

PD Modification Application: MM 25-0071

Zoning Hearing Master Date: March 24, 2025

BOCC Land Use Meeting Date: May 13, 2025



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Mark Bentley, Esp., B.C.S., AICP

FLU Category: CMU-12

Service Area: Urban

Site Acreage: 9.85

Community
Plan Area: Riverview

Overlay: None



Introduction Summary:

PD 99-0735 was approved in 1999 to allow a two-phase development. Phase one was to include a dry boat storage facility and a recreational vehicle storage area. Phase two was to include a 70 room, 35,000 square foot hotel/motel. The property has remained undeveloped.

The applicant is requesting modifications to the list of entitlement of the development by removing the recreational vehicle storage area and the 1,300 SF residence/office/retail store for boat and recreational vehicle maintenance. The hotel entitlements are to be increase from a 70-room hotel to a 240-room hotel. The phasing aspect of the development is also to be removed.

Existing Approval(s):	Proposed Modification(s):
Entitlements: <ul style="list-style-type: none">- 159-space dry boat storage facility- 100-space recreational vehicle storage area- 1,300 SF residence/office/retail store for boat and recreational vehicle maintenance- 70-room, 35,000 SF hotel	Entitlements: <ul style="list-style-type: none">- 120-space, 17,000 sf Marina/dry dock- 90,000 sf Mini-warehouse- 240-room, 120,000 SF hotel
<ul style="list-style-type: none">- Two-phases	<ul style="list-style-type: none">- No phasing

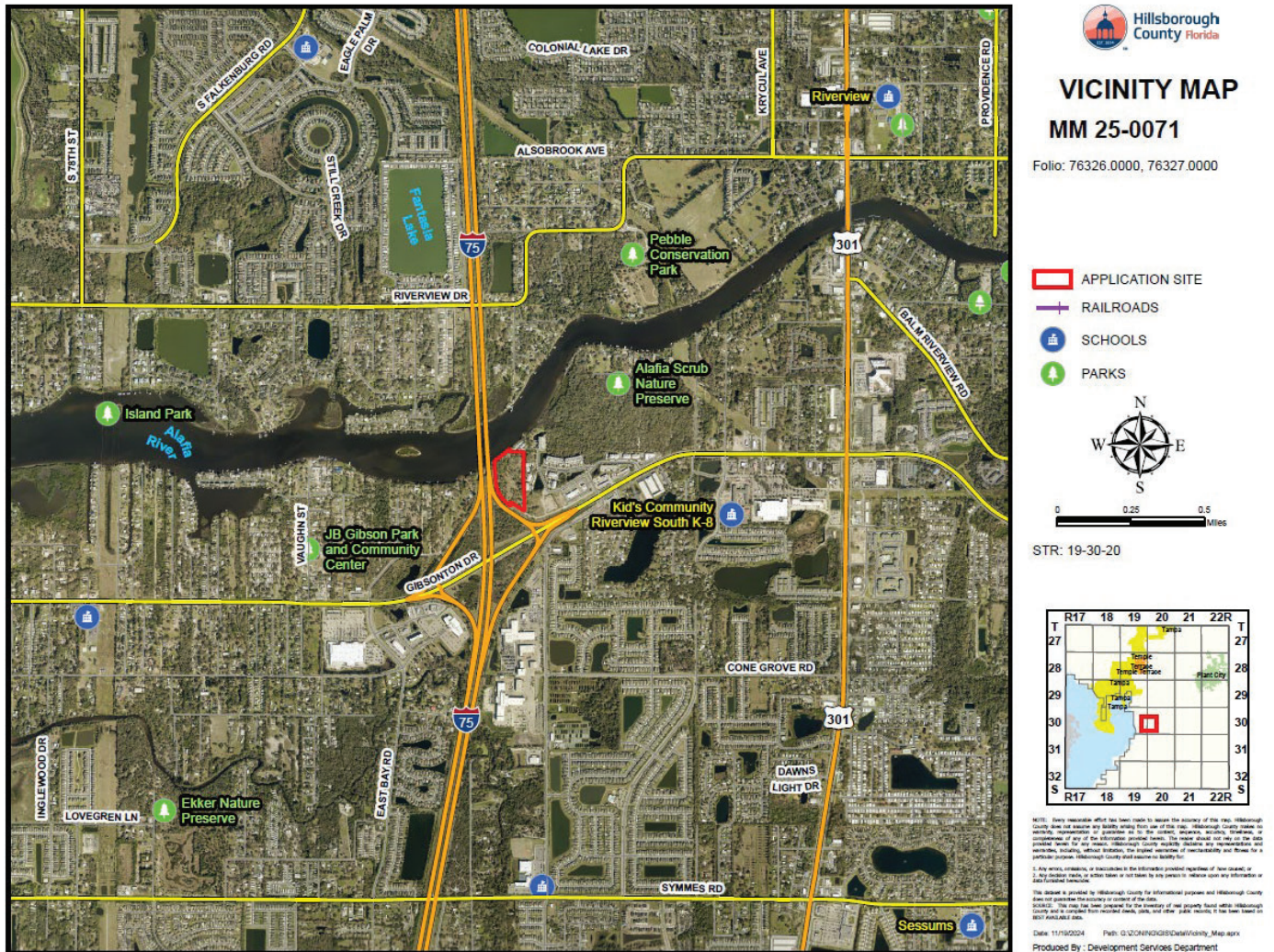
Additional Information:

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

Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
--	---

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

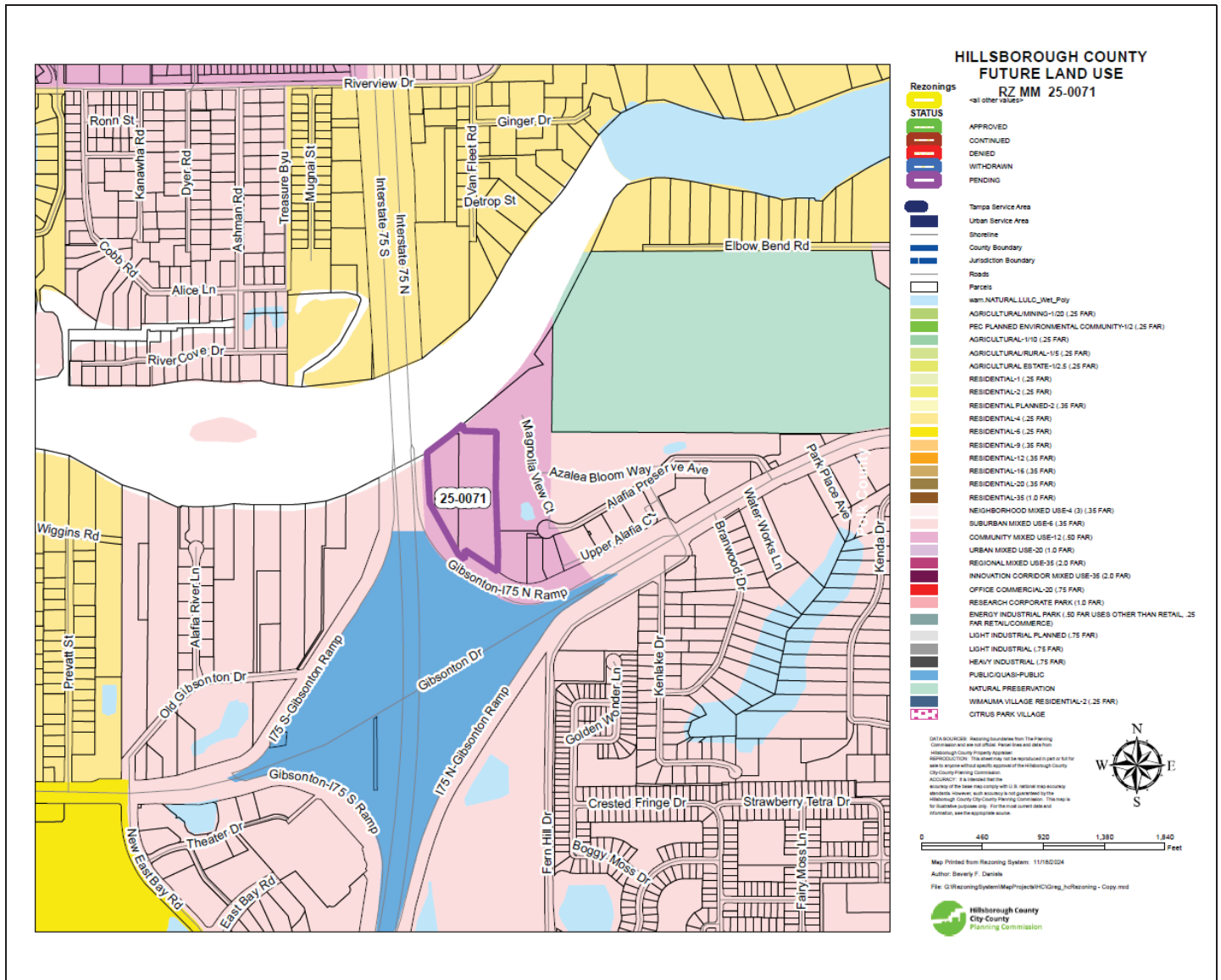


Context of Surrounding Area:

The subject property is located within the Urban Service Area and within the Riverview Community Plan Area. The surrounding area consists of multi-family residential and commercial neighborhood uses to the east, commercial general and single-family to the south, and low density single-family to the west. To the north, the property is adjacent to the Alafia River. The property fronts Highway 75 to the west and Gibsonton Drive to the south.

2.0 LAND USE MAP SET AND SUMMARY DATA

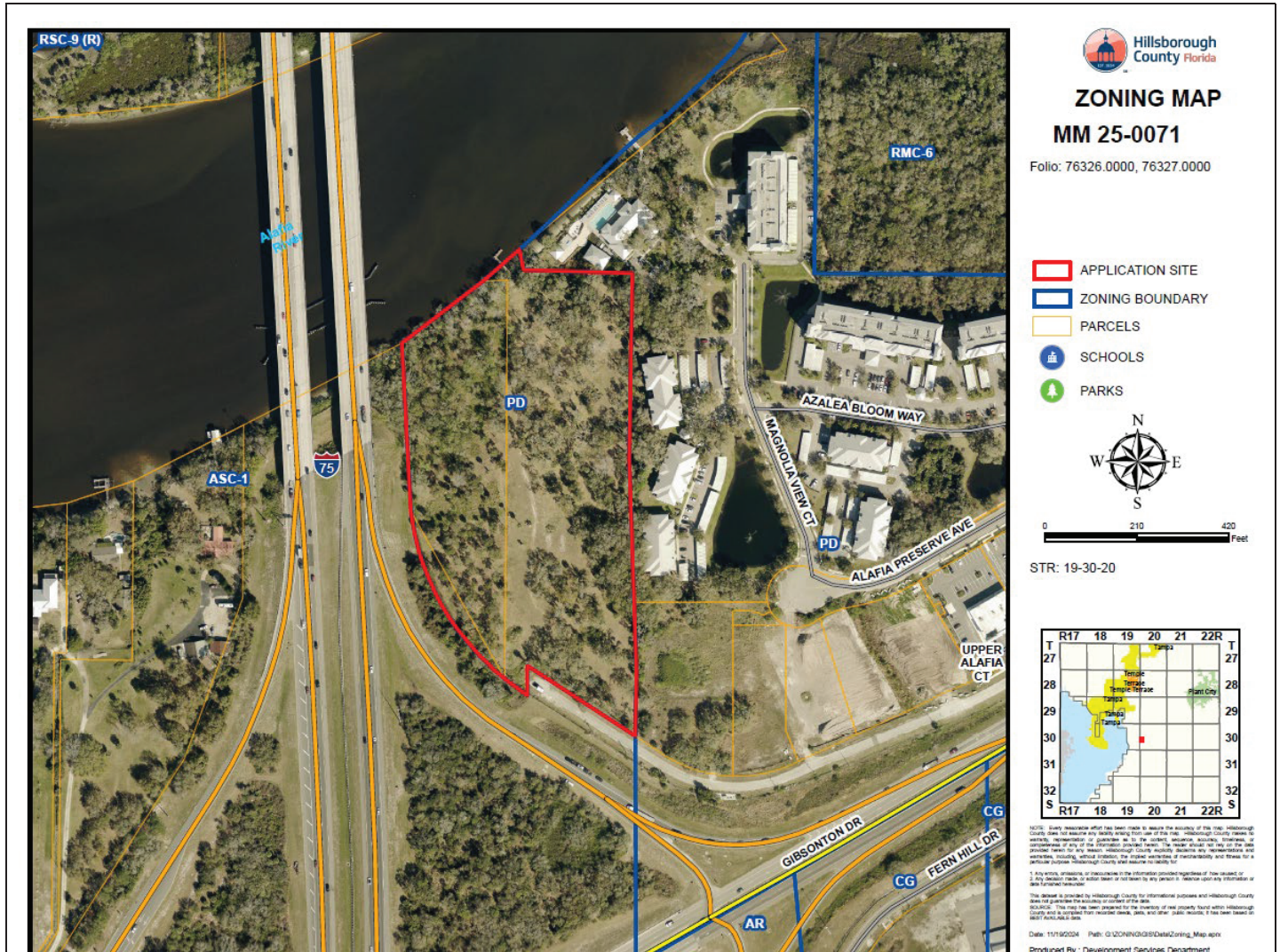
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Community Mixed Use-12 (CMU-12)
Maximum Density/F.A.R.:	12.0 DU per acre / 0.5 FAR
Typical Uses:	Agricultural, residential, commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

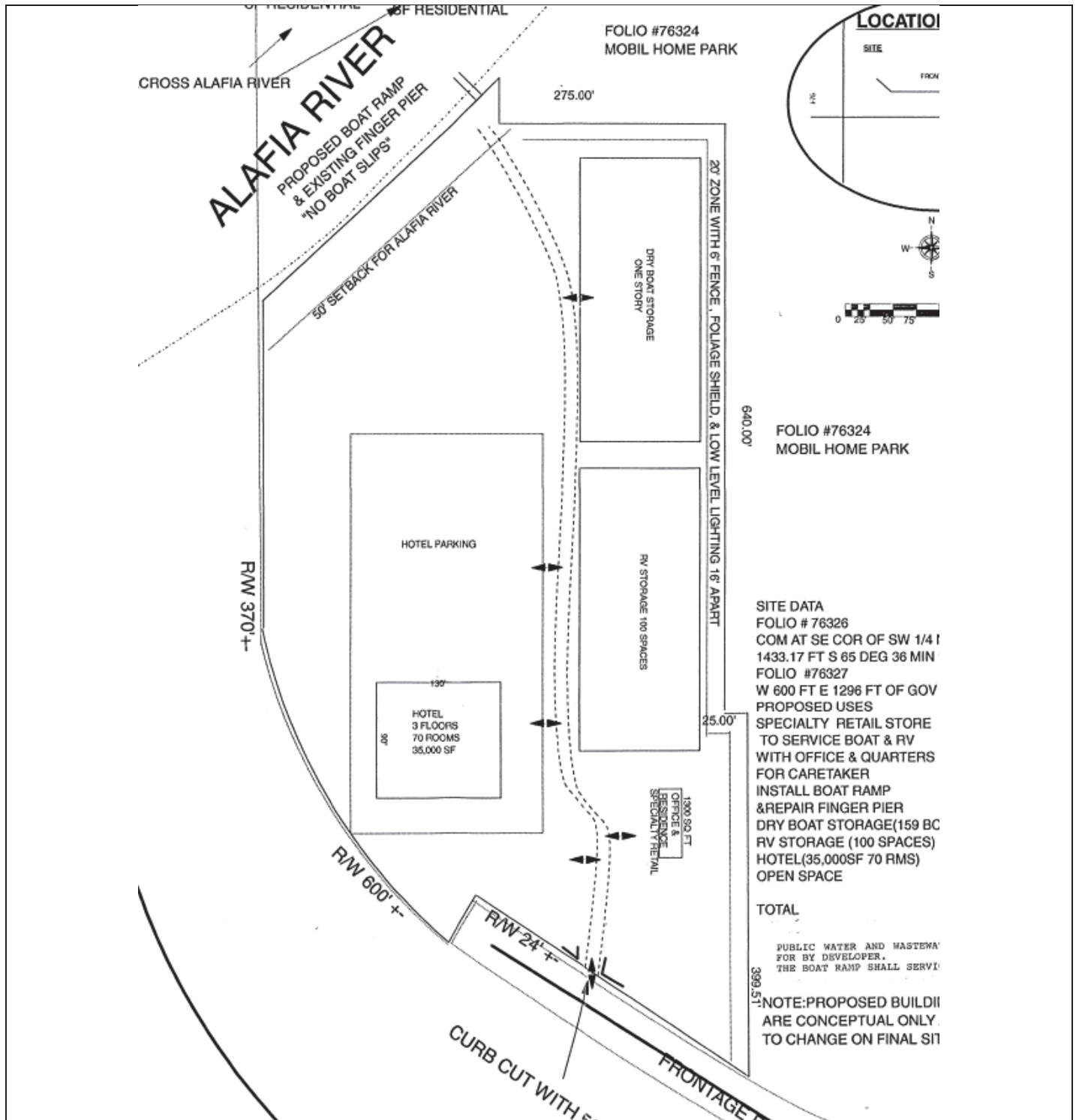


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 06-0848	11.6 DU per acre / .38 FAR	Multi-family, CN uses, BPO uses, hotel	Multi-family residential, Alafia River
South	ASC-1	1 DU per acre	Single-Family Conventional / Agriculture	Undeveloped/Highway intersection
East	PD 06-0848	11.6 DU per acre / .38 FAR	Multi-family, CN uses, BPO uses, hotel	Multi-family residential
West	ASC-1	1 DU per acre	Single-Family Conventional / Agriculture	Single-Family Conventional, Interstate 75

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



APPLICATION NUMBER: MM 25-0071

ZHM HEARING DATE: March 24, 2025

BOCC LUM MEETING DATE: May 13, 2025

Case Reviewer: Jared Follin

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

Road Name	Classification	Current Conditions	Select Future Improvements
Upper Alafia Ct.	FDOT Frontage Road - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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 (Removal/Rerouting)
Alafia Preserve Ave.	Currently Private Local Urban (To Be Public)	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" 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 - TBD
Fern Hill Dr. Ext.	Currently Private Local Urban (To Be Public)	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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 - TBD

Project Trip Generation ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	985	47	78
Proposed	2,597	129	187
Difference (+/-)	(+) 1,612	(+) 82	(+) 109

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

Connectivity and Cross Access ☐ Not applicable for this request

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

Design Exception/Administrative Variance ☒ Not applicable for this request

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

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	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input checked="" type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input 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	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees <div> <div> Self-Storage/Mini-Warehouse (Per 1,000 s.f.) Mobility: \$725 Fire: \$32 </div> <div> Marina (per berth mobility) (per 1,000 s.f. fire) Mobility: \$2,528 Fire: \$313 </div> <div> Hotel (Per room mobility/parks) (Per 1,000 s.f. fire) Mobility: \$725 Parks: \$1,327 Fire: \$313 </div> <div> Hotel (All Suites) (Per room mobility/parks) (Per 1,000 s.f. fire) Mobility: \$725 Parks: \$1,327 Fire: \$313 </div> </div>				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Proposed modifications to the existing PD include modifying the permitted entitlements and the layout of the site plan. The phasing aspect of the development is also proposed to be removed. The hotel entitlement is proposed to be modified to increase the number of rooms from 70 rooms or 35,000 square feet to 240 rooms or 120,000 square feet. The recreational vehicle storage area has been replaced with mini-warehouse use and the dry boat storage use has been changed to allow a marina/dry dock.

The subject site is located along Highway 75, near the intersection with Gibsonton Drive. The site is adjacent to PD 06-0848 which permits a mixture of uses including multi-family, CN uses, BPO uses, and a hotel. The hotel use was added to the PD through MM 23-0414 and is proposed adjacent to the southeast from the subject property. The site is also adjacent to existing multi-family structures to the east, with a club house adjacent to the north. Multi-family buildings are 2 to 5 stories in height. To ensure compatibility with the adjacent development, a 20' buffer yard with Type B screening is proposed along the eastern property line, adjacent to the existing multi-family. The permitted maximum height of the hotel use is 75 feet, but the development will be required to adhere to 2:1 setback requirement, described in LDC Section 6.01.00.

Due to the subject property's location along Highway 75 and the measures taken to protect the adjacent multi-family, the proposed modifications to the entitlements of the PD are not foreseen to cause negative impacts to the surrounding area and find the proposed development compatible with the surrounding area.

5.2 Recommendation

Based on the above considerations, staff finds the proposed Major Modification, subject to the conditions, approvable.

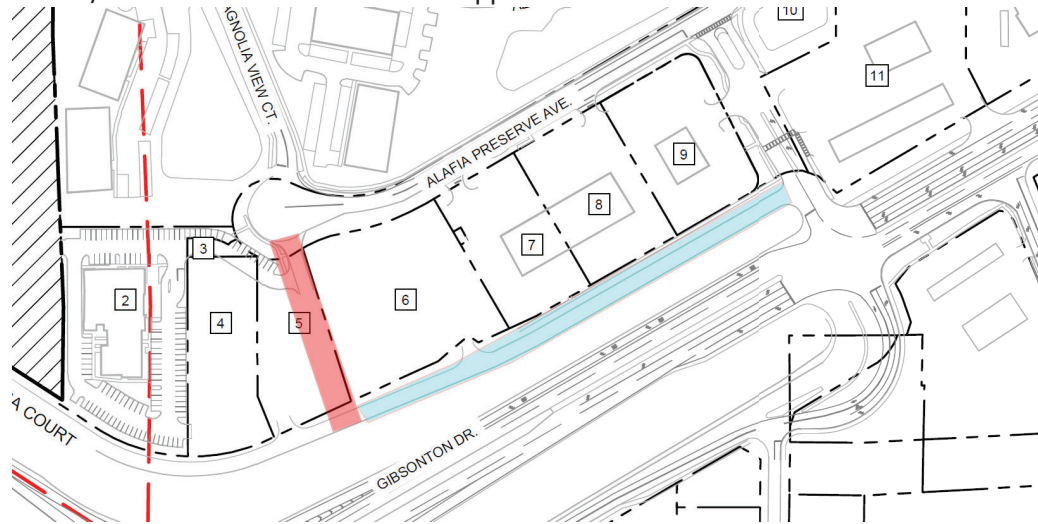
6.0 PROPOSED CONDITIONS

Requirements Prior to Certification:

1. Prior to PD Site Plan Certification, the developer shall revise the Site Plan to:

- a. On Page 1 of 2:

- i. Add shading/cross-hatching to distinctly display the two areas shown in the image below. The red areas shall be labeled as "Offsite Roadway Improvement Area – See Conditions of Approval". The blue area shall be labeled as "Upper Alafia Court – To be Closed/Removed – See Conditions of Approval."
- ii. Add a label to intersection of Fern Hill Dr. and Upper Alafia Court as "Connection to Be Closed/Removed – See Conditions of Approval."



- b. On Page 2 of 2:

- i. Delete Note 14. Staff notes that Upper Alafia Court, to which this project is accessing is owned and under the permitting authority of the Florida Department of Transportation (FDOT). As such, substandard road improvements do not apply to this facility. Any substandard road improvements necessary for Alafia Preserve Ave. and/or Fern Hill Dr. are being determined as a part of the roadway review and right-of-way dedication process described in the staff report.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted January 28th, 2025.

1. Development shall be limited to ~~the following uses:~~ 90,000 square feet of mini-warehouse (self-storage) use, 17,000 square foot (120 slips) of Marina/Dry Dock use, and 120,000 square foot (240 rooms) of hotel use.

1.1 Phase I – boat ramp, a maximum 159 space dry boat storage facility, a maximum 100 space recreational vehicle storage area, a 1,300 square foot combination residence/office/retail store for boat and recreational vehicle maintenance.

1.2 Phase II – maximum 70 room, 35,000 square foot hotel/room

- 2 Development shall be generally located within the envelope shown on the site plan. Development standards shall be as indicated in the General Site Development Plan and as follows: ~~those of the Commercial Intensive (CI) zoning district except for the maximum floor area ratio (FAR) which shall be 0.50.~~

2.1 Overall non-residential uses

2.1.1 Minimum front yard – 30 feet

- 2.1.2 Minimum side yard (east) – 30 feet at a building height of 20 feet or less; additional setback of 2 feet for every 1 foot over 20 feet to be provided in addition to the minimum 30-foot setback.
- 2.1.3 Minimum side yard (west) – 20 feet
- 2.1.4 Minimum rear yard (north) – 30 feet at a building height of 20 feet or less; additional setback of 2 feet for every 1 foot over 20 feet to be provided in addition to the minimum 30-foot setback.
- 2.1.5 Max Floor Area Ratio (FAR) – 0.50

2.2 Max Building Height

- 2.2.1 Hotel – 75 feet (2:1 setback)
- 2.2.2 Mini-warehouse / Marina: 55 feet (2:1 setback)

- 3 ~~Buffering and screening shall be provided in accordance with the Land Development Code Section 6.06.05 as depicted on the general site plan.~~
- 4 Lighting within the project shall be of a low-projection non-glare type, designed to produce a minimum of illumination beyond project boundaries.
- 5 ~~The project access shall be in the general vicinity of the access point shown on the site plan. The general design and location of the access points with currently maintained roads shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code. The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department. Final design, if approved by the Hillsborough County Planning and Growth Management Department, may include, but not be limited to, left turn lanes, acceleration lanes(s) and deceleration lane(s). Project access and cross shall be as generally shown on the PD site plan. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, there shall be a minimum of one (1) vehicular and pedestrian access to Upper Alafia Court. Any additional connections and the location/design of all connections shall be subject to the review and approval of the Florida Department of Transportation (FDOT).~~
- 6 ~~Prior to Construction Site Plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of left turn storage needed to serve development traffic. If warranted by the results of the transportation analysis, and as determined by Hillsborough County, the developer shall provide, at his expense, left turn storage lanes of sufficient length to accommodate anticipated left turning traffic, (for eastbound to northbound traffic), onto Frontage Road, from Gibsonton Road. The design and construction of this left turn lane shall be approved by the Hillsborough County Planning and Growth Management Department and by the Florida Department of Transportation as applicable. All roadway construction for said left turn land shall be completed with proper transitions from the widened section to the existing pavement or concurrent with the initial increment of development, the developer shall:~~
 - 6.1 Construct a roadway meeting Transportation Technical Manual (TS-3) non-residential subtype standards within the 54-foot-wide public right-of-way within adjacent PD 23-0414, to connect the Upper Alafia Court (Old Gibsonton Rd.) frontage road with Alafia Preserve Ave. The general location of this improvements is shown/labeled on PD Sheet 1 of 2 as the “Offsite Roadway Improvement Area”;
 - 6.2 Remove those existing portions of the Upper Alafia Court (Old Gibsonton Rd.) frontage road between the “Offsite Roadway Improvements Area” and Fern Hill Dr. The general limits of this area are shown/labeled on PD Sheet 1 of 2;

6.3 Close and remove the existing connection of Upper Alafia Court (Old Gibsonton Rd.) frontage road with Fern Hill Dr. Closure of this connection shall occur simultaneously with the new connection referenced in condition 6.1., above. This shall include extending the curbing and sidewalk along the west side of Fern Hill Dr. south to Gibsonton Dr. and restoring the sod; and,

6.4 Conduct an updated transportation analysis with additional turning movement count data at the access of folio 76343.1012 Fern Hill Dr. This analysis should examine:

6.4.1 The 95% percentile queue spill back from to the southbound approach of the Fern Hill Dr. and Gibsonton Dr. intersection;

6.4.2 Sufficiency of available queue within the substandard northbound to westbound left turn lane on Fern Hill Dr. into the above referenced folio;

6.4.3 The effects that closure or modification of median opening would on the adjacent have on uses within folio 763464.0000 and at the intersection of Alafia Preserve Ave. and Fern Hill Dr.;

6.4.4 Whether modification of the 4-way stop control condition at the intersection of Alafia Preserve Ave. and Fern Hill Dr. is appropriate in light of the above.

This analysis will be used by the County used to determine whether closure or other modification of the median opening between Gibsonton Dr. and Alafia Preserve Ave. is necessary, the type of stop control modification which may be appropriate at the intersection of Fern Hill Dr. and Alafia Preserve Ave., and whether any other site access improvements are appropriate or needed related to this issue. The developer shall construct any modifications/improvements as may be required by the County as a result of the study.

7. Notwithstanding anything on the Site Plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
8. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
79. Public water and wastewater service shall be utilized. The developer shall pay all costs for service delivery.
810. Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, and ordinances of Hillsborough County.
9. ~~Prior to final zoning approval by the Board of County Commissioners, the developer shall provide a letter from the State of Florida Department of Community Affairs or its designee indicating that the project is not found to be a Development of Regional Impact as defined under Chapter 380 of the Florida Statutes.~~
1011. The boat ramp shall be generally located on the General Site Plan and shall be utilized in conjunction with the ~~dry storage facility~~ marina (dry dock) only. No public access to the boat ramp shall be permitted. Approval of the General Site Plan shall not be ~~constructed~~ considered as approval to construct said boat ramp. Approval for placement and construction of the facility shall be obtained from the Tampa Port Authority, the Hillsborough County Environmental Protection Commission, the Southwest Florida Water Management District and/or the U.S. Army Corps of Engineers as applicable.

- ~~11. Within ninety days of approval of RZ 99-0735-GR by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Growth Management Department a revised General Development Plan for certification reflecting all the conditions outlined above.~~
12. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of the development order/permit does not constitute development orders or permits to allow issuance of such development orders or permits.
13. 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.
14. 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.
15. 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).
16. 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.
17. 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. This statement should be identified as a condition of the rezoning.
18. The requested Planned Development (PD) identifies potential development within 100 feet of the Alafia River. No disturbance to native trees measuring 5" DBH and larger within this area is to occur unless justified in accordance to the provisions of Section 4.01.06.A.6 of the Land Development Code. Adequate justification for this disturbance must be provided to remove this agency's objections.
19. 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.
20. 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.

21. 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.
22. 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.
23. 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:

J. Brian Grady

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

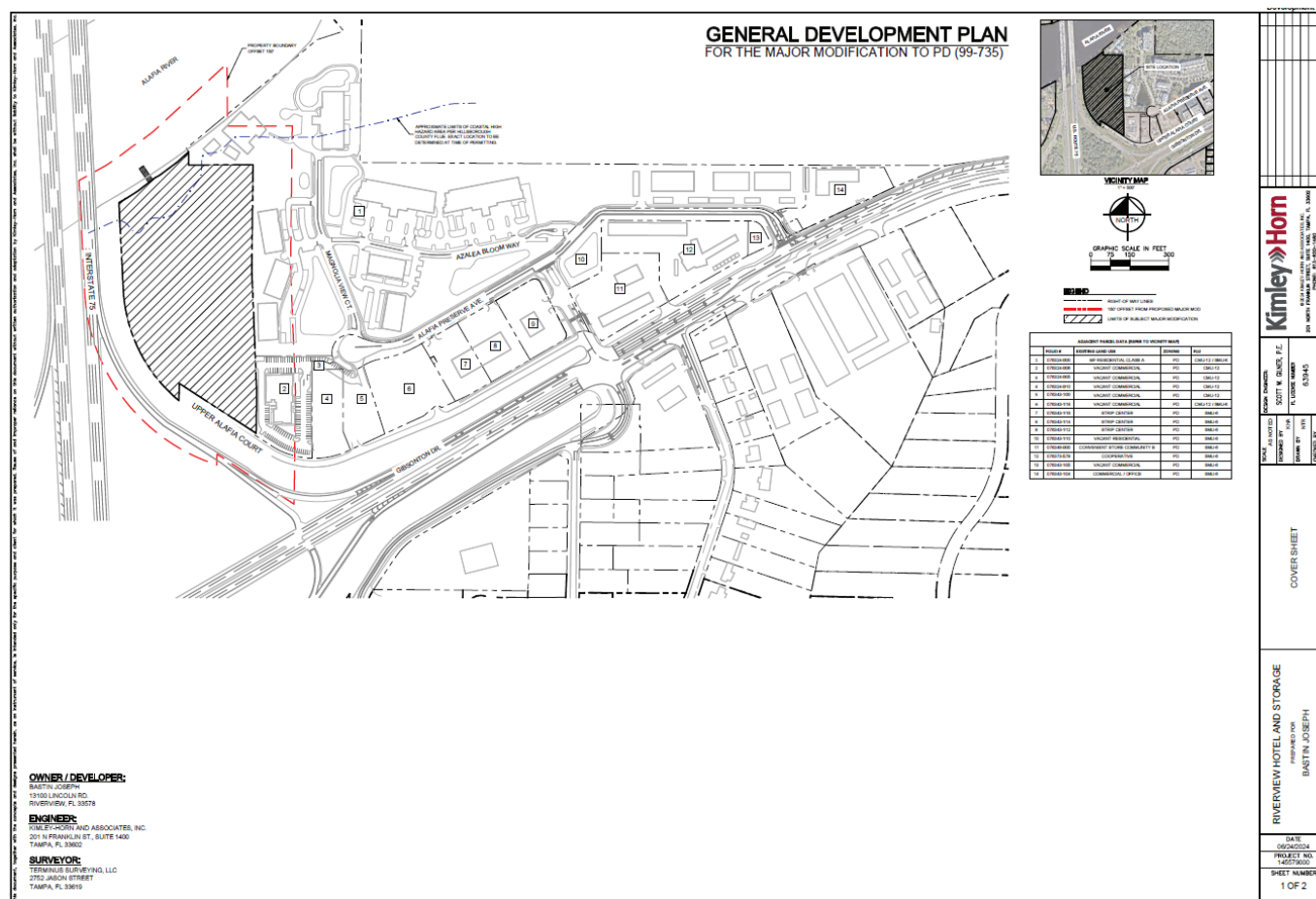
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are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

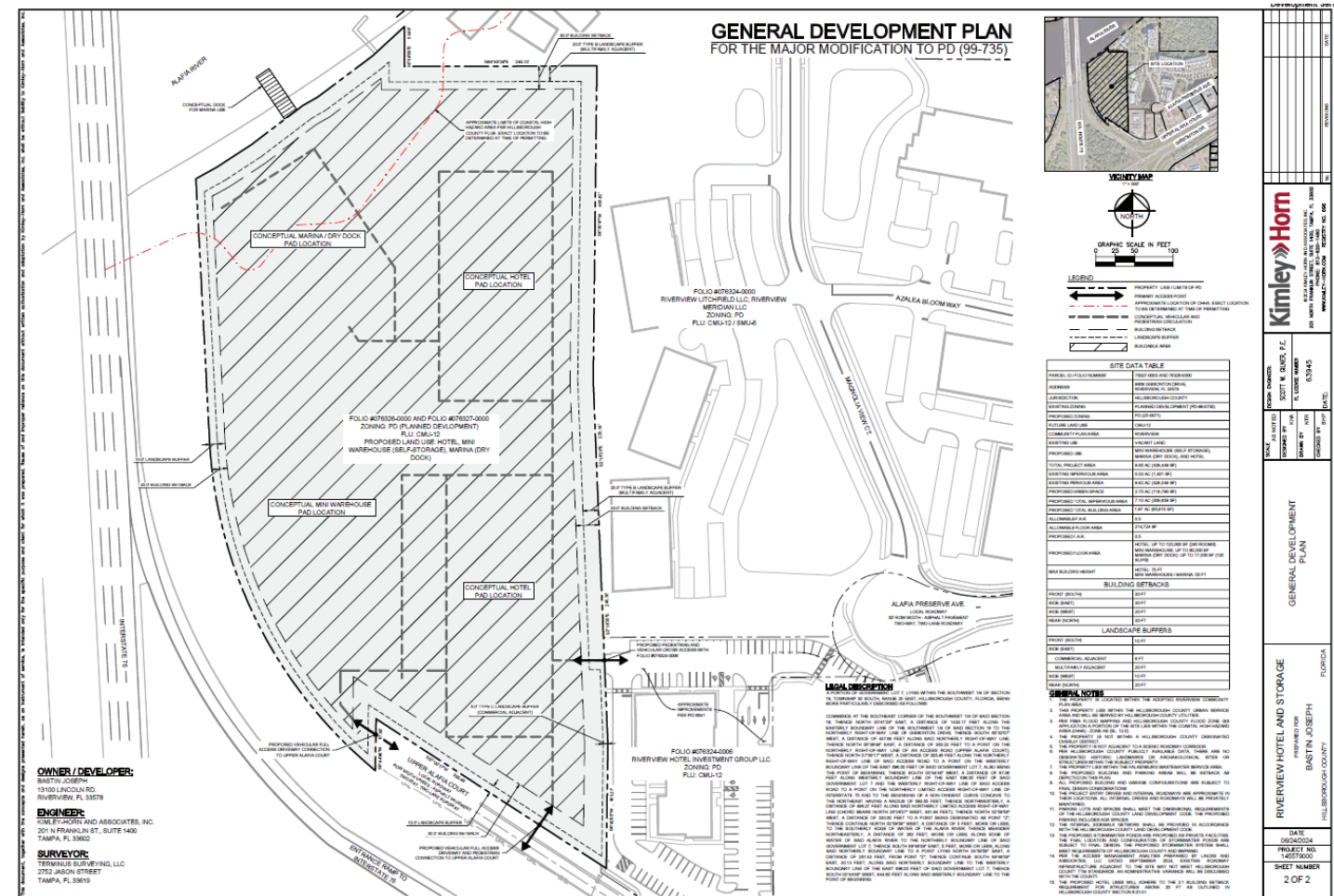
N/A

8.1 Approved Site Plan (Full)

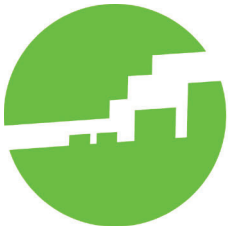
8.2 Proposed Site Plan (Page 1)



8.2 Proposed Site Plan (Page 2)



9.0 FULL TRANSPORTATION REPORT (see following pages)



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: March 24, 2025 Report Prepared: March 13, 2025	Case Number: MM 25-0071 Folio(s): 76326.0000 & 76327.0000 General Location: North of Gibsonton Drive and east of Interstate 75
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Community Mixed Use-12 (12 du/ga;0.50 FAR)
Service Area	Urban
Community Plan(s)	Riverview + SouthShore Areawide Systems
Rezoning Request	Major Modification (MM) to Planned Development (PD) 99-0735 to allow a mini self-storage warehouse, a marina and a hotel
Parcel Size	9.85 ± acres
Street Functional Classification	Gibsonton Drive – County Arterial Interstate 75 – State Principal Arterial
Commercial Locational Criteria	Meets
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Community Mixed Use-12	PD	Vacant Land
North	Residential-4	ASC-1	Multi-Family Residential + Single-Family Residential
South	Suburban Mixed Use-6 + Public/Quasi-Public	ASC-1 + AR + PD	Heavy Commercial + Single Family Residential
East	Community Mixed Use-12 + Suburban Mixed Use-6	PD	Multi-Family Residential + Vacant Land + Light Commercial
West	Suburban Mixed Use-6 + Residential-4	ASC-1 + PD	Single Family Residential + Light Commercial + Vacant Land

Staff Analysis of Goals, Objectives and Policies:

The 9.85 ± acre subject site is located north of Gibsonton Drive and east of Interstate-75. The subject site is in the Urban Service Area and is within the limits of the Riverview and SouthShore Areawide Systems Community Plans. The subject site's Future Land Use classification is Community Mixed Use-12 (CMU-12). The applicant is requesting a Major Modification to Planned Development (PD) 99-0735 to allow a mini self-storage warehouse, a marina and a hotel.

The existing zoning of the property is PD, which was for a two phased development that consisted of a 159-space dry boat storage facility, 100 space recreational vehicle storage, 1,300 square feet combination residence/office/retail store for boat and recreational vehicle maintenance, and a 70 room – 35,000 square foot hotel/motel. Currently, the property is vacant, and the proposed uses are for a mini warehouse (self-storage), marina (dry dock), and a hotel. The height limitation for the proposed mini-warehouse and dry boat storage is 55 feet and 75 feet for the proposed hotel.

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 subject site currently has vacant land. Vacant land is also to the southeast and southwest. Single-family uses are to the north across the Alafia River, west across Interstate 75 and southeast across Gibsonton Drive. Multi-Family uses are directly east of the subject site. Light and heavy commercial are to the south as well. The proposal meets the intent of Objective 1 and Policy 1.4.

Per Objective 8, Future Land Use categories outline the maximum level of intensity or density and range of permitted land uses allowed in each category. Appendix A contains a description of the character and intent permitted in each of the Future Land use categories. The site is in the Community Mixed Use-12 (CMU-12) Future Land Use category. The CMU-12 Future Land Use category allows for the consideration of residential, community scale retail commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects at appropriate locations. Non-residential land uses must be compatible with residential uses through established techniques of transition or by restricting the location of incompatible uses. As the language states above, residential, commercial, multi-purpose and mixed-use projects are allowed within these categories. The proposal meets Objective 8.

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 site is in the Coastal High Hazard Area (CHHA). FLUE Objective 10 states that development orders shall not be issued unless development is suitable for the physical conditions of the land, including, but not limited to, topographical and soil conditions, and development mitigates those adverse impacts that it creates upon the physical conditions of the land that may affect the health, safety and/or welfare of the people who live and work within those particular areas. Development proposals within the CHHA shall provide adequate data during the site plan review process to assess the impacts of the proposed development upon existing infrastructure within the Coastal High Hazard Area and level of service standards established for shelter capacity and clearance times according to FLUE Policy 10.11.

The proposal meets the intent of FLUE Objective 16 and its accompanying policies 16.2 and 16.3 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 comprised of mixed uses, therefore, the proposed residential use will complement the surrounding area. According to the revised request and site plan, which was uploaded into Optix on January 28, 2025, the project will meet the 2:1 setback requirement for the property to the east and no variations are being requested. The total Floor Area Ratio (FAR) shall not exceed 0.5 FAR for the site. The setbacks are shown on the site plan as 30 feet for the north, south, and east and 20 feet for the west. Access to the property is proposed from Upper Alafia Court and Alafia Preserve Avenue. The overall development will be designed in accordance with the PD conditions & Hillsborough County standards. FLUE Policy 16.2 states that 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. The proposal meets the intent of FLUE Objective 16 and its accompanying policies.

The site is within the limits of the Riverview and SouthShore Areawide Systems Community Plans. The proposal meets the intent of both plans. Goal 2 of the Riverview Community Plan reflects the vision of Riverview using the Riverview District Concept Map. The Riverview District Concept Map illustrates the unique qualities and land uses related to distinct geographic areas identified as “districts.” The subject site is in the Riverfront district which recognizes the historical, environmental, scenic and recreational value of the Alafia River. Goal 8 of the plan is to enhance the Alafia River’s recreational and economic opportunities particularly non-motorized access. A strategy under the goal is to increase recreational

opportunities such as boating, waterskiing and fishing along the Alafia River in areas designated in the public access master plan. The marina would help support this goal and strategy. Goal 2 of the Transportation Objective of the SouthShore Areawide Systems Community Plan is to support alternative modes of transportation. The applicant noted in the revised request that 4-foot bike lanes and 5-foot sidewalks are proposed. It also meets Goal 1, 3 and 4 of the Cultural/Historical Objective and Goal 1 of the Economic Development Objective of the SouthShore Areawide Systems. The proposal includes a mini self-storage warehouse, a marina and hotel. The mixed-use project will complement the surrounding community and area; therefore, the subject site is consistent with both the Riverview and SouthShore Areawide Systems Community Plans outlined in the Livable Communities Element.

Overall, staff finds that the proposed use is an allowable use in the CMU-12 category, is compatible with the existing development pattern found within the surrounding area and does support the vision of the Riverview and Southshore Areawide Systems Community Plans. The proposed Major Modification would 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 Major Modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions proposed by the Development Services Department.

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 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)

4.3 COMMERCIAL CHARACTER

GOAL 9: Evaluate the creation of commercial design standards in a scale and design that complements the character of the community.

Policy 9-1.2: Avoid “strip development patterns for commercial uses.

Land Use Sustainability

Objective 10: Development orders shall not be issued unless development is suitable for the physical conditions of the land, including, but not limited to, topographical and soil conditions, and development mitigates those adverse impacts that it creates upon the physical conditions of the land that may affect the health, safety and/or welfare of the people who live and work within those particular areas.

Policy 10.11: Development proposals within the CHHA shall provide adequate data during the site plan review process to assess the impacts of the proposed development upon existing infrastructure within the Coastal High Hazard Area and level of service standards established for shelter capacity and clearance times.

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

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". (see Figure 10)

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.

3. Riverfront – Recognize the historical, environmental, scenic and recreational value of the Alafia River

Goal 8 Enhance the Alafia River's recreational and economic opportunities particularly non-motorized access.

- Increase recreational opportunities such as boating, waterskiing and fishing along the Alafia River in areas designated in the public access master plan.

LIVABLE COMMUNITIES ELEMENT: SOUTHSORE AREAWIDE SYSTEMS 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.
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.
- a. Support the provision of adequate space for alternative modes of transportation such as bikeways, and sidewalks along appropriate transportation corridors.
 - b. 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.

Cultural/Historical Objective

The SouthShore region of Hillsborough County supports a diverse population with people living in unique communities, interspersed with farms, natural areas, open spaces and greenways that preserve and enhance the natural and cultural heritage.

The Community Desires to:

1. Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.
 - a. Employ an integrated, inclusive approach to sustainable growth and development that is well planned to maintain the cultural and historic heritage and unique agricultural and archaeological resources of SouthShore.
3. Enhance community capacity and retain the unique character of communities in SouthShore.

- b. Recognize the diversity of language and culture in SouthShore as a community asset and resource.*
- 4. Maintain housing opportunities for all income groups.*
 - a. Explore and implement development incentives throughout SouthShore that will increase the housing opportunities for all income groups, consistent with and furthering the goals, objectives and policies within the Comprehensive Plan Housing Element.*

Economic Development Objective

The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.

The community desires to pursue economic development activities in the following areas:

1. Land Use/ Transportation

- a) Analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)*
- b) Recognize preferred development patterns as described in individual community plans and implement the communities' desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.*
- c) Utilize the Hillsborough County Competitive Sites Program to identify potential competitive sites (e.g. SouthShore Park DRI).*
- d) Analyze potential new economic sites,(e.g. Port Redwing) based on development*
- e) Support the potential Ferry Study and auxiliary services around Port Redwing*
- f) Utilize Hillsborough County Post Disaster Redevelopment Plan*

HILLSBOROUGH COUNTY
FUTURE LAND USE

RZ MM 25-0071

<all other values>

Rezonings

STATUS

APPROVED
CONTINUED
DENIED
WITHDRAWN
PENDING

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

wam NATURAL/LULC_Wet_Poly
AGRICULTURAL/MINING-1/20 (.25 FAR)
PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)

AGRICULTURAL-1/10 (.25 FAR)

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

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

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

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)

OFFICE COMMERCIAL-20 (.75 FAR)

RESEARCH CORPORATE PARK (1.0 FAR)

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

LIGHT INDUSTRIAL PLANNED (.75 FAR)

LIGHT INDUSTRIAL (.75 FAR)

HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASI-PUBLIC

NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



Map Printed from Rezoning System: 11/18/2024

Author: Beverly F. Daniels

File: G:\Rezoning\System\MapProject\Hillsborough\hillsborough - copy.mxd

