

PD Modification Application: MM 25-0136**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: Karmen Domres

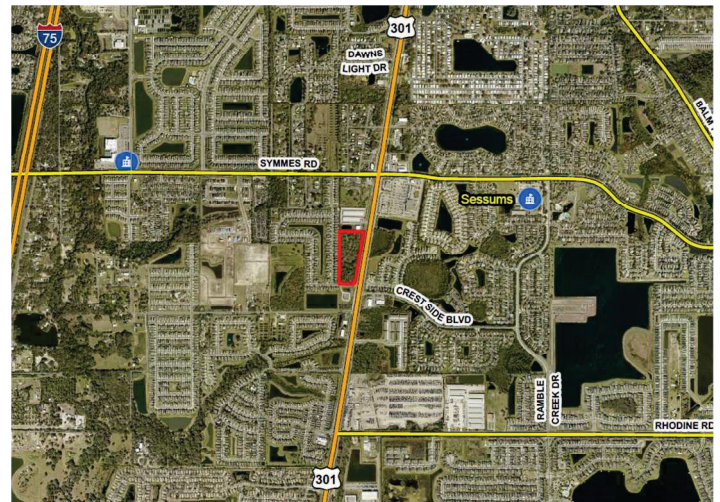
FLU
Category: SMU-6 (Suburban Mixed Use – 6)

Service Area: Urban

Site Acreage: 8.60

Community
Plan Area: Riverview

Overlay: None

**Introduction Summary**

The subject site is located within PD 10-0137 (as most recently modified by PRS 15-0691), which is approved for three development parcels (A, B and C). The applicant is requesting a modification to Pocket B of PD 10-0137, which would one of two existing options and create a third development option. The resulting modification would allow for up to 50,000 square feet (SF) of limited Commercial General uses and up to 150,000 SF of mini warehouse as new uses. The request also proposes a reduction in allowable BPO uses. Pocket A, to the immediate north is developed for mini warehouse and office, and Pocket C, to the south, is developed as a TECO electric utility facility.

Existing Approvals	Proposed Modifications
Parcel B Option 1: 101,674 SF of BPO uses	Allow up to 50,000 SF of CG uses (restricted).*
	Reduce allowable BPO use to 75,000 SF.*
	Allow up to 150,000 SF of mini warehouse use as a new, third, option
Parcel B Option 2: 258 Bed Community Residential Home	No change
Two access points on US 301.	Increase the number of access points on US 301 to three.
The maximum setback from US 301 is 100 feet.	The 100-foot maximum setback from US 301 would not apply to Parcel B.
Screening along the western boundary requires a six-foot-tall solid wall.	Parcel B would be required to have a six-foot-tall PVC fence in addition to the buffering and screening requirements of the LDC.

*Parcel B would be allowed a mix of permitted uses but would be limited to the trip cap proposed by the applicant and a 25% FAR.

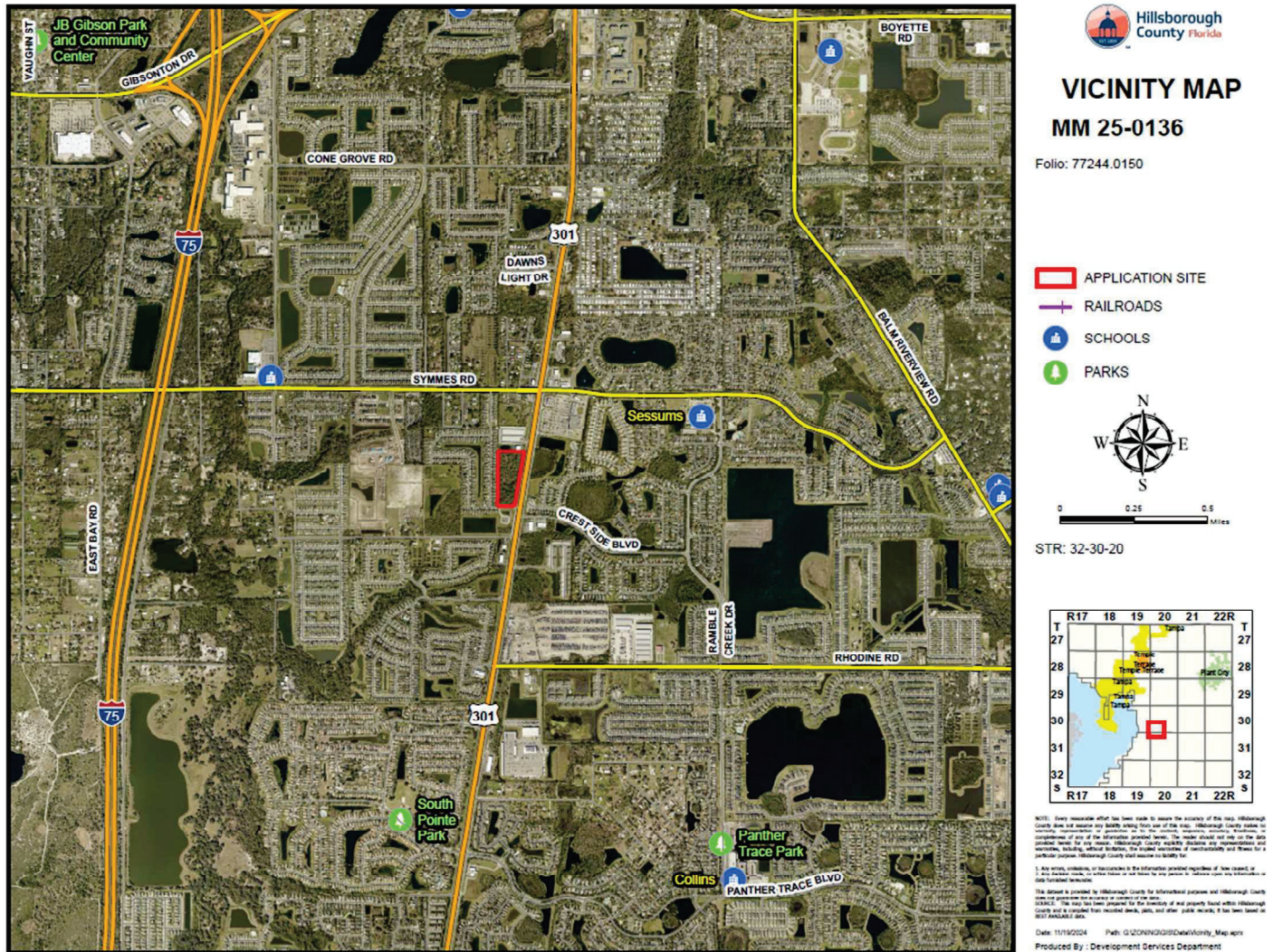
Additional Information

PD Variations	None
Waivers to the Land Development Code	None

Planning Commission Recommendation Inconsistent	Development Services Recommendation Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

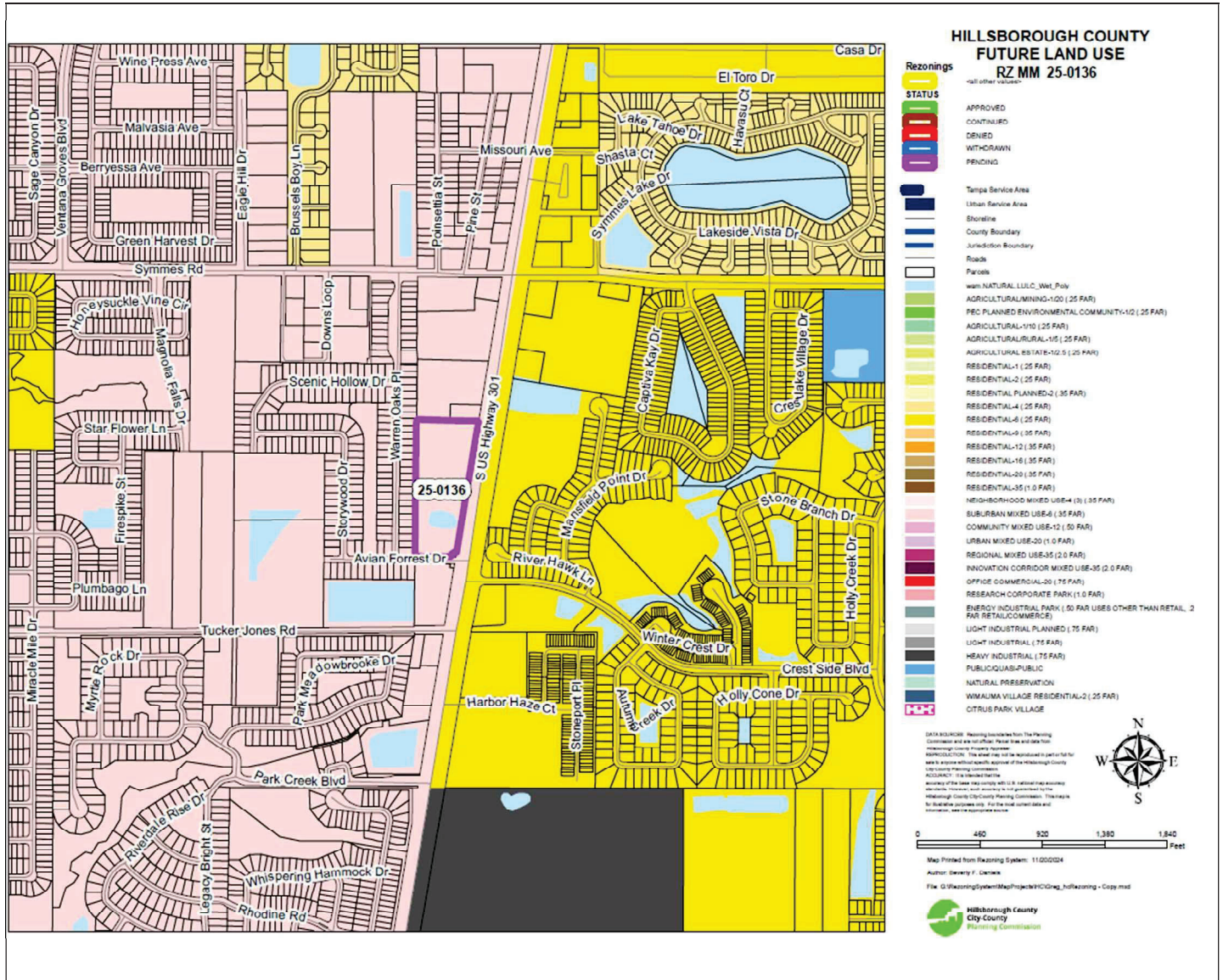


Context of Surrounding Area:

The subject property is in Riverview along the western boundary of the S US Highway 301 Right-of-Way and approximately one-quarter mile south of Symmes Road. The predominant development pattern in the area consists of single-family and retail use. The abutting properties to the north are developed for medical office and mini warehouse use, the property to the south is developed for utility use; each of these abutting properties are part of the same PD as the subject property. The properties to the east of S US Highway 301 and immediately to the west are developed for single-family use.

2.0 LAND USE MAP SET AND SUMMARY DATA

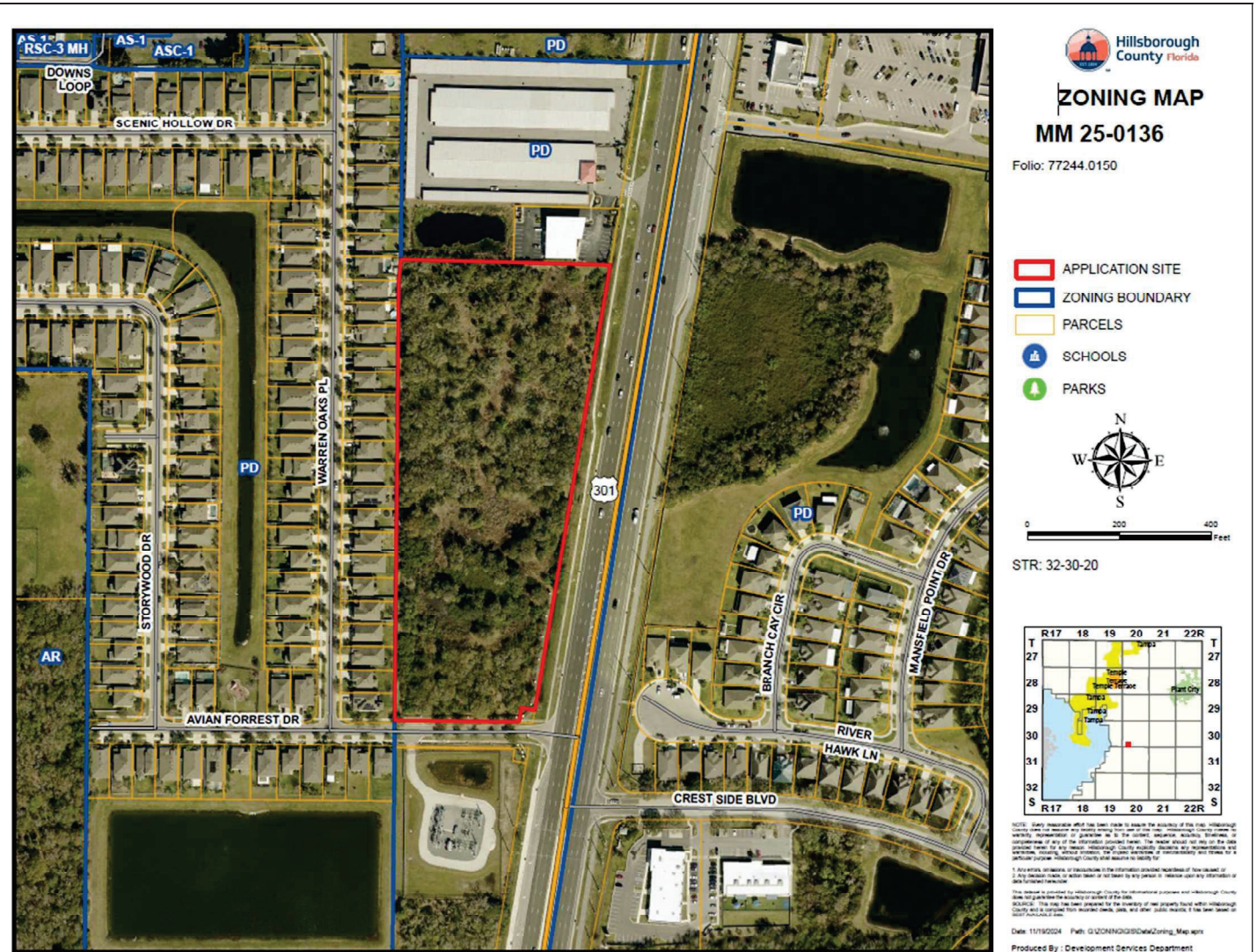
2.2 Future Land Use Map



Subject Site Future Land Use Category	SMU -6
Maximum Density/FAR	6 units per acre Max FAR: 0.25 – 0.50
Typical Uses	Agricultural, residential, neighborhood commercial, office, research corporate park, light industrial multi-purpose, clustered residential, and mixed use.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

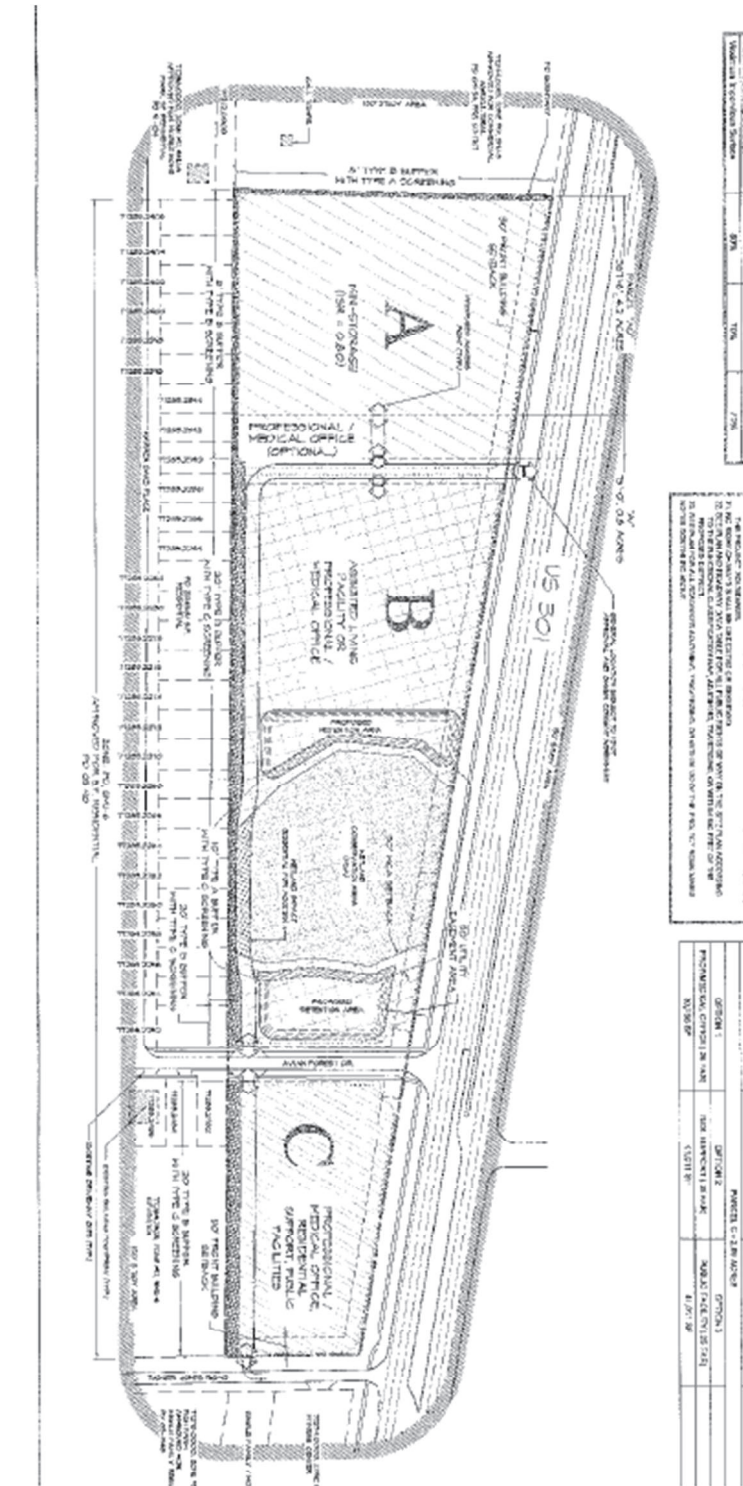


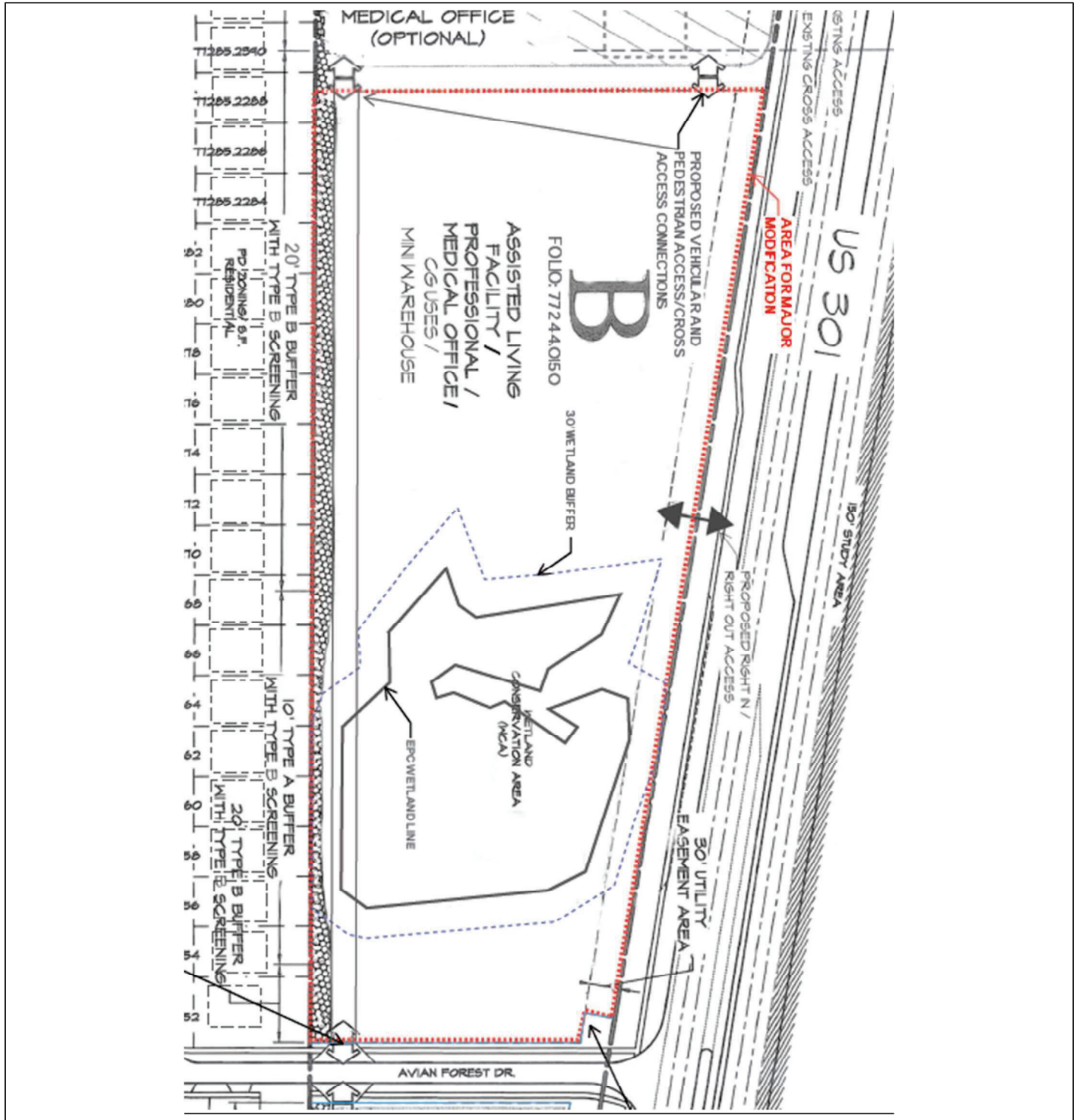
Adjacent Zonings and Uses

Location	Zoning	Maximum Density/FAR Permitted by Zoning District	Allowable Use	Existing Use
North	PD 10-0137 (Parcel A)	NA/FAR: 0.50	Mini Warehouse, Professional & Medical Office	Mini Warehouse & Medical Office
South	PD 10-0137 (Parcel C)	NA/ BPO FAR: 0.26/Other: 0.35	Business & Professional Office, Residential Support, Public Facility	Electric Utility Facility
East	PD 00-0047	6 units per acre/NA	Single-family & Multi-family	Single-family, Conventional
West	PD 13-0121	6 units per acre/NA	Single-family, Conventional	Single-family, Conventional

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)



2.0 LAND USE MAP SET AND SUMMARY DATA**2.5 Proposed Site Plan** (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)

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

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
US 301	FDOT Principal Arterial - Urban	6 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 type="checkbox"/> Other
Avian Forrest Dr.	County Local - Urban	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 type="checkbox"/> Other
Tucker Jones 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 type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	5,298	432	566
Proposed	5,845	518	463
Difference (+/-)	(+) 547	(+) 86	(-) 103

*Trips reported are based on gross 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		Choose an item.	None	Meets LDC
South		Pedestrian & Vehicular	None	Meets LDC
East	X	Pedestrian & Vehicular	None	Meets LDC
West		Choose an item.	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.
	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	
Environmental Services	<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	
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 & Environmental Lands Management	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input 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 type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report
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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees				
Comprehensive Plan	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input 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**

Staff finds the development pattern in the area is trending from rural to commercial along this area of US 301. Additionally, staff finds that the proposed development standards, restricted uses, requirements within the LDC that are not being waived or varied, the scale of the development will be limited due to the amount and location of wetlands on the project site, an access road that will create the additional separation between the building envelop and the residential properties to the west, and the architectural enhancements required for Mini Warehouse use will adequately mitigate the impacts to the neighboring properties; therefore, Staff finds the proposed modification compatible with the zoning and development pattern in the area.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Prior to site plan certification, applicant shall revise the general site plan to:

1. Add a footnote to the bottom of the "Proposed Development Option Table" and "Project Data Table" which is tied to all Parcel B uses and states "Subject to a trip generation cap – see conditions of approval."
2. Remove the "10' Type A Buffer with Type B Screen" call-out that is located west of the wetland conservation area and fill in the bank buffer area to match the pattern shown in the other areas of the buffer.
3. Revise the Project Data Table FAR for Parcel B to include a 0.25 maximum for the CG and BPO uses.

Approval: Approval of the request, subject to the conditions listed below, is based on the general site plan submitted May 21, 2015 January 30, 2025.

1. The project is approved for the following uses:

Parcel A:

Option 1: 91,346-square-foot Mini-Warehouse Facility (0.50 FAR) and 8,712 square feet of BPO uses (0.25 FAR)

Parcel B:

Option 1: A mix of the allowable CG and BPO uses may be applied for Parcel B, but the total GFA is limited to a 0.25 cumulative FAR and the following maximum square footages. Additionally, Parcel B uses shall be further restricted to by a cap on maximum allowable trip generation described in Condition 2 herein.

50,000 square feet of CG uses (0.132 FAR) excluding vehicle sales, minor and major auto repair, gas stations, and recyclable material recovery.

101,674-75,000 square feet of BPO uses (0.25-0.20 FAR); or

Option 2: 258-bed Community Residential Home or a Nursing, Convalescent and Extended Care Facilities; or

Option 3: 150,000 square feet of mini warehouse facility (0.40 FAR).

Parcel C:

30,256 square feet of BPO uses (0.26 FAR)

41,011 square feet of Residential Support Uses (0.35 FAR)

41,011 square feet of Public Facility Uses (0.35 FAR)

Prohibited uses

The following uses shall not be permitted within Parcels A and C:

- Vehicle ~~s~~ales and ~~r~~epairRepair,
- eConvenience ~~s~~tores,
- fast ~~f~~ood ~~r~~estaurants (either with or without drive through windows), .
- banks (either with or without drive through windows), except as referenced herein.

2. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, No development shall be permitted within Parcel B that causes cumulative Parcel B development to exceed 4,207 gross average daily trips, 401 gross a.m. peak hour trips, or 297 gross p.m. peak hour trips. Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within Parcel B. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date

the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if not Project Identification number exists a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

3. Restaurants with drive-through facilities are prohibited within the western 200 feet of Parcel B. This restriction applies to parking, drive-through aisles, grease traps, dumpster enclosures and all other activities associated with a restaurant with drive-through facility use.

2.4. The project is subject to the following development standards, unless otherwise referenced herein:

- Maximum height: 35 feet
- Maximum Floor Area Ratio (FAR): 35 percent
- Maximum impervious: 70 percent
80 percent (Parcel A)
- Maximum building setback adjacent to U.S. Hwy 301: 100 feet (excluding Parcel B)

5. The following requirements shall apply to all building facades of the Mini Warehouse building within Parcel B.

5.1 The building footprint shall have a horizontal shift of 2' minimum building articulation for a length of greater than 10% of wall length (refer to General Development Plan building footprint).

5.2 At least 15% of the horizontal length of each façade shall be comprised of the following design features; windows, shutters, transoms, awnings, doors, recessed entryways, porticos and/or pilasters. These design features may be functional, or "faux" and purely cosmetic in design. Horizontal banding and other predominately horizontal elements shall not contribute towards satisfaction of this requirement.

5.3 Decorative shutters, if provided, shall be made of wood, metal or copolymer material and shall not be scored into the stucco.

5.4 Building facades shall be clad in cement stucco bands, stucco, wood or vinyl slats, metal panels, metal siding or brick. Exterior finish materials may only be combined horizontally, with the visually heavier material below the lighter material. The relative visual weight of materials shall be in the following order (heaviest to lightest); stone, brick, stucco, metal, wood or vinyl slats.

~~3.6.~~ Storm water ponds shall not be designed in such a manner that would require (hard surface) retaining walls, excluding Parcels A and B.

4.7. The following activities shall be prohibited between the hour of 10:00 p.m. and 6:00 a.m. Monday through Friday and from 10:00 p.m. and 8:00 a.m. on Saturday and Sunday: Deliveries, loading and unloading (external to the building), power sweeping/parking lot cleaning, trimming of landscaping and dumpster loading/unloading. Trucks may be unloaded from internal docking bays at any time. Overnight parking of delivery vehicles with running engines, generators or refrigeration systems shall be prohibited during the hours specified.

5.8. In addition to Land Development Code (LDC) buffering and screening regulations, a 6-foot-high, solid wall or PVC fence for Parcel B shall be required along the entire western property boundary of the Planned Development, excluding the western boundary of Parcel A. A 20-foot buffer may be permitted along the western property boundary adjacent to Parcels B and C. Buffering and screening for Parcel A shall be as shown on the plan. ~~A 10-foot buffer may be permitted.~~ The 20-foot buffer in Parcel B may be reduced where adjacent to the western portion of the wetland conservation area along the western property boundary if a to accommodate internal circulation requirements. ~~road is permitted.~~

- ~~6-9.~~ All primary building entrances within Pockets A and B shall connect to the sidewalk within US 301 right-of-way via a minimum 5-foot--wide sidewalk. Within Pocket C, a minimum 5-foot--wide sidewalk connection shall connect primary building entrance(s) with the existing sidewalks within the US 301 and Avian Forrest Dr. rights-of-way and the sidewalk to be constructed along the Tucker Jones Rd. right-of-way. Pedestrian connections to facilities within the Tucker Jones Rd. and US 301 rights-of-way shall be permitted anywhere along the project's frontages.
- ~~7-10.~~ The applicant may be permitted up to ~~two~~ three vehicular access points on US 301. The general design and location of the access point(s) shall be regulated by FDOT and the Hillsborough County Access Management regulations.
- ~~8-11.~~ The applicant may be permitted one access point on Tucker Jones Road. Full access may be considered however, signage should be placed at the access to reflect that Tucker Jones Road is a "dead-end" road having no outlet and is to be used for local traffic only. The final design and location of the access point shall be regulated by the Hillsborough County Access Management regulations.
- ~~9-12.~~ The developer shall meet with Public Works staff to determine a methodology for a detailed transportation analysis, which shall be submitted prior to or concurrent with each site/construction plan review. This analysis will be used to determine any required site access improvements or other mitigation which may be required.
- ~~10-13.~~ The developer shall construct a minimum 5-foot--wide sidewalk along the entirety of its Tucker Jones Rd. frontage.
- ~~11-14.~~ As Tucker Jones Rd. is a substandard roadway, the developer shall be required to bring that portion of the roadway along its project frontage up to current County standards, unless otherwise approved through the Public Works Design Exception Process.
- ~~12-15.~~ Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission 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. The construction and location of any proposed wetland impacts/crossings are not approved by this correspondence, but shall be reviewed by EPC staff under separate cover pursuant to Chapter 1-11, Wetlands, Rules of the EPC, to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- ~~13-16.~~ The acreage of the wetland areas and associated wetland setbacks may result in the applicant's inability to construct the project as envisioned and it may be necessary to reduce the scope of the project and/or redesign the parcel configurations, cross access points, roadway network, and infra-structure layout to avoid wetland and wetland setback impacts. The proposed site plan indicates an impact to the wetland in the center of the site for the purpose of an internal cross access roadway. Also, a wetland area in the northwest corner of the property is not shown on the site plan. Development of the northwest corner of Parcel A and the internal roadway may need to be eliminated or reduced to comport with Chapter 1-11, Wetlands, Rules of the EPC.
- ~~14-17.~~ 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.
- ~~15-18.~~ The 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, regulations, and ordinances of Hillsborough County.

16-19. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

Major Modification 25-0136 shall also be subject to the following conditions.

20. 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.

21. 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 conditions 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. The proposed cross-access must be designed and located to minimize impacts to the wetland conservation area setback.

22. 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.

23. 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.

24. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code 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.

25. 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.

26. 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.

27. A wetland delineation by EPC staff determined that wetlands exist onsite. Wetland surveys have been reviewed by EPC and expire on November 17, 2025. The submitted plans accurately depict the approved wetland lines for the project area. The wetland 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).

28. 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.

20-29. 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

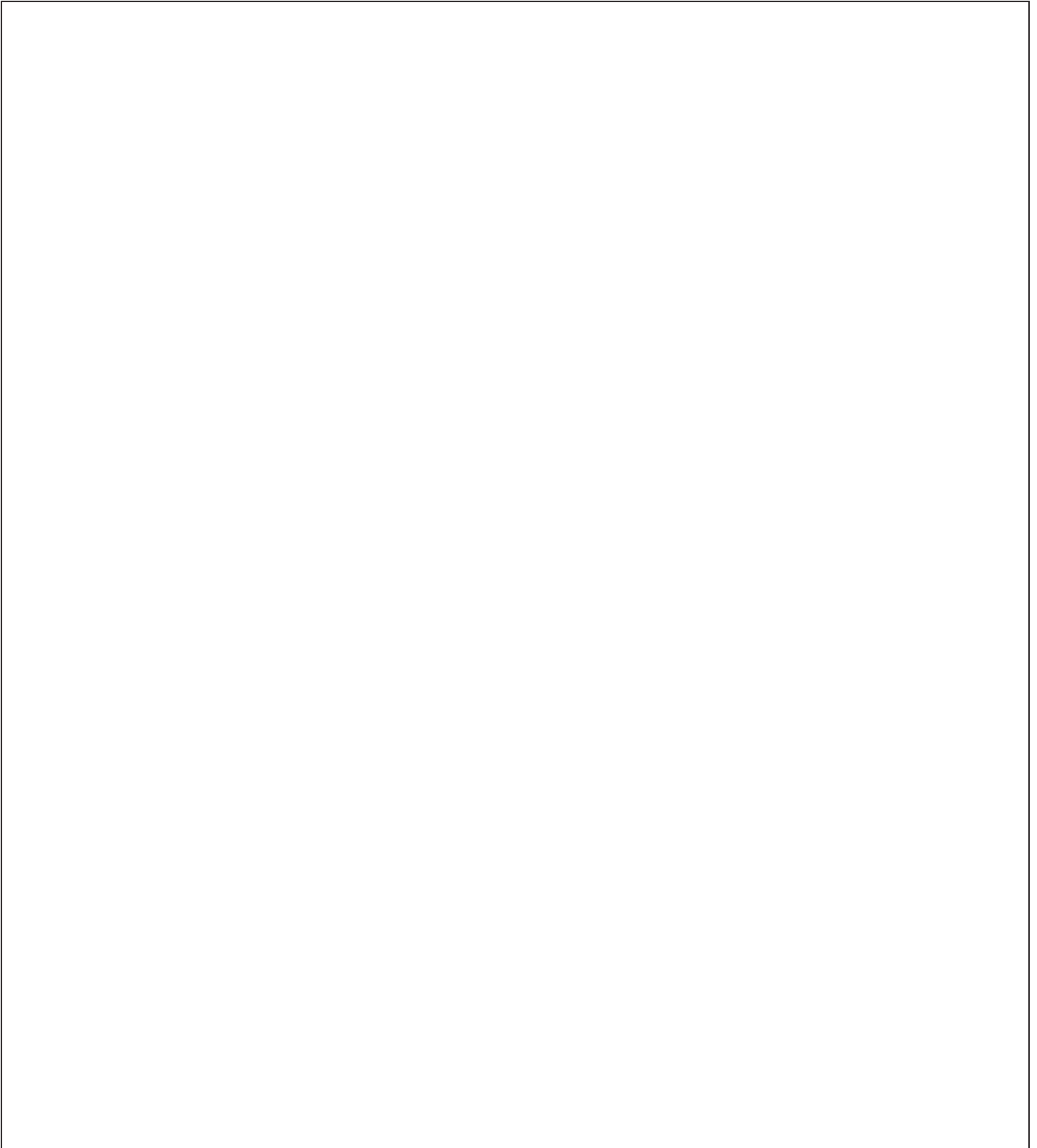
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)

A large, empty rectangular box with a thin black border, intended for the submission of the Approved Site Plan. It occupies the majority of the page below the section header.

8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)

APPLICATION NUMBER: MM 25-0136

ZHM HEARING DATE: March 24, 2025

BOCC LUM MEETING DATE: May 13, 2025

Case Reviewer: Sam Ball

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 03/14/2025

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: South/ RV

PETITION NO: MM 25-0071

- ☐ This agency has no comments.
- ☐ This agency has no objection.
- ☒ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached grounds.

NEW AND REVISED CONDITIONS OF APPROVAL

Revised Conditions

1. The project is approved for the following uses:

Parcel A:

Option 1: 91,346-square-foot Mini-Warehouse Facility (0.50 FAR) and 8,712 square feet of BPO uses (.25 FAR)

Parcel B:

~~Option 1:~~ ~~101,674~~75,000 square feet of BPO uses (~~0.28~~0.20 FAR)

~~Option 2:~~ 258-bed Community Residential Home or a Nursing, Convalescent and Extended Care Facilities

50,000 square feet of CG uses (0.13 FAR)

150,000 square feet of Mini-Warehouse Facility (0.40 FAR)

Parcel C:

30,256 square feet of BPO uses (.26 FAR)

41,011 square feet of Residential Support Uses (0.35 FAR)

41,011 square feet of Public Facility Uses (0.35 FAR)

The following uses shall not be permitted within Parcel A and C: vehicle sales and repair, convenience stores, fast food restaurants (either with or without drive through windows), or banks (either with or without drive through windows), except as referenced herein.

The following uses shall not be permitted within Parcel B: vehicle sales and repair, gas stations, and recyclable material recovery. Additionally, Parcel B uses shall be further restricted by a cap on maximum allowable trip generation – See **Condition X** for more information.

7. The applicant may be permitted up to ~~two~~ three (3) vehicular access points on US 301. The general design and location of the access point(s) shall be regulated by FDOT and the Hillsborough County Access Management regulations.

[Transportation Review Section staff is proposing to modify this condition to reflect the additional proposed access connection.]

New Conditions

- Notwithstanding anything herein these conditions or on the PD site plan to the contrary, No development shall be permitted within Parcel B that causes cumulative Parcel B development to exceed 4,207 gross average daily trips, 401 gross a.m. peak hour trips, or 297 gross p.m. peak hour trips. Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within Parcel B. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if not Project Identification number exists a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the Site Plan to:
 - Add a footnote to the bottom of the “Proposed Development Option Table” and “Project Data Table” which is tied to all Parcel B uses and states “Subject to a trip generation cap – see conditions of approval.”

PROJECT OVERVIEW AND TRIP GENERATION

The applicant is requesting a Major Modification to a +/- 8.73 ac. portion of a +/- 16.42 ac. Planned Development (PD) #10-0136, as most recently modified via PRS 15-0691. The existing PD is approved for the following uses:

Parcel A:

- Option 1: 91,346-square-foot Mini-Warehouse Facility (0.50 FAR) and 8,712 square feet of BPO uses (.25 FAR)

Parcel B:

- Option 1: 101,674 square feet of BPO uses (0.28 FAR)
Option 2: 258-bed Community Residential Home or a Nursing, Convalescent and Extended Care Facilities

Parcel C:

30,256 square feet of BPO uses (.26 FAR)
41,011 square feet of Residential Support Uses (0.35 FAR)
41,011 square feet of Public Facility Uses (0.35 FAR)

The following uses shall not be permitted: vehicle sales and repair, convenience stores, fast food restaurants (either with or without drive through windows), or banks (either with or without drive through windows), except as referenced herein.

The applicant is proposing to modify Parcel B uses to collapse the entitlements into a single option allowing up to 75,000 s.f. of Business Professional Office (BPO) uses; or a 258-bed Community Residential Home or Nursing, Convalescent and Extended; or 50,000 s.f. of Commercial General Uses with the following exceptions: Gas Stations, Minor and Major Auto Repair, and Recyclable Material Recovery; or 150,000 s.f. of Mini-Warehouse Uses.

The applicant has proposed that a blend of the above uses may be proposed, but has proposed a trip cap on those uses, such that any development within Parcel B shall be restricted to a cumulative trip generation of 4,207 average daily trips, 401 a.m. peak hour trips, and 297 p.m. peak hour trips. Staff notes that construction of 100% of approved entitlements will not be possible depending upon the mix of uses ultimately proposed, as doing so would drastically exceed the trip cap. For example, construction of 9,000 s.f. of eating establishment with drive-through uses (which was the basis for the applicant's trip cap) would utilize 100% of available trips, leaving nothing else for the remaining entitlements (which would then be constructible).

As required by the Development Review Procedures Manual (DRPM) the applicant submitted a trip generation and site access analysis. Staff prepared the below analysis, comparing trips potentially generated by development under the approved and proposed zoning, utilized a generalized worst-case scenario. Data provided below is based on information from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Pocket "A", 91,476 s.f. of Mini-Warehouse Uses (ITE Code 151)	132	8	13
Pocket "A", 8,712 s.f. of Medical Office Uses (ITE Code 720)	314	27	33
Pocket "B", Option 1, 101,674 s.f. of Medical Office Uses (ITE Code 720)	3,660	315	400
Pocket "C", Option 1, 30,256 s.f. of Medical Office Uses (ITE Code 720)	1,192	82	120
Subtotal:	5,298	432	566

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Pocket “A”, 91,476 s.f. of Mini-Warehouse Uses (ITE Code 151)	132	8	13
Pocket “A”, 8,712 s.f. of Medical Office Uses (ITE Code 720)	314	27	33
Pocket “B”, Mix of Uses Subject to Trip Cap	4,207	401	297
Pocket “C”, Option 1, 30,256 s.f. of Medical Office Uses (ITE Code 720)	1,192	82	120
Subtotal:	5,845	518	463

Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
	(+) 547	(+) 86	(-) 103

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Avian Forrest Dr. is a 2-lane, undivided, publicly maintained, local roadway. The roadway is characterized by 10-foot-wide travel lanes in average condition. The roadway lies within a +/- 54-foot-wide right-of-way. There are +/- 5-foot-wide sidewalks along both sides of the roadway. There are no bicycle facilities present.

US 301 is a 6-lane, divided, publicly maintained (by FDOT), principal arterial roadway. The roadway is characterized by 11-foot-wide travel lanes in above average condition. The roadway lies within a +/- 195-foot-wide right-of-way. In the vicinity of the proposed project there are +/- 5-foot-wide sidewalks along the west side of the roadway and a +/- 12-foot-wide multi-purpose trail along the east side of the roadway. There are +/- 4-foot-wide bicycle facilities along both sides of the roadway in the vicinity of the proposed project.

SITE ACCESS AND CIRCULATION

The applicant is proposing to add a right-in/right-out access to US 301 from Parcel B. All other access connections remain unchanged. As was previously approved, the applicant will be required to construct an access to Avian Forrest Dr. which connects these uses within Pockets A and B with the roadway. This roadway is critically important given the role such facility would have in ensuring trips to and from the adjacent community to the west do not have to unnecessarily utilize Symmes Rd. and US 301 to visit these businesses. Besides the general impacts to the safety and efficiency of our public roadway system that unnecessary or otherwise available trips generally cause, staff notes that the intersection of US 301 and Symmes Rd. has significant geometric constraints and operational issues. Furthermore, in coordination meetings regarding the project, FDOT staff has indicated that a lack of such connection could also impact turn lanes/ intersections along US 301 in the vicinity of the proposed project.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

LOS information for adjacent roadway segments are provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US 301	Rhodine Rd.	Gibsonston Dr.	D	C

Source: Hillsborough County 2020 Level of Service Report.

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
US 301	FDOT Principal Arterial - Urban	6 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 type="checkbox"/> Other
Avian Forrest Dr.	County Local - Urban	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 type="checkbox"/> Other
Tucker Jones 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 type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	5,298	432	566
Proposed	5,845	518	463
Difference (+/-)	(+) 547	(+) 86	(-) 103

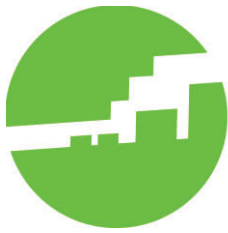
*Trips reported are based on gross external trips unless otherwise noted.

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

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

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
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Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: March 24, 2025 Report Prepared: March 13, 2025	Case Number: MM 25-0136 Folio(s): 77244.0150 General Location: West of US Highway 301 South, south of Symmes Road
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	Suburban Mixed-Use-6 (6 du/ga; 0.25, 0.35, 0.50 FAR)
Service Area	Urban Service Area
Community Plan(s)	Riverview + SouthShore Areawide Systems
Rezoning Request	Major Modification to PD 10-0137 to modify parcel “B” by combining already approved uses and adding commercial general uses with exceptions
Parcel Size	+/- 8.73 acres
Street Functional Classification	Symmes Road – County Collector US Highway 301 South – State Principal Arterial
Commercial Locational Criteria	Does not meet
Evacuation Area	N/A

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed-Use-6	PD	Vacant
North	Suburban Mixed-Use-6	PD	Light Industrial + Light Commercial
South	Suburban Mixed-Use-6	PD	Vacant
East	Residential-6	PD	HOA + Single-Family/Mobile Home
West	Suburban Mixed-Use-6	PD	Single-Family/Mobile Home

Staff Analysis of Goals, Objectives and Policies:

The approximately 8.73 ± acre subject site is located west of US Highway 301 South and south of Symmes Road. The site is in the Urban Service Area and within the limits of the Riverview and SouthShore Areawide Systems Community Plans. The applicant seeks a Major Modification to Planned Development (PD) 10-0137 to modify Parcel “B” by allowing a mix of Commercial General (CG) and Business Professional Office (BPO) zoning district uses that will not exceed the 0.25 Floor Area Ratio (FAR) limit of the Suburban Mixed Use-6 (SMU-6) Future Land Use category (95,069 square feet maximum). The applicant is also requesting a third option that would allow 150,000 square feet of mini-warehouse, which would be an FAR of 0.40. Though a mini-warehouse use is technically a CG use, the low-traffic generation and relatively low intensity of such a use may be considered as an industrial use in the SMU-6 Future Land Use category to obtain a maximum FAR of 0.50 as long as the applicant agrees to enhanced site and building design. The applicant has agreed to a condition of approval that would allow such consideration and therefore the amount of mini-warehouse requested in Option 3 would meet the intensity expected in the SMU-6 Future Land Use category.

The subject site sits within 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. FLUE Policy 1.4 requires all new developments 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.” Though the proposed request is proposing growth within the Urban Service Area, the request is not consistent with Comprehensive Plan Policy 1.4 direction related to compatibility as the subject site directly abuts single-family homes to the west of the site.

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 within the SMU-6 Future Land Use category, which can be considered for a maximum density of 6 dwelling units per gross acre or a maximum intensity of a 0.25 Floor Area Ratio (FAR) for neighborhood commercial uses, 0.35 FAR for office and residential support uses and 0.50 FAR for light industrial uses. The approximately 8.73-acre site could be considered for up to 95,069 square feet for neighborhood commercial uses or 133,097 square feet for office/residential support uses or 190,139 square feet of light industrial uses. The SMU-6 Future Land Use category is intended to designate areas that are suitable for urban/suburban intensity and density of uses. Rezoning must be approved through a site planned controlled rezoning district. Typical uses of SMU-6 include agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multipurpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria. The proposed use may be considered in the SMU-6 Future Land Use category.

The subject site is currently zoned as Planned Development. The applicant is proposing a Major Modification (MM) to allow a mix of Commercial General (CG) and Business Professional Office (BPO) zoning district uses that will not exceed the 0.25 Floor Area Ratio (FAR) limit of the Suburban Mixed Use-6 (SMU-6) Future Land Use category. The approved uses are professional/medical office and an assisted living facility with 258 beds. These approved uses are deemed to be compatible with the existing development pattern surrounding the subject site. The proposed addition of a mini warehouse facility and commercial general uses with the exception of gas stations, minor and major auto repair, and recyclable material recovery are too intense in regard to the single-family residential uses located directly west of the subject site.

The proposed rezoning does not meet FLUE Objective 16 and Policies 16.1, 16.2 and 16.3 that relate to neighborhood protection. There are single-family homes directly to the west of the property. Light commercial and light industrial uses exist to the north of the subject site. The proposed modification would introduce a development pattern that is too intense for the surrounding area and is inconsistent with policy direction relating to compatibility. The applicant has proposed exceptions to the type of commercial general uses that will be considered on the subject site. Planning Commission staff recognize these mitigation measures but there are still a broad range of uses that could be considered that have not been excluded from this proposal. For instance, fast food restaurants with drive thrus would be allowed for consideration with this modification, which would be distinctly out of character with the single-family residential development directly adjacent to the subject property to the west. Therefore, the proposed Major Modification does not align with policy direction regarding neighborhood protection.

The proposal does not meet the intent of the Neighborhood Protection policies outlined in the Future Land Use Element (FLUE), including policy direction in the Community Design Component (CDC) (FLUE Objective 16, CDC Objective 12-1, CDC Policy 12-1.4, CDC Objective 17-1 and CDC Policy 17.1-4). Policy 16.1, 16.2 and 16.3 requires development in residential areas to be limited to a neighborhood scale, have gradual transitions of intensities, and have the development of like uses or uses that are complementary to the surrounding area, while the CDC policies require that developments recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood while establishing a gradual transition of uses and adequate buffering and screening in place.

The site does not meet Commercial Locational Criteria (CLC) with the nearest qualifying intersection being located at Symmes Road (a 2-lane roadway) and US Highway 301 (a 6-lane roadway) approximately 1,500 feet away. FLUE Policy 22.7 outlines that this is not the only factor to be considered when evaluating non-residential uses. Other considerations could carry more weight than Commercial Locational Criteria, and include land use compatibility, adequacy and availability of public services, environmental impacts, adopted levels of service on roadways and other policy direction in the Comprehensive Plan. Although the proposed use is an allowable use in the Suburban Mixed Use-6 Future Land Use category, the addition of a mini warehouse facility and commercial general uses with the exception of gas stations, minor and major auto repair, and recyclable material recovery are not compatible with the single-family development pattern located to the west of the subject site. Therefore, Planning Commission staff cannot support a waiver to Commercial Locational Criteria and recommends the Board of County Commissioners deny a waiver as per Policy 22.8 of the Future Land Use Element.

The subject site is within the limits of the Riverview and SouthShore Areawide Systems Community Plans. The proposed Major Modification is located along the Highway 301 Corridor District, which is intended to be a mixed-use area with high densities and a variety of businesses. Although the proposal meets the intent of the Highway 301 Corridor District, Goal 1 of the Riverview Community Plan seeks to achieve better design and densities that are compatible with Riverview's vision. Under this goal, measures are taken to provide appropriate and compatible buffers and transitions to existing, adjacent land uses. The proposal does not meet the intent of this goal.

Overall, the proposed Major Modification is inconsistent with the Goals, Objectives and Policies of the Unincorporated Hillsborough County Comprehensive Plan and is not compatible with the existing and planned development pattern found in the surrounding area.

Recommendation

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

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.

Relationship to the Future Land Use Map

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 16.1: Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as: locational criteria for the placement of non-residential uses as identified in this Plan, limiting commercial development in residential land use categories to neighborhood scale; requiring buffer areas and screening devices between unlike land uses.

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

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

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

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

Commercial-Locational Criteria

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

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

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

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

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

Policy 22.8: The Board of County Commissioners may grant a waiver to the intersection criteria for the location of commercial uses outlined in Policy 22.2. The waiver would be based on the compatibility of the use with the surrounding area and would require a recommendation by the Planning Commission staff. Unique circumstances and specific findings should be identified by the staff or the Board of County Commissioners which would support granting a waiver to this section of the Plan. The Board of County

Commissioners may reverse or affirm the Planning Commission staff's recommendation through their normal review of rezoning petitions. The waiver can only be related to the location of the neighborhood serving commercial or agriculturally oriented community serving commercial zoning or development. The square footage requirement of the plan cannot be waived.

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.*

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

LIVABLE COMMUNITIES ELEMENT: Riverview Community Plan

Highway 301 Corridor District Vision

Visitors and residents know they have arrived in Riverview as they pass through gateway entrances. This is a mixed-use area with high densities and a variety of businesses. The gateways are the beginning of a pleasant drive or walk along well-maintained, tree lined streets with center medians, bike lanes, sidewalks, crosswalks, adequate lighting and traffic signals. Strict traffic laws are enforced to protect the pedestrian and bicycle friendly environment. The retail and commercial businesses have benefited from the redesign of the US 301 corridor. The historical buildings have been marked and maintained to indicate their historical importance.

Goal 1: *Achieve better design and densities that are compatible with Riverview's vision.*

- *Develop Riverview district-specific design guidelines and standards. The standards shall build on recognizable themes and design elements that are reflective of historic landmarks, architecture and heritage of Riverview. The mixed-use, residential, non-residential and roadway design standards shall include elements such as those listed.*
- *Provide appropriate and compatible buffers and transitions to existing, adjacent land uses particularly with agricultural operations and the lands acquired for preservation and/or open space.*

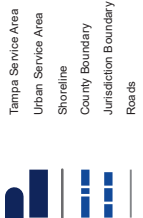
HILLSBOROUGH COUNTY
FUTURE LAND USE

RZ MM 25-0136

<all other values>

Rezonings

STATUS



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

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only and is not intended to be used for any legal or financial purposes without specific approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended that the map be used for informational purposes only. The map is not intended to be used for any legal or financial purposes. Hillsborough County City-County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate source.



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