



PD Modification Application: MM 23-0881

Zoning Hearing Master Date: January 16, 2024

BOCC Land Use Meeting Date: March 19, 2024

1.0 APPLICATION SUMMARY

Applicant: Jordan Farrales
 FLU: CMU-12 (Community Mixed Use – 12)
 Category: UMU-20 (Urban Mixed Use – 20)
 Service Area: Urban
 Site Acreage: 6.65
 Community Plan Area: Greater Palm River
 Overlay: None



Introduction Summary

The applicant is requesting a modification to PD 88-0084 to reconfigure the building envelop, reconfigure the parking layout, and allow 6.35 acres of the planned development district’s 7.15 acres to be used for a mini-warehouse facility with up to 90,600 square feet (SF) of gross floor area (GFA).

Existing Approval(s)	Proposed Modification(s)
Commercial and office development, excluding mini warehousing with a maximum floor area ration (FAR) of 0.35	Site development to allow mini warehouses up to 90,600 square feet.

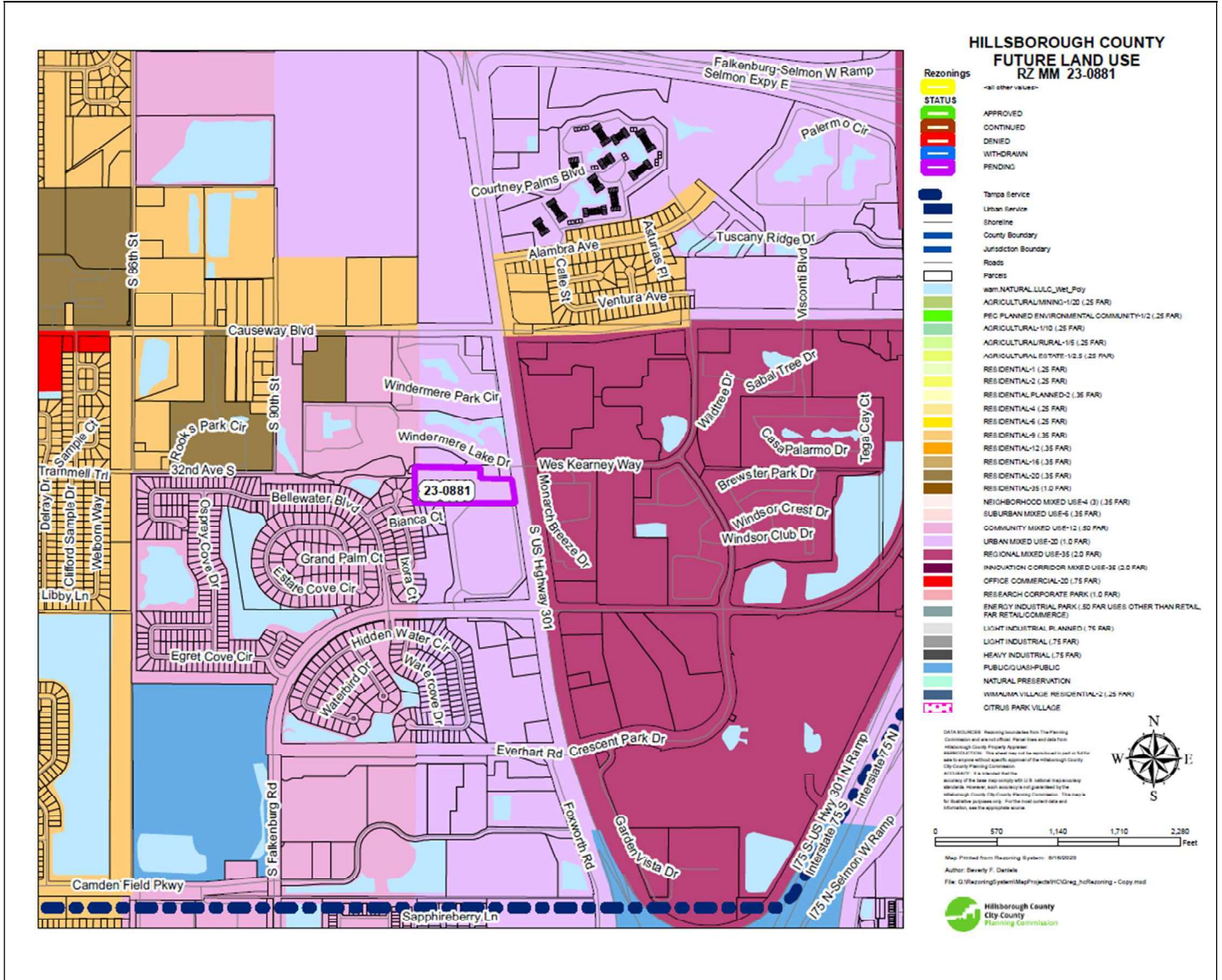
Additional Information

PD Variation(s)	None
Waiver(s) to the Land Development Code	None

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

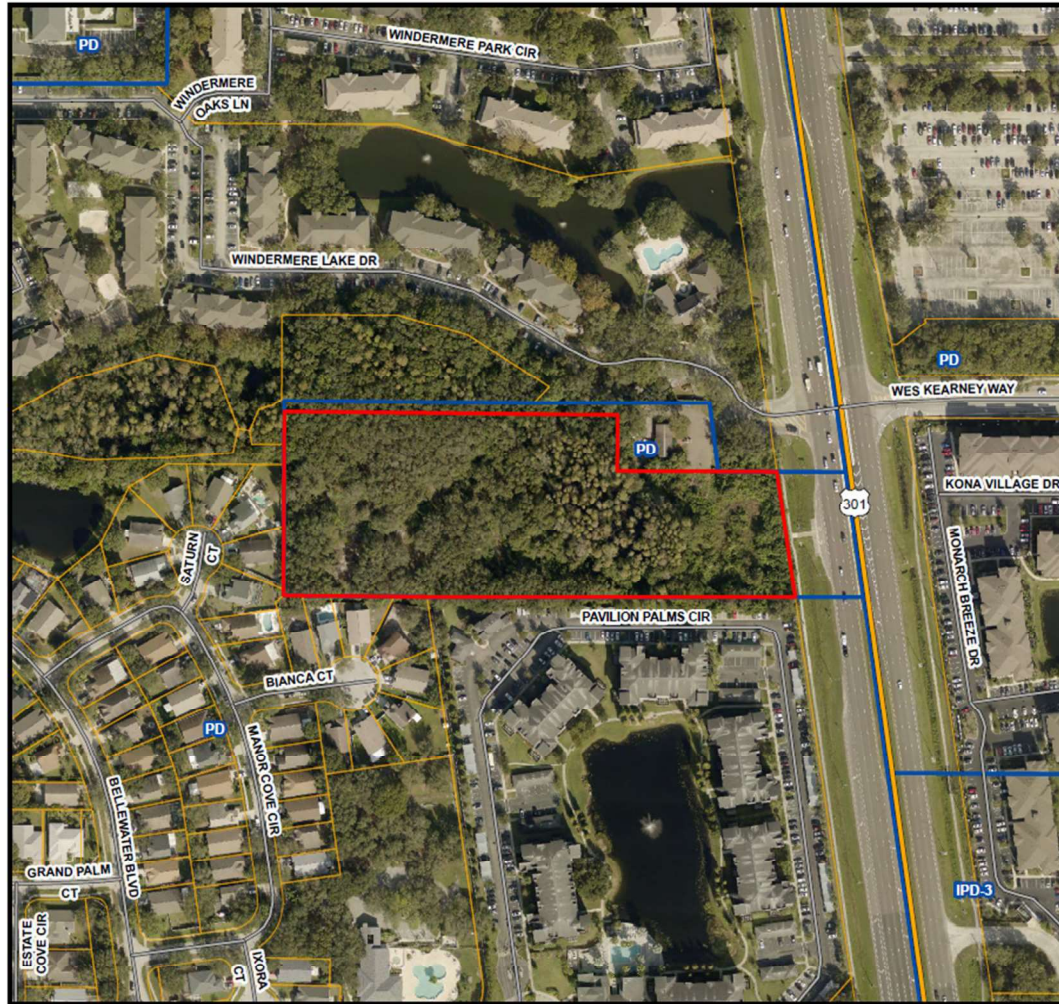
2.2 Future Land Use Map




Subject Site Future Land Use Category	Community Mixed Use – 12 (CMU-12) Urban Mixed Use – 20 (UMU-20)
Maximum Density/FAR	CMU-12: 12 dwelling units per gross acre / 0.50 FAR UMU-20: 20 dwelling units per gross acre / 1.0 FAR
Typical Uses	CMU-12: residential, community scale retail, commercial, office, research corporate park, light industrial multi-purpose and clustered residential and/or mixed-use projects. UMU-20: residential, regional scale commercial such as a mall, office and business park, research corporate park, 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






ZONING MAP

MM 23-0881

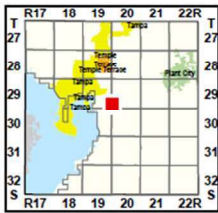
 Folio: 72269.0300

- APPLICATION SITE
- ZONING BOUNDARY
- PARCELS
- P SCHOOLS
- P PARKS



 0 182 363 Feet

STR: 36-29-19, 31-29-20



THIS MAP WAS PREPARED BY THE PLANNING AND ZONING DEPARTMENT OF HILLSBOROUGH COUNTY, FLORIDA. IT IS PROVIDED AS A SERVICE TO THE PUBLIC AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE OF ANY KIND. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE INFORMATION SHOWN ON THIS MAP. THE USER SHALL NOT RELY ON THE DATA PROVIDED HEREIN FOR ANY PURPOSES THAT REQUIRE A HIGH DEGREE OF ACCURACY OR PRECISION. HILLSBOROUGH COUNTY AND ITS EMPLOYEES SHALL NOT BE LIABLE FOR ANY DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THIS MAP.

Date: 06/11/2023 File: G:\ZONING\GIS\Data\Zoning_Map.aprx

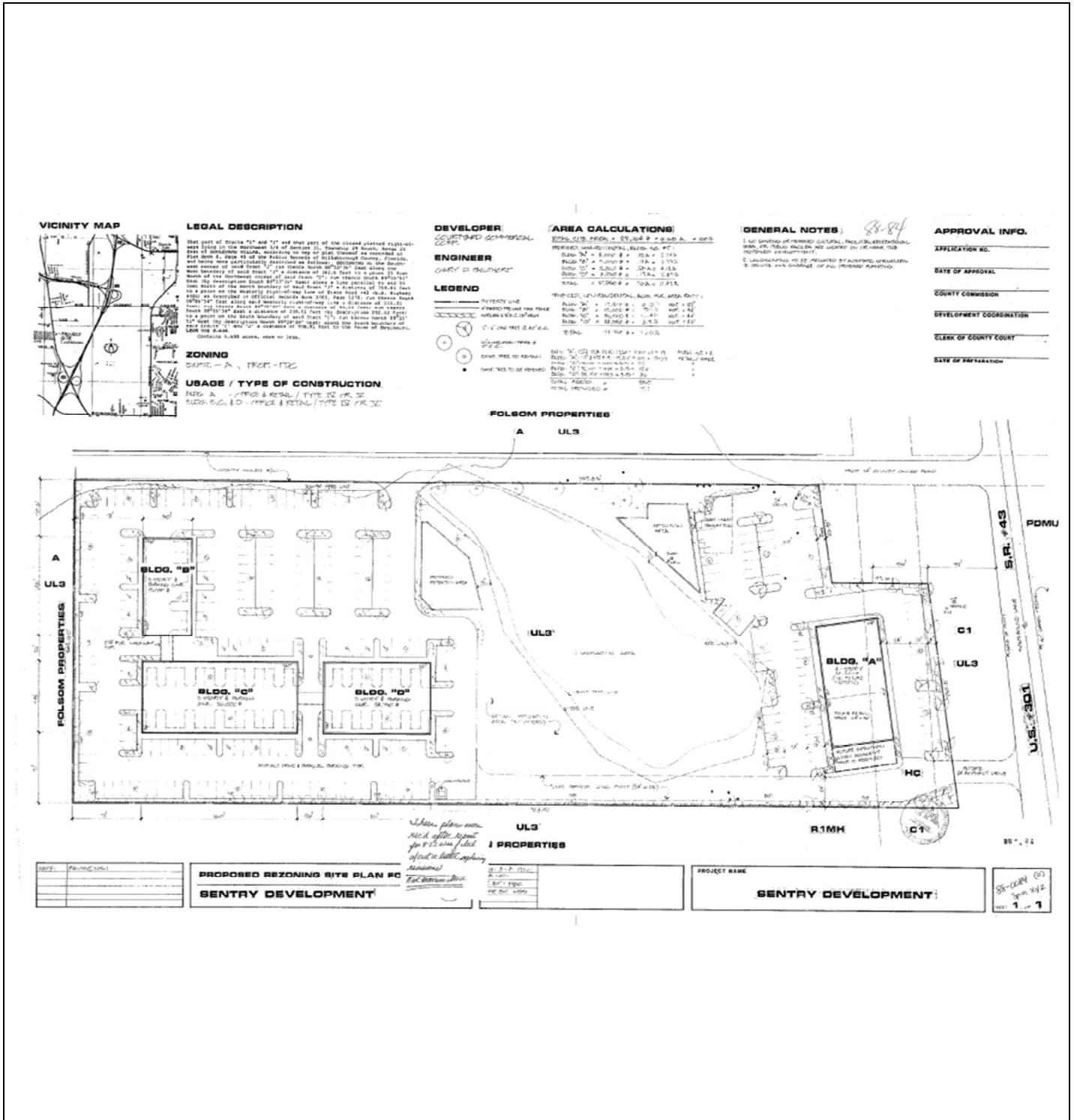
 Produced By: Development Services Department

Adjacent Zonings and Uses

Location	Zoning	Maximum Density/FAR Permitted by Zoning District	Allowable Use	Existing Use
North	PD 88-0084	DU/GA: NA FAR: 0.35	Office and Retail	Office
North	PD 89-0051	DU/GA: 22.4 FAR: 0.27	Residential and Office	Multi-Family
South	PD 89-0051	DU/GA: 22.4 FAR: 0.27	Residential and Office	Single-Family, Conventional and Multi-Family
East	PD 98-1462	DU/GA: 35 FAR: 0.35	Business, Retail, Office, Service, Distribution, and Multi-Family	Multi-Family
West	PD 89-0051	DU/GA: 22.4 FAR: 0.27	Residential and Office	Single-Family, Conventional

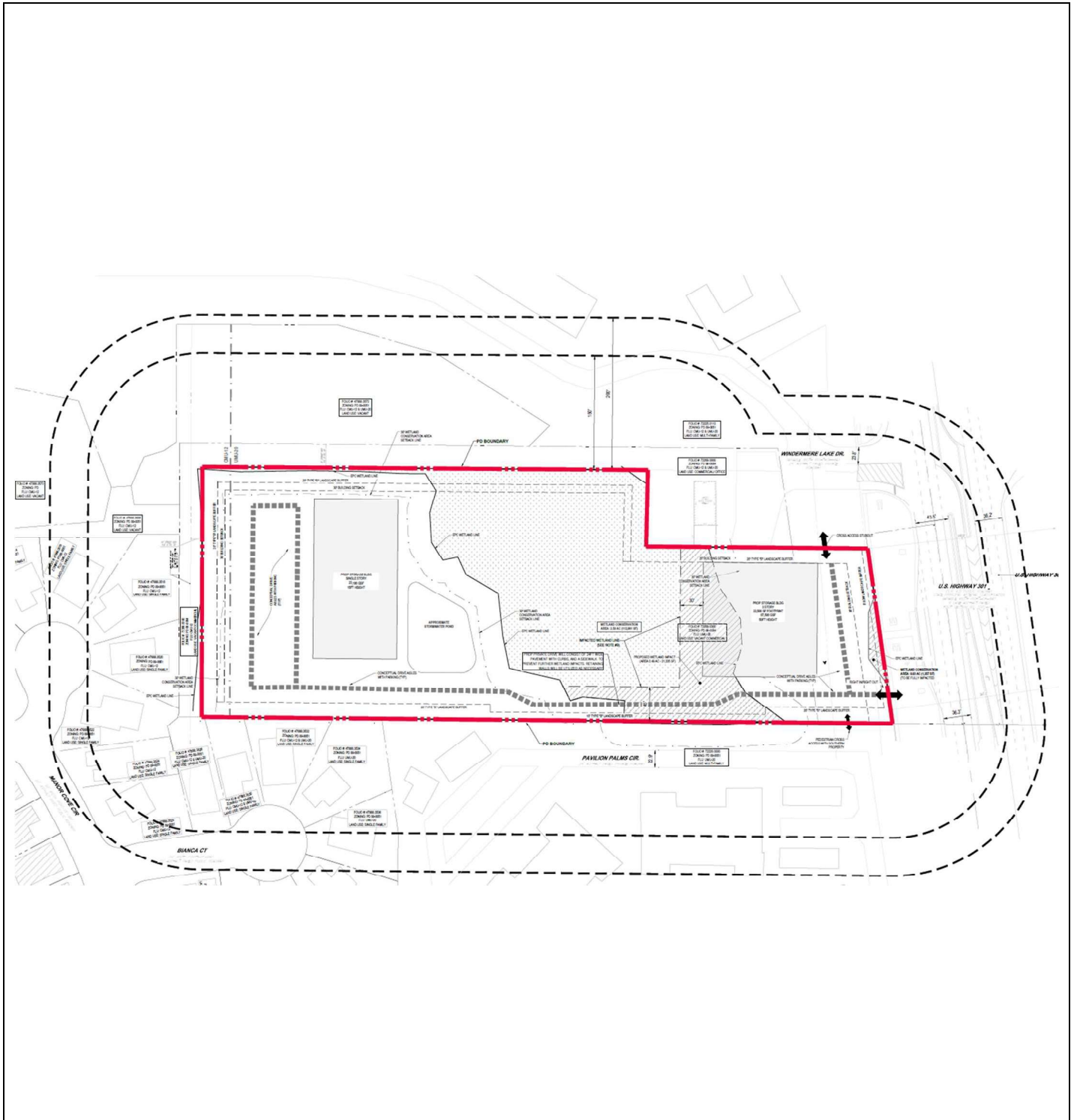
2.0 LAND USE MAP SET AND SUMMARY DATA

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
33 rd Street SE	FDOT Frontage Rd	2 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	836	47	60
Proposed	113	8	13
Difference (+/-)	-723	-39	-47

*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		None	None	Meets LDC
East		None	None	Meets LDC
West	X	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	
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 & 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 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 type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" 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 (Urban Mobility, Central Fire – mini-storage/self-storage, 2 buildings, 90,600 square feet total) Self-Storage/Mini-Warehouse (Per 1,000 s.f.) Mobility: \$725 * 67.5 = \$48,937.50 Mobility: \$725 * 23.1 = \$16,747.50 Fire: \$ 32 * 23.1 = \$ 739.20 Fire: \$ 32 * 67.5 = \$ 2,160.00				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" 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

Staff finds that the building and site plan design elements that include 175 feet of building separation that includes a 20' Type-B buffer from the single-family property to the west, 75 feet of building separation with a 20' Type-B buffer from the single-family properties to the south, a 15' height limit for the building nearest single-family development sufficiently mitigate the potential impacts to the neighboring residential properties. Based on these considerations, staff finds the proposed planned development compatible with the existing uses, zoning districts, and development pattern in the area.

5.2 Recommendation

Approvable, Subject to Conditions.

6.0 PROPOSED CONDITIONS

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

1. Add a note stating that the "Existing transit pad and bus bay shall be relocated in coordination with HART and FDOT – see conditions of approval".
2. Change the note for "PD Boundary" to "PD Modification Boundary."
3. Remove the setback lines from the plans and update the setbacks in the site data table to indicate the proposed setbacks.
4. Revise the FAR tabulations in the site data table to indicate maximums within the modification area based on the proposed gross floor area instead of the maximum allowed under the future land use designation.
5. Revise the FAR calculations of the PD based on the proposed GFA and the existing GFA within the other parcel of the PD.

Approval with conditions - Approval of the major modification to PD-88-0084C zoning is based on the General Development Site Plan received December 22, 2023 ~~August 12, 1988~~, and all data shown, defined, described, noted, referenced, and listed thereon.

1. The maximum floor area ratio (FAR) for the proposed major modification area shall be 0.32 PD-C District presented in the General Development Site Plan submitted August 12, 1988, the maximum FAR of the entire PD shall be 0.35. ~~.35~~
2. ~~A, B, C and D Buildings~~ Development for the property identified as folio number 72269.0000 shall be limited to PD-C (C) uses with no mini-warehouses. Development for the property identified as folio number 72269.0300 shall be limited to mini warehouse with up to 90,600 SF of GFA subject to the following conditions.
 - 1.1 Such facilities shall be used only for dead storage of materials or articles and shall not be used for assembly, fabrication, processing, or repair.
 - 1.2 No services or sales shall be conducted from any storage unit. Garage sales and/or flea market type activities are prohibited.
 - 1.3 Facilities shall not be used for practice rooms, meeting rooms, or residence.
 - 1.4 No exterior storage of vehicles, material, or articles shall be permitted.
 - 1.5 Storage of explosive or highly flammable material shall be prohibited.
3. Buffering and screening shall be provided as depicted on the site plan in accordance with Section 7.12 of the Hillsborough County Zoning Code. The existing tree line and vegetation shall be used for the landscape screening requirements to the west to the extent practicable as reviewed and approved by Natural Resources Staff.
4. ~~Development of buildings B, C and D, shall not proceed prior to a commercial rezoning of the property bordering the development to the south and west, unless buffering and screening is provided in accordance with Section 7.12 of the Hillsborough County Zoning Code, at the time of development. The most western located building shall be limited to one story up to a height of 15 feet. The most eastern located building shall be limited to three stories up to a maximum height of 50. The 2:1 additional setback requirement for building height in excess of 20 feet shall not apply.~~

5. All buildings shall be set back 30 feet from the ultimate right-of-way line on the north side of the property.
6. The applicant will be required to apply for a permit for access to the State Highway System. Access on U.S. 301 (SR 43) will be limited to one driveway with right in/right out movements. The permit will be considered to be temporary. This temporary access to U.S. 301 will be permitted until such a time as a roadway that has been proposed adjacent to the applicant's site and improvements to U.S. 301 are constructed. When the local facility is in place, the applicant will be required to connect to it at an appropriate location and remove the temporary driveway.
7. If access is via right in, right out drive directly into the site, the design of the access shall conform to F.D.O.T. standards. ~~Returns shall not extend beyond the property line.~~
8. A right-in/right-out restricted access shall be permitted, subject to FDOT approval.
9. With the initial increment of development, the developer shall make the following Public Transit Facility improvements, subject to review and approval of HART and FDOT:
10. Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
 - a. Relocate the existing bus pad and bus bay along the project frontage to a location within 1 mile of the subject property.
 - b. The construction of the relocated bus pad and bus bay shall include a bus shelter, seating, trash receptacles and bicycle rack as required per Hillsborough County Land Development Code, Section 6.03.09.C.3.a.
11. 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.
- ~~8.12.~~ The developer shall dedicate to the County, prior to issuance of Zoning Compliance Permits or at the request of the County to coincide with road improvements, whichever comes first, adequate right-of-way to provide for 124 feet of right-of-way from the center line of U.S. 301, if necessary.
- ~~9.~~ ~~Access from the north of the site shall not be taken until the access onto U.S. 301, is constructed to County Standards with proper geometry.~~
- ~~10.13.~~ Elimination of one or both of the access points from the north, shall not require a Personal Appearance.
- ~~11.14.~~ If the County right-of-way to the north of the subject property is vacated, the property that reverts to the property to the south, will be considered as part of the PD-€ approved, and can be used under the conditions of approval for the PD-€.
- ~~12.15.~~ Stormwater detention/retention pond design shall comply with applicable Hillsborough County Land Development Codes. requirements for the development shall be as listed below, unless otherwise approved by the Hillsborough County Environmental Protection Commission and the Hillsborough County Drainage Engineer:
 - a. ~~The sides slopes shall be no greater than 4:1.~~
 - b. ~~The banks shall be completely vegetated to the design low water elevation.~~
 - c. ~~The sides and the bottom of each pond shall not be constructed of impervious material.~~

- 13.16. The developer shall provide (a) fire hydrants, and/or (b) a Fire Protection Plan as determined by the Hillsborough County Fire Department.
- a. If (a) is required, the developer shall install at the developer's expense, prior to the issuance of Certificates of Zoning Compliance, fire hydrants and, if necessary, water lines of a size necessary to meet minimum fire flow and pressure requirements to provide adequate water resources for firefighting. The location and installation of the hydrants and water lines shall be subject to approval of the County Fire Department and the City of Tampa Water Department.
 - b. If (b) is required, the developer shall prepare a Fire Protection Plan for the site and development thereof. The Plan shall be submitted to the County Planning and Zoning Department prior to issuance of Zoning Compliance Permits along with evidence of approval, from the County Fire Department, of the Plan as submitted.
17. Prior to Detailed Site Plan certification, the boundaries of any on-site environmentally sensitive area(s) shall be delineated in the field by County Environmental Protection Commission staff. The developer shall show on the General Development Site Plan the boundaries of all environmentally sensitive area(s) and shall label the area(s) therein "Conservation Area" prior to General Development Site Plan certification. Prior to General Development Site Plan certification, the developer shall submit to the County Planning and Zoning Department evidence of approval from the Environmental Protection Commission of the conservation area boundaries and area(s) therein as shown on the General Development Site Plan. All on-site conservation area(s) shall be preserved unless a mitigation plan is approved by the Environmental Protection Commission and submitted to the Planning and Zoning Department.
18. 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.
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. There is a 30' setback required from the new wetland line where wetlands are proposed to be impacted. 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. 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.
24. 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.
25. 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).
- 14.26. 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.
- 15.27. An easement shall be provided along the ditch that exists on the west property line to comply with Hillsborough County Stormwater Management Policy, as required by Stormwater Management Division.
- 16.28. The consent order between the County Environmental Protection Commission and the developer, dated May 19, 1988, is incorporated as a condition of approval this rezoning, and is attached hereto as Exhibit “A”.
- 17.29. The private drive is required for access to the property. The private drive will consist of 24-foot-wide pavement with curbs and a sidewalk. Retaining walls will be utilized as necessary to prevent further impacts to the wetlands.
- 18.30. The developer shall show on the Revised General Development Site Plan the approximate boundaries of all environmentally sensitive area(s) and shall label the area(s) therein “Conservation Area.” The boundaries of any on-site environmentally sensitive area(s) shall be delineated in the field by County Environmental Protection Commission staff and shown on the detailed site plan. The developer shall submit to the County Department of Development Review evidence of approval from the Environmental Protection Commission of the conservation area boundaries prior to detailed site plan approval.
- 19.31. The developer shall submit to EPC a mitigation plan for the proposed wetland impacts. ~~All on-site conservation area(s) shall be preserved unless a mitigation plan is approved by the Environmental Protection Commission and submitted to the Development Review Department.~~
- 20.32. All new structures and/or impervious area on site shall be set back a minimum of 30 feet from the boundaries of the on-site conservation area and any adjacent Conservation Area contiguous to any property boundary of the site, except as specifically approved by the ~~L.A.L. Variance Review Board and as provided in the Hillsborough County Zoning Code in Section 7.2.7.~~ Land Use Hearing Officer.
- 21.33. During construction, hay bales or other erosion-prevention control devices must be staked within the setback areas around each wetland to prevent soil erosion into the wetlands.
- 22.34. Portions of the project which apply for detailed site plan certification or final plat approval after the Board of County Commissioners formally adopts development standards for the I-75 Corridor Plan shall comply with such standards. In the event applicable I-75 Corridor development standards would significantly impair or alter the design or character of the project as approved in the zoning, the developer shall be entitled to a public hearing on this matter before the Board and may propose alternative mitigative strategies.


In no event shall the agreed upon standards be less than those specified in ~~the zoning conditions 1 through 22,~~ above; and in the general site plan dated ~~December 22, 2023~~ August 12, 1988, unless such conditions are modified pursuant to the Hillsborough County Zoning Code, as amended.

~~23.35.~~ Development must be in accordance with all applicable regulations in the Hillsborough County Zoning Code and in accordance with all other applicable ordinances.

~~24.36.~~ Within ninety days of rezoning approval by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Zoning Department a revised General Development Site Plan for certification reflecting all the conditions outlined above.

~~25.37.~~ 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
Tue Jan 9 2024 12:36:06

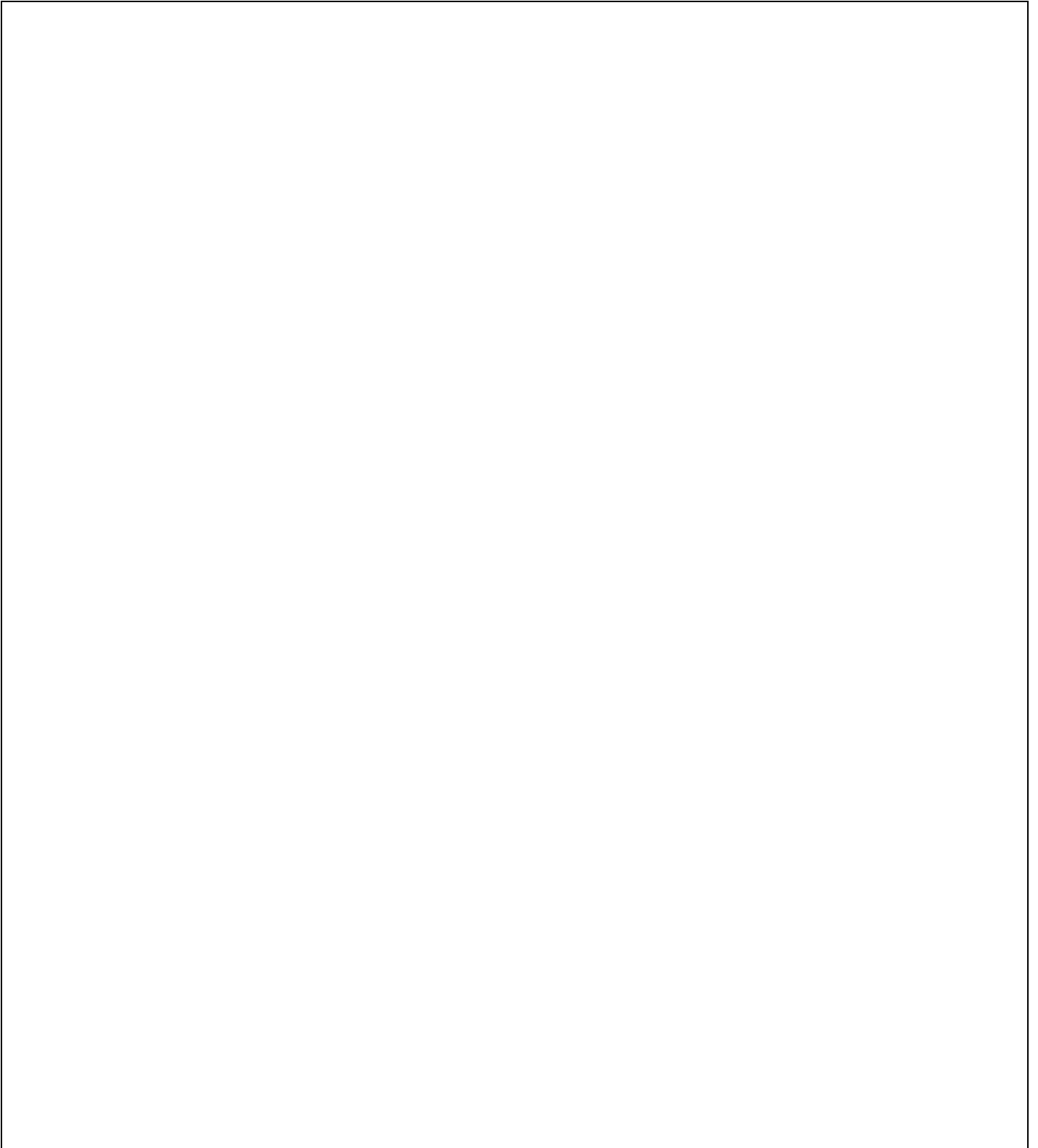
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

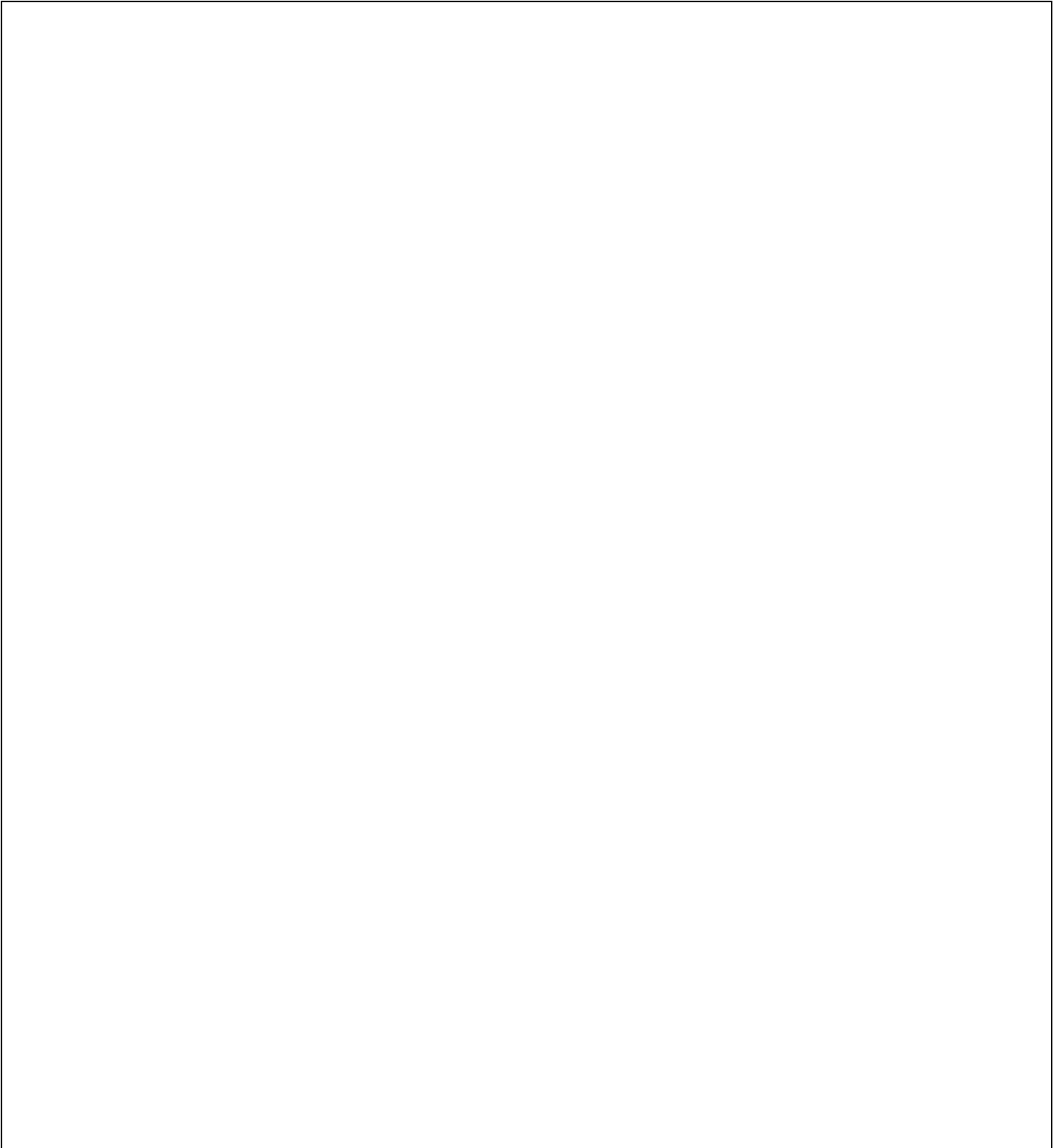
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 1/05/2023

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: PR/ Central

PETITION NO: MM 23-0881

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

CONDITIONS OF ZONING APPROVAL

NEW CONDITIONS:

- A right-in/right-out restricted access shall be permitted, subject to FDOT approval.
- With the initial increment of development, the developer shall make the following Public Transit Facility improvements, subject to review and approval of HART and FDOT:
 - a. Relocate the existing bus pad and bus bay along the project frontage to a location within 1 mile of the subject property.
 - b. The construction of the relocated bus pad and bus bay shall include a bus shelter, seating, trash receptacles and bicycle rack as required per Hillsborough County Land Development Code, Section 6.03.09.C.3.a.
- Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
- 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.

OTHER CONDITIONS:

- Prior to site plan certification, the applicant shall revise the PD site plan to add a note stating that the “Existing transit pad and bus bay shall be relocated in coordination with HART and FDOT – see conditions of approval”.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a major modification to PD 88-0084 to allow for 90,600 square feet of mini-warehouse uses on a +/- 6.35 ac. vacant parcel. PD 88-0084 allows for 96,812 square feet of retail and office uses. The future land use classification is UMU-20 and CMU-12.

Trip Generation Analysis

The applicant submitted a trip generation analysis demonstrating that a detailed site access analysis is not required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

Approved PD:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 88-0084: 94,812 sf – Retail Plaza (ITE 821)	8,709	335	856

Proposed PD Modification:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
MM: 90,600 sf – Mini-warehouse (ITE 151)	131	8	14

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	(-)8,578	(-)327	(-)842

The proposed PD modification would generally result in a decrease of trips potentially generated by 8,578 average daily trips, 327 trips in the a.m. peak hour, and 842 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on the west side of US Hwy 301.

US Hwy 301 is a 6-lane, divided principal arterial FDOT roadway within +/-265 feet. There are sidewalks and paved shoulders along both sides of roadway. There is an existing bus stop and bus bay along the project frontage.

SITE ACCESS

The PD modification proposes restricted right-in/right-out access to US Hwy 301. Additionally, the site plan provides for vehicular and pedestrian cross access to the north and pedestrian cross access to the south. Pursuant to FDOT comments, the existing bus pad and bus bay must be relocated to accommodate the new access connection. The applicant has provided documentation from the Hillsborough Area Transit Authority (HART) that the bus pad and bus bay can be relocated +/-1,000 feet north of the existing location, just south of the gas station at the southeast corner of US Hwy 301 and Causeway Blvd. This relocation of the bus pad and bus bay must be done in conjunction with providing the required Public Transit Facilities per LDC, Sec. 6.03.09.C.3.a. discussed further under the section Public Transit Facilities herein.

Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access may be permitted anywhere along the project boundary consistent with the LDC.

PUBLIC TRANSIT FACILITIES

Pursuant to LDC, Sec. 6.03.09.C.3.a., the proposed 90,600 square feet of mini-warehouse (non-residential) uses triggers the requirement to provide a transit accessory pad including the following: shelter, seating, trash receptacles, and bicycle rack. As such the applicant shall be required to construct the shelter, seating, trash receptacles, and bicycle rack at the relocated bus pad and bus bay discussed under the Site Access section of this report.

ROADWAY LEVEL OF SERVICE

Level of Service (LOS) information is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US HWY 301	I-75	CAUSEWAY BLVD	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 Hwy 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

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	8,709	335	856
Proposed	131	8	14
Difference (+/-)	(-8,709)	(-327)	(-842)

*Trips reported are based on net new 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		None	Vehicular & Pedestrian	Meets LDC
South		None	Pedestrian	Meets LDC
East	X	None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

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

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	See report.



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: January 16, 2024	Petition: MM 23-0881
Report Prepared: January 4, 2024	Folio 72269.0300 <i>West side of S. US Highway 301 and south of Causeway Boulevard</i>
Summary Data:	
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Community Mixed Use-12 (12 du/ga; 0.50 FAR) Urban Mixed Use-20 (20 du/ga; 1.0 FAR)
Service Area	Urban
Community Plan	Greater Palm River
Rezoning Request	Major Modification to Planned Development (PD 88-0084) to develop 90,600 square feet of self-storage
Parcel Size (Approx.)	6.35 ± acres
Street Functional Classification	S. US Highway 301 – Principal Arterial Causeway Boulevard – Arterial
Locational Criteria	Not applicable
Evacuation Area	D



Context

- The subject site is located on the west side of S. US Highway 301 and south of Causeway Boulevard on 6.35 ± acres.
- The site is in the Urban Service Area and within the limits of the Greater Palm River Community Plan.
- Most of the subject site (6.07 acres) is designated as Urban Mixed Use-20 (UMU-20). The UMU-20 allows consideration of 20 dwelling units per gross acre and a FAR of 1.0. Typical uses include residential, regional scale commercial uses such as a mall, office and business park uses, research corporate park uses, light industrial, multi-purpose and clustered residential and/or mixed use projects at appropriate locations.
- The remainder of the site (0.28 acres) has a Future Land Use designation of Community Mixed Use-12 (CMU-12), which allows for consideration of up to 12 dwelling units per gross acre and a maximum Floor Area Ratio (FAR) of 0.50. Typical uses in the CMU-12 include 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.
- The subject site is surrounded by UMU-20 to the north and south. CMU-12 is located to the west. Regional Mixed Use-35 (RMU-35) is located to the east.
- Multifamily apartment buildings are located to the north, east and south of the site. Single family detached residential uses are located to the west. Further north and south on US Highway 301 are light commercial uses including a retail shopping center with a Publix and office uses.
- The subject site is zoned Planned Development (PD 88-0084). The general vicinity surrounding the subject site is comprised of PD zoning.
- The subject site has approximately 2.59 acres of wetlands.
- The applicant requests a Major Modification to Planned Development (PD 88-0084) to develop 90,600 square feet of self-storage.

Compliance with Comprehensive Plan:

The following Goals, Objectives and Policies apply to this rezoning request and are used as a basis for a consistency finding.

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.

Environmental Considerations

Objective 13: New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan.

Policy 13.3: Environmentally Sensitive Land Credit

Density and FAR calculations for properties that include wetlands will comply with the following calculations and requirements for determining density/intensity credits.

- Wetlands are considered to be the following:
 - Conservation and preservation areas as defined in the Conservation and Aquifer Recharge Element

- Man-made water bodies as defined (including borrow pits).
- If wetlands are less than 25% of the acreage of the site, density and intensity is calculated based on:
 - Entire project acreage multiplied by Maximum intensity/density for the Future Land Use Category
- If wetlands are 25% or greater of the acreage of the site, density and intensity is calculated based on:
 - Upland acreage of the site multiplied by 1.25 = Acreage available to calculate density/intensity based on
 - That acreage is then multiplied by the Maximum Intensity/Density of the Future Land Use Category

Neighborhood/Community Development

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

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

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

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

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

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.

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.*

ENVIRONMENTAL AND SUSTAINABILITY SECTION (ESS)

Objective 3.5: *Apply adopted criteria, standards, methodologies and procedures to manage and maintain wetlands and/or other surface waters for optimum fisheries and other environmental values in consultation with EPC.*

Policy 3.5.1: *Collaborate with the EPC to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration. Apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values provided by the functions performed by wetlands and/or other surface waters authorized for projects in Hillsborough County.*

Policy 3.5.2: *Collaborate with the EPC through the land planning and development review processes to prohibit unmitigated encroachment into wetlands and/or other surface waters and maintain equivalent functions.*

Policy 3.5.4: *Regulate and conserve wetlands and/or other surface waters through the application of local rules and regulations including mitigation during the development review process.*

LIVABLE COMMUNITIES ELEMENT: Greater Palm River

Goal 5a: Planning and Growth – to promote and provide for opportunities for compatible well designed public use, residential, and business growth and jobs

Strategies

3. Encourage and support new, infill and redevelopment compatible with existing community patterns that maintains and enhances the Community's unique character and sense of place.

8. Support well designed, compatible densities and intensities at appropriate locations.

Goal 5b: Economic Development - Provide opportunities for business growth and jobs in the Palm River Area.

Strategies

3. Promote commercial development at scales that reflect the character of the community, such as, mixed uses along U.S. Hwy 41/50th Street from Palm River Bridge to south of Causeway

Boulevard, commercial nodes for neighborhood and community scale uses at specific intersections with appropriate design features.

Staff Analysis of Goals Objectives and Policies:

The subject site is located on the west side of S. US Highway 301 and south of Causeway Boulevard on 6.35 ± acres. The site is in the Urban Service Area and within the limits of the Greater Palm River Community Plan. Multifamily apartment buildings are located to the north, east and south of the site. Single family detached residential uses are located to the west. Further north and south on US Highway 301 are light commercial uses including a retail shopping center with a Publix and office uses. The applicant requests a Major Modification to Planned Development (PD 88-0084) to develop 90,600 square feet of self-storage.

The subject 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 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." The proposed self-storage buildings are compatible with the existing character of development in the area as it is located off a principal arterial roadway with light commercial and apartment buildings along the corridor.

The proposed rezoning is consistent with Objective 8 and Policy 8.1 as the proposed uses meet the intent for what is typical in the UMU-20 and CMU-12 Future Land Use categories. The proposed self-storage buildings fall within the community and regional scale retail community and light industrial multipurpose uses that are described for the categories in Appendix A. Furthermore, the proposal meets the intended intensity as it allows for a 0.50 FAR for the 0.28 acres in the CMU-12 and 1.0 FAR for the 6.07 acres in the UMU-20. The request includes a maximum proposed FAR of 0.80. The intensity calculations are as described in the following paragraph.

The proposal is consistent with Policy 13.3 of the Future Land Use Element (FLUE) as it relates to environmental considerations. There are approximately 2.59 acres of wetlands on the site. As the site is more than 25% wetlands, only the upland acreage can be utilized to calculate intensity (3.48 acres uplands in the UMU-20 x 1.25 x 43,560 = 189,486 maximum square footage). The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed site and has determined that a resubmittal is not necessary. Given that there is a separate approval process for wetland impacts with the EPC and they currently do not object, Planning Commission staff finds this request consistent with Objective 13 and associated policies in the FLUE and Objective 3.5 in the Environmental and Sustainability Section (ESS).

PC staff has coordinated with the applicant and EPC to address compatibility concerns with the proposed design. With regards to the CMU-12 FLU category, Appendix A states, that non-residential land uses must be compatible with residential uses through established techniques of transition or by restricting the location of incompatible uses. The subject site has 0.28 acres located in the CMU-12 at the rear of the site and directly abuts a single family detached residential neighborhood. Furthermore, policy direction under Objective 16 describes that there should be a gradual transition in intensities between different land uses which can be accomplished through site planning techniques such as screening and buffering. The site has design challenges as over 25% are wetlands

located throughout the center. As a compromise to address compatibility concerns from the single-family residences as well as mitigating for wetland impacts, the applicant has proposed one single story storage building in the rear and one three story storage building at the front of the property along US Highway 301. The building in the rear far exceeds the setback requirements, and there is an existing vegetated buffer between the single family and the subject site that will be required to remain as feasible.

Based on the above, the proposed rezoning meets the intent of Objective 16 and Policies 16.2, 16.3, and 16.5. The proposed site plan shows appropriate setbacks and buffers. A proposed stormwater pond is located at the rear of the site. Main access to the site is proposed as a right in, right out onto US Highway 301. There is a cross access stub out proposed on the north side and a pedestrian cross access proposed on the south side. Parking is proposed in the front of the site as well as in the rear. Objective 9 and Policy 9.2 require that all developments be consistent with the Comprehensive Plan and meet all Land Development Regulations in Hillsborough County. At the time of filing this report, there were no Transportation comments in Optix, and therefore were not considered during this analysis.

Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC) discuss how new development shall be compatible with the established character of the surrounding area. The development pattern and character of this portion of S. US Highway 301 contains mainly light commercial and apartment buildings. Goal 17 of the CDC encourages commercial developments that enhance the County's character. Objective 17-1 and Policy 17.1-4 seek to facilitate patterns of development that are organized and purposeful.

The subject site meets the intent of the Greater Palm River Community Plan. The Plan encourages new development with compatible intensities at appropriate locations. The applicant proposes the larger of the two buildings along US Highway 301, a principal arterial roadway. The Plan also promotes commercial development at scales that reflect the character of the community. The proposed self-storage use at this location is reflective of the surrounding land use pattern and appropriate for the UMU-20 Future Land Use designation. The proposed Planned Development meets the intent of the goals and strategies in the Community Plan.

Overall, staff finds that the proposed Planned Development would allow for commercial development that would facilitate growth within the Urban Service Area and supports the vision of the Greater Palm River Community Plan. The proposed Planned Development 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*. The request is compatible with the existing development pattern found within the surrounding area.

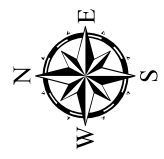
Recommendation

Based upon the above considerations, Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions proposed by the Development Services Department.

HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 23-0881

<all other values>

- Rezoning**
- APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING
- STATUS**
- APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING
- Tampa Service
 - Urban Service
 - Shoreline
 - County Boundary
 - Jurisdiction Boundary
 - Roads
 - Parcels
 - WATER NATURAL LULC_We_Poly
 - AGRICULTURAL/MINING-120 (.25 FAR)
 - PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
 - AGRICULTURAL-1/10 (.25 FAR)
 - AGRICULTURAL/RURAL-1/5 (.25 FAR)
 - AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
 - RESIDENTIAL-1 (.25 FAR)
 - RESIDENTIAL-2 (.25 FAR)
 - RESIDENTIAL PLANNED-2 (.35 FAR)
 - RESIDENTIAL-4 (.25 FAR)
 - RESIDENTIAL-6 (.25 FAR)
 - RESIDENTIAL-9 (.35 FAR)
 - RESIDENTIAL-12 (.35 FAR)
 - RESIDENTIAL-16 (.35 FAR)
 - RESIDENTIAL-20 (.35 FAR)
 - RESIDENTIAL-35 (1.0 FAR)
 - NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
 - SUBURBAN MIXED USE-6 (.35 FAR)
 - COMMUNITY MIXED USE-12 (.50 FAR)
 - URBAN MIXED USE-20 (1.0 FAR)
 - REGIONAL MIXED USE-35 (2.0 FAR)
 - INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
 - OFFICE COMMERCIAL-20 (.75 FAR)
 - RESEARCH CORPORATE PARK (1.0 FAR)
 - FAR RETAIL/COMMERCE
 - LIGHT INDUSTRIAL (75 FAR)
 - HEAVY INDUSTRIAL (75 FAR)
 - PUBLIC/QUASIPUBLIC
 - NATURAL PRESERVATION
 - WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
 - CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning map is for informational purposes only. It is intended that the rezoning map be used in conjunction with the official zoning ordinance of Hillsborough County. ACCURACY: It is intended that the rezoning map be used in conjunction with the official zoning ordinance of Hillsborough County. Hillsborough County City/County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate website.

Map Printed from Rezoning System: 8/16/2023
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HC\Rez_Hillsborough - Copy.mxd

