction with development of the properties adjacent to the property.

Overall, staff finds that the proposed use is an allowable use in the UMU-20 category, is compatible with the existing development pattern found within the surrounding area and does support the vision of the Gibsonton, Riverview and SouthShore Areawide Systems Community Plans. The proposed Planned Development allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

### **Recommendation**

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

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

#### **FUTURE LAND USE ELEMENT**

##### ***Urban Service Area***

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

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

##### ***Land Use Categories***

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

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

## **Relationship to Land Development Regulations**

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

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

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

## **Neighborhood/Community Development**

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

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

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

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

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

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

## **Community Design Component (CDC)**

### **5.0 NEIGHBORHOOD LEVEL DESIGN**

#### **5.1 COMPATIBILITY**

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

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

## **7.0 SITE DESIGN**

### **7.1 DEVELOPMENT PATTERN**

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

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

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

## **LIVABLE COMMUNITIES ELEMENT: RIVERVIEW COMMUNITY PLAN**

### **IV. Goals**

**Goal 2 Reflect the vision of Riverview using the Riverview District Concept Map. The Riverview District Concept Map will illustrate the unique qualities and land uses related to distinct geographic areas identified as "districts".**

The following specific districts are incorporated into the Riverview District Concept Map. Require future development and redevelopment to comply with the adopted Riverview District Concept Map.

1. **Hwy 301 Corridor** - Provide a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival.
2. **Downtown** - Focus and direct mixed-use development to create an aesthetically pleasing and pedestrian-friendly downtown.
3. **Riverfront** - Recognize the historical, environmental, scenic, and recreational value of the Alafia River.
4. **Mixed Use** - Focus and direct development toward walkable mixed-use town center locations throughout the community while respecting existing land use.
5. **Residential** - Encourage attractive residential development that complements the surrounding character and promotes housing diversity.
6. **Industrial** - Attract employment centers and desirable industry with appropriate infrastructure in areas without conflicting with surrounding land use.
7. **Open Space** - Build upon the county owned Boyette Scrub lands by acquiring lands from willing sellers.

**Goal 7 Encourage economic development by supporting local business while attracting a variety of new uses and services, particularly high technology businesses.**

- Provide incentives for the redevelopment of commercial structures to enhance building facades, signage, landscaping, general buffering and access management.
- Promote the benefits of high accessibility to urban areas via major highway system.

## **LIVABLE COMMUNITIES ELEMENT: SOUTHSHORE AREAWIDE SYSTEMS COMMUNITY PLAN**

### **Transportation Objective**

*The communities within the SouthShore Areawide Systems Plan boundary desire to be served by a balanced transportation system. A thoughtfully planned system of roadways accommodates existing automobile traffic, supports strategically placed activity centers, connected by efficient public transit and is designed to connect to a rapid transit system. Community groups actively participate in planning transportation facilities, resulting in a harmonious integration of roads and communities. People living here have mobility choices; they can safely walk, bicycle, drive a car, and take the bus or rail transit. The whole array of transportation options is designed to be user-friendly with sidewalks, bike lanes, and tree-shaded environments everywhere.*

#### **The community desires to:**

- *Identify, where appropriate, “co-location” of greenways and corridor coexistence is achievable.*
- *Preserve current and future rights-of-way to meet existing and future transportation system needs while accommodating pedestrian traffic (i.e. sidewalks, trails and bike paths). These preserved corridors should be acquired, as development is planned or occurs, supplementing the established system of acquiring right-of-way during project implementation.*

**Goal 2. Coordination** - *Coordinate transportation planning and greenway trails planning, right-of-way and corridor protection whenever possible and/or feasible to accommodate future development. In order to protect the rights-of-way needed to implement the Countywide Corridor plan map and to avoid encroachment into such rights-of-way by buildings, parking areas and other types of developments, acquiring the needed rights-of-way in advance of development is necessary.*

- Support the provision of adequate space for alternative modes of transportation such as bikeways, and sidewalks along appropriate transportation corridors.*
- Support the review of new development to determine if the development is within or adjacent to rights-of-way identified on the map to ensure adequate space is available for alternative modes.*

# HILLSBOROUGH COUNTY FUTURE LAND USE

## RZ PD 24-0676

- Rezonings  
STATUS
- APPROVED
  - CONTINUED
  - DENIED
  - WITHDRAWN
  - PENDING

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

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

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The information on this map is for informational purposes only. It is intended that the City-County Planning Commission. ACCURACY: It is intended that the information on this map is for informational purposes only. It is intended that the information on this map is for informational purposes only. For the most current data and information, visit the appropriate source.



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