



PD Modification Application: MM 24-0034

Zoning Hearing Master Date: July 22, 2024

BOCC Land Use Meeting Date: September 10, 2024

1.0 APPLICATION SUMMARY

Applicant: Shree Kulkarni, Serenity Capital Management, LLC

FLU Category: OC-20

Service Area: Urban

Site Acreage: +/-9.08 acres

Community Plan Area: Wimauma, South Shore Areawide Systems

Overlay: Wimauma Downtown Subdistrict B, Downtown Center



Introduction Summary:

PD 92-0366 rezoned the subject property to allow up to 32 mobile home spaces, 38 recreational vehicle (“RV”) spaces and 7 spaces designated for either the latter, former and one single-family home for a total of 77 Units. Condition 1, also allows a conversation of the 38 RV spaces to 19 mobile homes for a maximum of 58 mobile home spaces.

Proposed MM 24-0034: The proposed Major Modification requests to amend the conditions of approval for PD 92-0366, that has had no subsequent amendments in the intervening +/- 32 years since its 1992 adoption. The applicant proposes an Option #2 to allow up to 136,000 square feet of non-residential uses including Office and Retail uses fronting SR 674, with a Mini-Warehouse building located in the northeast quadrant of the site.

Existing Approval(s):	Proposed Modification(s):
1. Total of 77 units including up to 32 MH, 38 RV, and a combination of both (and one sf residence).	1. Add Option 2 to allow non-residential uses including Office and Retail uses fronting and facing SR 674, with a Mini-Warehouse in the northeastern quadrant.

*Subject for the 2:1 additional setback compatibility requirement

Additional Information:	
PD Variation(s):	LDC Part 6.06.03.I.2.c (Landscaping/Buffering) to not provide the Scenic Corridor Landscape (SR 674).
Waiver(s) to the Land Development Code:	<ol style="list-style-type: none"> LDC Part 3.23.06 Wimauma Downtown Overlay Standards Lot Size for Mini-Warehouse LDC Part 3.23.06 Wimauma Downtown Overlay Standards Lot Width for Mini-Warehouse LDC Part LDC Part 3.23.06 Wimauma Downtown Overlay Maximum Front Yard Setback (Mini-Warehouse) LDC Part 3.23.07 Wimauma Overlay Standards for Door Spacing

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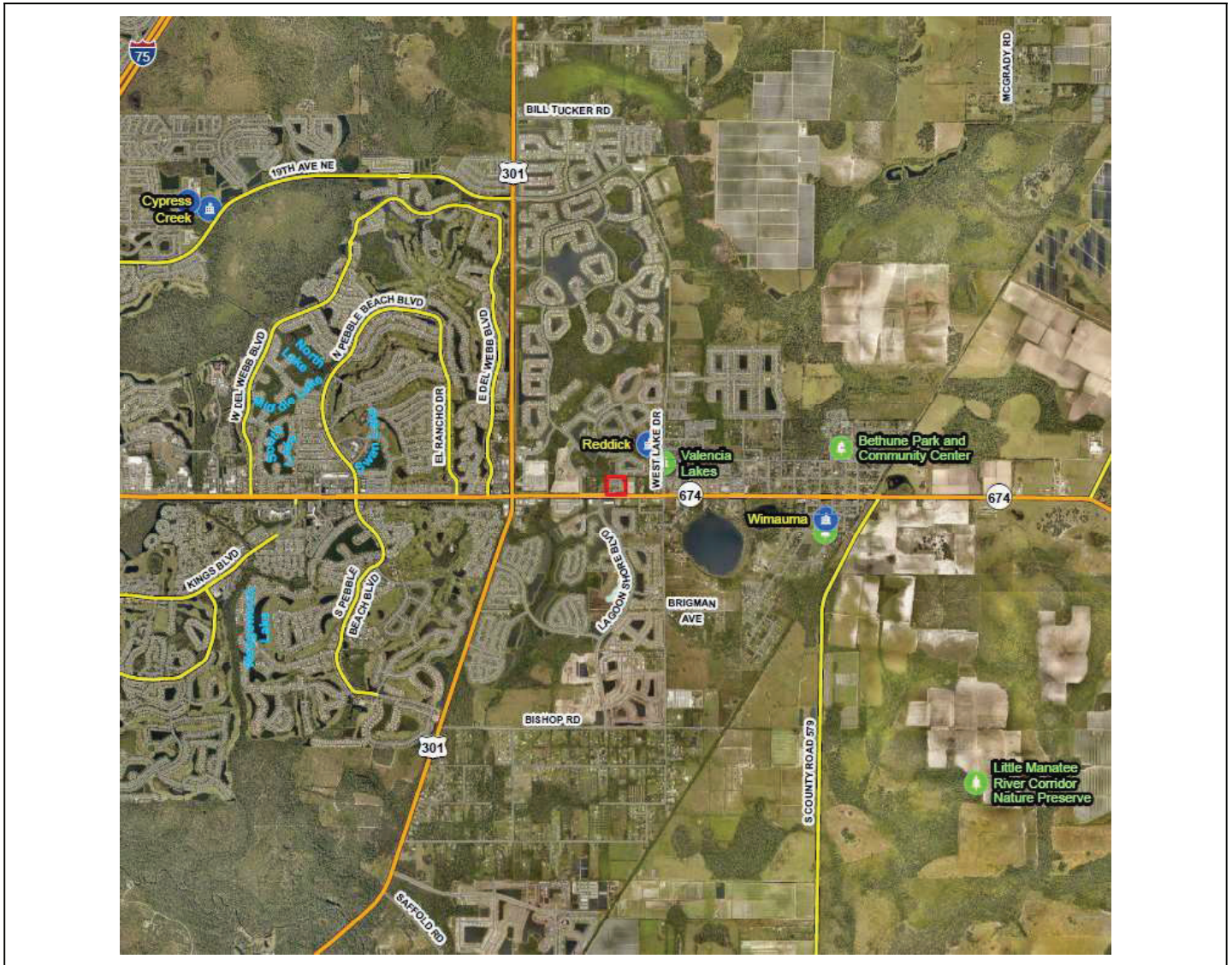
Case Reviewer: Tim Lampkin, AICP

Planning Commission Recommendation:
Consistent

Development Services Recommendation:
Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

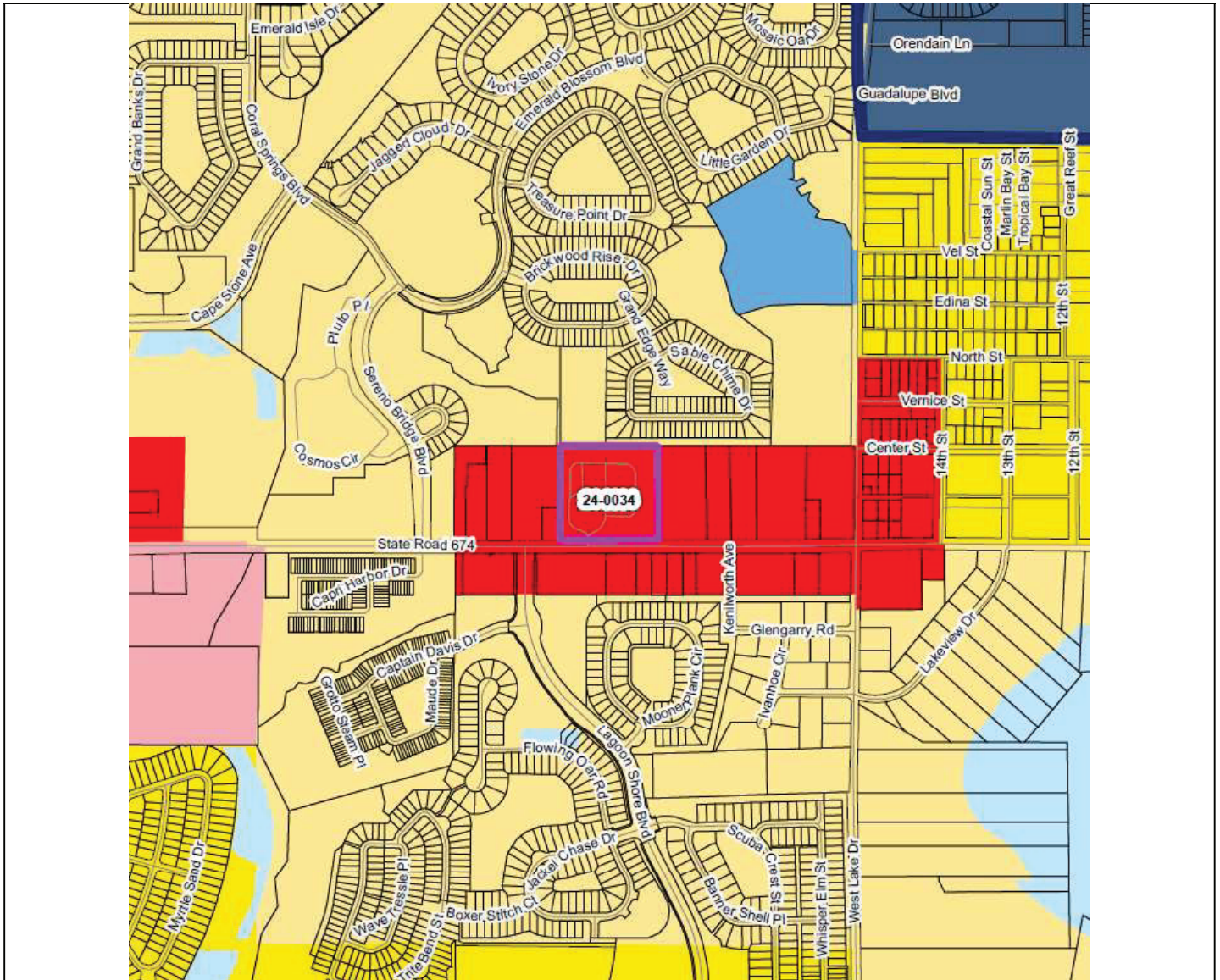


Context of Surrounding Area:

The subject site is located on the north side of State Road 674. The immediate area to the north and west of the subject property is predominantly residential and zoned residential. Immediately west is currently undeveloped and vacant. Immediately adjacent on the east side of the subject site and south across SR 674 is predominantly commercially zoned and developed properties.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	(Office Commercial – 20) OC-20
Maximum Density/F.A.R.:	20 dwelling units per acre / Maximum 0.75 FAR
Typical Uses:	Typical uses include community commercial, offices, mixed-use developments, and compatible residential.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

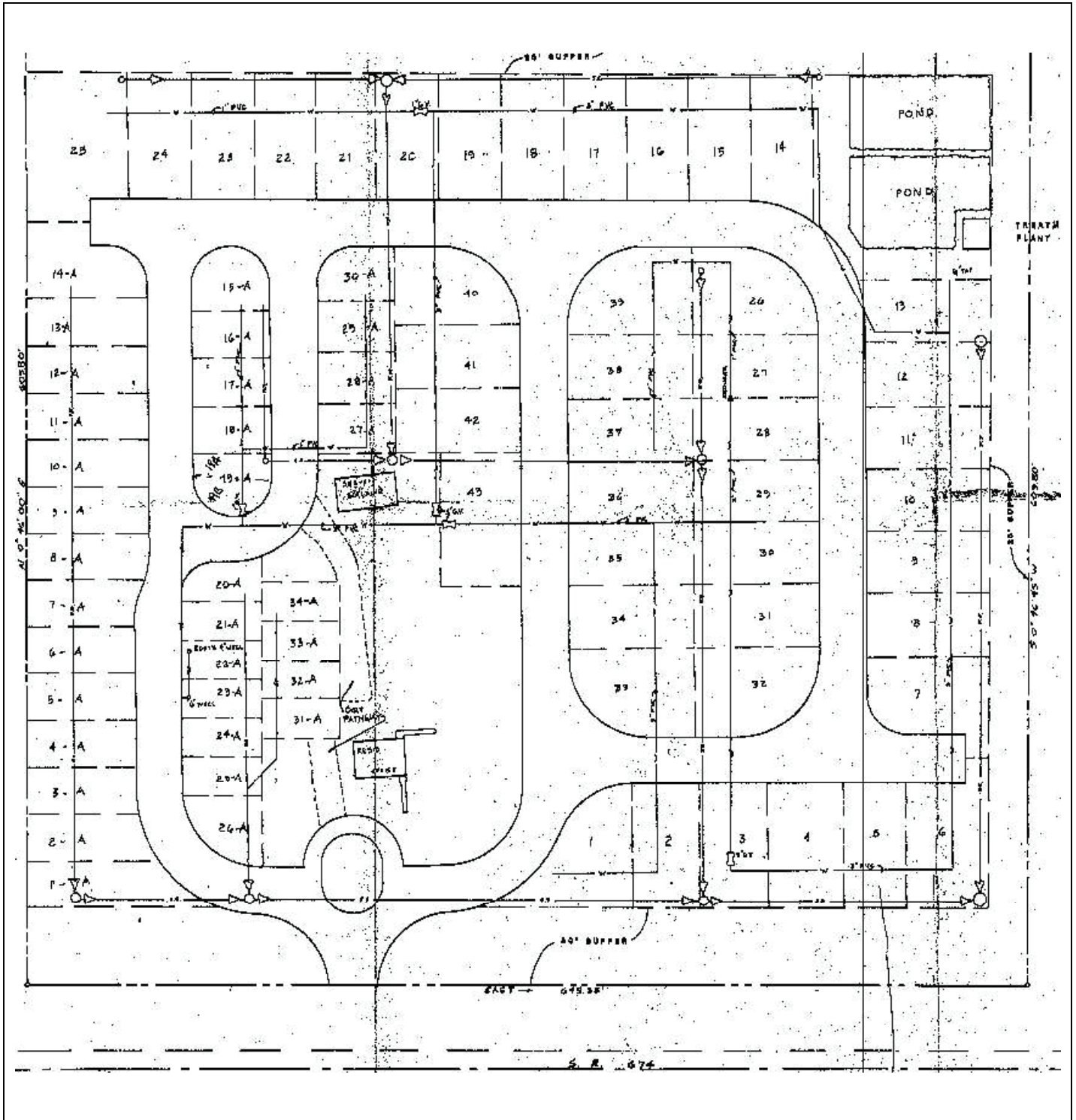


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AS-0.4 and PD 89-0097 / PRS 23-0089	AS-0.4: 1 dwelling per 2.5 ac. PD: Max. 4,228 dwellings Max. 447,047 sf commercial Max. 40,000 sf Office	AS-0.4: SF, MH residential and agricultural activities PD: Residential, Commercial, Office and "Retirement Residential"	AS-0.4: Vacant and stormwater pond. PD: Southern area next to the subject site is SF residential.
South	SR 674 ROW & CG/CI	CI FAR: Max. 0.3 CG Max. FAR: 0.27	Commercial Uses	Retail Strip Center, Community Health Center, auto services, and vacant.
East	PD 00-0005	Max. FAR: 0.62	Max. 122,300-sf Mini-warehouse	Mini-warehouse
West	AS-0.4	1 dwelling per 2.5 acres	SF, MH residential and agricultural activities	Vacant

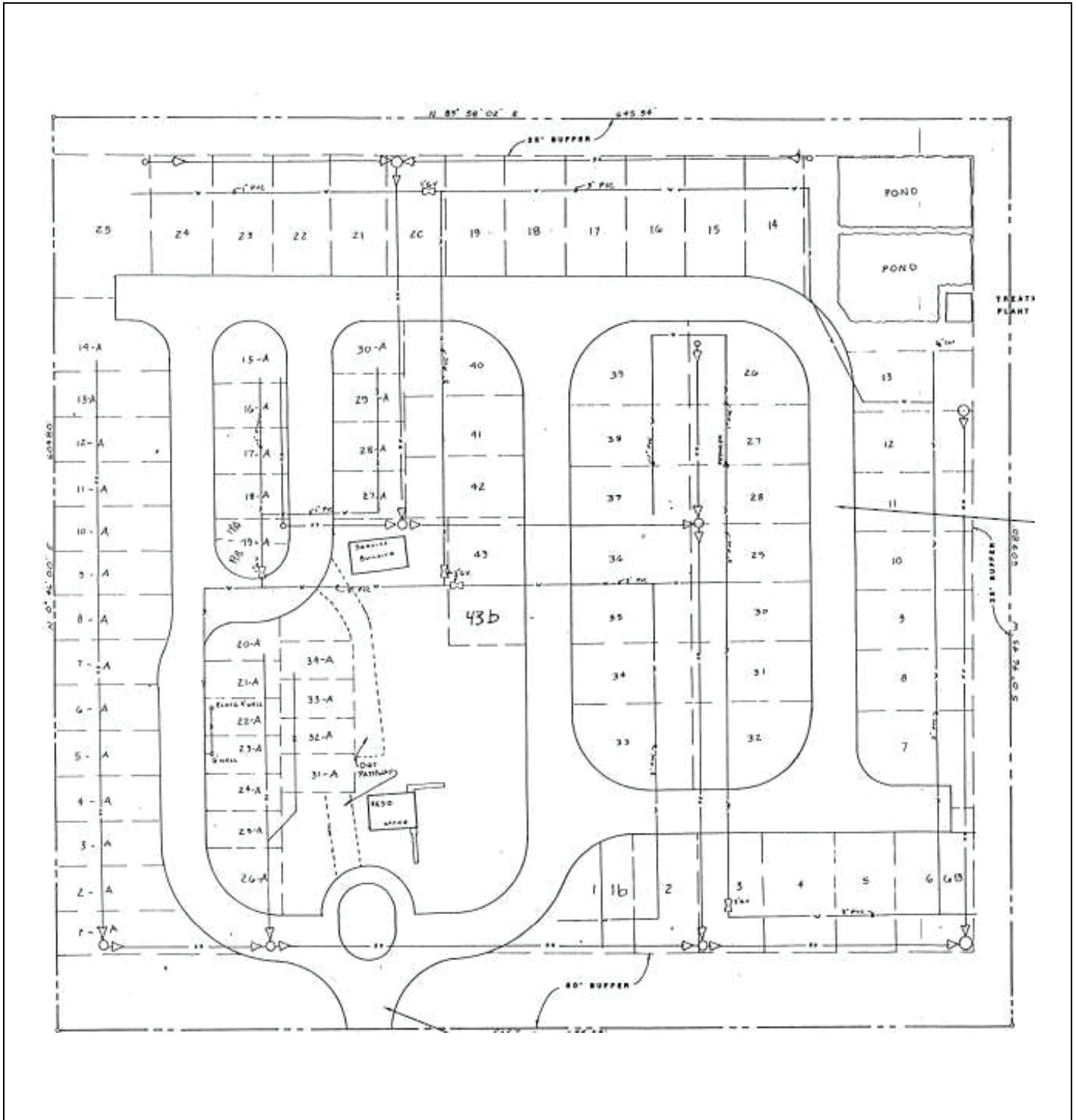
2.0 LAND USE MAP SET AND SUMMARY DATA

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



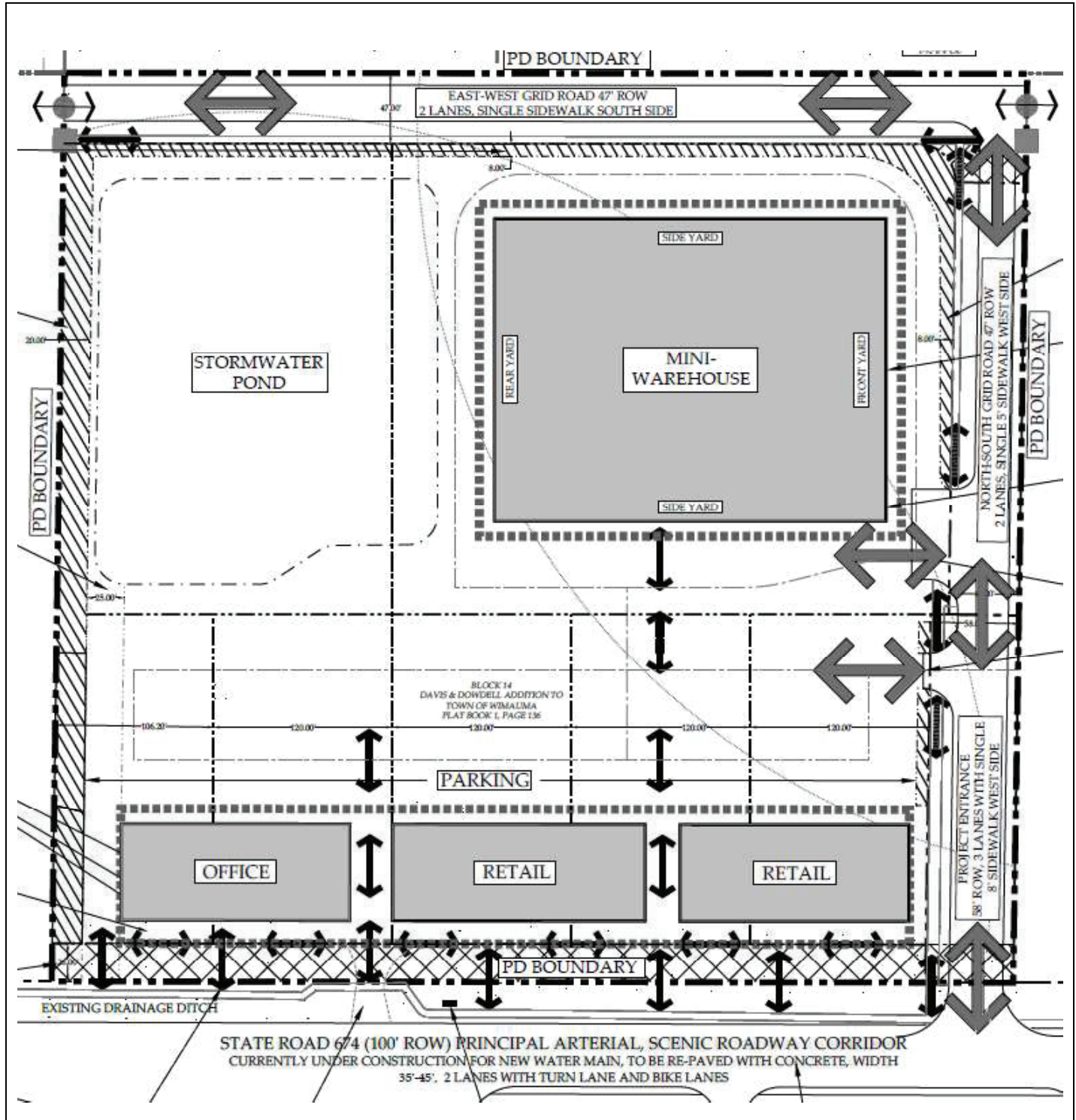
2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan: Option 1 (partial provided below for size and orientation purposes. See Section 8.2 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
SR 674	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	359	35	35
Proposed	1,116	79	140
Difference (+/-)	+757	+44	+105

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

Connectivity and Cross Access Not applicable for this request

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

Notes:

Design Exception/Administrative Variance 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

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	See 1/16/2024 EPC Report.
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <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 checked="" type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" 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 "Transportation Agency Review Comment Sheet".
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	See Water Resource Services Comment Sheet Water & Wastewater.
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 checked="" type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Retail - Shopping Center (Per 1,000 s.f.) Mini-Warehouse/Outdoor Boat/RVStorage* (Per 1,000 s.f.) Mobility: \$13,562.00 Mobility: \$725.00 Fire: \$313.00 Fire: \$32.00 Office, Single Tenant (Per 1,000 s.f.) Office, Multi-Tenant (Per 1,000 s.f.) Office, Medical (gr than 10,000 sq ft) (Per 1,000 s.f.) Mobility: \$10,005.00 Mobility: \$8,336.00 Mobility: \$31,459.00 Fire: \$158.00 Fire: \$158.00 Fire: \$158.00 Urban Mobility, South Fire - 2 options: Option 1 - retail (21,400 sq ft), office uses (16,100 sq ft), self storage (100,000 sq ft); Option 2 - retail (21,400 sq ft), office uses (10,100 sq ft), self storage (100,000 sq ft); open storage (boat and RV) (6,000 sq ft)*				

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<p>Planning Commission</p> <p><input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Locational Criteria Waiver Requested</p> <p><input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Density Bonus Requested</p> <p><input checked="" type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	<p><input type="checkbox"/> Inconsistent</p> <p><input checked="" type="checkbox"/> Consistent</p>	<p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p>See "Hillsborough County Planning Commission Review".</p>

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject property is located on approximately 9.08 acres on the north side of State Road 674 (SR 674) and approximately 1,365' west of West Lake Drive, and approximately 215' east of Lagoon Shores Boulevard in Wimauma. The project is in the Southshore Areawide Systems Plan Community Plan and is in the Wimauma Downtown Overlay, Subarea B, Downtown Center District. The proposed development is required to comply with Section 3.23.00 Wimauma Downtown Overlay District.

The applicant proposes an Option 2 to allow up to 21,000-square-foot retail buildings and 10,000-square feet of office buildings fronting State Road 674, with a maximum of a 105,000-square foot mini-warehouse located in the northeastern quadrant accessed off the new north-south grid street and a stormwater pond located in the NW quadrant of the subject site. The Downtown Center encourages a range of uses including residential, commercial and office along with associated Building Lot Types. The applicant's proposal falls under the Retail/Office Building Lot type per Table 5-1 of the Wimauma Downtown Overlay Districts (Section 3.23.05).

Design elements of the Wimauma Community Downtown Overlay provide building design requirements per LDC Section 3.23.07.E, including requiring that the building façade be architecturally finished to grade. Additionally, buildings are required to incorporate elements including porticos or awnings along street-facing portions of non-residential development. These design elements shall be incorporated for the proposed retail and office buildings along State Road 674 and the mini-warehouse located off the east-west and north-south streets being constructed (pursuant to LDC Section 3.23.08 Street Network Design) located on the perimeter of the site. The applicant proposed no waivers to these standards. These elements will be required to be shown during site and development review.

The applicant is required to create pedestrian connections via sidewalks on SR 674, construction of the North-South and East-West Grid Roads to provide cross-access, internal pedestrian inter-connectivity to and between uses, circulating drive aisles with loading and customer parking, landscaping, buffering and a stormwater pond located in the northwestern quadrant of the site. The applicant is not proposing any waiver of the connectivity elements and is providing these connectivity elements.

The maximum height allowed per Table 5-2 for the Building Lot type is 50 feet / 4 stories. The applicant proposes to limit the maximum height for the mini-warehouse to 45 ft. or three stories. The site plan shows a maximum of 21,000 square feet of retail uses and 105,000 square feet mini-warehouse uses totaling 126,000 square feet, and up to 10,000-sf office uses, equating to a proposed maximum FAR of 0.35 for the subject site. While the maximum height of the mini warehouse located to the immediate east of the subject property is 28 feet per PD 00-0005, it allows a maximum FAR of 0.62, significantly more intensive than the applicant's proposed development and more compatible with residential located to the north of the subject site.

The applicant requests the following waivers for the proposed development of LDC Part 3.23.00 Wimauma Downtown Overlay Standards as summarized below.

Waiver 1:

Section 3.23.06, Table 5-2, Min. lot size of 2,400 sf and maximum lot size of 49,000 sf.

The applicant requests a waiver to allow for a larger lot size to allow the mini-warehouse to be on one lot.

The applicant's justification includes in part that *Mini-Warehouse is setback considerably from SR 674, is adjacent to a Mini-Warehouse to the east and is shielded from the residences to the north by the 47' East-West Grid Road, VUA landscape buffers, and an adjacent 50' drainage conveyance. As with the maximum lot width, the larger lot size is required due to the necessity of the use, which requires a larger lot to allow for the size of the building, and circulation, loading, and parking. The applicant further states that a Mini-Warehouse building of this square*

footage sited within the mandated maximum 49,000 SF lot would also mean the building would likely be 6 stories in height. This would create a compatibility issue.

Waiver 2:

Section 3.23.06, Table 5-2, Lot Width, 24' min.; 120' maximum

The applicant requests a waiver to allow for a larger lot width for the mini-warehouse to be located on one lot. The applicant's justification includes in part that *Mini-Warehouse is setback considerably from SR 674, is adjacent to a Mini-Warehouse to the immediate east and is shielded from the residences to the north by the 47' East-West Grid Road, VUA landscape buffers, and an adjacent 50' drainage conveyance.* Further, the applicant states, "that "A Mini-Warehouse building of this square footage sited within the mandated maximum 120' width lot would mean the building would likely be 6 stories in height. This could create a compatibility issue".

Waiver 3

Section 3.23.06, Table 5-2, Front Setback, 0' min.; 10' maximum

The applicant requests a waiver to allow a greater front setback to allow an access road behind the newly constructed north-side road in front of the mini-warehouse. The applicant's justification includes in part that *Mini-Warehouse front yard setback to the North-South Grid Road for the Mini-Warehouse is required for it to function properly. Specifically, a 30' wide circulating drive aisle is required for users in vans or trucks to drive around the building and for loading. In addition to the drive aisle, an 8' VUA landscape buffer between this drive aisle and the North-South Grid Road is required. A 5'-8' wide sidewalk is also needed, along with some landscaping in front of the building. All these items physically require up to a 55' front yard setback.*

Waiver 4

Section 3.23.07.F.3.b: Minimum 75 ft. door spacing required must be provided at intervals of at least 75 feet to maximize street activity.

The applicant requests a waiver to allow a greater spacing of the doors for the retail and office buildings located on SR 675. The applicant's justification includes in part that the *proposed buildings are estimated to be between ±150'- ±170' in length, which would only allow two entrances per building, and some of the suites may be 20'-25' in width. Some suites may be combined but if not, each of these 20' to 25-ft.-wide suites would need a front door. The applicant also proposes to provide shared sidewalks/pedestrian connections at a minimum of 75' intervals to the SR 674 sidewalks, which accomplishes the general intent.*

Justification was included in the applicant's submittal for the above waivers. Staff has reviewed the justification statements submitted by the applicant and finds the waivers supportable. Additional information regarding the rationale may be found in the applicant's narrative.

Pursuant to LDC Section 3.23.08 Street Network Design requires that development must accommodate an interconnected network of publicly accessible streets, alleys or lanes, and other public passageways by continuing the block pattern and filling in gaps in the pattern. LDC Section 3.23.08.A further requires, "Development must accommodate the grid-like pattern in Wimauma Downtown as represented in the Plan." Subsection A.3. states "All streets must be publicly dedicated and conveyed to the County or otherwise publicly accessible". As each of the adjacent properties develop/redevelop, those properties will be required by the Wimauma Down District Overlay Street Network Design Standards to construct the increment of the roadway grid extension connecting the subject property to the existing surrounding public roadway network over time.

Pursuant to LDC Section 3.23.06.C.1.a which requires parking to be placed in the rear and/or side of the primary building is able to be adhered to with the construction of the new streets. In compliance with the parking location requirement, the applicant proposes the front of the mini-warehouse to be oriented along the new north-south perimeter street. Additionally, blank walls shall not occupy over 50 percent of a street-facing frontage and shall not exceed 20 linear feet

without being interrupted by a window or entry. For the mini-warehouse this would include the north and south areas of the mini-warehouse facing the new streets and providing a more visually appealing façade promoting greater compatibility with the residential community located to the north-northeast of the subject site. The mini-warehouse will be located directly behind and shielded somewhat from State Road 674 by the proposed 20-foot retail and office buildings.

Variation:

The applicant requests a variation to Land Development Code Parts 6.06.00 (Landscaping/Buffering). Justification was included in the applicant’s submittal for the waiver to LDC Part 6.06.03.1.2.c (Landscaping/Buffering) to not provide the Scenic Corridor Landscape (SR 674). In the narrative the applicant essentially states, that in order to comply with the setback requirement fronting SR 674 and the constructing of the sidewalk in front, constrain the subject site pursuant complying with both standards. Staff has reviewed the justification statements submitted by the applicant and finds they meet the criteria for approval per LDC Section 5.03.06.C.6.

The Rezoning Hearing Master’s recommendation for this application is required to include a finding on whether the requested variations meet the criteria for approval. Additional information regarding the rationale may be found in the applicant’s narrative.

The applicant is proposing to have a 20 ft buffer with Type “B” screening along the western perimeter with a stormwater pond providing additional separation between the mini-warehouse and the undeveloped property to the immediate west. Along the northern and eastern boundary adjacent to the new street network, the applicant is providing the required 8-foot Vehicular Use buffer.

The applicant has not requested any additional variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; 6.06.00, Landscaping, Irrigation and Buffering Requirements; or 6.07.00, Fences and Walls of the Land Development Code. The application shall be required to be in compliance with all other requirements of the Hillsborough County Land Development Code.

Planning Commission staff finds the proposed Major Modification CONSISTENT with the Unincorporated Hillsborough County Comprehensive Plan.

5.2 Recommendation

Based upon the above considerations, staff finds the request is **APPROVABLE, subject to conditions**

Prior to Site Plan Certification the following shall be amended:

- Remove “All Existing Improvements and Lot Lines to be Removed and Re-configured” on Option 1 Site Plan.
- Remove “Existing Driveway to be Closed and Relocated” on Option 1 Site Plan.
- Revise the “0’ – 20’ Building Setback” to “0’ – 10’ Setback” for the Office / Retail fronting SR 674.
- Revise “PD PRS PD 92-0366” to “PD 92-0366”
- Remove the blank box to the left of the notes.
- Modify site note # 13. as follows: “EXISTING AND PROPOSED POINTS OF INGRESS AND EGRESS: ONE EXISTING POINT OF ACCESS ON SR 674 SHALL BE CLOSED, AND A NEW DRIVEWAY SERVING THE PROJECT SHALL BE CONSTRUCTED. THE PROJECT ACCESS ON SR 674 IS SUBJECT TO FDOT APPROVAL.”
- Modify site note # 16, as follows: “INTERNAL CIRCULATION AND PRIVATE DRIVES: INTERNAL ACCESS SHALL BE PROVIDED WITH PRIVATE DRIVE AISLES WITH THE EXCEPTION OF THE PROPOSED NORTH-SOUTH ROAD AND EAST-WEST ROAD SEGMENTS AND SURFACE PARKING BUILT TO HILLSBOROUGH COUNTY PARKING AND LOADING STANDARDS. THE MINI-WAREHOUSE USE MAY BE GATED.”
- Modify site note # 17, “RIGHT-OF-WAY RESERVATION/DEDICATION: AREAS OF RIGHT-OF-WAY (ROW) RESERVATION ARE SHOWN ON THIS PLAN TO ALLOW FOR THE FUTURE WIDENING OF SR 674 TO 126' ROW. ADDITIONAL ROW DEDICATION PROPOSED FOR THE PROJECT ENTRANCE AT 58', AND THE NORTH-SOUTH AND EAST-WEST GRID ROADS AT 47', A SHOWN.”
- Add a double headed arrow on the eastern boundary with a label that states “The adjacent property may take access to the roadway subject to County Standards and Requirements.”
- Re-insert the “East-West Grid Road View East” and “Project Entrance View North” into the box in the lower SW quadrant labelled “Proposed Roadway Cross Sections”

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted July 2, 2024.

1. The site shall be limited to two development options based on the July 2, 2024, site plan.
2. Option 1, is the existing approval for 77 units as follows. Notwithstanding anything herein to the contrary, conditions 3 through 22 shall not apply to development option 1.

- ~~1.~~ 2.1 The maximum density recognized through zoning conformance must not exceed the requirements of the LDR category with infill provision for existing development as allowed in zoning conformance. A maximum of 77 units may be permitted on-site.

The number of units are calculated as follows:

Mobile Home Spaces:	32
Recreational Vehicle Spaces:	38
Spaces Designated for Mobile Home or Recreational Vehicle	7
TOTAL NUMBER OF UNITS:	77

The conversion of 38 RV units to 19 equivalent dwelling units provides an equivalent number of 58 dwelling units.

- ~~2.~~ 2.2 The Comprehensive Plan recognizes this development as a legal multi-family lot of record. Policy B-1.2 provides for the replacement mobile home units and RV spaces in excess of the maximum density allowed in this plan.
- ~~3.~~ 2.3 Minimum setbacks for mobile home shall be:

front/side/rear:	five feet
utility easement:	three feet

There shall be a 50-foot depth along major streets abutting a mobile home or RV park, and a setback of not less than 25 feet in depth between the mobile home units and the park boundaries, not adjacent to another mobile home park.

4. 2.4 The minimum distance between rows of mobile homes used for access shall be 30 feet in width.
5. 2.5 The following existing uses shall be permitted on-site:
 - 5-1 2.5.1 All principal and accessory mobile home park and RV park activities structures, or buildings existing or occurring on the subject parcel as shown on the site plan.
 - 5-2 2.5.2 The park totalling 9.68 acres, is limited to single family mobile home spaces, RV spaces, and one single family house.
 - 5-3 2.5.3 No loudspeakers shall be used in the park.
 - 5-4 2.5.4 Management units, recreational areas and structures, service building and structures.
 - 5-5 2.5.5 Accessory uses and structures which are customarily accessory and clearly incidental to the mobile home park or recreational vehicle park, subject to the Zoning Code, as amended.
 - 5-6 2.5.6 Home Occupations, subject to the Zoning Code, as amended.
 - 5-7 2.5.7 Convenience establishments which are of commercial nature, including food stores, snack bars, coin-operated laundry, dry cleaning pick-up, beauty shops, and barber shops may be allowed in the park.
6. 2.6 Mobile homes and recreational vehicles may be integrated on the project site.
3. Option 2 shall be in compliance with LDC Section 3.23.00, unless specified otherwise herein. This option shall allow a development total of 136,000 square feet of office, retail and mini-warehouse.
 - a. 10,000 square feet of Office
 - b. 21,000 square feet of Retail, and
 - c. 105,000 square feet of Mini-warehouse
4. Standards for the Office and Retail uses shall be as follows.
 - a. Lot Size: Min. 2,400 sf; Max. 49,000 sf
 - b. Lot width: Min. 24 ft.; Max. 120 ft.
 - c. Front Setback: Min. 0 ft., Max. 20 ft.
 - d. Max. Lot Coverage: 80%
 - e. Rear Setback: 15 ft.
 - f. Side Setback: 0 ft.
 - g. Building Height: Max. 20 feet / 2 stories
5. Standards for the Mini-warehouse use shall be as follows.
 - a. Lot Size: NA
 - b. Lot width: NA
 - c. Front Setback: Min. 0 ft., Max. 55 ft.
 - d. Max. Lot Coverage: 80%
 - e. Rear Setback: 15 ft.
 - f. Side Setback: 0 ft.
 - g. *Building Height: Max. 45 feet / 3 stories

*Building height greater than 20 feet shall be set back an additional two feet for every one foot of structure height over 20 feet, which may not be added to the required rear/side setbacks and buffers.

6. Buffering and screening shall be in accordance with LDC Section 6.06.06 unless otherwise stated herein.

- a. The Scenic Corridor Plantings per LDC Section 6.06.03.1 shall not be required along State Road 674.
7. The project shall comply with LDC Section 6.11.60, Mini Warehouse Locational and Design Requirements.
8. The project shall be in compliance with all requirements of LDC Section 3.23.00 Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County Land Development Code, except as specified herein. Exceptions shall include the following:
 - a. The Retail and Office uses fronting State Road 674, shall be allowed with building entrances spaced less than 75' minimum notwithstanding Section 3.23.07.F.3.b.
9. The Mini-warehouse shall be subject to the Transparency Requirement per Section 3.23.07.F.3. The mini-warehouse shall provide windows for between 15% and 75% along the east and north side of the mini-warehouse building facing the newly constructed north-south and east-west grid streets. The mini-warehouse and stormwater pond shall not be subject to the following:
 - o Maximum Lot Size
 - o Maximum Lot Width
10. The project development shall prohibit the storage of hazardous materials. No mini-warehouse units shall be used as an office, workspace, nor shall conduct business of any kind.
11. The project shall be served by one (1) access connection on SR 674 and future accesses to the east and west as shown on the PD site plan.
12. The developer shall construct an eastbound left turn at the project's SR 674 access connection with the initial increment of development, subject to FDOT approval.
13. As shown on the site plan, the project's proposed internal grid roadway is required to comply with LDC, Sec. 3.23.08 subsections A., B., and D. Downtown Wimauma Overlay District Street Network Design standards, Sec. 3.23.10.C.1., and Sec. 6.04.03.Q. Cross Access. As such the developer shall construct the internal grid roadways, consisting of two segments, shown on the PD site plan as follows:
 - a. North-South Grid Road: The roadway shall consist of two sections. The +/-250-foot segment connecting to SR 674 shall be comprised of a three-lane urban section with an 8-foot-wide sidewalk on the west side within a 58-foot wide right of way. The remaining section shall consist of two 12-foot lanes and a 5-foot sidewalk on the west side within a 47-foot wide right of way. Access to the adjacent property to the east may be permitted consistent with the County LDC and Transportation Technical Manual.
 - b. East-West Grid Road: The roadway shall consist of two 12-foot-wide lanes and a 5-foot sidewalk on the south side within a 47-foot wide right of way. The roadway shall be constructed to the adjacent property boundary for future connection. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic (MUTCD), the developer shall place signage which identifies roadway stub-outs as a "Future Roadway Connection".
 - c. Both roadways shall be public roadways as proposed by the applicant.
14. Except as may be otherwise specified herein these conditions, the project shall comply with and be subject to all applicable sections of Part 3.23.00 of the LDC, i.e. the Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County LDC.

15. As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review, and is subject to approval of Hillsborough County and HART.
16. Consistent with the Hillsborough County Corridor Preservation Plan and FDOT PD&E study for the facility, the developer shall preserve a minimum of +/- 26-feet of right-of-way along the project's SR 674 frontage in order to accommodate future 4-laning of the facility as shown on the PD site plan. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
17. Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
18. Notwithstanding anything herein or shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
19. 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.
20. 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.
21. 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.
22. 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).
23. 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.
22. 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

<p>Zoning Administrator Sign Off:</p>	
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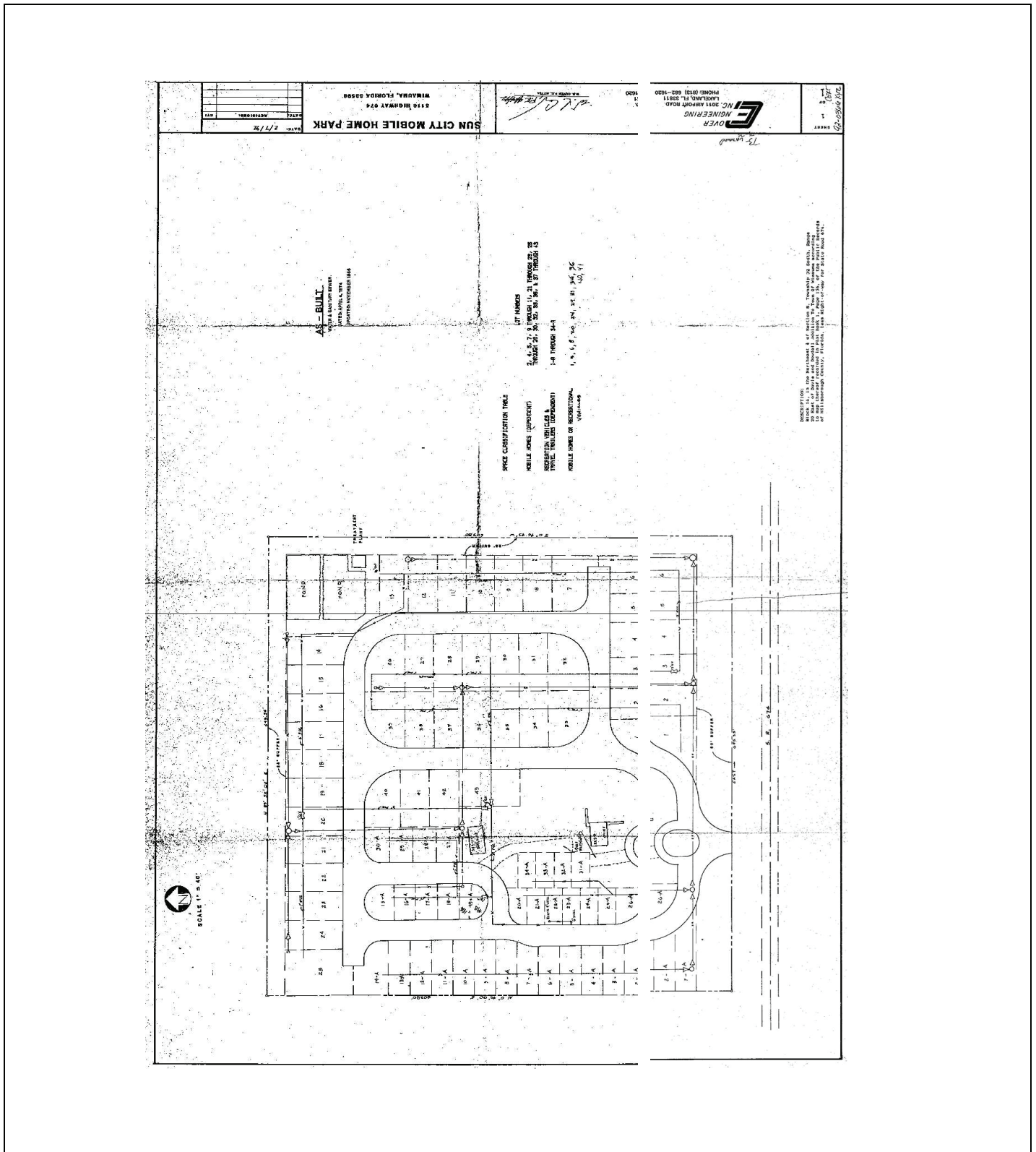
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

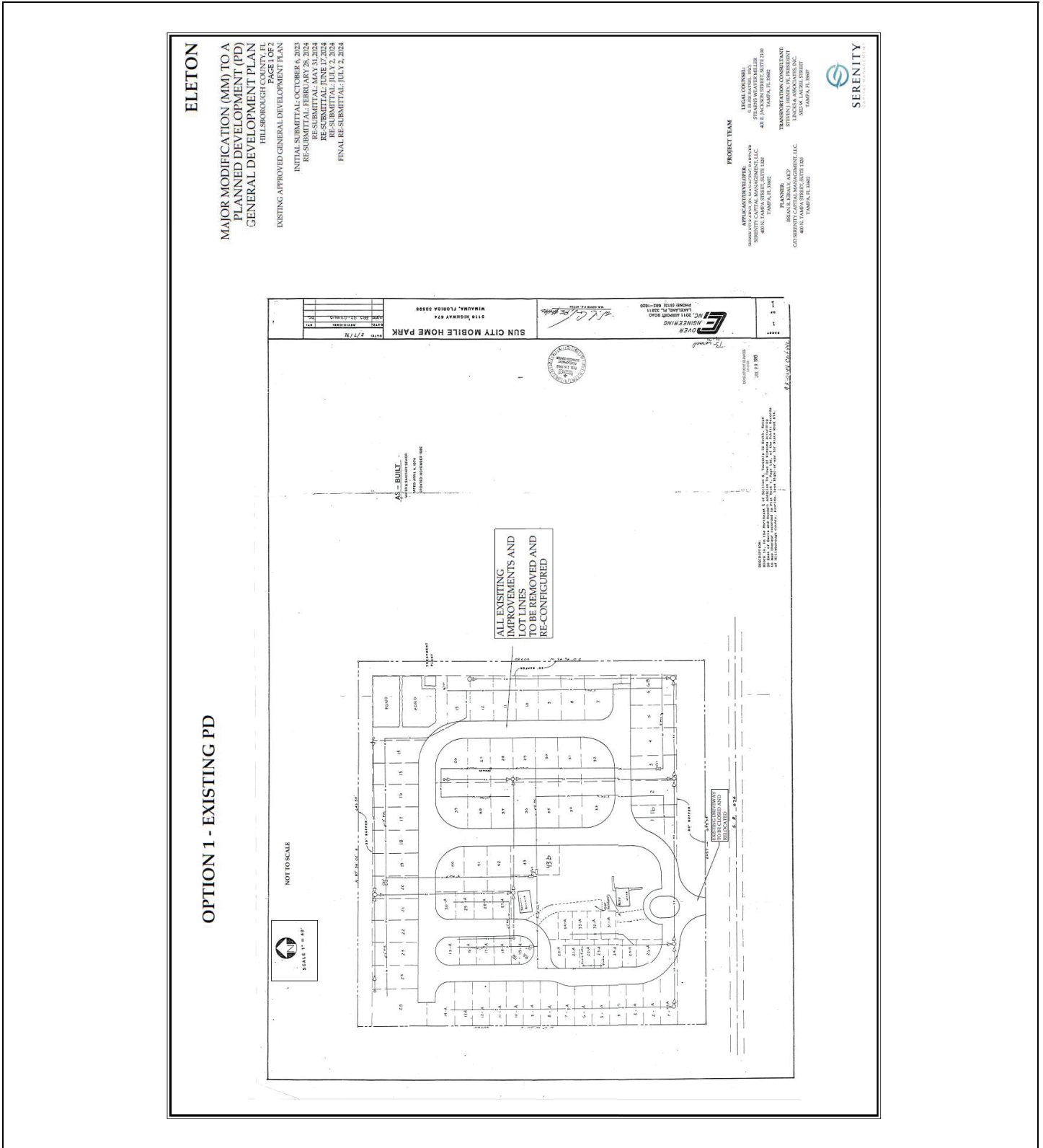
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.2 Proposed Site Plan: Option 1 (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 07/03/2022

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: WM/ South

PETITION NO: PD 24-0034

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

CONDITIONS OF APPROVAL

- The project shall be served by one (1) access connection on SR 674 and future accesses to the east and west as shown on the PD site plan.
- The developer shall construct an eastbound left turn at the project’s SR 674 access connection with the initial increment of development, subject to FDOT approval.
- As shown on the site plan, the project’s proposed internal grid roadway is required to comply with LDC, Sec. 3.23.08 subsections A., B., and D. Downtown Wimauma Overlay District Street Network Design standards, Sec. 3.23.10.C.1., and Sec. 6.04.03.Q. Cross Access. As such the developer shall construct the internal grid roadways, consisting of two segments, shown on the PD site plan as follows:
 - a. North-South Grid Road: The roadway shall consist of two sections. The +/-250-foot segment connecting to SR 674 shall be comprised of a three-lane urban section with an 8-foot-wide sidewalk on the west side within a 58-foot wide right of way. The remaining section shall consist of two 12-foot lanes and a 5-foot sidewalk on the west side within a 47-foot wide right of way. Access to the adjacent property to the east may be permitted consistent with the County LDC and Transportation Technical Manual.
 - b. East-West Grid Road: The roadway shall consist of two 12-foot-wide lanes and a 5-foot sidewalk on the south side within a 47-foot wide right of way. The roadway shall be constructed to the adjacent property boundary for future connection. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic (MUTCD), the developer shall place signage which identifies roadway stub-outs as a “Future Roadway Connection”.
 - c. Both roadways shall be public roadways as proposed by the applicant.
- Except as may be otherwise specified herein these conditions, the project shall comply with and be subject to all applicable sections of Part 3.23.00 of the LDC, i.e. the Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County LDC.

- As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review, and is subject to approval of Hillsborough County and HART.
- Consistent with the Hillsborough County Corridor Preservation Plan and FDOT PD&E study for the facility, the developer shall preserve a minimum of +/- 26-feet of right-of-way along the project's SR 674 frontage in order to accommodate future 4-laning of the facility as shown on the PD site plan. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
- Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- Notwithstanding anything herein or shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
- 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 certification of the Site Plan (CSP), the applicant shall revise the CSP to:
 - Modify site note # 13. as follows: "EXISTING AND PROPOSED POINTS OF INGRESS AND EGRESS: ONE EXISTING POINT OF ACCESS ON SR 674 SHALL BE CLOSED, AND A NEW DRIVEWAY SERVING THE PROJECT SHALL BE CONSTRUCTED. THE PROJECT ACCESS ON SR 674 IS SUBJECT TO FDOT APPROVAL."
 - Modify site note # 16. As follows: "INTERNAL CIRCULATION AND PRIVATE DRIVES: INTERNAL ACCESS SHALL BE PROVIDED WITH PRIVATE DRIVE AISLES WITH THE EXCEPTION OF THE PROPOSED NORTH-SOUTH ROAD AND EAST-WEST ROAD SEGMENTS AND SURFACE PARKING BUILT TO HILLSBOROUGH COUNTY PARKING AND LOADING STANDARDS. THE MINI-WAREHOUSE USE MAY BE GATED."
 - Modify site note # 17. "RIGHT-OF-WAY RESERVATION/DEDICATION: AREAS OF RIGHT-OF-WAY (ROW) RESERVATION ARE SHOWN ON THIS PLAN TO ALLOW FOR THE FUTURE WIDENING OF SR 674 TO 126' ROW. ADDITIONAL ROW DEDICATION PROPOSED FOR THE PROJECT ENTRANCE AT 58', AND THE NORTH-SOUTH AND EAST-WEST GRID ROADS AT 47' , A SHOWN."
 - Add a double headed arrow on the eastern boundary with a label that states "The adjacent property may take access to the roadway subject to County Standards and Requirements."

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to modify a +/- 9.02 ac. parcel, zoned Planned Development (PD) #92-0366. The applicant is requesting approval of a second development option of 21,000 sf of retail plaza, 10,000sf of offices, and 105,000 sf of mini-warehouse uses. The site is located within the Downtown Subdistrict B portion of the Wimauma Downtown Overlay District (WDOD) and designated Office Commercial 20 (OC-20) future land use.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the number of trips potentially generated under the existing and proposed zoning designations, generally consistent with the applicant’s transportation analysis, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 11th Edition.

Existing PD (Option 1):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 39 Mobile Home Park Units (ITE LUC 240)	350	26	23
PD, 38 RV Park Units (ITE LUC 416)	120*	9	12
TOTAL	359	35	35

*Estimated by staff. ITE Trip Generation Manual 11th Ed. does not report daily trips for this use.

Proposed Modification (Option 2):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 105,000 s.f. Mini-Warehouse Uses (ITE LUC 151)	152	10	15
PD, 21,000 s.f. Retail Plaza (ITE LUC 822)	1,116	47	132
PD, 10,000 s.f. Medical Office (ITE LUC 720)	322	30	37
TOTAL	1,590	87	184
Pass by Trips	N/A	0	44
Internal Capture	N/A	8	0
NET NEW TRIPS	1,116	79	140

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Net Peak Hour Trips	
		AM	PM
Difference	(+)757	(+)44	(+)105

The proposed modification (Option 2) would generally result in an increase of trips potentially generated by +757 average daily trips, +44 trips in the a.m. peak hour, and +105 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

SR 674 is a 2-lane, undivided, principal arterial roadway owned and maintained by the Florida Department of Transportation. The roadway is characterized by +/- 12-foot wide travel lanes in average condition. The roadway lies within a +/- 100-foot wide right-of-way along the project’s frontage. There are +/- 5-foot wide sidewalks along both sides of SR 674 in the vicinity of the proposed project. There are +/- 4-foot wide bicycle lanes (on paved shoulders) in the vicinity of the proposed project.

SR 674 is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane facility. According to FDOT staff, a PD&E (SR 674 Widening from US 301 to CR 579/ Project#: 422762-1) was

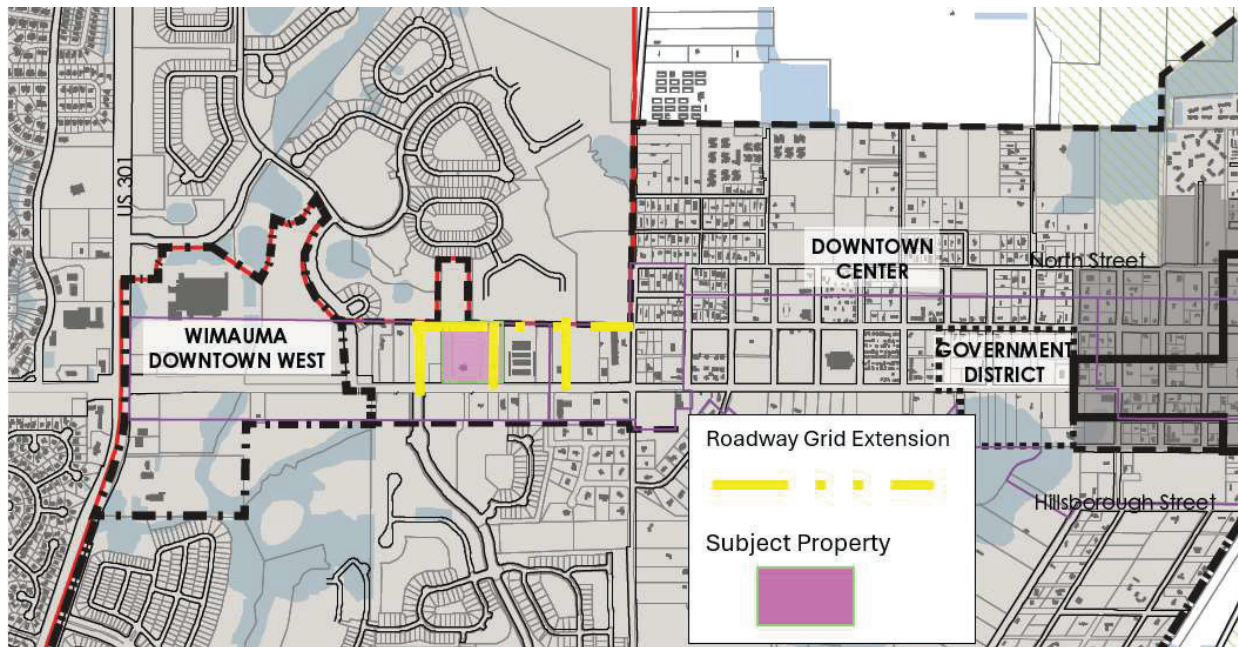
conducted for the area which identified 126 feet of right-of-way needed to accommodate the future 4-lane facility. The proposed PD site plan proposes 26 feet of preservation along the project's frontage.

SITE ACCESS AND CONNECTIVITY/ COMPLIANCE WITH WIMAUMA DOWNTOWN OVERLAY DISTRICT STANDARDS

The applicant is proposing one (1) full access connection to SR 674, an FDOT roadway.

Pursuant to the applicant's site access analysis, an eastbound left turn lane at the project access was found to be warranted pursuant to Section 6.04.04.D of the LDC. The applicant will be required to construct the turn lane improvement at time of development, subject to FDOT approval.

To comply with Downtown Wimauma Overlay District Street Network Design Standards found in LDC, Section 3.23.08, the proposed site plan includes two internal roadway segments identified as the North-South Grid Road and the East-West Grid Road to be constructed and dedicated to the public. The internal grid roads are required to provide an interconnected network of publicly accessible streets by continuing the block pattern and filling in gaps in the pattern as envisioned in the Wimauma Village Community Plan adopted in the Hillsborough County Comprehensive Plan, Livable Communities Element. See the graphic below of the Downtown Wimauma Districts excepted from the Wimauma Community Plan (October 2021) with additional staff annotation to illustrate the conceptual connectivity of the future grid network when built out.



Pursuant to LDC, LDC, Section 3.23.08.A. “Development must accommodate the grid-like pattern in Wimauma Downtown as represented in the Plan.” Subsection 3.23.08.A. 2. States “Downtown streets must form an orthogonal grid and are required to intersect at ninety-degree angles.” and A.3. states “All streets must be publicly dedicated and conveyed to the County or otherwise publicly accessible.” Furthermore, Subsection 3.23.08.B.2. states that new streets shall “Follow a grid pattern and connect with existing streets and rights-of-way to provide multiple through routes for vehicles and pedestrians.” and subsection D. states that “Paved stub-outs shall be provided to accommodate future street connections when adjacent to vacant land or land which could be redeveloped for residential.”.

The projects proposed internal grid roads are consistent with the above cited Downtown Wimauma standards. The proposed public local roadways are designed as the project access to SR 674 and located along the eastern and northern boundary of the subject property to provide access to the adjacent properties also within the Wimauma Downtown District to the east and to the west at the time that they redevelop.

The proposed internal grid roads will also fulfill the Sec. 6.04.03.Q. cross access requirements and the special connectivity requirements of the Wimauma Downtown Overlay District, Section 3.23.10.C.1. Additionally, the north-south grid road/access connection to SR 674 will enable the adjacent parcel to the east (folio# 78891.000) to take access directly to it. This will permit FDOT the option of closing the access to the adjacent property upon its future development/redevelopment, in which case it would utilize the proposed new grid roadway within the subject PD. Such configuration will improve spacing compliance and enhance safety within the corridor in the future. See the annotated screenshot from the County GIS viewer below demonstrating the conceptual connectivity of the future grid network aligning with the existing Center St. roadway to the east and the recently signalized intersection of Lagoon Shore Blvd. and SR 674.



As each of the adjacent properties develop/redevelop, said properties will be required by the Wimauma Down District Overlay Street Network Design Standards to construct the increment of the roadway grid extension connecting the subject property to the existing surrounding public roadway network over time. The extended roadway grid network, as envisioned in the Wimauma Village Community Plan and required by the LDC, will provide an alternative route for traffic traveling to and from the adjacent properties, preserve the level of service of SR 674, and enhance pedestrian access.

Required Public Transit Facilities

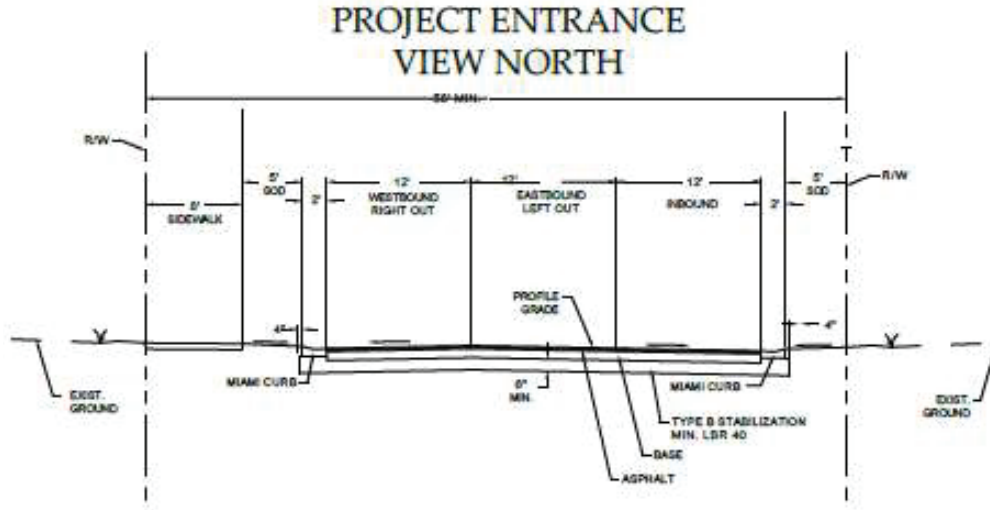
As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review and is subject to approval of Hillsborough County and HART.

INTERNAL ROADWAY GRID TYPICAL SECTIONS

The proposed new public local roadways internal to the project consist of the North-South roadway segment and the East-West roadway segment pursuant to LDC, Sec. 3.23.08. Street Network Design standards. In

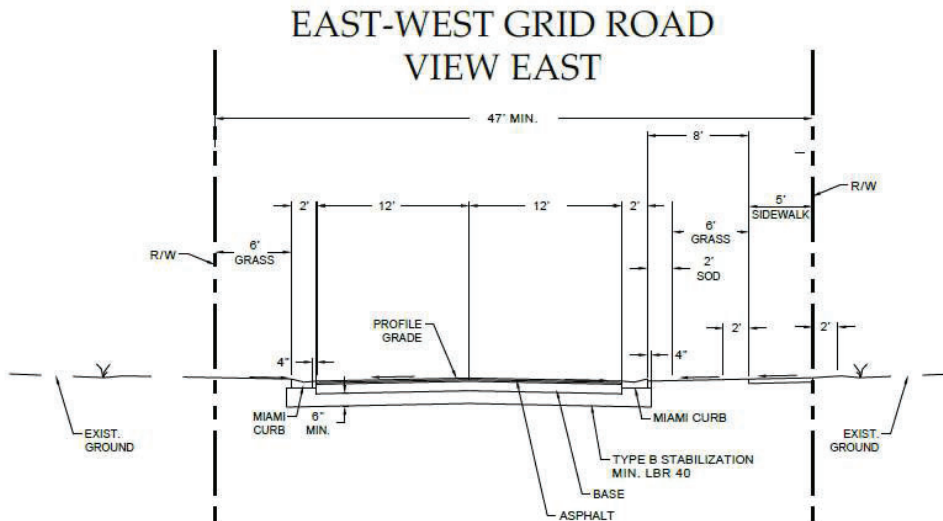
consultation with the County Engineer, the applicant has included the proposed alternative typical sections within the PD site plan. They are designed as TS-3, Urban Local Non-Residential Roadways without a sidewalk on the side abutting the adjacent property. If the adjacent property redevelops, the redeveloping property will be required to construct the sidewalk along their roadway frontage.

The North-South roadway provides the project access to SR 674 and consists of two typical sections. Intersecting with SR 674 is a +/-250-foot long, three lane section with two outbound turn lanes and one inbound lane. The section has 12 feet wide lanes and an 8-foot-wide sidewalk on the west side within 58 feet of right-of-way. See proposed section below.



The remaining section of the North-South roadway consists of two 12-foot lanes and a 5-foot sidewalk on the westside within a total 47 feet of right of way. This segment will intersect with the proposed East-West roadway.

The East-West roadway will provide connectivity between the North-South roadway and the future extension of the grid to the east and west upon redevelopment of the adjacent properties, who will be responsible for constructing their respective segments. The section consists of two 12-foot lanes and a 5-foot sidewalk within 47 feet of right of way. See proposed section below.



ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Information for West Lake Dr. was not included in the 2020 Hillsborough County LOS report. As such, LOS information for the facility cannot be provided. Information for the other adjacent roadway is provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
SR 674	US 301	CR 579	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
SR 674	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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	359	35	35
Proposed	1,116	79	140
Difference (+/-)	+757	+44	+105

*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	None	Meets LDC
South	X	None	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West		Vehicular & Pedestrian	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.

COUNTY OF HILLSBOROUGH

**RECOMMENDATION OF THE
LAND USE HEARING OFFICER**

APPLICATION NUMBER: MM 24-0034

DATE OF HEARING: July 22, 2024

APPLICANT: Shree Kulkarni/Serenity Capital Management, LLC

PETITION REQUEST: The Major Modification request is to modify PD 92-0366 to permit 2 development options which are 1) the existing approval for 77 dwelling units or 2) 136,000 square feet of office, retail and mini-warehouse land uses

LOCATION: 740 Eleton Springs Drive

SIZE OF PROPERTY: 9.02 acres, m.o.l.

EXISTING ZONING DISTRICT: PD 92-0366

FUTURE LAND USE CATEGORY: OC-20

SERVICE AREA: Urban

COMMUNITY PLAN: Wimauma

DEVELOPMENT REVIEW STAFF REPORT

***Note:** Formatting issues prevented the entire Development Services Department staff report from being copied into the Hearing Master's Recommendation. Therefore, please refer to the Development Services Department web site for the complete staff report.

1.0 APPLICATION SUMMARY



Applicant: Shree Kulkarni, Serenity Capital Management, LLC

FLU Category: OC-20

Service Area: Urban

Site Acreage: +/-9.08 acres

Community Plan Area: Wimauma,
South Shore Areawide Systems

Overlay: Wimauma Downtown Subdistrict B, Downtown Center

Introduction Summary:

PD 92-0366 rezoned the subject property to allow up to 32 mobile home spaces, 38 recreational vehicle (“RV”) spaces and 7 spaces designated for either the latter, former and one single-family home for a total of 77 Units. Condition 1, also allows a conversion of the 38 RV spaces to 19 mobile homes for a maximum of 58 mobile home spaces.

Proposed MM 24-0034: The proposed Major Modification requests to amend the conditions of approval for PD 92- 0366, that has had no subsequent amendments in the intervening +/- 32 years since its 1992 adoption. The applicant proposes an Option #2 to allow up to 136,000 square feet of non-residential uses including Office and Retail uses fronting SR 674, with a Mini-Warehouse building located in the northeast quadrant of the site.

Existing Approval(s):	Proposed Modification(s):
1. Total of 77 units including up to 32 MH, 38 RV, and a combination of both (and one sf residence).	1. Add Option 2 to allow non-residential uses including Office and Retail uses fronting and facing SR 674, with a Mini-Warehouse in the northeastern quadrant.

*Subject for the 2:1 additional setback compatibility requirement

Additional Information:

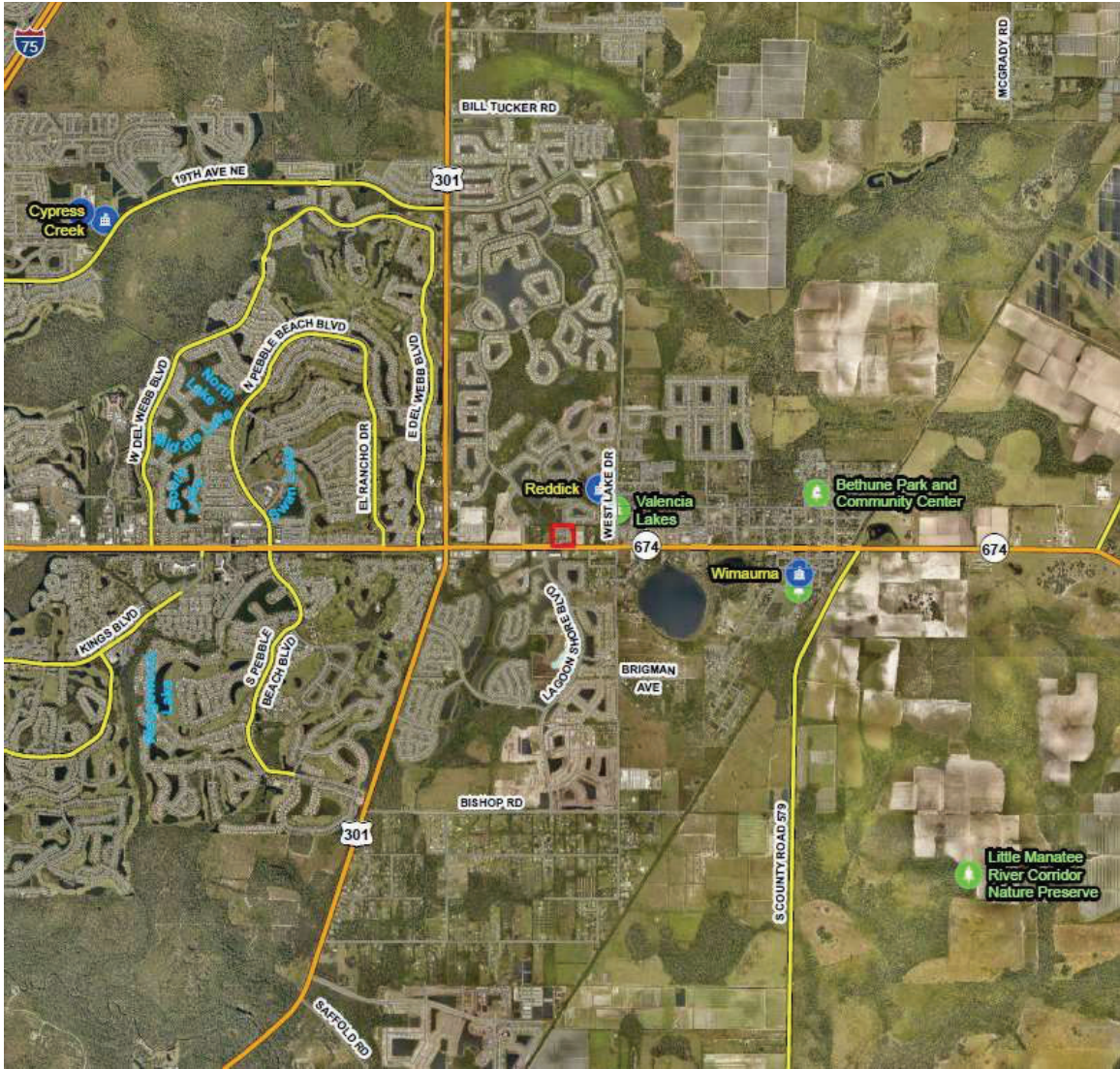
PD Variation(s):	LDC Part 6.06.03.I.2.c (Landscaping/Buffering) to not provide the Scenic Corridor Landscape (SR 674).
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Waiver(s) to the Land Development Code:

1. LDC Part 3.23.06 Wimauma Downtown Overlay Standards Lot Size for Mini-Warehouse
2. 2. LDC Part 3.23.06 Wimauma Downtown Overlay Standards Lot Width for Mini-Warehouse
3. 3.LDC Part LDC Part 3.23.06 Wimauma Downtown Overlay Maximum Front Yard Setback (Mini- Warehouse)4.
4. LDC Part 3.23.07 Wimauma Overlay Standards for Door Spacing

Development Services Recommendation: Approvable, subject to proposed conditions

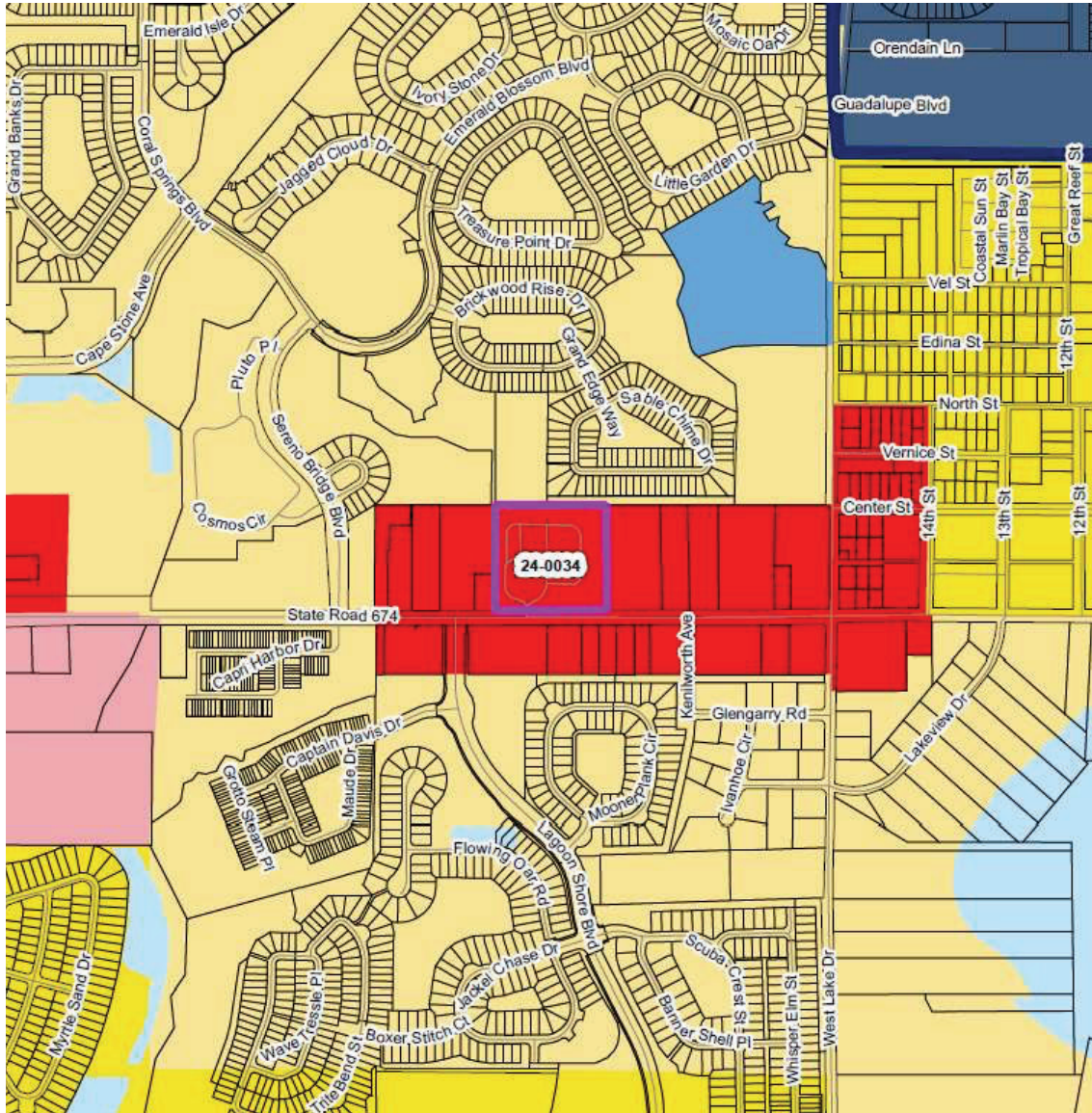
Planning Commission Recommendation: Consistent



Context of Surrounding Area:

The subject site is located on the north side of State Road 674. The immediate area to the north and west of the subject property is predominantly residential and zoned residential. Immediately west is currently undeveloped and vacant. Immediately adjacent on the east side of the subject site and south across SR 674 is predominantly commercially zoned and developed properties.

2.0 LAND USE MAP SET AND SUMMARY DATA 2.2 Future Land Use Map

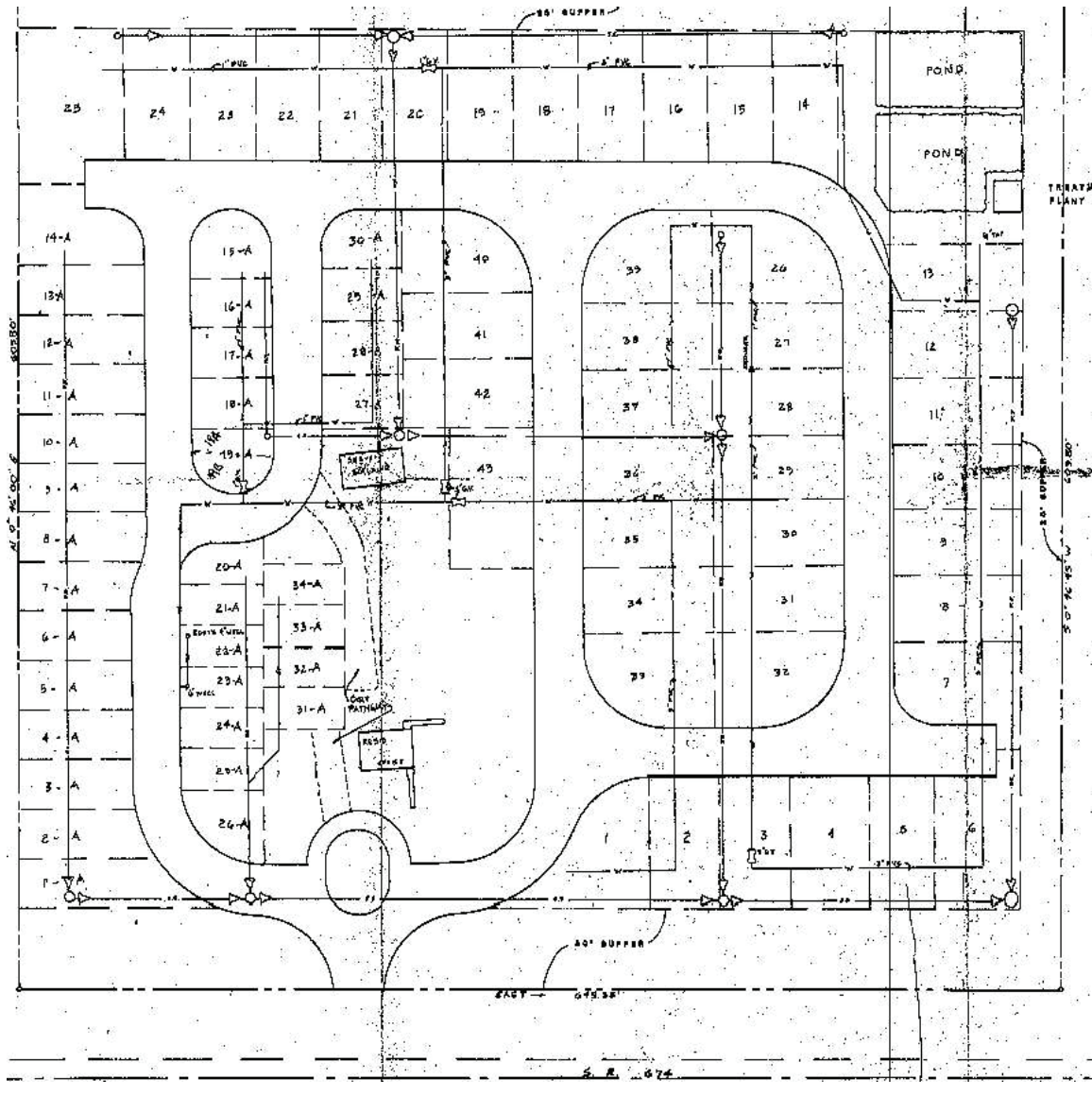


2.0 LAND USE MAP SET AND SUMMARY DATA 2.3 Immediate Area Map



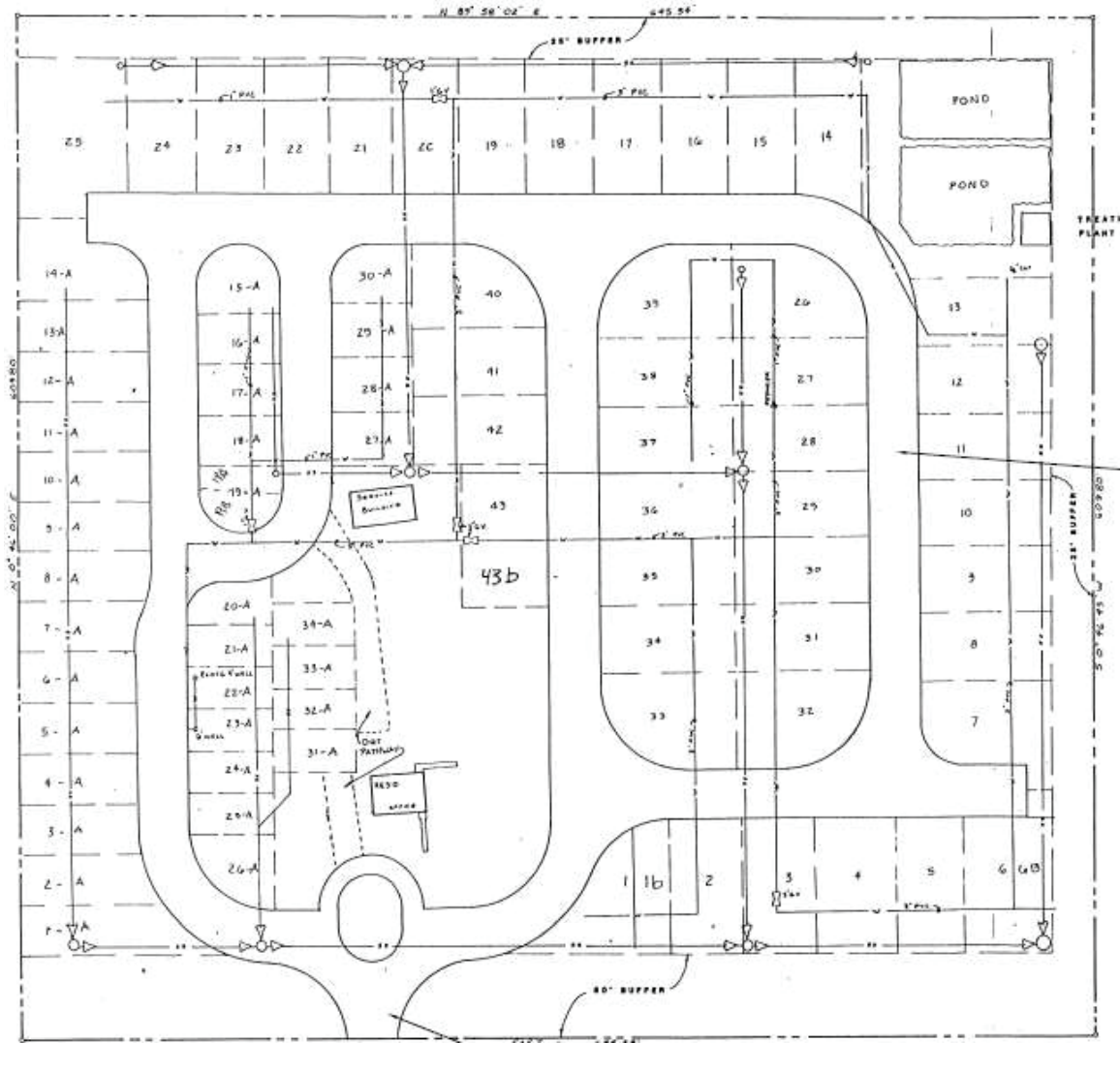
2.0 LAND USE MAP SET AND SUMMARY DATA

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



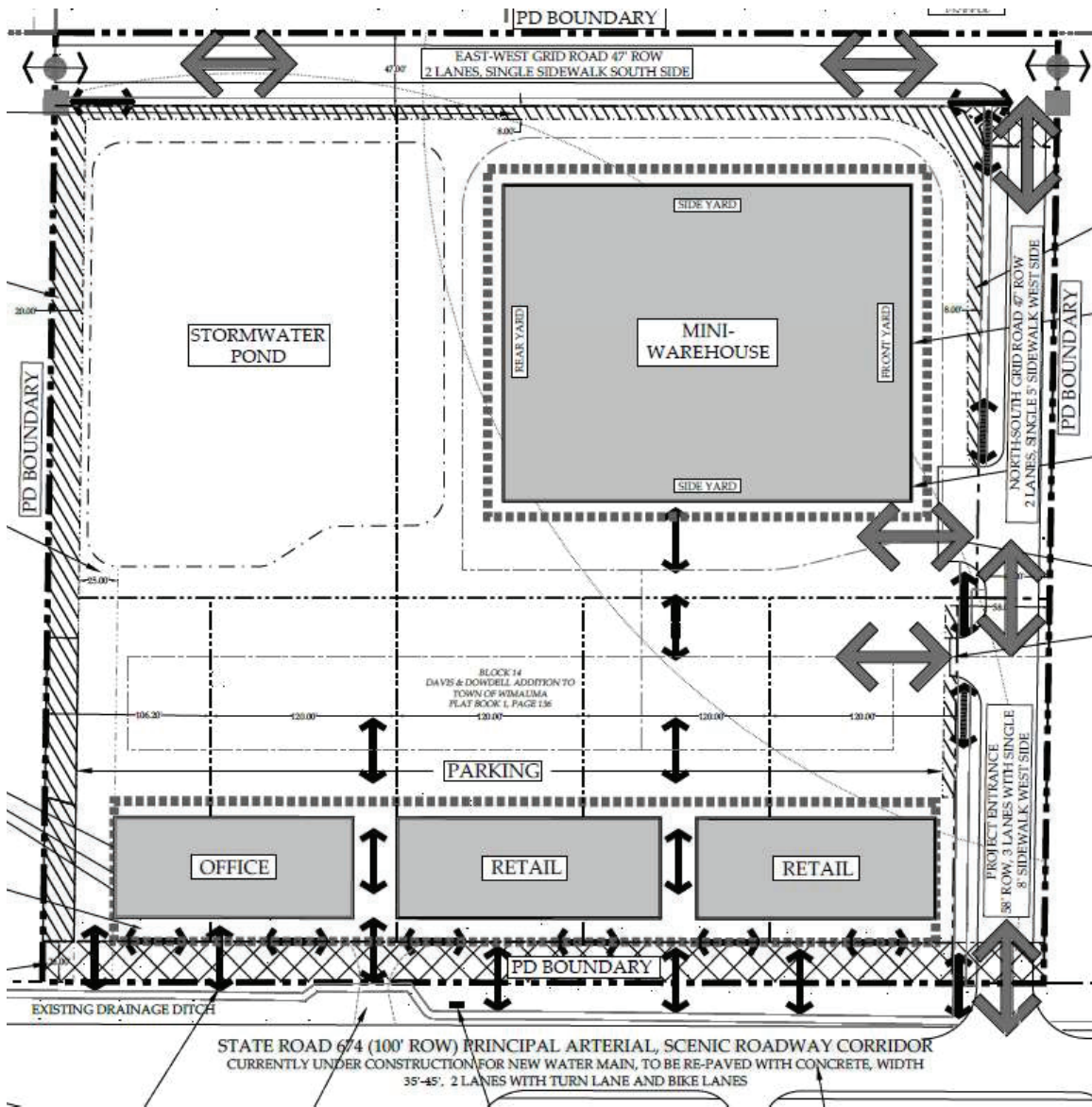
2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan: Option 1 (partial provided below for size and orientation purposes. See Section 8.2 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
SR 674	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
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Proposed	1,116	79	140
Difference (+/-)	+757	+44	+105

*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
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South	X	None	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West		Vehicular & Pedestrian	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

Impact/Mobility Fees

Retail - Shopping Center (Per 1,000 s.f.)
Mobility: \$13,562.00 Fire: \$313.00

Office, Single Tenant (Per 1,000 s.f.) Mobility: \$10,005.00 Fire: \$158.00

Mini-Warehouse/Outdoor Boat/RV Storage* (Per 1,000 s.f.)
Mobility: \$725.00

Fire: \$32.00

Office, Multi-Tenant (Per 1,000 s.f.)

Mobility: \$8,336.00 Fire: \$158.00

Office, Medical (gr than 10,000 sq ft) (Per 1,000 s.f.)
Mobility: \$31,459.00
Fire: \$158.00

Urban Mobility, South Fire - 2 options:

Option 1 - retail (21,400 sq ft), office uses (16,100 sq ft), self storage (100,000 sq ft); Option 2 - retail (21,400 sq ft), office uses (10,100 sq ft), self storage (100,000 sq ft); open storage (boat and RV) (6,000 sq ft)*

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject property is located on approximately 9.08 acres on the north side of State Road 674 (SR 674) and approximately 1,365' west of West Lake Drive, and approximately 215' east of Lagoon Shores Boulevard in Wimauma. The project is in the Southshore Areawide Systems Plan Community Plan and is in the Wimauma Downtown Overlay, Subarea B, Downtown Center District. The proposed development is required to comply with Section 3.23.00 Wimauma Downtown Overlay District.

The applicant proposes an Option 2 to allow up to 21,000-square-foot retail buildings and 10,000-square feet of office buildings fronting State Road 674, with a maximum of a 105,000-square foot mini-warehouse located in the northeastern quadrant accessed off the new north-south grid street and a stormwater pond located in the NW quadrant of the subject site. The Downtown Center encourages a range of uses including residential, commercial and office along with associated Building Lot Types. The applicant's proposal falls under the Retail/Office Building Lot type per Table 5-1 of the Wimauma Downtown Overlay Districts (Section 3.23.05).

Design elements of the Wimauma Community Downtown Overlay provide building design requirements per LDC Section 3.23.07.E, including requiring that the building façade be architecturally finished to grade. Additionally, buildings are required to incorporate elements including porticos or awnings along street-facing portions of non-residential development. These design elements shall be incorporated for the proposed retail and office buildings along State Road 674 and the mini-warehouse located off the east-west and north-south streets being constructed (pursuant to LDC Section 3.23.08 Street Network Design) located on the perimeter of the site. The applicant proposed no waivers to these standards. These elements will be required to be shown during site and development review.

The applicant is required to create pedestrian connections via sidewalks on SR 674, construction of the North-South and East-West Grid Roads to provide cross-access, internal pedestrian inter-connectivity to and between uses, circulating drive aisles with loading and customer parking, landscaping, buffering and a stormwater pond located in the northwestern quadrant of the site. The applicant

is not proposing any waiver of the connectivity elements and is providing these connectivity elements.

The maximum height allowed per Table 5-2 for the Building Lot type is 50 feet / 4 stories. The applicant proposes to limit the maximum height for the mini-warehouse to 45 ft. or three stories. The site plan shows a maximum of 21,000 square feet of retail uses and 105,000 square feet mini-warehouse uses totaling 126,000 square feet, and up to 10,000-sf office uses, equating to a proposed maximum FAR of 0.35 for the subject site. While the maximum height of the mini warehouse located to the immediate east of the subject property is 28 feet per PD 00-0005, it allows a maximum FAR of 0.62, significantly more intensive than the applicant's proposed development and more compatible with residential located to the north of the subject site.

The applicant requests the following waivers for the proposed development of LDC Part 3.23.00 Wimauma Downtown Overlay Standards as summarized below.

Waiver 1:

Section 3.23.06, Table 5-2, Min. lot size of 2,400 sf and maximum lot size of 49,000 sf.

The applicant requests a waiver to allow for a larger lot size to allow the mini-warehouse to be on one lot.

The applicant's justification includes in part that Mini-Warehouse is setback considerably from SR 674, is adjacent to a Mini-Warehouse to the east and is shielded from the residences to the north by the 47' East-West Grid Road, VUA landscape buffers, and an adjacent 50' drainage conveyance. As with the maximum lot width, the larger lot size is required due to the necessity of the use, which requires a larger lot to allow for the size of the building, and circulation, loading, and parking. The applicant further states that a Mini-Warehouse building of this square

footage sited within the mandated maximum 49,000 SF lot would also mean the building would likely be 6 stories in height. This would create a compatibility issue.

Waiver 2:

Section 3.23.06, Table 5-2, Lot Width, 24' min.; 120' maximum

The applicant requests a waiver to allow for a larger lot width for the mini-warehouse to be located on one lot. The applicant's justification includes in part that Mini-Warehouse is setback considerably from SR 674, is adjacent to a Mini-Warehouse to the immediate east and is shielded from the residences to the north by the 47' East-West Grid Road, VUA landscape buffers, and an adjacent 50' drainage conveyance. Further, the applicant states, "that "A Mini-Warehouse building of this square footage sited within the mandated maximum 120' width lot would mean the building would likely be 6 stories in height. This could create a compatibility issue".

Waiver 3

Section 3.23.06, Table 5-2, Front Setback, 0' min.; 10' maximum

The applicant requests a waiver to allow a greater front setback to allow an access road behind the newly constructed north-side road in front of the mini-warehouse. The applicant's justification includes in part that Mini-Warehouse front yard setback to the North-South Grid Road for the Mini-Warehouse is required for it to function properly. Specifically, a 30' wide circulating drive aisle is required for users in vans or trucks to drive around the building and for loading. In addition to the drive aisle, an 8' VUA landscape buffer between this drive aisle and the North-South Grid Road is required. A 5'-8' wide sidewalk is also needed, along with some landscaping in front of the building. All these items physically require up to a 55' front yard setback.

Waiver 4

Section 3.23.07.F.3.b: Minimum 75 ft. door spacing required must be provided at intervals of at least 75 feet to maximize street activity.

The applicant requests a waiver to allow a greater spacing of the doors for the retail and office buildings located on SR 675. The applicant's justification includes in part that the proposed buildings are estimated to be between $\pm 150'$ - $\pm 170'$ in length, which would only allow two entrances per building, and some of the suites may be 20'-25' in width. Some suites may be combined but if not, each of these 20' to 25-ft.-wide suites would need a front door. The applicant also proposes to provide shared sidewalks/pedestrian connections at a minimum of 75' intervals to the SR 674 sidewalks, which accomplishes the general intent.

Justification was included in the applicant's submittal for the above waivers. Staff has reviewed the justification statements submitted by the applicant and finds the

waivers supportable. Additional information regarding the rationale may be found in the applicant's narrative.

Pursuant to LDC Section 3.23.08 Street Network Design requires that development must accommodate an interconnected network of publicly accessible streets, alleys or lanes, and other public passageways by continuing the block pattern and filling in gaps in the pattern. LDC Section 3.23.08.A further requires, "Development must accommodate the grid-like pattern in Wimauma Downtown as represented in the Plan." Subsection A.3. states "All streets must be publicly dedicated and conveyed to the County or otherwise publicly accessible". As each of the adjacent properties develop/redevelop, those properties will be required by the Wimauma Down District Overlay Street Network Design Standards to construct the increment of the roadway grid extension connecting the subject property to the existing surrounding public roadway network over time.

Pursuant to LDC Section 3.23.06.C.1.a which requires parking to be placed in the rear and/or side of the primary building is able to be adhered to with the construction of the new streets. In compliance with the parking location requirement, the applicant proposes the front of the mini-warehouse to be oriented along the new north-south perimeter street. Additionally, blank walls shall not occupy over 50 percent of a street-facing frontage and shall not exceed 20 linear feet without being interrupted by a window or entry. For the mini-warehouse this would include the north and south areas of the mini-warehouse facing the new streets and providing a more visually appealing façade promoting greater compatibility with the residential community located to the north-northeast of the subject site. The mini-warehouse will be located directly behind and shielded somewhat from State Road 674 by the proposed 20-foot retail and office buildings.

PD Variation:

The applicant requests a variation to Land Development Code Parts 6.06.00 (Landscaping/Buffering). Justification was included in the applicant's submittal for the waiver to LDC Part 6.06.03.1.2.c (Landscaping/Buffering) to not provide the Scenic Corridor Landscape (SR 674). In the narrative the applicant essentially states, that in order to comply with the setback requirement fronting SR 674 and the constructing of the sidewalk in front, constrain the subject site pursuant complying with both standards. Staff has reviewed the justification statements submitted by the applicant and finds they meet the criteria for approval per LDC Section 5.03.06.C.6.

The Rezoning Hearing Master's recommendation for this application is required to include a finding on whether the requested variations meet the criteria for approval. Additional information regarding the rationale may be found in the applicant's narrative.

The applicant is proposing to have a 20 ft buffer with Type “B” screening along the western perimeter with a stormwater pond providing additional separation between the mini-warehouse and the undeveloped property to the immediate west. Along the northern and eastern boundary adjacent to the new street network, the applicant is providing the required 8-foot Vehicular Use buffer.

The applicant has not requested any additional variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; 6.06.00, Landscaping, Irrigation and Buffering Requirements; or 6.07.00, Fences and Walls of the Land Development Code. The application shall be required to be in compliance with all other requirements of the Hillsborough County Land Development Code.

Planning Commission staff finds the proposed Major Modification CONSISTENT with the Unincorporated Hillsborough County Comprehensive Plan.

5.2 Recommendation

Based upon the above considerations, staff finds the request is APPROVABLE, subject to conditions

Zoning conditions were presented to the Zoning Hearing Master at the hearing and are hereby incorporated into the Zoning Hearing Master’s recommendation.

SUMMARY OF HEARING

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on July 22, 2024. Ms. Michelle Heinrich of the Hillsborough County Development Services Department introduced the petition.

Mr. Brian Kiraly 400 North Tampa Street Suite 1320 testified on behalf of the applicant. Mr. Kiraly showed graphic to describe the overall area. He stated that there are many residential homes. He stated that the subject property is currently developed with a mobile home and RV park. The Major Modification proposes two development options. The first option is to retain the existing mobile home and RV park as an interim use. The second option proposes 10,000 square feet of office with 21,000 square feet of retail and 105,000 square feet of mini-warehouse land uses. Mr. Kiraly stated that the Wimauma Downtown Plan is very exhaustive and include requirements to build a north/south and east/west grid road. The applicant will comply with the required parking location, stormwater pond, building design features, pedestrian connectivity, building orientation and maximum lot size and width. He added that the applicant will provide 26 feet of right-of-way. FDOT has preliminarily approved the driveway location. Mr. Kiraly testified that a small number of waivers are requested that mainly apply to the mini-warehouse land use. He detailed the requested four waivers and stated that staff supports the request. Mr. Kiraly concluded his presentation by stating that the planning and transportation staffs support the

modification.

Hearing Officer Finch asked Mr. Kiraly about the requested PD Variation to not provide the required Scenic Corridor landscaping. She stated that she understood what the Land Development Code required but did not see a survey in the file nor an indication of the amount frontage the site had on State Road 674 in order to calculate the number of trees that would be required and therefore would not be installed if the Variation were approved. Mr. Kiraly replied that the Code required one tree per 40 feet of frontage and one canopy tree per 50 feet of frontage. Hearing Master Finch asked Mr. Kiraly how many feet of frontage does the parcel have on SR 674. Mr. Kiraly replied he would have to get back to her on that and did it have to be at the hearing. Hearing Master Finch replied yes. Mr. Kiraly estimated approximately 450 feet and approximately 50 trees. Hearing Master Finch replied that she would ask the staff to obtain the answer. Hearing Master Finch asked Mr. Kiraly what landscaping/screening would be provided along the SR 674 frontage. Mr. Kiraly replied that there would be clustered plantings along the frontage with the intent to not block the building entrances and provide visibility of the buildings and signage. He stated that the landscaped plan has not been finalized but that the applicant cannot commit to the scenic tree planting ratios.

Mr. Tim Lampkin of the Development Services Department, testified regarding the County staff report. Mr. Lampkin stated that he would work with the applicant to determine the amount of frontage to answer the Hearing Master's question.

Hearing Master Finch stated that she was trying to determine the number of trees that would not be planted if the Land Development Code requirement were waived.

Mr. Lampkin explained the revised staff report was due to a change in zoning condition #9. He detailed the modification request including the requirements of the Wimauma Downtown Overlay. He explained the four waiver requests and concluded his presentation by stating that both planning staffs support the request.

Hearing Master Finch asked Mr. Lampkin what would be the buffering and screening requirements along the State Road 674 frontage not including the Scenic Corridor landscaping requirements. Mr. Lampkin replied that he would research the Wimauma Code requirements and answer later in the hearing.

Ms. Heinrich of the Development Services Department testified that she had reviewed the County's GIS regarding the parcel width on SR 674 and found it is 650 feet wide. Hearing Master Finch asked Ms. Heinrich how many trees would be required based upon the width of the parcel frontage. Ms. Heinrich replied that she would calculate the amount and report back to the Hearing Master.

Ms. Jillian Massey of the Planning Commission testified regarding the Planning

Commission staff report. Ms. Massey stated that the property is designated Office Commercial-20 by the Future Land Use Map and is located within the Urban Service Area and the Wimauma Community Plan. She explained numerous policies that the modification complies with and stated that the proposed request is compatible with the commercial character of the area and that the modification is consistent with the Wimauma Community Plan and the Comprehensive Plan.

Hearing Master Finch asked audience members if there were any proponents of the application. No one replied.

Hearing Master Finch asked audience members if there were any opponents of the application.

Ms. Polly Roush 5116 State Road 674 testified that she resides in the mobile home park on the subject property. She explained that the park is a retirement village and residents bought their home and expected to stay. She added that she is opposed to the modification because the residents should not have to relocate.

Hearing Master Finch asked Ms. Heinrich to confirm that the Major Modification application has been reviewed in light of the Florida Statute and Code requirements regarding the relocation of the mobile homes. Ms. Heinrich replied yes and stated that none of the mobile homes are owned but rather leased and that the Statute applies to when the mobile home is owned.

Hearing Master Finch asked Mr. Lampkin what the screening requirements were except for the Scenic Corridor landscaping requirements. Mr. Lampkin replied there were none.

Ms. Heinrich of the Development Services Department testified that a total of 30 trees (17 street trees and 13 canopy trees) would be required based on 650 feet of frontage on State Road 674.

Mr. Kiraly testified during the rebuttal period that the seller of the land is an estate as the owner passed away. The daughter of the owner does not want to continue renting the mobile homes. He added that the applicant filed a mobile home report and the regulations require the mobile homes to be moved if there are available lots within 5 miles and there are no available lots.

Mr. Kiraly testified that he agrees with staff that roughly 30 trees are required by the Scenic Corridor standard. He stated that there is a sidewalk that runs in front of the buildings and another sidewalk that is in the SR 674 right-of-way. A sidewalk is required to connect. Mr. Kiraly stated that with the buildings being 20 to 25 foot wide suites, the doors will be fairly close.

Hearing Master Finch asked if the door spacing relates to one of the waivers being requested. Mr. Kiraly replied yes and applies to the requirement to that a door wider than 75 feet apart.

Mr. Kiraly concluded his presentation by stating that if the building suites are 20 to 25 feet wide and a sidewalk is required to lead into the suite combined with a zero to 20 foot setback, the site is constrained.

Hearing Master Finch then concluded the hearing.

EVIDENCE SUBMITTED

Ms. Timoteo submitted a revised staff report into the record.

PREFACE

All matters that precede the Summary of Hearing section of this Decision are hereby incorporated into and shall constitute a part of the ensuing Findings of Fact and Conclusions of Law.

FINDINGS OF FACT

1. The subject site is 9.02 acres in size and is zoned Planned Development (92-0366). The property is designated OC-20 by the Comprehensive Plan and located in the Urban Service Area and the Wimauma Community Planning Area.
2. The Planned Development (PD) was approved through the County's Zoning Conformance process to recognize the existing mobile home and recreational vehicle (RV) park. A maximum of 77 units are permitted on-site. The conditions state that the 77 units is comprised of 32 mobile home spaces, 38 RV spaces and 7 spaces designated for either mobile homes or RV's.
3. The Major Modification request proposes two development options. Option 1 proposes to recognize the existing mobile home and RV park as an interim use. Option 2 would permit a total of 136,000 square feet of office, retail and mini-warehouse land uses. Specifically, the conditions would permit 10,000 square feet of office, 21,000 square feet of retail and 105,000 square feet of mini-warehouse.

4. A Planned Development Variation is requested to eliminate the Land Development Code (LDC) required Scenic Corridor trees along the State Road 674 frontage. The LDC requires 1 street tree per 40 feet of frontage and 1 canopy tree per 40 feet of frontage. The Development Services staff testified at the Zoning Hearing Master hearing that the subject property has 650 feet of frontage along State Road 674. Staff calculated that 17 street trees and 13 canopy trees would be required for a total of 30 trees.

The applicant's most recent narrative for the Major Modification application states that the "...Scenic Corridor Plantings...are too dense in consideration of required sidewalks providing access to the front doors facing SR 674." The applicant wrote that the dense trees would reduce the visibility of the businesses.

It is emphasized that the applicant acknowledges that the requested Planned Development Variation is directly related to their requested waiver of the Wimauma Downtown Overlay requiring that building entrances be spaced a minimum of 75 feet apart. (*The waiver will be detailed in a later finding*). The applicant is requesting a waiver to provide flexibility for suite entrances that may be between 20 to 25 feet thereby closer than allowed by the Wimauma Downtown Overlay District. The waiver exacerbates justification for the PD Variation to eliminate the trees required by the LDC Scenic Corridor as the applicant is creating their own hardship.

The applicant's representative stated that that if the building suite entrances are 20 to 25 feet wide (which is only achieved with a waiver of the Wimauma Downtown Overlay standards) and a sidewalk is required to lead into the suite combined with a zero to 20 foot setback, the site is constrained. The applicant's representative did not provide graphics or any evidence submitted into the record that the Scenic Corridor trees could not be accommodated.

Development Services staff testified that no trees are required to be planted along the roadway frontage with the exception of the 30 Scenic Corridor trees as stated in the Land Development Code. Therefore, if the Scenic Corridor requirement is eliminated, the applicant is not required to plant any trees along the SR 674 frontage.

The PD Variation criteria as stated in LDC Section 5.03.06.C.6(b) is as follows:

- 1) The variation is necessary to achieve creative, innovative, and/or mixed use development that could not be accommodated by strict adherence to current regulations.
- 2) The variation is mitigated through enhanced design features that are proportionate to the degree of variation.
- 3) The variation is in harmony with the purpose and intent of the Hillsborough Land Development Code.
- 4) The variation will not substantially interfere with or injure the rights of adjacent property owners.

The requested PD Variation **does not** meet criteria 1,2 and 3 listed above for the following reasons.

- 1) No evidence or testimony was provided to substantiate that the variation is necessary to achieve a creative or innovative development. The applicant's requested waiver to increase the number of suite entrances and then state that the required Scenic Corridor trees reduce visibility creates their own hardship.
 - 2) The variation is not mitigated by any design feature. It is emphasized that the applicant did not commit to a reduced number of trees but rather requested that the Scenic Corridor tree planting requirement be eliminated.
 - 3) The variation is not in harmony with the intent of the Land Development Code as the Board of County Commissioners designated Scenic Corridors to beautify its major roadways. The proposal to not plant trees as required does not meet that intent.
5. The applicant is requesting 4 waivers to the Wimauma Downtown Overlay standards. These waivers pertain to providing a larger lot size to permit the proposed mini-warehouse to be on one lot, to providing a larger lot width to permit the proposed mini-warehouse to be on one lot, to provide a greater front yard setback to allow an access road and to provide the office and retail suite entrances to be closer to each other than the minimum required 75 feet apart (this waiver was referenced above in the PD Variation finding).

The waivers mostly pertain to the proposed mini-warehouse use and are justified by the proposed zoning conditions which limit the mini-warehouse to a maximum height of 45'3 stories and the applicant's commitment to adhere to the additional 2-to-1 setback for buildings over 20 feet in height. The request for the suites to be closer than the requirement is justified by

the proposed office and retail uses that front SR 674 and potential opportunities those uses bring to the Wimauma community.

It is noted that the applicant has agreed to comply with the majority of the Wimauma Downtown Overlay standards which are extensive.

6. The Planning Commission cited numerous policies that the modification complies with and stated that the proposed request is compatible with the commercial character of the area and that the modification is consistent with the Wimauma Community Plan and the Comprehensive Plan.
7. One person testified in opposition at the Zoning Hearing Master hearing. The testimony was from a resident of the existing mobile home and RV park who expressed concerns regarding the residents being required to vacate the subject property.

Development Services staff and the applicant's representative testified that the application had been reviewed in accordance with applicable Florida Statute and Hillsborough County regulations regarding mobile home relocation and complies with the standards.

8. The subject property is located along State Road 674 which is a commercial corridor. Surrounding uses include single-family residential and a stormwater pond to the north, vacant agriculturally zoned land to the west, a mini-warehouse facility to the east and a retail strip center to the south.
9. The proposed modification to add a second development option for the development of 10,000 square feet of office, 21,000 square feet of retail and 105,000 square feet of mini-warehouse is consistent with the development pattern in the area. The first development option recognizes the existing mobile home and RV park as an interim use. **The requested use and waivers are consistent** with the Comprehensive Plan and Land Development Code. **The requested PD Variation does not meet the criteria listed in the Land Development Code.**

FINDINGS OF COMPLIANCE/NON-COMPLIANCE WITH THE HILLSBOROUGH COUNTY COMPREHENSIVE PLAN

The Major Modification request is in compliance with and does further the intent of the Goals, Objectives and the Policies of the Future of Hillsborough Comprehensive Plan.

CONCLUSIONS OF LAW

Based on the Findings of Fact cited above, there is substantial competent evidence to demonstrate that the requested Major Modification to the Planned Development zoning is in conformance with the applicable requirements of the Land Development Code, and with applicable zoning and established principles of zoning law **with the exception of the PD Variation.**

SUMMARY

The Planned Development (PD 92-0366) was approved through the County's Zoning Conformance process to recognize the existing mobile home and recreational vehicle (RV) park. A maximum of 77 units are permitted on-site. The conditions state that the 77 units is comprised of 32 mobile home spaces, 38 RV spaces and 7 spaces designated for either mobile homes or RV's.

The Major Modification request proposes two development options. Option 1 proposes to recognize the existing mobile home and RV park as an interim use. Option 2 would permit a total of 136,000 square feet of office, retail and mini-warehouse land uses. Specifically, the conditions would permit 10,000 square feet of office, 21,000 square feet of retail and 105,000 square feet of mini-warehouse.

A Planned Development Variation is requested to eliminate the Land Development Code (LDC) required Scenic Corridor trees along the State Road 674 frontage. The LDC requires 1 street tree per 40 feet of frontage and 1 canopy tree per 40 feet of frontage. The Development Services staff testified at the Zoning Hearing Master hearing that the subject property has 650 feet of frontage along State Road 674. Staff calculated that 17 street trees and 13 canopy trees would be required for a total of 30 trees. The applicant's most recent narrative for the Major Modification application states that the "...Scenic Corridor Plantings...are too dense in consideration of required sidewalks providing access to the front doors facing SR 674." The applicant wrote that the dense trees would reduce the visibility of the businesses. **The PD Variation does not meet criteria as stated in LDC Section 5.03.06.C.6(b) as detailed in the Hearing Master's Findings of Fact.**

Four waivers are requested to the required Wimauma Downtown Overlay standards. The waivers primarily pertain to the proposed mini-warehouse land use and are justified by the applicant's proposed development standards. A waiver to place retail and office suite entrances closer together than the required minimum distance of 75 feet apart is consistent with parcel's frontage of SR 674 and the opportunities those uses provide to the Wimauma community.

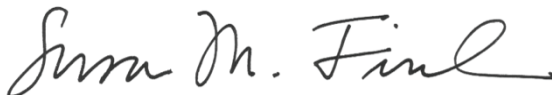
One person testified in opposition was received at the Zoning Hearing Master hearing. The testimony is a resident of the existing mobile home and RV park and expressed concerns regarding the residents being required to vacate the subject property. Development Services staff and the applicant's representative testified that the application had been reviewed in accordance with applicable Florida Statute and Hillsborough County regulations regarding mobile home relocation and complied with the standards.

The proposed modification to add a second development option for the development of 10,000 square feet of office, 21,000 square feet of retail and 105,000 square feet of mini-warehouse is consistent with the development pattern in the area. The first development option recognizes the existing mobile home and RV park as an interim use. **The requested use and waivers are consistent** with the Comprehensive Plan and Land Development Code. **The requested PD Variation does not meet the criteria listed in the Land Development Code.**

RECOMMENDATION

Based on the foregoing, this recommendation is for **APPROVAL** of the Major Modification request to add a second development option with four waivers to Planned Development 92-0366 as indicated by the Findings of Fact and Conclusions of Law stated above subject to the zoning conditions prepared by the Development Services Department.

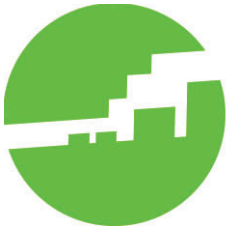
Based on the foregoing Findings of Fact regarding the requested PD Variation and non-compliance with the criteria stated in Land Development Code Section 5.03.06.C.6(b), this recommendation is for **DENIAL** of the Planned Development Variation to eliminate the Land Development Code required Scenic Corridor landscaping.



August 12, 2024

Susan M. Finch, AICP
Land Use Hearing Officer

Date



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
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Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: July 22, 2024 Report Prepared: July 11, 2024	Case Number: MM 24-0034 Folio(s): 78887.0000 General Location: North of State Road 674 and east of Serene Ridge Boulevard
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Office Commercial-20 (20 du/ga; 0.75 FAR)
Service Area	Urban
Community Plan(s)	Wimauma, SouthShore Areawide Systems
Rezoning Request	Major Modification to allow for a second development option for 136,000 sq.ft. of non-residential uses
Parcel Size	+/- 9.08 acres
Street Functional Classification	State Road 674 – Principal Arterial Serene Ridge Boulevard – Local
Commercial Locational Criteria	Not applicable
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Office Commercial-20	Planned Development	Mobile Home Park
North	Residential-4	Agricultural Single-Family 0.4 + Planned Development	Single-Family Residential + Vacant
South	Office Commercial-20	Commercial General+ Commercial Intensive	Vacant+ Light Commercial+ Heavy Commercial
East	Office Commercial-20	Planned Development	Light Industrial
West	Office Commercial-20	Agricultural Single Family 0.4	Vacant

Staff Analysis of Goals, Objectives and Policies:

The subject site is located on approximately 9.08 ± acres north of State Road 674 and east of Serene Ridge Boulevard. The subject property is within the Urban Service Area (USA) and within the limits of the Wimauma Community Plan and SouthShore Areawide Systems Plan. The applicant requests a major modification to allow for a second development option for 136,000 sq. ft. of non-residential uses. Per the site plan dated July 2, 2024, there are two retail buildings and one office building fronting on State Road 674. There is also one mini-warehouse and a stormwater pond located along the northern property boundary and parking is internal to the site. The retail buildings are 21,000 sq.ft., the office buildings are 10,000 sq.ft. and mini-warehouse is 105,000 sq.ft.

The subject site’s Future Land Use designation is Office Commercial-20 (OC-20) on the Future Land Use Map. Typical allowable uses within the OC-20 Future Land Use category include: community commercial type uses, office uses, mixed use developments, and compatible residential uses. OC-20 is located to the south, east and west of the site. Residential-4 is located to the north. The proposed use is consistent with the OC-20 Future Land use classification.

The proposed major modification meets the intent of Objective 1 of the Future Land Use Element of the Comprehensive Plan by providing growth in the Urban Service Area. The proposed major modification also meets the intent of Policy 1.4, being found compatible with the surrounding area which has commercial uses along State Road 674. According to Policy 1.4 “Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing

development.” According to Appendix A of the Future Land Use Element, the intent of the OC-20 Future Land Use Category is “to recognize existing commercial and office centers and provide for future development opportunities. New retail development should be part of a mixed use development or be clustered at the intersections of major roadways. Retail uses should be discouraged outside of these nodes. In this case, a major modification to allow for a mixed use development would not significantly change the existing character of the area which has existing commercial uses along State Road 674.

The subject property is surrounded by predominately agricultural uses and low density, single family neighborhoods in the RES-4 and RES-6 Future Land Use designations. The application is consistent with Objective 16, and Policies 16.2, 16.3 and 16.8 of the Future Land Use Element (FLUE) as well as Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC). The applicant is proposing an internal circulation and street stub-outs to connect adjacent neighborhoods together while also being sensitive to the environmentally sensitive land on site. This meets the intent of FLUE Policy 16.7 and Wimauma Community Plan Goal 5.

The subject site meets the intent of Objective 16 and Policies 16.2 and 16.3 regarding the protection of adjacent land uses through various buffering and mitigation measures. The subject site has residential uses further north. A stormwater pond and mini-warehouse will be located to the north and will act as a buffer from the proposed parking and vehicular drive areas. The proposed major modification also meets the intent of Policy 16.5 that intends to concentrate nonresidential along collector and arterial roads external to established neighborhoods. The site is located along State Road 674 and will not encroach on the single family residential nearby. The Community Design Component (CDC) in the FLUE also contains policy direction about designing developments that relate to the predominant character of the surroundings (CDC Goal 12). It further states that new developments should recognize the existing community and be designed in a way that is compatible with the established character of an area (CDC Objective 12-1). The surrounding land use pattern is commercial in character along State Road 674 and the proposed major modification will not significantly alter that, nor will it encroach onto the single-family residential located further to the north.

At the time of filing this report, final transportation and zoning comments were not yet available in Optix. Therefore, the Planning Commission Staff finding did not take them into consideration for the analysis of this request.

The subject site is in the Wimauma Village Community Plan. Specifically, it is located in the Downtown Center B District which includes a mix of residential and retail and office uses. The proposed major modification will also meet the intent of Business and Economic Development Goal of the Plan by providing a commercial use in the commercial core along State Road 674. The property is also within the SouthShore Areawide Systems Plan. The SouthShore Areawide Systems Plan encourages implementing preferred development patterns as identified in the community plan. The proposed development is compatible with the surrounding commercial development pattern.

Overall, the proposed major modification would allow for development that is consistent with the Goals, Objectives and Policies of the Unincorporated Hillsborough County Comprehensive Plan and is 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 Planned Development **CONSISTENT** 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 Land Development Regulations

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.*

Policy 8.2: *Each potential use must be evaluated for compliance with the goals, objectives, and policies of the Future Land Use Element and with applicable development regulations.*

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:

- a) locational criteria for the placement of non-residential uses as identified in this Plan,
- b) limiting commercial development in residential land use categories to neighborhood scale;
- c) requiring buffer areas and screening devices between unlike land uses;

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

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

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

Policy 16.7: Residential neighborhoods shall be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods together.

Policy 16.8: The overall density and lot sizes of new residential projects shall reflect the character of the surrounding area, recognizing the choice of lifestyles described in this Plan.

Community Design Component (CDC)

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

Livable Communities Element

SouthShore Areawide Systems Plan

Economic Development Objective

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

1. Land Use/ Transportation

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

b. Recognize preferred development patterns as described in individual community plans, and implement the communities' desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.

Wimauma Village Community Plan

Downtown Center

Context: The Downtown Center encourages a range of uses, which should be compact and contain both attached and detached buildings. The residential character hosts a mix of housing types including single family attached and detached homes and multi-family units. Homes located in the Downtown Center zone are normally set back from the front property line to allow a front yard with a porch or stoop; lots often have private rear yards.

The Downtown Center encourages higher density residential with some retail services and office uses meeting locational criteria. This functions as a transition between Downtown Residential and suburban residential neighborhoods, and Main Street uses.

- Live-work units and mixed-use buildings are encouraged*
- Includes the Wimauma Downtown TDR Receiving Zone*

4. Business and Economic Development – Provide opportunities for business growth and jobs in the Wimauma community

- *Expand the commercial core north and south of SR 674 within the Urban Service Area - (Refer to the Wimauma Downtown borders defined by the Wimauma Community Plan) Maintain the Light Industrial and Commercial district as Wimauma Downtown East district along SR 674, east of the conceptual Cross County Greenway to the intersection of Balm-Wimauma Road as an area for future non-residential uses, including industrial Expand job training opportunities within Wimauma, including training for farm workers on sustainable farming practices to help them establish local farm businesses*

HILLSBOROUGH COUNTY FUTURE LAND USE RZ MM 24-0034

<all other values>

Rezoning

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

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

- WATER NATURAL LULC_Wet_Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-170 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-12.5 (.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/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

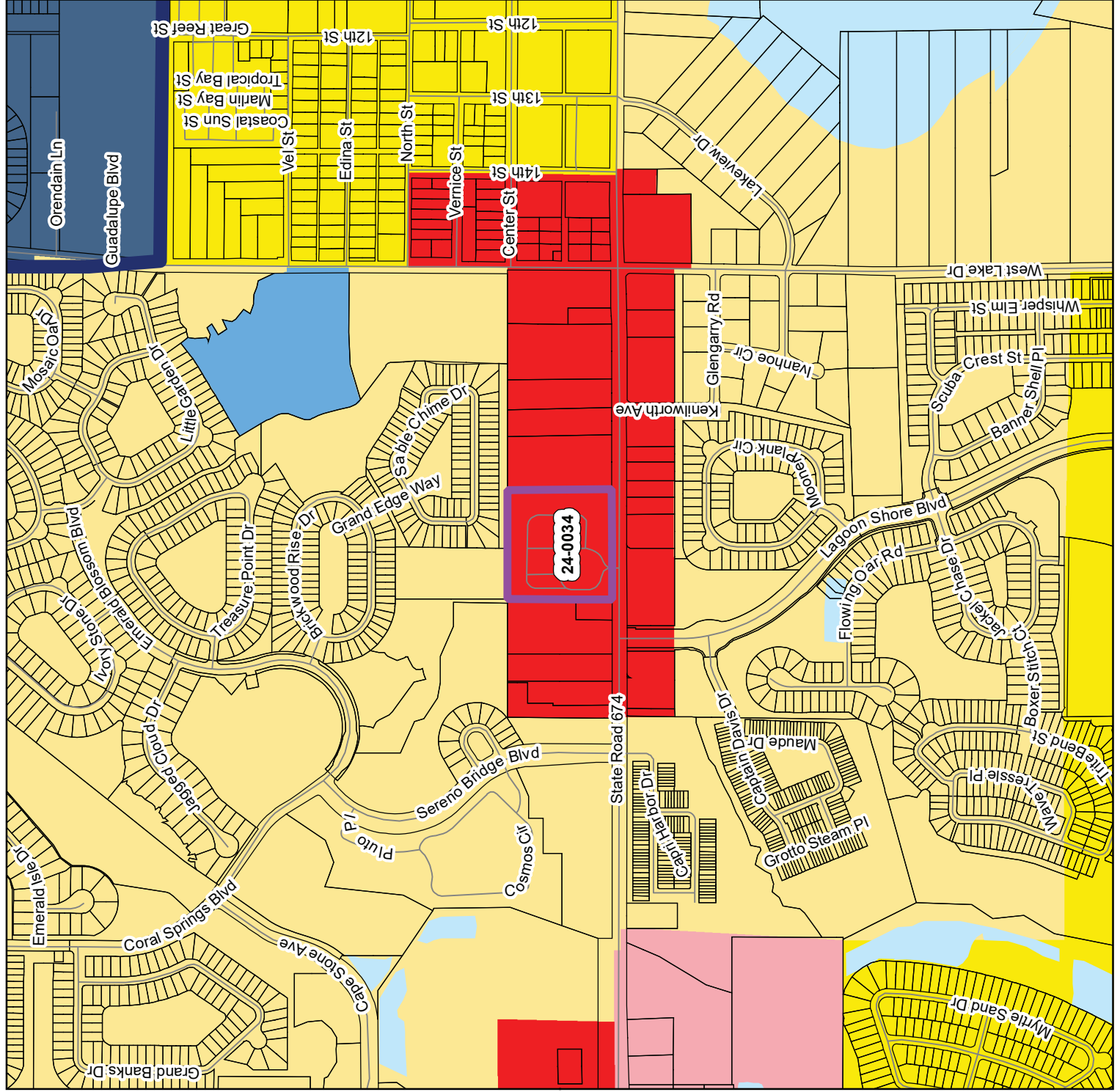
DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning map is for informational purposes only. It is intended that the rezoning map be used in conjunction with the official zoning map and other applicable laws and regulations. The rezoning map is not a guarantee of any future action. The rezoning map is not a guarantee of any future action. The rezoning map is not a guarantee of any future action.

ACCURACY: It is intended that the rezoning map be used in conjunction with the official zoning map and other applicable laws and regulations. The rezoning map is not a guarantee of any future action. The rezoning map is not a guarantee of any future action. The rezoning map is not a guarantee of any future action.

Map Printed from Rezoning System: 10/16/2023
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HC\Gis\ReZoning_Copy.mxd



Map Printed from Rezoning System: 10/16/2023
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HC\Gis\ReZoning_Copy.mxd





**GENERAL
SITE PLAN
FOR
CERTIFICATION**



DEVELOPMENT SERVICES

PO Box 1110, Tampa, FL 33601-1110
(813) 272-5600

**HILLSBOROUGH COUNTY
DEVELOPMENT SERVICES DEPARTMENT**

GENERAL SITE PLAN REVIEW/CERTIFICATION

**BOARD OF COUNTY
COMMISSIONERS**

Donna Cameron Cepeda
Harry Cohen
Ken Hagan
Pat Kemp
Gwendolyn "Gwen" Myers
Michael Owen
Joshua Wostal

COUNTY ADMINISTRATOR

Bonnie M. Wise

COUNTY ATTORNEY

Christine M. Beck

COUNTY INTERNAL AUDITOR

Peggy Caskey

DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Project Name: Eleton

Zoning File: RZ PD 92-0366 Modification: MM 24-0034

Atlas Page: None Submitted: 08/22/2024

To Planner for Review: 08/22/2024 Date Due: ASAP

Contact Person: Brian R. Kiraly Phone: 813.416.7913/brian@serenitycm.com

Right-Of-Way or Land Required for Dedication: Yes No

The Development Services Department HAS NO OBJECTION to this General Site Plan.

The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:

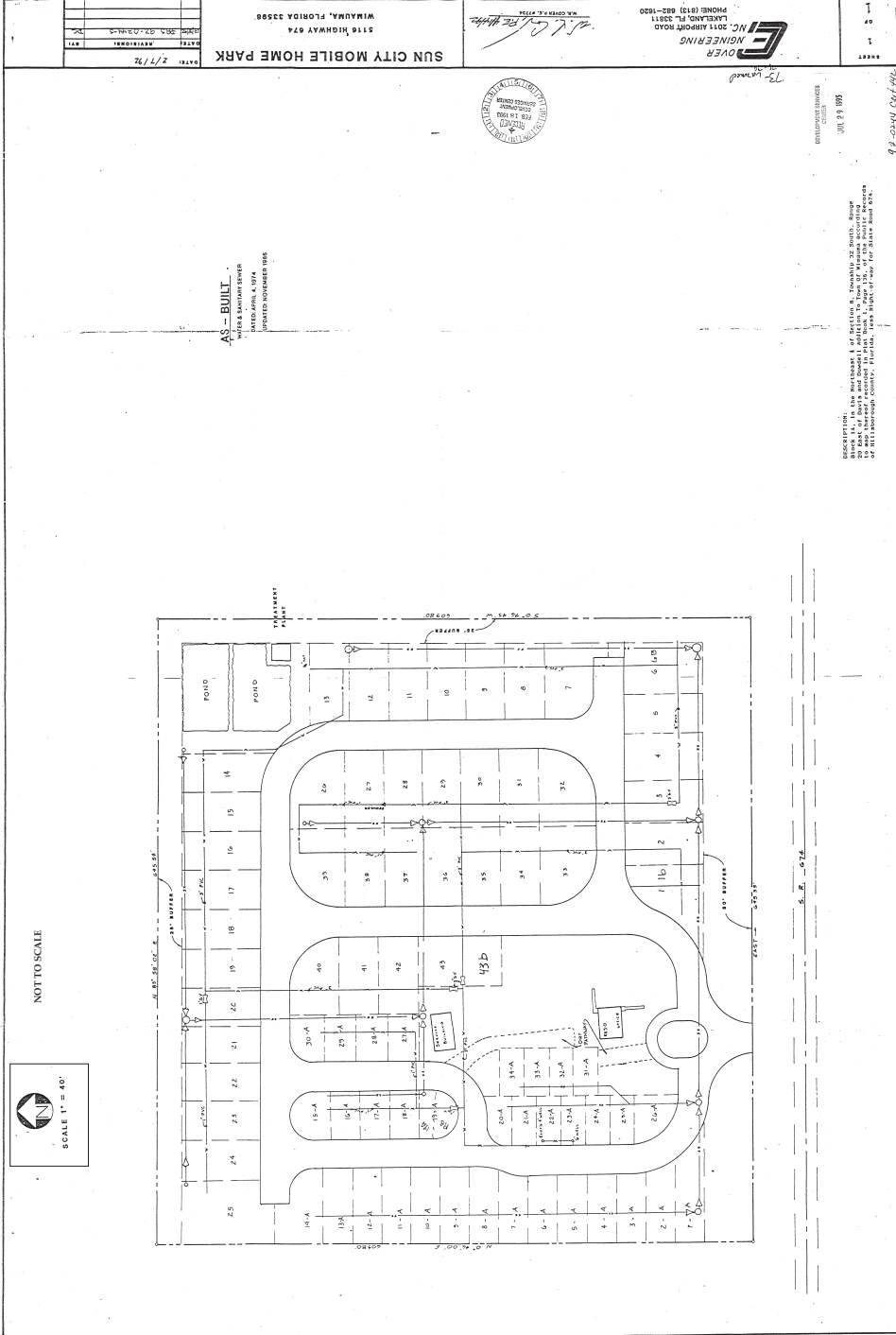
Reviewed by: Tim Lampkin Date: 8-23-24

Date Agent/Owner notified of Disapproval: _____

ELETON
MAJOR MODIFICATION (MM) TO A
PLANNED DEVELOPMENT (PD)
GENERAL DEVELOPMENT PLAN
HILLSBOROUGH COUNTY, FL

PAGE 1 OF 2
INITIAL SUBMITTAL: OCTOBER 6, 2023
RE-SUBMITTAL: FEBRUARY 28, 2024
RE-SUBMITTAL: MAY 31, 2024
RE-SUBMITTAL: JUNE 17, 2024
FINAL RE-SUBMITTAL: JULY 2, 2024
GDP CERTIFICATION: AUGUST 21, 2024

OPTION 1 - EXISTING PD





AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 07/03/2022

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: WM/ South

PETITION NO: PD 24-0034

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

CONDITIONS OF APPROVAL

- The project shall be served by one (1) access connection on SR 674 and future accesses to the east and west as shown on the PD site plan.
- The developer shall construct an eastbound left turn at the project’s SR 674 access connection with the initial increment of development, subject to FDOT approval.
- As shown on the site plan, the project’s proposed internal grid roadway is required to comply with LDC, Sec. 3.23.08 subsections A., B., and D. Downtown Wimauma Overlay District Street Network Design standards, Sec. 3.23.10.C.1., and Sec. 6.04.03.Q. Cross Access. As such the developer shall construct the internal grid roadways, consisting of two segments, shown on the PD site plan as follows:
 - a. North-South Grid Road: The roadway shall consist of two sections. The +/-250-foot segment connecting to SR 674 shall be comprised of a three-lane urban section with an 8-foot-wide sidewalk on the west side within a 58-foot wide right of way. The remaining section shall consist of two 12-foot lanes and a 5-foot sidewalk on the west side within a 47-foot wide right of way. Access to the adjacent property to the east may be permitted consistent with the County LDC and Transportation Technical Manual.
 - b. East-West Grid Road: The roadway shall consist of two 12-foot-wide lanes and a 5-foot sidewalk on the south side within a 47-foot wide right of way. The roadway shall be constructed to the adjacent property boundary for future connection. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic (MUTCD), the developer shall place signage which identifies roadway stub-outs as a “Future Roadway Connection”.
 - c. Both roadways shall be public roadways as proposed by the applicant.
- Except as may be otherwise specified herein these conditions, the project shall comply with and be subject to all applicable sections of Part 3.23.00 of the LDC, i.e. the Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County LDC.

- As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review, and is subject to approval of Hillsborough County and HART.
- Consistent with the Hillsborough County Corridor Preservation Plan and FDOT PD&E study for the facility, the developer shall preserve a minimum of +/- 26-feet of right-of-way along the project's SR 674 frontage in order to accommodate future 4-laning of the facility as shown on the PD site plan. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
- Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- Notwithstanding anything herein or shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
- 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 certification of the Site Plan (CSP), the applicant shall revise the CSP to:
 - Modify site note # 13. as follows: "EXISTING AND PROPOSED POINTS OF INGRESS AND EGRESS: ONE EXISTING POINT OF ACCESS ON SR 674 SHALL BE CLOSED, AND A NEW DRIVEWAY SERVING THE PROJECT SHALL BE CONSTRUCTED. THE PROJECT ACCESS ON SR 674 IS SUBJECT TO FDOT APPROVAL."
 - Modify site note # 16. As follows: "INTERNAL CIRCULATION AND PRIVATE DRIVES: INTERNAL ACCESS SHALL BE PROVIDED WITH PRIVATE DRIVE AISLES WITH THE EXCEPTION OF THE PROPOSED NORTH-SOUTH ROAD AND EAST-WEST ROAD SEGMENTS AND SURFACE PARKING BUILT TO HILLSBOROUGH COUNTY PARKING AND LOADING STANDARDS. THE MINI-WAREHOUSE USE MAY BE GATED."
 - Modify site note # 17. "RIGHT-OF-WAY RESERVATION/DEDICATION: AREAS OF RIGHT-OF-WAY (ROW) RESERVATION ARE SHOWN ON THIS PLAN TO ALLOW FOR THE FUTURE WIDENING OF SR 674 TO 126' ROW. ADDITIONAL ROW DEDICATION PROPOSED FOR THE PROJECT ENTRANCE AT 58', AND THE NORTH-SOUTH AND EAST-WEST GRID ROADS AT 47' , A SHOWN."
 - Add a double headed arrow on the eastern boundary with a label that states "The adjacent property may take access to the roadway subject to County Standards and Requirements."

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to modify a +/- 9.02 ac. parcel, zoned Planned Development (PD) #92-0366. The applicant is requesting approval of a second development option of 21,000 sf of retail plaza, 10,000sf of offices, and 105,000 sf of mini-warehouse uses. The site is located within the Downtown Subdistrict B portion of the Wimauma Downtown Overlay District (WDOD) and designated Office Commercial 20 (OC-20) future land use.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the number of trips potentially generated under the existing and proposed zoning designations, generally consistent with the applicant’s transportation analysis, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 11th Edition.

Existing PD (Option 1):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 39 Mobile Home Park Units (ITE LUC 240)	350	26	23
PD, 38 RV Park Units (ITE LUC 416)	120*	9	12
TOTAL	359	35	35

*Estimated by staff. ITE Trip Generation Manual 11th Ed. does not report daily trips for this use.

Proposed Modification (Option 2):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 105,000 s.f. Mini-Warehouse Uses (ITE LUC 151)	152	10	15
PD, 21,000 s.f. Retail Plaza (ITE LUC 822)	1,116	47	132
PD, 10,000 s.f. Medical Office (ITE LUC 720)	322	30	37
TOTAL	1,590	87	184
Pass by Trips	N/A	0	44
Internal Capture	N/A	8	0
NET NEW TRIPS	1,116	79	140

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Net Peak Hour Trips	
		AM	PM
Difference	(+)757	(+)44	(+)105

The proposed modification (Option 2) would generally result in an increase of trips potentially generated by +757 average daily trips, +44 trips in the a.m. peak hour, and +105 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

SR 674 is a 2-lane, undivided, principal arterial roadway owned and maintained by the Florida Department of Transportation. The roadway is characterized by +/- 12-foot wide travel lanes in average condition. The roadway lies within a +/- 100-foot wide right-of-way along the project’s frontage. There are +/- 5-foot wide sidewalks along both sides of SR 674 in the vicinity of the proposed project. There are +/- 4-foot wide bicycle lanes (on paved shoulders) in the vicinity of the proposed project.

SR 674 is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane facility. According to FDOT staff, a PD&E (SR 674 Widening from US 301 to CR 579/ Project#: 422762-1) was

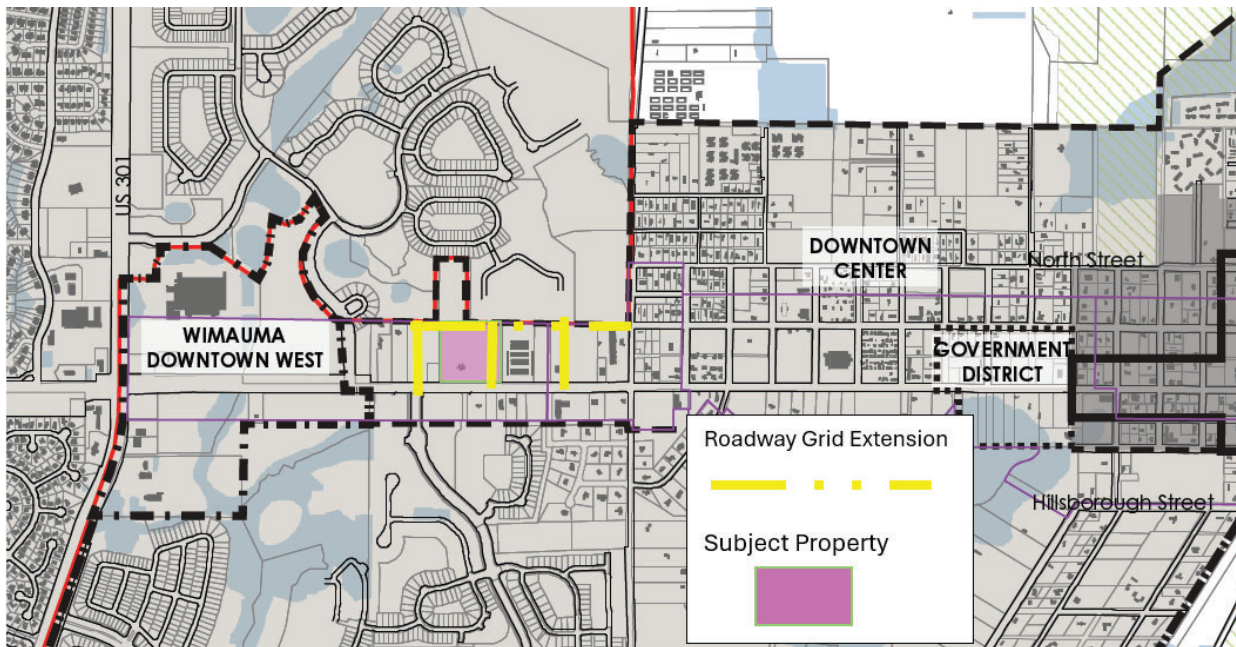
conducted for the area which identified 126 feet of right-of-way needed to accommodate the future 4-lane facility. The proposed PD site plan proposes 26 feet of preservation along the project's frontage.

SITE ACCESS AND CONNECTIVITY/ COMPLIANCE WITH WIMAUMA DOWNTOWN OVERLAY DISTRICT STANDARDS

The applicant is proposing one (1) full access connection to SR 674, an FDOT roadway.

Pursuant to the applicant's site access analysis, an eastbound left turn lane at the project access was found to be warranted pursuant to Section 6.04.04.D of the LDC. The applicant will be required to construct the turn lane improvement at time of development, subject to FDOT approval.

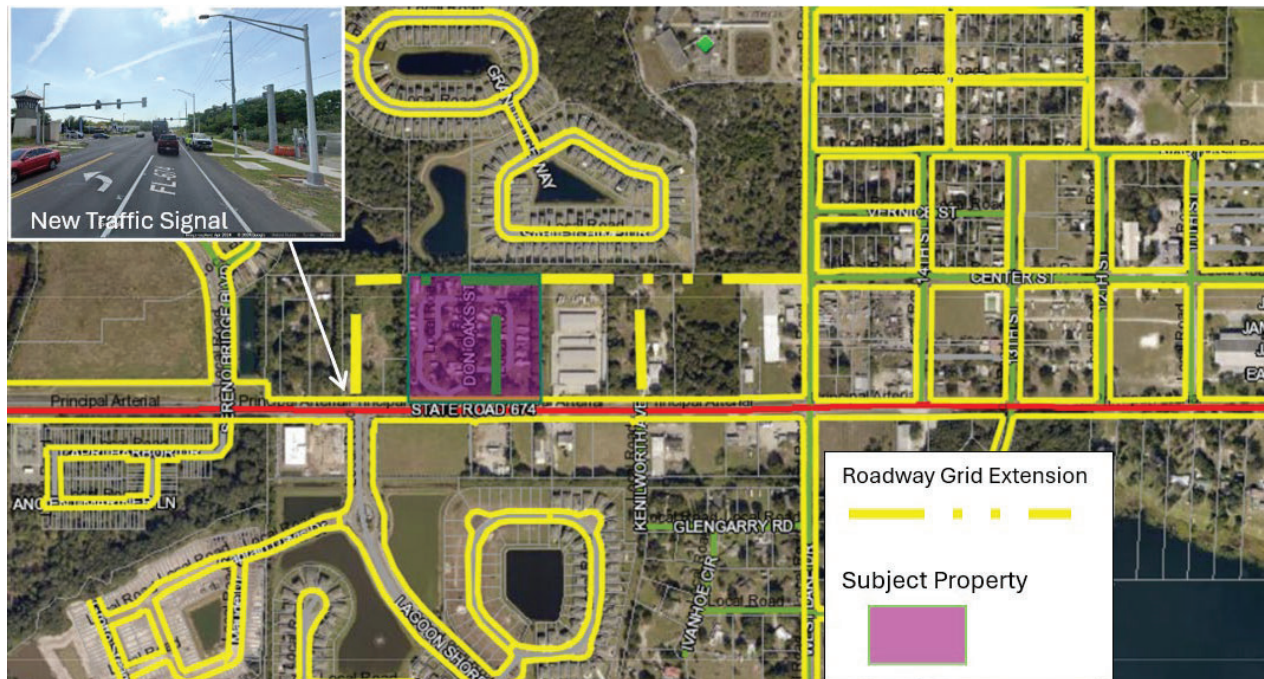
To comply with Downtown Wimauma Overlay District Street Network Design Standards found in LDC, Section 3.23.08, the proposed site plan includes two internal roadway segments identified as the North-South Grid Road and the East-West Grid Road to be constructed and dedicated to the public. The internal grid roads are required to provide an interconnected network of publicly accessible streets by continuing the block pattern and filling in gaps in the pattern as envisioned in the Wimauma Village Community Plan adopted in the Hillsborough County Comprehensive Plan, Livable Communities Element. See the graphic below of the Downtown Wimauma Districts excepted from the Wimauma Community Plan (October 2021) with additional staff annotation to illustrate the conceptual connectivity of the future grid network when built out.



Pursuant to LDC, LDC, Section 3.23.08.A. “Development must accommodate the grid-like pattern in Wimauma Downtown as represented in the Plan.” Subsection 3.23.08.A. 2. States “Downtown streets must form an orthogonal grid and are required to intersect at ninety-degree angles.” and A.3. states “All streets must be publicly dedicated and conveyed to the County or otherwise publicly accessible.” Furthermore, Subsection 3.23.08.B.2. states that new streets shall “Follow a grid pattern and connect with existing streets and rights-of-way to provide multiple through routes for vehicles and pedestrians.” and subsection D. states that “Paved stub-outs shall be provided to accommodate future street connections when adjacent to vacant land or land which could be redeveloped for residential.”.

The projects proposed internal grid roads are consistent with the above cited Downtown Wimauma standards. The proposed public local roadways are designed as the project access to SR 674 and located along the eastern and northern boundary of the subject property to provide access to the adjacent properties also within the Wimauma Downtown District to the east and to the west at the time that they redevelop.

The proposed internal grid roads will also fulfill the Sec. 6.04.03.Q. cross access requirements and the special connectivity requirements of the Wimauma Downtown Overlay District, Section 3.23.10.C.1. Additionally, the north-south grid road/access connection to SR 674 will enable the adjacent parcel to the east (folio# 78891.000) to take access directly to it. This will permit FDOT the option of closing the access to the adjacent property upon its future development/redevelopment, in which case it would utilize the proposed new grid roadway within the subject PD. Such configuration will improve spacing compliance and enhance safety within the corridor in the future. See the annotated screenshot from the County GIS viewer below demonstrating the conceptual connectivity of the future grid network aligning with the existing Center St. roadway to the east and the recently signalized intersection of Lagoon Shore Blvd. and SR 674.



As each of the adjacent properties develop/redevelop, said properties will be required by the Wimauma Down District Overlay Street Network Design Standards to construct the increment of the roadway grid extension connecting the subject property to the existing surrounding public roadway network over time. The extended roadway grid network, as envisioned in the Wimauma Village Community Plan and required by the LDC, will provide an alternative route for traffic traveling to and from the adjacent properties, preserve the level of service of SR 674, and enhance pedestrian access.

Required Public Transit Facilities

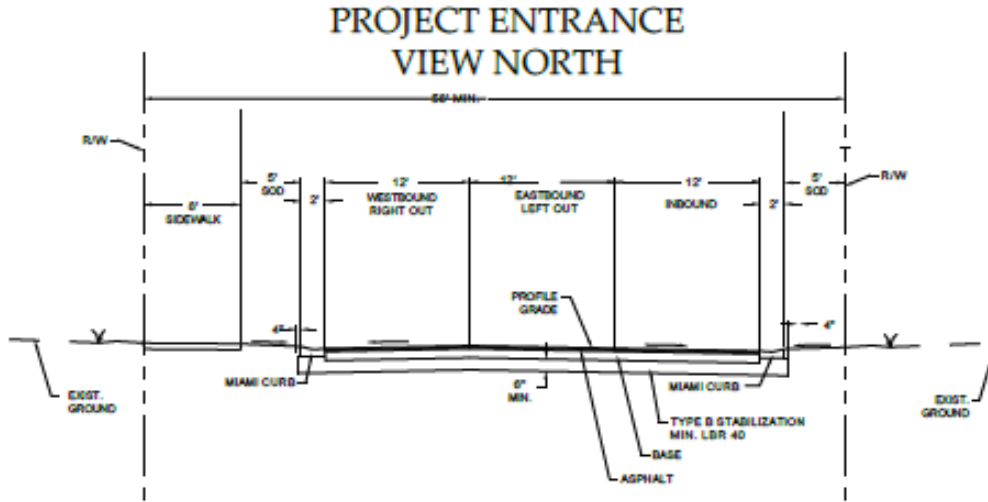
As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review and is subject to approval of Hillsborough County and HART.

INTERNAL ROADWAY GRID TYPICAL SECTIONS

The proposed new public local roadways internal to the project consist of the North-South roadway segment and the East-West roadway segment pursuant to LDC, Sec. 3.23.08. Street Network Design standards. In

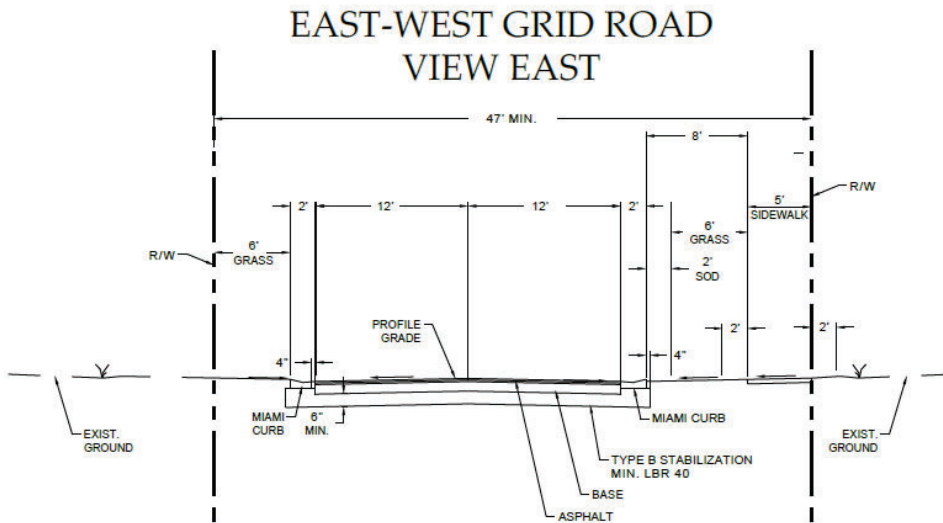
consultation with the County Engineer, the applicant has included the proposed alternative typical sections within the PD site plan. They are designed as TS-3, Urban Local Non-Residential Roadways without a sidewalk on the side abutting the adjacent property. If the adjacent property redevelops, the redeveloping property will be required to construct the sidewalk along their roadway frontage.

The North-South roadway provides the project access to SR 674 and consists of two typical sections. Intersecting with SR 674 is a +/-250-foot long, three lane section with two outbound turn lanes and one inbound lane. The section has 12 feet wide lanes and an 8-foot-wide sidewalk on the west side within 58 feet of right-of-way. See proposed section below.



The remaining section of the North-South roadway consists of two 12-foot lanes and a 5-foot sidewalk on the westside within a total 47 feet of right of way. This segment will intersect with the proposed East-West roadway.

The East-West roadway will provide connectivity between the North-South roadway and the future extension of the grid to the east and west upon redevelopment of the adjacent properties, who will be responsible for constructing their respective segments. The section consists of two 12-foot lanes and a 5-foot sidewalk within 47 feet of right of way. See proposed section below.



ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Information for West Lake Dr. was not included in the 2020 Hillsborough County LOS report. As such, LOS information for the facility cannot be provided. Information for the other adjacent roadway is provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
SR 674	US 301	CR 579	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
SR 674	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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	359	35	35
Proposed	1,116	79	140
Difference (+/-)	+757	+44	+105

*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	None	Meets LDC
South	X	None	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West		Vehicular & Pedestrian	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.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

November 14th, 2023

Eleton Office & Commercial Development

740 Eleton Springs Rd., Wimauma
SR 674
10 120 000
MP 6.73 Rt Rdwy
Class 3 @ 45 MPH
Connection spacing: 440'
Signal spacing: 2640'
Full median opening spacing: 2640'
Directional median opening spacing: 1320'
Folio #: 78887-0000

RE: Pre-Application Meeting

THIS DOCUMENT IS NOT A PERMIT APPROVAL

**THE COMMENTS AND FINDINGS FROM THIS PRE-APPLICATION MEETING MAY BE SUBJECT TO CHANGE
AND MAY NOT BE USED AS A BASIS OF APPROVAL AFTER 5/14/2024**

Attendees:

Guests: Steve Henry, Brian Kiraly, Ishaan Ambegakoar, Shree Kulkarni, Troy Carter, and Rick Perez

FDOT: Mecale' Roth, Tom Allen, Nancy Porter, Leanna Schaille, Dan Santos, Lindsey Mineer, Peter Maass, and Ahmad Chehab

Proposed Conditions:

This development is proposing to modify to **SR 674**, a **class 3** roadway with a posted speed limit of **45 MPH**. Florida Administrative Code, Rule Chapter 14-97, requires **440'** driveway spacing, **1320'** directional, **2640'** full median opening spacing, and **2640'** signal spacing requirements.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

Rezoning a residential neighborhood to develop a commercial site consisting of 21,400 ft² of retail space, 19,300 ft² of office space, and 100,000 ft² of warehouse space. This project faces many constraints, as proposed, in order to be operationally safe, functional, and to current Standard.

FDOT Recommendations:

1. The Wimauma Overlay District requires a continuation of the grid style road system that will eventually connect and create access to the new signals @ Lagoon Shores and Westlake Dr. (see attached email below from Richard Perez, an Executive Planner for Hillsborough County's Developmental Services Department).



2. Project driveway would become a local roadway which would be done under a construction agreement applied for by the county or by you with a letter of authorization designating you the representative.
3. A traffic study will be required
4. If a turn lane is warranted, a design variance will need to be applied for (see attached process).
 - a. Larger vehicles anticipated will require additional queue space.
5. Land Dedication will be required for PD&E – 6 lane widening. This is 38' more than the 4 lane design.
 - a. Total ROW width to be 126'
 - b. Project information can be found at:
<https://www.fdotd7studies.com/projects/sr674-us301-to-cr579/>
6. Any easements will need to be legally recorded.
7. A drainage permit will be required



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

8. Provide pre and post basin maps and discharge volumes.
9. Run all 36 storms.
10. In the interim, discharge to the open ditch. Once the FDOT project comes through, it will get piped in.
11. Sidewalk connection to the state road is required.
12. Contact Leanna Schail for any traffic or access related questions at Leanna.Schail@dot.state.fl.us or at 813-975-6755.
13. Contact Todd, Tom, or Mecale' (makayla) for permit, pre app, or general questions at todd.croft@dot.state.fl.us, thomas.allen@dot.state.fl.us, mecale.roth@dot.state.fl.us, or 813-612-3200.
14. Contact Ahmad Chehab for drainage related questions at Ahmad.Chehab@dot.state.fl.us or 813-975-6137

Summary:

After reviewing and discussing the information presented in this meeting, the Department has determined we are

- in favor (considering the conditions stated above)
- not in favor
- willing to revisit a revised plan

The access, as proposed in this meeting, would be considered

- conforming
- non-conforming
- N/A (no access proposed)

in accordance with the rule chapters 1996/97 for connection spacing. The following state permits will need to be applied for by visiting our One Stop Permitting website (osp.fdot.gov):

- access-category A or B
- access-category C, D, E, or F
 - traffic study required
- access safety upgrade
- drainage
 - or
 - drainage exception
- construction agreement
- utility



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GOVERNOR

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SECRETARY

- general Use
 other _____

Thank you for allowing us the opportunity to review and discuss this project in advance. Please feel free to contact me with any questions. We look forward to working with you again.

Respectfully,

Mecale' Roth

Permit Coordinator II
2822 Leslie Rd.
Tampa, FL 33619
Office - 813-612-3237
M-Th 7:00 AM – 5:30 PM



Additional Comments/Standard Information:

(These comments may or may not apply to this project, they are standard comments)

1. Document titles need to reflect what the document is before it is uploaded into OSP, and please do not upload unnecessary documents.
2. Documents need to be signed and sealed or notarized.
3. Include these notes with the application submittal.
4. Permits that fall within the limit of a FDOT project must contact project manager, provide a work schedule, and coordinate construction activities prior to permit approval. Ask Mecale' for information if not provided in the notes.
5. Plans shall be per the current Standard Plans and FDM.
6. All the following project identification information must be on the Cover Sheet of the plans:
 - a. all associated FDOT permit #'s
 - b. state road # (& local road name) and road section ID #
 - c. mile post # and left (Lt) or right (Rt) side of the roadway (when facing north or east)
 - d. roadway classification # and posted speed limit (MPH)



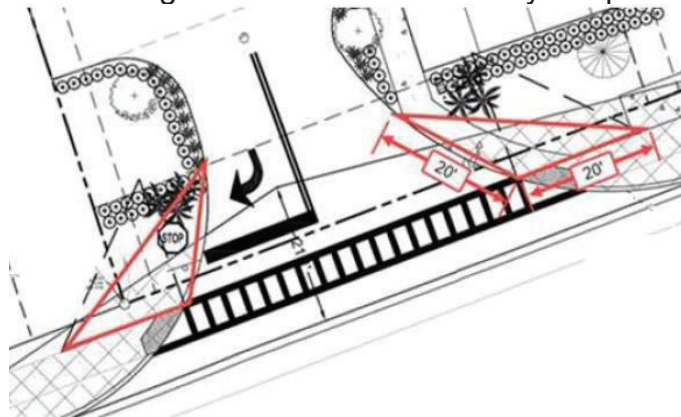
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7. All typical driveway details are to be placed properly:
 - a. 24" thermoplastic white stop bar equal to the lane width placed 4' behind crosswalk or a minimum of 25' in front of it
 - b. 36" stop sign mounted on a 3" round post, aligned with the stop bar
 - c. if applicable, a "right turn only" sign mounted below the stop sign (FTP-55R-06 or FTP-52-06)
 - d. double yellow 6" lane separation lines
 - e. 6' wide, high emphasis, ladder style crosswalk straddling the detectable warning mats
 - f. warning mats to be red in color unless specified otherwise
 - g. directional arrow(s) 25' behind the stop bar
 - h. all markings on concrete are to be high contrast (white with black border)
 - i. all striping within and approaching FDOT ROW shall be thermoplastic
8. Maintain 20' x 20' pedestrian sight triangles and draw the triangles on the plans to show there are no obstructions taller than 24" within the triangles. Also, no parking spaces can be in these triangles Measure 20' up the sidewalk and 20' up the driveway from the point at which the sidewalk meets the driveway. Here is an example of what these triangles look like and how they are positioned.



9. Any relocation of utilities, utility poles, signs, or other agency owned objects must be coordinated with the Department and the **existing and proposed location** must be clearly labeled on the plans. Contact the Permits Department for more details and contact information.
10. Make note on plans that it is the responsibility of the contractor to not only restore the ROW, but they are also responsible for maintaining the ROW for the duration of the project.



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Context Classification:

Here is the link to find information about context classification to see what class standards the proposed project needs to be built to. Below is the standard table for sidewalk width for each class:

<https://kai.maps.arcgis.com/apps/webappviewer/index.html?id=b5ecc163fe04491dafeb44194851ba93>

Topic #625-000-002
FDOT Design Manual

January 1, 2020

Table 222.1.1 Standard Sidewalk Widths

Context Classification	Sidewalk Width (feet)
C1 Natural	5
C2 Rural	5
C2T Rural Town	6
C3 Suburban	6
C4 Urban General	6
C5 Urban Center	10
C6 Urban Core	12

Notes:

- (1) For C2T, C3 and C4, sidewalk width may be increased up to 8 feet when the demand is demonstrated.
- (2) For C5 and C6, when standard sidewalk width cannot be attained, provide the greatest attainable width possible, but not less than 6 feet.
- (3) For RRR projects, unaltered sidewalk with width 4 feet or greater may be retained within any context classification.
- (4) See **FDM 260.2.2** for sidewalk width requirements on bridges.

Provide the following minimum unobstructed sidewalk width (excluding the width of the curb) when there is no practical alternative to placing a pole within the sidewalk:

- 36 inches for aboveground utilities. This 36 inch width may be reduced to 32 inches, not exceeding 24 inches in length, when there is no practical alternative available to avoid an obstruction.
- 48 inches for signal, light, sign poles

When used for plantings and street furniture, the area between the back of curb and the sidewalk should be 5 feet or greater in width. Consider providing treewells in areas where on-street parking is provided.

Lighting:



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Lighting of sidewalks and/or shared paths must be to current standards (FDM section 231). Newly implemented FDOT Context classifications updated the required sidewalk widths (FDM section 222.2.1.1). Where sidewalk is being added and/or widened, the lighting will be analyzed to ensure sidewalks are properly lighted per FDOT FDM standards. Reference the following link and table for details:

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2020/2020fdm231lighting.pdf?sfvrsn=2ad35fbf_2



Southshore Medical Center

Traffic Analysis

Date: 10-18-2021

SEI Job # 2021-19

EXISTING	ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour			PM Peak Hour					
				Trip Rate	Trips	Trip Rate	Total Trips	In	Out	Trip Rate	Total Trips	In	Out	
		Vacant												
		SUBTOTAL			0		0	0	0	0	0	0	0	0

PROPOSED	720	Land Use Description	Size	Weekday		AM Peak Hour			PM Peak Hour				
				Trip Rate	Trips	Trip Rate	Total Trips	In	Out	Trip Rate	Total Trips	In	Out
		Medical Office	25,200	36.13	910	2.39	60	47	13	3.57	90	25	65
		SUBTOTAL			910		60	47	13		90	25	

Net Increase in Trips				910		60				90
------------------------------	--	--	--	------------	--	-----------	--	--	--	-----------

Eleton
Concept "F"
 Hillsborough County, FL

September 22, 2023
 Future Land Use: Office Commercial-20 (OC-20)
 Existing Zoning: Planned Development (PD)
[Required PD Rezoning To Change Use]
 Zoning Overlay: Wimauma Downtown Center

LEGEND

- Retail
- Office
- Mini-Warehouse

SITE DATA					
Description	Ac. ±				
Total Site Area	9.20				
Right Of Way Reservation	0.37				
Net Developable	8.83				
Stormwater Pond Paved	1.14				
Stormwater Pond	0.50				
Stormwater Pond	0.50				
Stormwater Pond	0.50				
Stormwater Pond	0.50				
BUILDING AND PARKING DATA					
Description	Ac. ±	SF ±	FAR	Parking Provided	Parking Spots
Retail	9.20	12,200	1.34	41	63
Off. B		9,200	1.00	46	18
Off. C		9,200	1.00	46	18
Retail/General		22,400	2.48	107	111
Loading System				1	2
Other					
Off. A		10,100	1.10	51	17
Off. D		5,200	0.56	26	10
Off. E		10,900	1.19	55	19
Off. F		10,900	1.19	55	19
Off. G		10,900	1.19	55	19
Off. H		10,900	1.19	55	19
Off. I		10,900	1.19	55	19
Off. J		10,900	1.19	55	19
Off. K		10,900	1.19	55	19
Off. L		10,900	1.19	55	19
Off. M		10,900	1.19	55	19
Off. N		10,900	1.19	55	19
Off. O		10,900	1.19	55	19
Off. P		10,900	1.19	55	19
Off. Q		10,900	1.19	55	19
Off. R		10,900	1.19	55	19
Off. S		10,900	1.19	55	19
Off. T		10,900	1.19	55	19
Off. U		10,900	1.19	55	19
Off. V		10,900	1.19	55	19
Off. W		10,900	1.19	55 </tr	

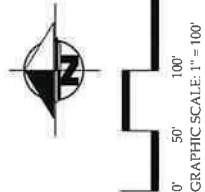




FIGURE 6
ACCESS IMPROVEMENTS



COMMISSION

Joshua Wostal CHAIR
 Harry Cohen VICE-CHAIR
 Donna Cameron Cepeda
 Ken Hagan
 Pat Kemp
 Gwendolyn "Gwen" W. Myers
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 Michael Lynch WETLANDS DIVISION
 Rick Muratti, Esq. LEGAL DEPT
 Steffanie L. Wickham WASTE DIVISION

AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: January 16, 2024</p> <p>PETITION NO.: MM 24-0034</p> <p>EPC REVIEWER: Jackie Perry Cahanin</p> <p>CONTACT INFORMATION: (813) 627-2600 X 1241</p> <p>EMAIL: cahaninj@epchc.org</p>	<p>COMMENT DATE: November 2, 2023</p> <p>PROPERTY ADDRESS: 740 Eleton Springs Drive, Wimauma, FL 33598</p> <p>FOLIO #: 078887-0000</p> <p>STR: 08-32-20</p>
<p>EXAMPLE FROM: MM to PD</p>	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	N/A
WETLAND LINE VALIDITY	NO
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Other Surface Water (OSW) ditches located in the southern portion of parcel.
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"> 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. 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. 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 	

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must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

- 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.

INFORMATIONAL COMMENTS:

The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.

- The subject property contains wetland/OSW areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- The site plan depicts Other Surface Water (OSW) impacts that have not been authorized by the Executive Director of the EPC. The wetland impacts are indicated for Right of Way (ROW) Conveyance. Chapter 1-11, prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan. It is recommended that a request for determination of Noticed Exempt Activities ([WEA10 - Exempt Activities in Wetlands \(formsite.com\)](http://www.epchc.com/WEA10-Exempt-Activities-in-Wetlands-formsite.com)) be submitted.
- Be advised, the wetland impacts depicted on the plan may require a separate wetland impact/mitigation proposal and appropriate fees to be submitted to this agency for review.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

jpc/

ec: shree.kulkarni@kulkarniproperties.com
elise@stearnsweaver.com

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AGENCY REVIEW COMMENT SHEET

NOTE: THIS IS ONLY FOR ESTIMATE PURPOSES, BASED ON THE FEES AT THE TIME THE REVIEW WAS MADE. ACTUAL FEES WILL BE ASSESSED BASED ON PERMIT APPLICATIONS RECEIVED AND BASED ON THE FEE SCHEDULE AT THE TIME OF BUILDING PERMIT APPLICATION.

TO: Zoning Review, Development Services **DATE:** 07/12/2024
REVIEWER: Ron Barnes, Impact & Mobility Fee Coordinator
APPLICANT: Shree Kulkarni, Serenity Capital Management, LLC **PETITION NO:** 24-0034
LOCATION: 740 Eleton Springs Dr
FOLIO NO: 78887.0000

Estimated Fees:

Retail - Shopping Center (Per 1,000 s.f.) Mobility: \$13,562.00 Fire: \$313.00	Mini-Warehouse (Per 1,000 s.f.) Mobility: \$725.00 Fire: \$32.00	
Office, Single Tenant (Per 1,000 s.f.) Mobility: \$10,005.00 Fire: \$158.00	Office, Multi-Tenant (Per 1,000 s.f.) Mobility: \$8,336.00 Fire: \$158.00	Office, Medical (gr than 10,000 sq ft) (Per 1,000 s.f.) Mobility: \$31,459.00 Fire: \$158.00

Project Summary/Description:

Urban Mobility, South Fire - Retail (21,400 sq ft), office uses (10,100 sq ft), self storage (105,000 sq ft);

**WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

PETITION NO.: RZ-PD 24-0034 REVIEWED BY: Clay Walker, E.I. DATE: 10/23/2023

FOLIO NO.: 78887.0000

WATER

- The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A 16 inch water main exists (adjacent to the site), (approximately ___ feet from the site) and is located south of the subject property within the north Right-of-Way of State Road 674. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- A 12 inch wastewater forcemain exists (adjacent to the site), (approximately feet from the site) and is located south of the subject property within the north Right-of-Way of State Road 674. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water and wastewater systems. The subject area is located within the Hillsborough County Wastewater Service Area and will be served by the South County Wastewater Treatment Plant. If all of the development commitments for the referenced facility are added together, they would exceed the existing reserve capacity of the facility. However, there is a plan in place to address the capacity prior to all of the existing commitments connecting and sending flow to the referenced facility. As such, an individual permit will be required based on the following language noted on the permits: The referenced facility currently does not have, but will have prior to placing the proposed project into operation, adequate reserve capacity to accept the flow from this project.

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 20 Oct. 2023

REVIEWER: Bernard W. Kaiser, Conservation and Environmental Lands Management

APPLICANT: Elise Batsel

PETITION NO: MM 24-0034

LOCATION: 740 Eleton Springs Dr., Wimauma, FL 33598

FOLIO NO: 78887.0000

SEC: 08 TWN: 32 RNG: 20

- 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 conditions.

COMMENTS: _____.



Agency Review Comment Sheet

NOTE: Wellhead Resource Protection Areas (WRPA), Potable Water Wellfield Protection Areas (PWWPA), and Surface Water Resource Protection Areas (SWRPA) reviews are based on the most current available data on the Hillsborough County maps, as set forth in Part 3.05.00 of the Land Development Code.

TO: Zoning Review, Development Services **REQUEST DATE:** 10/11/2023

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 10/18/2023

APPLICANT: Shree Kulkarni, Serenity Capital Management, LLC **PID:** 24-0034

LOCATION: 740 Eleton Springs Dr. Wimauma, FL 33598

FOLIO NO.: 78887.0000

AGENCY REVIEW COMMENTS:

Based on the most current data, the proposed project is located within a Potable Water Wellfield Protection Area (PWWPA); however, the proposed activities are not a prohibited or restricted use, as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC) and Rule 62-52.400, F.A.C.

Based on the most current data, the proposed project is not located within a Wellhead Resource Protection Area (WRPA) and/or Surface Water Resource Protection Area (SWRPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

Hillsborough County Environmental Services Division (EVSD) has no objection.



VERBATIM TRANSCRIPT

HILLSBOROUGH COUNTY, FLORIDA
Board of County Commissioners

-----X
IN RE:)
)
ZONE HEARING MASTER)
HEARINGS)
)
-----X

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch
Land Use Hearing Master

DATE: Monday, July 22, 2024

TIME: Commencing at 6:00 p.m.
Concluding at 9:32 p.m.

LOCATION: Hillsborough County BOCC
601 East Kennedy Boulevard
Second Floor Boardroom
Tampa, Florida 33601

Reported by:
Diane DeMarsh, AAERT No. 1654
Digital Reporter

1 MS. HEINRICH: Our next application is Item D.1, Major
2 Mod 24-0034. The applicant is requesting a major modification
3 to PD 92-0366. Tim Lampkin with Development Services will
4 provide staff findings after the applicant's presentation. And
5 I believe you do have a revised staff report, which did make a
6 change to condition nine.

7 HEARING MASTER: Okay. Thank you so much. I do have
8 that. Is the applicant here? Good evening.

9 MR. KIRALY: Good evening. My name is Brian Kiraly.
10 It's spelled K-I-R-A-L-Y. I have a loud voice, so I don't need
11 to lean -- lean into the mic here. 400 North Tampa Street,
12 Suite 1320. Serenity Capital Management. I'm here on this
13 case, 24-0034. We've been working on this for months and we've
14 come a long way. So that is -- that's a good sign here.

15 I start with just a general description of the overall
16 area. And I do have it zoomed quite a bit out because there's
17 so many existing residential developments. I mean, it's just
18 a -- a lot of rooftops. So this is a non -- nonresidential
19 project, so rooftops are important. It's a nine acre site
20 located approximately a quarter-mile west of West Lake and then
21 approximately six tenths of a mile east of 301. Again, there's
22 a very large residential development, which is an excellent for
23 a nonresidential use. The existing Future Land Use is OC-20.
24 The existing zoning is a PD. The existing use is a mobile home
25 and RV park. As far as what we're proposing, we're proposing

1 two options. The first option is simply to maintain the RV and
2 mobile home park as an interim use. Mainly, that was required
3 because otherwise it would be a nonconforming use once the
4 project gets approved. So the main project proposes 10,000
5 square feet of office with 21,000 square feet of retail and
6 105,000 square feet of mini warehouse.

7 We've work on this quite a bit. The Wimauma Downtown
8 plan is very exhaustive. There's many things in there. So we
9 have really made a lot of changes to the plan. They include
10 that we are not just dedicating right-of-way, but we're building
11 a north/south and east/west grid roads that are called for in
12 the Wimauma plan. We're compliant with the site planning as far
13 as the parking location, stormwater pond locations, building
14 design features, pedestrian connectivity, building orientation,
15 the building fronting along 674, retail office, maximum lot size
16 and width. We are providing 26 feet of right-of-way for future
17 widening of state road 674. And we have preliminary approval by
18 DOT for the driveway location.

19 Because the Wimauma plan is so exhaustive, we worked
20 it down to where we just have a handful of -- of waivers that
21 are required. They mainly apply to the mini warehouse. So, for
22 example, the code has a maximum lot size and maximum lot width
23 and because the mini warehouse won't fit on what those standards
24 are, we're asking for that to be waived. We're asking for an
25 increased building setback and also for the mini warehouse.

1 That is mainly due to site planning that we need a drive that
2 circulates around the building with loading and then you need
3 buffers and a sidewalk. And so, that's why we needed to ask for
4 the increased building setback. And then there's also increased
5 door separation. That's in case the mini warehouse needs a door
6 further apart than 75 feet. We're requesting one variation.
7 And that is just for the scenic corridor plantings. It's not
8 like there won't be any plantings, but all the buildings on 674
9 are oriented towards 674. They have sidewalk connections to the
10 sidewalks. There's building entrances. There's 75 percent
11 window transparency. There's a lot going on that the scenic
12 corridor plantings, as they're written, were not something that
13 we could fit. I mean, if we tried to fit them, they literally
14 would block the buildings. So and staff has okayed that.

15 Again, we've been through this very thorough review,
16 different site plan versions. I've show actual concept plans to
17 show staff what we're trying to accomplish. And we ended up
18 with the Planning Commission has found it consistent.
19 Development Services finds it approvable. Transportation finds
20 it approvable. So with that, we respectfully request that you
21 provide a recommendation for approval. And I'm here for any
22 questions?

23 HEARING MASTER: I do have some questions. I
24 understand the waiver your request that it's not subject. My --
25 my question's primarily focused on the variation, the request to

1 the scenic corridor, PD variation, rather.

2 So first, I couldn't -- I -- I didn't see a survey in
3 the file and I couldn't tell from your site plan what your
4 frontage is on 674. So if you could help me, I know what the
5 requirement is, but I don't know how many trees would be
6 required.

7 MR. KIRALY: The plantings are one tree per 40 feet?

8 HEARING MASTER: Yes.

9 MR. KIRALY: Correct me if I'm wrong. It's a --

10 HEARING MASTER: No, that's --

11 MR. KIRALY: -- street tree. And then the shade tree
12 is one tree per 50 feet.

13 HEARING MASTER: Right.

14 MR. KIRALY: So it's not per linear foot, you have to
15 provide those many trees for that length. So if it's not like a
16 street tree where you have to do, say, 40 feet on center is the
17 standard. It's not on center. They're just saying you have to
18 provide one -- one tree for every such feet of -- of frontage.

19 HEARING MASTER: So how many feet of frontage do you
20 have? That's what I couldn't find.

21 MR. KIRALY: I would have to get that for you. I
22 can't -- I can't --

23 HEARING MASTER: You could get back to me.

24 MR. KIRALY: Okay. And how would I do that, just so I
25 know? Do you need it tonight or?

1 HEARING MASTER: I do. I do. Every that I --

2 MR. KIRALY: Okay.

3 HEARING MASTER: -- I have has to come in tonight at
4 the hearing. You need a survey, you need a site plan or
5 something that tells me how many feet of frontage you have on
6 the state road.

7 MR. KIRALY: Yeah. I'm going to -- okay. I -- I --
8 it's somewhere around 400, 500 feet, but I -- I have to give you
9 a specific number.

10 HEARING MASTER: You can get back to me. You'll come
11 again at the end of the hearing.

12 MR. KIRALY: Okay.

13 HEARING MASTER: So you think it's 400, approximately?

14 MR. KIRALY: I would -- I would guess 450 feet.

15 HEARING MASTER: 450 feet. Okay.

16 And we'll also get with staff. What I need to know
17 is, how many trees are we talking about? So that -- that's
18 where I'm trying to get to. Okay.

19 MR. KIRALY: Of course, I have it at the computer,
20 which is not with me.

21 HEARING MASTER: All right. Well --

22 MR. KIRALY: It was -- again, I'd be guessing. I
23 don't like to guess when I'm under testimony. I would say it's
24 over 50 trees. It was quite a bit because it's two of them.

25 HEARING MASTER: Okay. And so what is your plan to

1 provide landscapings, any kind of screening along the frontage
2 of the road?

3 MR. KIRALY: Well, we would do clustered plantings
4 around the entrances. The idea would be not to block -- I mean,
5 the whole idea of the Wimauma downtown overlay is to have
6 visible building entrances that are easy to see. And the window
7 transparency is meant to be able to see the merchandise inside
8 the building. So we would want to cluster them to be able to
9 still see the buildings or any kind of front signage. But we
10 don't have -- we haven't come up with landscape plans at this
11 time, but it wouldn't be devoid of landscaping. We just can't
12 commit to the -- the scenic tree planting ratios.

13 HEARING MASTER: All right. That was my only
14 question. Thank you you so much.

15 MR. KIRALY: Okay.

16 HEARING MASTER: If you could please sign in with the
17 clerk's office.

18 Development Services. Good evening.

19 MR. LAMPKIN: Good evening. Tim Lampkin, Development
20 Services.

21 And we can help the applicant out. The right-of-way
22 is approximately 50 feet. So we can use that as a scale to
23 figure out how -- or how much frontage there is on 674. I can
24 work with the applicant --

25 HEARING MASTER: Thank you.

1 MR. LAMPKIN: -- or if the applicant has the map.

2 HEARING MASTER: I appreciate it. I'm -- I'm trying
3 to how many trees are we talking that are -- will not be planted
4 if this requirement were waived.

5 MR. LAMPKIN: And you received the revised staff
6 report?

7 HEARING MASTER: I did.

8 MR. LAMPKIN: And the first change was on the cover
9 page. It was a conversation. It should have been conversion.
10 It was just an auto correct and on -- in condition nine
11 regarding the lot size, it should also apply to the stormwater
12 pond. So -- and stormwater pond was included in condition nine.

13 HEARING MASTER: Wait a minute. Conversion. I'm
14 still on conversion. And then --

15 MR. LAMPKIN: Oh, sorry.

16 HEARING MASTER: I'm sorry. And then condition nine.
17 I saw that, okay.

18 MR. LAMPKIN: Yes. And -- and that's it for the
19 revisions.

20 HEARING MASTER: Okay. Thank you.

21 MR. LAMPKIN: So this is a proposed modification. I'm
22 going to go through it quickly since the applicant did a
23 thorough job with it because otherwise I have pages of -- if
24 there are a number of waivers.

25 They're proposing a modification to amend the

1 conditions of approval for PD 92-0366. This is the first
2 amendment in the last 32 years since its adoption in 1992. The
3 property is approximately 9.08 acres. And it's located north of
4 State Road 674, approximately 1,400 feet of West Lake Drive.

5 It is in the Wimauma downtown overlay subarea B,
6 downtown center district. And as such, the development is
7 proposed to comply with Section 3.23001 Wimauma downtown overlay
8 district, with the exception of the requested waivers. The
9 applicant proposes to keep option one that's there today. If
10 they move for with option two, that is to allow 21,000 square
11 feet of retail buildings, 10,000 feet of office buildings. And
12 these are going to be fronting State Road 674 in compliance with
13 the Wimauma regulations, with a maximum of 105,000 square foot
14 mini warehouse located in the northeast water and accessed of
15 the applicant's new north/south grid road and a stormwater pond
16 located in northwest quadrant of the subject site.

17 The applicant will comply with design elements within
18 the Wimauma Community downtown overlay. Per LD Section
19 32.307.E, these include such elements as the building facade
20 being finished to grade and additional buildings required to
21 incorporate different architectural elements that are dictated
22 by the Wimauma Code. And pursuant to the Wimauma regulations,
23 the mini warehouse is located off of both the east/west and the
24 north/south new roads to be constructed pursuant to LDC. This
25 is 3.23.08 street network design.

1 And the transportation report also goes in more depth
2 about the net roadway network. The fact that the applicant is
3 constructing the north, south, east west roadway network, it
4 minimizes the number of waivers that's requested. Initially the
5 applicant came in with over a dozen waivers. And they've got it
6 down to to four because of the different revisions they're
7 proposing. The maximum height is 50 feet and four stories. The
8 applicant proposes to limit the height of the mini warehouse to
9 45 feet or three stories. Staff notes that next door is a mini
10 warehouse that allows an FAR of 0.62, where the overall subject
11 site FAR of what is proposed would be 0.35, which is less
12 intense and would be more compatible with the residential
13 located to the north of that new east/west grid road.

14 The applicant's requesting four waivers, just really
15 quickly. Waiver one is regarding Section 323.6. Table 5-2 is
16 to allow a larger lot size for the warehouse. And it also would
17 be for the stormwater pond. Waiver two would be to section
18 3.23.06. It's also to table 5-2. And this is regarding the
19 minimum lot width and the maximum lot width, which is dictated
20 by the code and the applicant proposes a larger lot width and
21 size for the mini warehouse and stormwater pond. Waiver three,
22 the applicant requests to allow greater setbacks for the mini
23 warehouse, along -- from both of the new east, west and north,
24 south grid road. Waiver four is regarding the minimum -- the
25 spacing of the doorways to allow flexibility should they need

1 additional doorways.

2 And really quickly, pursuant to -- then there's the
3 variation. I can't go into detail. If you had any additional
4 questions, I can help the applicant with that.

5 And then the applicant is not proposing any additional
6 variations from the Land Development Code, parking and loading,
7 landscape, irrigation, buffering, fences and walls.

8 Planning Commission found that the major modification
9 consistent with the Unincorporated Hillsborough County and staff
10 finds it consistent with the Unincorporated Hillsborough -- I'm
11 sorry, finds it approvable.

12 HEARING MASTER: Just quickly, Mr. Lampkin.

13 MR. LAMPKIN: Yes.

14 HEARING MASTER: The requirement for buffering and
15 screening along the State Road 674 frontage is not including the
16 scenic corridor. What are they required to do by the Land
17 Development Code?

18 MR. LAMPKIN: So by the Land Development Code, it
19 would fall under the Wimauma code. And well, actually it's on
20 the cover page. So what they would be required to do, would
21 be -- oh, it's not there.

22 HEARING MASTER: And if you want to get back to me, we
23 can keep going and -- and you can come back with that answer in
24 addition to the -- how many trees were required by the scenic
25 corridor, I'm good with that.

1 MR. LAMPKIN: I will do that because I have the
2 Wimauma code right here and I'll look it up before I --

3 HEARING MASTER: Okay. Thank you so much.

4 MS. HEINRICH: Ms. Finch.

5 HEARING MASTER: Yes.

6 MS. HEINRICH: Just to save --

7 HEARING MASTER: Perfect.

8 MS. HEINRICH: -- Tim some trouble, I measured out --

9 HEARING MASTER: Thank you.

10 MS. HEINRICH: -- our GIS and the parcel looks to be
11 about 650 feet in width.

12 HEARING MASTER: Okay.

13 MS. HEINRICH: Just so Tim didn't have to --

14 HEARING MASTER: So how many trees does that
15 translation, just so we're all clear?

16 MS. HEINRICH: Let me see. If it was every 40 feet?

17 HEARING MASTER: Every 40 feet for one street tree and
18 every 50 feet for a canopy tree.

19 All right. And if you don't mind, let's keep moving.
20 We'll come back.

21 MS. HEINRICH: Sure.

22 HEARING MASTER: We'll come back to you and we'll get
23 the whole answer.

24 MS. HEINRICH: Certainly.

25 HEARING MASTER: All right. Planning Commission,

1 please.

2 MS. MASSEY: Jillian Massey with Planning Commission
3 Staff.

4 The subject site's designated as office commercial 20
5 on the Future Land Use Map. It's within the urban service area
6 and the limits of the Wimauma community plan and South Shore
7 Area Wide Systems plan. The proposed major modification meets
8 the intent of Objective 1 of the Future Land Use Element by
9 providing growth in the urban service area. The modification
10 also meets the intent of Policy 1.4, being found compatible with
11 the surrounding area, which has commercial uses along State Road
12 674.

13 The application is also consistent with Objective 16
14 and associated policies relating to neighborhood development and
15 neighborhood protection, as well as Objective 12 in the
16 community's -- community design component relating to
17 compatibility.

18 The applicant is proposing the internal circulation
19 and street stubouts to connect adjacent neighborhoods together,
20 while also being sensitive to environmentally sensitive land on
21 site. This also meerts the intent of Policy 16.7 and Wimauma
22 Community Plan goal number five. The subject site meets the
23 intent of other policies under Objective 16 regarding the
24 protection of adjacent land uses through various buffering and
25 mitigation measures. The surrounding land use pattern is

1 commercial in character, along State Road 674. And the
2 modification will not significantly alter that, nor will it
3 encroach into the single-family residential developments located
4 further to the north. The site's in the Wimauma Village
5 Community Plan, specifically in the downtown center B district,
6 which includes a mix of residential and retail office uses. The
7 modification will meet the intent of the business and economic
8 development goal of the plan by providing a commercial use in
9 the commercial core along State Road 674. The -- the site is
10 also in the South Shore Area Wide Systems Plan. This plan
11 encourages implementing preferred development patterns as
12 identified in the community plan.

13 Therefore, the proposed development is compatible and
14 meets the intent of these community plans. And based on those
15 considerations, Planning Commission Staff finds the proposed
16 major modification consistent with the comprehensive plan,
17 subject to the conditions proposed by the Development Services
18 Department.

19 HEARING MASTER: Thank you so much. I appreciate it.

20 Is there anyone in the room or online that would like
21 to speak in support? Anyone in favor. All right. Seeing no
22 one.

23 I know we have one person signed up online in
24 opposition. Is there anyone in the room that I would like to
25 speak in opposition to this request? All right. Then we'll

1 go -- Ms. Roush, are you there?

2 MS. ROUSH: Yes, I am. Hello.

3 HEARING MASTER: All right. Could you give us your
4 name and address, please?

5 MS. ROUSH: Yes. Polly Roush and I'm at 5116 State
6 Road 674 in Wimauma. I'm at the mobile home park that they are
7 proposing to get rid of. And I -- I wanted to let you know that
8 this is a nice park. There is -- and I apologize, I got a
9 respiratory issue going on. It's -- it's a large park that
10 right now does have about 15 to 20 residents that are planning
11 or wanting to stay. They -- this is a retirement village and
12 they bought property here or bought their home here and expected
13 to stay here.

14 So I'm -- I'm very opposed to the fact that it would
15 all be torn down and taken away. There is so much beautiful
16 100-year-old trees here and foliage and the wildlife. And --
17 and the people that are here do not -- some of them do not care
18 to be displaced. Yes, some of them have already -- we were
19 verbally warned about selling of the property about a year ago.
20 Some people have already moved. However, there are people here
21 that want to stay. And under Chapter 723, I believe it's
22 section 64, there is a wall that's -- or a statute that states
23 that other provisions must -- or other residential, mobile or --
24 must be provided within a five-mile radius of this park in order
25 to place these other people that, you know, want to stay here

1 and had made this their him.

2 I -- I'm -- I'm very opposed to all of it just because
3 it's -- Wimauma area is very nice and -- and these people should
4 not need to relocate. Under that statute, they do say that
5 it -- there needs to be adequate, suitable living within a
6 five-mile. And there is not. I have looked around. There are
7 no other mobile home parks, I mean, that are 55 and older and so
8 forth. So I wanted to speak tonight at tonight's meeting and
9 oppose this major modification because it is really -- I believe
10 will just make this whole area more concrete. I apologize.
11 This is a nine-acre lot that has a lot of mother nature and a
12 lot of people that have been here. Some people have been here
13 20 and 30 years. And they had no intention of leaving the park.
14 And with that being said, I -- I don't feel that -- that this
15 should go through.

16 I -- I do feel that it's only a matter of time.
17 Once -- if -- if this park gets sold and the storage place goes
18 in or what -- whatever they're going to put here, concrete. And
19 then you're going to plant new trees when there's already 100
20 year old trees that are here, which I understand you cannot
21 relocate. Nonetheless, I feel like this whole area is just
22 becoming more and more concrete. It's less residential. And
23 then there are homes on 674 that are close to the road. A lot
24 of those homes if -- once if this goes through and they're doing
25 modifications throughout 6 -- 674 going east, it's only a matter

1 of time before those homes will end up getting torn down as
2 well. And it will be less and less residential and more and
3 more commercial. And -- and I don't feel like it's right.

4 So all that is -- I -- I don't know what else I can
5 say as far as that goes. But that's --

6 HEARING MASTER: All right. Well --

7 MS. ROUSH: -- basically, I would voiced my opinion on
8 it.

9 HEARING MASTER: I appreciate your testimony and your
10 participation in the process. I really do. Thank -- thank you
11 so much.

12 All right. Before I move on, is there anyone else
13 that would like to speak in opposition to this request? I'm
14 seeing no one.

15 All right. We'll go back to Development Services.
16 Ms. Heinrich, before we go to my answer about the scenic
17 corridor, can we just assure for the process that this
18 application has been reviewed in light of Florida statutes and
19 the Code requirements regarding the relocation of those mobile
20 homes?

21 MS. HEINRICH: It has. It's my understanding that
22 none of these homes are owned. They're leased spaces and leased
23 homes. And the Florida Statute that was referred to is when you
24 own the mobile home.

25 HEARING MASTER: Understood.

1 MS. HEINRICH: And you can probably ask the applicant
2 to confirm that.

3 HEARING MASTER: I will on rebuttal. Yes, I will.

4 All right. So then let's go back to my question about
5 how many trees are required in the -- for the scenic corridor
6 along the 674 frontage.

7 MR. LAMPKIN: My apologies. I -- I -- I believe the
8 applicant is correct, that it's every 40 feet. I had to look
9 that up. What I just looked up was regarding the setback of
10 the retail.

11 HEARING MASTER: I did ask you what the Land
12 Development Code requires in addition to the scenic corridor.
13 So if you'd like to --

14 MR. LAMPKIN: Yes.

15 HEARING MASTER: -- answer that, that would be great.

16 MR. LAMPKINA: And so, the Land Development Code
17 Section 3.23.7.F.3 states, I'm sorry, f.2, it allows zero to 20
18 feet. Normally, it's zero to ten. But there's a provision for
19 the mixed use building lots and retail off building lots, a
20 portion of the building front may be setback 20 feet from the
21 maximum front yard depth. Yes.

22 HEARING MASTER: All right. So maybe -- maybe we're
23 not communicating.

24 MR. LAMPKIN: Okay.

25 HEARING MASTER: So I was trying to understand what

1 the landscaping requirements, what the screening requirements
2 are.

3 MR. LAMPKIN: There are none.

4 HEARING MASTER: Okay. So there's nothing except for
5 the scenic corridor?

6 MR. LAMPKIN: Is correct.

7 HEARING MASTER: All right. Then that leaves back to
8 my question about how many trees.

9 MS. HEINRICH: That's the part I have.

10 HEARING MASTER: Thank you. Go ahead.

11 MS. HEINRICH: For the 650 feet frontage, for the
12 street trees every 40 feet, that would be 17 street trees. And
13 for the canopy trees every 50 feet, that would be 13. So 30
14 trees total.

15 HEARING MASTER: Okay. For the canopy. Thank you.
16 That's exactly what I was looking for. I appreciate it.

17 All right. Thank you, Mr. Lampkin.

18 All right. We will go back to the applicant who has
19 past five minutes for a rebuttal.

20 MR. KIRALY: Hi there. Thank you. Brian Kiraly with
21 Serenity Capital Management. As far as the mobile home issue,
22 the seller of the land is actually an estate. So the -- the
23 owner had passed away. It was the dad. It was Don. He ran the
24 mobile home. It was, I'm going by the limited information I
25 have, it was his baby. The daughter that inherited it did

1 not -- does not want to rent the mobile home park.

2 HEARING MASTER: And so you're proceeding in -- in
3 accordance with the county and -- and state rules.

4 MR. KIRALY: We filed a mobile home report. I did
5 that with the initial application and submittal. There have
6 been no comments on the mobile home report. I did the report
7 myself. The regulations, as I understand, is you only have to
8 move them if there are lots -- available lots within five miles
9 that they can be moved to. Okay. Not that they're lots, that
10 they can be moved to.

11 There are no available there. There's one mobile home
12 lot on one mobile home park within five miles. It's to the --
13 to the -- to the west, but the their lots are only available if
14 you buy a unit from them. So you can't have a unit and just
15 say, hey, can I get the lot. They don't -- it doesn't work that
16 way. It's kind of like buying a boat and you have to have the
17 slip go along with it, it's that kind of thing.

18 So my understanding is, unfortunately, we're not
19 obligated to move anyone because there's nowhere for anyone to
20 move to within the five miles.

21 HEARING MASTER: All right. Understood. All right.
22 If you want to talk about the landscaping issue or anything else
23 you'd like before we go, sir.

24 MR. KIRALY: No. I -- I concur it was roughly
25 30 trees. But again, you have building entrances that could be

1 20, 25 feet apart. You have a side -- well, let me -- can I go
2 back here. It's all cons -- can I go back to the PowerPoint
3 here for a second? And this is all really schematic. I don't
4 know if I can zoom in.

5 Well, the point being is there is a sidewalk that runs
6 along the frontage of 674, that is parallel 674.

7 HEARING MASTER: That's in the right-of-way?

8 MR. KIRALY: No. That would be in front of the
9 buildings.

10 HEARING MASTER: Okay. Go ahead.

11 MR. KIRALY: There's a sidewalk also in the
12 right-of-way. But if you have entrances that are facing 674,
13 you need some sidewalk to connect them. Okay. So there'll be
14 an east/west connecting sidewalk with connections to the
15 buildings and then connections to the State Road 674. So -- and
16 plus, depending on if they're 20, 25 foot wide suites, you could
17 have doors fairly close. So that's why we were saying we felt
18 the standard was too -- too high to be able to provide the
19 entrances and the sidewalks and the visibility of that, we felt
20 the Wimauma code calls for.

21 HEARING MASTER: For does the door spacing here relate
22 to -- apply to one of the waivers you're requesting, correct?

23 MR. KIRALY: Yeah. That is in that case -- that is in
24 case we need a door wider than further apart than 75.

25 HEARING MASTER: Thank 75. Okay.

1 MR. KIRALY: But the suites we're planning on are 20
2 to 25 feet. So you could have a sidewalk, it depends I mean,
3 someone might lease two units. It might be one unit. We have
4 not designed the buildings. But again, if you have -- if you go
5 by the 20 to 25 foot suite concept, then you're going to have
6 entrances. You're going to have a sidewalk that leads in and
7 connects to the connecting sidewalk, which leads to 674. So
8 there's a lot going on in the front of the buildings. And we
9 have a zero to 20-foot setback. So there are some constraints.

10 HEARING MASTER: Understood. All right. Anything
11 else you want that before we close.

12 MR. KIRALY: No. I think that's it.

13 HEARING MASTER: All right. Thank you --

14 MR. KIRALY: Thank you.

15 HEARING MASTER: -- for your time and testimony. I
16 appreciate it.

17 With that we'll close Major Modification 24-0034 and
18 go to the next case.

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HILLSBOROUGH COUNTY, FLORIDA
Board of County Commissioners

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IN RE:)
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ZONE HEARING MASTER)
HEARINGS)
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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch
Land Use Hearing Master

DATE: Monday, June 17, 2024

TIME: Commencing at 6:00 p.m.
Concluding at 7:39 p.m.

LOCATION: Hillsborough County BOCC
601 East Kennedy Boulevard
Second Floor Boardroom
Tampa, Florida 33601

Reported by:
Diane DeMarsh, AAERT No. 1654
Digital Reporter

1 P R O C E E D I N G S

2 HEARING MASTER: Good evening. Please stand for the
3 Pledge of Allegiance.

4 (Pledge of Allegiance.)

5 HEARING MASTER: Thank you and please be seated. Good
6 evening everyone. I want to welcome you to the June 17, 2024
7 Zoning Hearing Master Hearing. My name is Susan Finch and I'll
8 be presiding as the hearing master over this evening's cases.

9 Let me start by introducing Michelle Heinrich. She's
10 at the end of the dais. She's with Development Services and she
11 will introduce other members of the team that will assist in our
12 hearing tonight, as well as go over any agenda changes.

13 Ms. Heinrich.

14 MS. HEINRICH: Than you. Michelle Heinrich,
15 Development Services. With the County County's Office, we have
16 Mary Dorman. In the Planning Commission we have Alexis Myers.
17 And you have one change to the agenda to announce for you. And
18 that is Agenda page five, Item D.1, which is Major Mod 23-0904.
19 This application has been withdrawn from the ZHM process.

20 And then to go to the published withdrawals and
21 continuances, Item A.1, Major Mod 24-0034. This application is
22 being continued by the applicant to the July 22, 2024 ZHM
23 hearing.

24 Item A.2, PD 24-0124. This application is out of
25 order to be heard and is being continued to July 22, 2024 ZHM

1 Item A.2, PD 23-0918. This application is being
2 withdrawn by the zoning administrator in accordance with LDC
3 Section 10.3.02.C.2.

4 Item A.3, Major Mod 24-0034. This application is out
5 order to be heard and is being continued to the June 17, 2024
6 ZHM hearing.

7 Item A.4, PD 24-0044. This application is out of
8 order to be heard and is being continued to the June 17, 2024
9 ZHM hearing.

10 Item A.5, PD 24-0124. This application is out of
11 order to be heard and is being continued to the June 17, 2024
12 ZHM hearing.

13 Item A.6, PD 24-0141. This application is being
14 continued by the applicant to the June 17, 2024 ZHM hearing.

15 Item A.7, PD 24-0238. This application is out of
16 order to be heard and is being continued to the July 22, 2024
17 ZHM hearing.

18 Item A.8, PD 24-0239. This application is out of
19 order to be heard and is being continued to the June 17, 2024
20 ZHM hearing.

21 Item A.9, Major Mod 24-0240. This application is
22 being withdrawn from the hearing process.

23 Item A.10, Special Use 24-0257. This application is
24 being continued by the applicant to be June 17, 2024 ZHM
25 hearing.

1 Item A.2, MM 23-0904. This application is being
2 continued by the applicant to the May 14, 2024, ZHM Hearing.

3 Item A.3, PD 23-0997. This application is being
4 continued by the applicant to the May 14, 2024, ZHM Hearing.

5 Item A.4, MM 24-0034. This application is being
6 continued by the applicant to the May 14, 2024, ZHM Hearing.

7 Item A.5, PD 24-0044. This application is being
8 continued by the applicant to the May 14th ZHM Hearing.

9 PD 24-0124. This application is out of order to be
10 heard and is continued to the May 14, 2024, ZHM Hearing.

11 Item A.7. This application is out of order to be
12 heard, which is PD 24-0141. This application is out order to be
13 heard and is being continued to the May 14, 2024, ZHM Hearing.

14 Item A.8, RZ-STD 24-0232. This application is out of
15 order to be heard and is being continued to the May 14, 2024,
16 ZHM Hearing.

17 Item A.9, PD 24-0239. This application out of order
18 to be heard and is being continued to the May 14, 2024, ZHM
19 Hearing.

20 Item A.10, SU-GEN 24-0257. This application is being
21 continued by the applicant to the May 14, 2024 ZHM Hearing.

22 Item A.11, PD 24-0293. This application is out of
23 order to be hearing is being continued to the May 14, 2024, ZHM
24 Hearing.

25 Item A.12, MM 24-0300. This application is being

HILLSBOROUGH COUNTY, FLORIDA
Board of County Commissioners

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ZONE HEARING MASTER)
HEARINGS)
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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch
Land Use Hearing Master

DATE: Monday, March 25, 2024

TIME: Commencing at 6:00 p.m.
Concluding at 10:24 p.m.

LOCATION: Hillsborough County BOCC
601 East Kennedy Boulevard
Second Floor Boardroom
Tampa, Florida 33601

Reported by:
Diane DeMarsh, AAERT No. 1654
DIGITAL REPORTER

1 May 14, 2024 Zoning Hearing Master Hearing at 6:00 p.m.

2 MS. HEINRICH: And now we'll go over the published
3 withdrawals and continuances for tonight.

4 The first one is Item A.1, PD 23-0618. This
5 application is being withdrawn by the zoning administrator in
6 accordance with LDC Section 10.03.02.C.2.

7 Item A.2, Major Mod 23-0768. This application is out
8 of order to be heard and is being continued to the
9 April 15, 2024 ZHM Hearing.

10 Item A.3, PD 23-0780. This application is being
11 continued by the applicant to the April 15, 2024 ZHM Hearing.

12 Item A.4, PD 23-0848. This application is out of
13 order to be heard and is being continued to the April 15, 2024
14 ZHM Hearing.

15 Item A.5, Major Mod 23-0904. This application is out
16 of order to be heard and is being continued to be April 15, 2024
17 ZhM Hearing.

18 Item A.6, PD 23-0997. This application is being
19 continued by the applicant to the April 15, 2024 ZHM Hearing.

20 Item A.7, Major Mod 24-0034. This application is out
21 of order to be heard and is being continued to the
22 April 15, 2024 ZHM Hearing.

23 Item A.8, PD 24-0044. This application is being
24 continued by the applicant to the April 15, 2024 ZHM Hearing.

25 Item A.9, PD 24-0141. This application is out of

ZHM Hearing
February 20, 2024

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HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

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IN RE:)
)
ZONE HEARING MASTER)
HEARINGS)
)
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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch
Land Use Hearing Master

DATE: Tuesday, February 20, 2024

TIME: Commencing at 6:00 p.m.
Concluding at 11:46 p.m.

LOCATION: Hillsborough County BOCC
601 East Kennedy Boulevard
Second Floor Boardroom
Tampa, Florida 33601

Reported by:
Diane DeMarsh, AAERT No. 1654
DIGITAL REPORTER

1 continued by the applicant to the March 25, 2024 ZHM Hearing.

2 Item A.14, Major Mod 24-0029. This application is out
3 of order to be heard and is being continued to March 25, 2024,
4 ZHM Hearing.

5 Item A.15, PD 24-0031. This application is being
6 continued by Staff to the March 25 2024, ZHM Hearing.

7 Item A.16, Major Mod 24-0034. This application is out
8 of order to be heard and is being continued to the March 25,
9 2024, ZHM Hearing.

10 Item A.17, PD 24-0044. This application is being
11 continued by the applicant to the March 25, 2024 ZHM Hearing.

12 Item A.18, PD 24-0124. This application is out of
13 order to be hear and is being continued to the April 15, 2024
14 ZHM Hearing.

15 Item A.9 -- A.19, PD 24-0132. This application is out
16 of order to be heard and is bing continued to the March 25, 2024
17 ZHM Hearing.

18 Item A.20, PD 24-0141. This application is out of
19 order to be heard and is being continued to the March 25, 2024,
20 ZHM Hearing.

21 Item A.21, PD 24-0147. This application is being
22 withdrawn from the ZHM process.

23 Item A.22, Standard Rezoning 24-0166. This
24 application is out of order to be heard and is being continued
25 to the March 25, 2024 ZHM Hearing.

ZHM Hearing
January 16, 2024

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

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IN RE:)
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ZONE HEARING MASTER)
HEARINGS)
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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch and Pamela Jo Hatley
 Land Use Hearing Master

DATE: Tuesday, January 16, 2024

TIME: Commencing at 6:00 p.m.
 Concluding at 7:48 p.m.

LOCATION: Hillsborough County BOCC
 601 East Kennedy Boulevard
 Tampa, Florida 33601

Reported by:
Diane DeMarsh, AAERT No. 1654

1 Item A.24, Rezoning PD 24-0031. This application is
2 out of order to be heard and is being continued to the
3 February 20, 2024 Zoning Hearing Master Hearing.

4 Item A.25, Rezoning PD 24-0033. This application is
5 being continued by Staff to the February 20, 2024 Zoning Hearing
6 Master Hearing.

7 Item A.26, Major Mod Application 24-0034. This
8 application is out of order to be heard and is being continued
9 to the February 20, 2024 Zoning Hearing Master Hearing.

10 And it's noted in the changes for Item A.27, Rezoning
11 PD 24-0044. This application -- this application is out of
12 order and is being continued to the February 20, 2024 Zoning
13 Hearing Master Hearing.

14 Item A.28, Rezoning Standard 24-0074. This
15 application is being continued by the applicant to the
16 February 20, 2024 Zoning Hearing Master Hearing.

17 Item A.29, Rezoning Standard 24-0016. This
18 application is out of order to be heard and is being continued
19 to the February 20, 2024 Zoning Hearing Master Hearing.

20 Item A.30, Rezoning Standard 24-0166. This
21 application is being continued by the applicat to the February
22 20, 2024 Zoning Hearing Master Hearing.

23 And Item A.31, Rezoning Standard 24-0171. This
24 application is being continued by the applicant to the
25 February 20, 2024 Zoning Hearing Master Hearing.



**EXHIBITS SUBMITTED
DURING THE ZHM HEARING**

DATE/TIME: 7/22/24 6:00pm HEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>RZ</u> <u>24-0775</u>	PLEASE PRINT NAME <u>Todd Pressman</u> MAILING ADDRESS <u>200 2nd Ave S. #451</u> CITY <u>St. Pete</u> STATE <u>FL</u> ZIP _____ PHONE _____
APPLICATION # <u>RZ</u> <u>24-0807</u>	PLEASE PRINT NAME <u>Todd Pressman</u> MAILING ADDRESS <u>200 2nd Ave S #451</u> CITY <u>St. Pete</u> STATE <u>FL</u> ZIP <u>33709</u> PHONE <u>727-824-1760</u>
APPLICATION # <u>RZ</u> <u>24-0836</u>	PLEASE PRINT NAME <u>Todd Pressman</u> MAILING ADDRESS <u>200 2nd Ave S #451</u> CITY <u>St. Pete</u> STATE <u>FL</u> ZIP <u>33709</u> PHONE <u>727-824-1760</u>
APPLICATION # <u>RZ</u> <u>24-0836</u>	PLEASE PRINT NAME <u>Dimitri Artarushid</u> MAILING ADDRESS <u>1525 W. Hillsborough Ave</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33603</u> PHONE <u>813-237-0529</u>
APPLICATION # <u>mm</u> <u>24-0034</u>	PLEASE PRINT NAME <u>Brian Kiraly</u> (Brian Kiraly) MAILING ADDRESS <u>400 N Tampa St #1320</u> CITY <u>TPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>(813) 416-7913</u>
APPLICATION # <u>mm</u> <u>24-0034</u> <u>US</u>	PLEASE PRINT NAME <u>Polly Roush</u> MAILING ADDRESS <u>5116 State Road 674</u> CITY <u>Wimauma</u> STATE <u>FL</u> ZIP <u>33598</u> PHONE <u>941-725-4251</u>

DATE/TIME: 7/22/24 6:00pm HEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>RZ</u> <u>24-0124</u>	PLEASE PRINT NAME <u>Ali Halaoui</u> MAILING ADDRESS <u>202 windward psge</u> CITY <u>chr. Bch</u> STATE <u>FL</u> ZIP <u>33767</u> PHONE <u>813-263-4826</u>
APPLICATION # <u>RZ</u> <u>24-0124</u>	PLEASE PRINT NAME <u>Timothy Healey</u> MAILING ADDRESS <u>803 W. Howard Ave.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE <u>(813)251-0169</u>
APPLICATION # <u>mm</u> <u>24-0300</u>	PLEASE PRINT NAME <u>Kami Corbett</u> MAILING ADDRESS <u>101 E Kennedy Blvd Ste 3700</u> CITY <u>TAMP</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813 227 8424</u>
APPLICATION # <u>mm</u> <u>24-0300</u>	PLEASE PRINT NAME <u>SAM STARK</u> MAILING ADDRESS <u>5776 Royal Lytton Ct</u> CITY <u>DORUN</u> STATE <u>OH</u> ZIP <u>43017</u> PHONE <u>614 394 7057</u>
APPLICATION # <u>mm</u> <u>24-0300</u>	PLEASE PRINT NAME <u>Stephan Sposato</u> MAILING ADDRESS <u>505 E Jackson St.</u> CITY <u>Tamp</u> STATE <u>FL</u> ZIP <u>33607</u> PHONE <u>813-375-0616</u>
APPLICATION # <u>RZ</u> <u>24-0538</u>	PLEASE PRINT NAME <u>Kami Corbett</u> MAILING ADDRESS <u>101 E Kennedy Blvd Ste 3700</u> CITY <u>Tamp</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813 227 8124</u>

DATE/TIME: 7/22/24 6:00pm HEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>RZ</u> <u>24-0538</u>	PLEASE PRINT NAME <u>Stephen Spasato, Level 2up</u> MAILING ADDRESS <u>505 E Jackson</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-375-0615</u>
APPLICATION # <u>RZ</u> <u>24-0538</u> <u>VS</u>	PLEASE PRINT NAME <u>Ethel Hammer</u> MAILING ADDRESS <u>19825 Angel Lane</u> CITY <u>Odessa</u> STATE <u>FL</u> ZIP <u>33556</u> PHONE <u>813-781-9866</u>
APPLICATION # <u>RZ</u> <u>24-0676</u>	PLEASE PRINT NAME <u>David M. Smith</u> MAILING ADDRESS <u>401 E. Jackson St. Ste 2100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33601</u> PHONE <u>813 222 5010</u>
APPLICATION # <u>mm</u> <u>24-0678</u> <u>VS</u>	PLEASE PRINT NAME <u>David Mechanik</u> MAILING ADDRESS <u>305 S. Boulevard</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE <u>813-928-9152</u>
APPLICATION # <u>RZ</u> <u>24-0791</u>	PLEASE PRINT NAME <u>Isabelle Albert</u> MAILING ADDRESS <u>1000 N. Ashley Dr.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33607</u> PHONE <u>813 331-0776</u>
APPLICATION # <u>RZ</u> <u>24-0791</u>	PLEASE PRINT NAME <u>William J. Maly</u> MAILING ADDRESS <u>325 S. Blvd St</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE _____

DATE/TIME: 7/22/24 6:00pm HEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>mm</u> <u>24-0805</u>	PLEASE PRINT NAME <u>Tyler Hudson</u> (Tyler Hudson) MAILING ADDRESS <u>400 N. Wally Dr. #1100</u> CITY <u>Tampa</u> STATE _____ ZIP <u>33602</u> PHONE <u>813-221-9600</u>
APPLICATION # <u>mm</u> <u>24-0805</u>	PLEASE PRINT NAME <u>Addie Clark</u> MAILING ADDRESS <u>400 N. Ashby Dr. Ste. 1100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-221-9600</u>
APPLICATION # <u>mm</u> <u>24-0805</u> <u>VS</u>	PLEASE PRINT NAME <u>Joseph W. Seivold</u> MAILING ADDRESS <u>4811 Kelly Rd.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33615</u> PHONE <u>813-885-1673</u>
APPLICATION # <u>mm</u> <u>24-0805</u>	PLEASE PRINT NAME <u>Kim Leatess</u> MAILING ADDRESS <u>6011 28th Ave N</u> CITY <u>St. Pete</u> STATE <u>FL</u> ZIP <u>33707</u> PHONE <u>707-215-6883</u>
APPLICATION # <u>mm</u> <u>24-0805</u>	PLEASE PRINT NAME <u>Ana L. Porra Paz</u> MAILING ADDRESS <u>8610 Blossom Ave</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33604</u> PHONE <u>813-389-6927</u>
APPLICATION # <u>mm</u> <u>24-0805</u>	PLEASE PRINT NAME <u>Andrew Wright</u> MAILING ADDRESS <u>1211 N. Westshore Blvd #800</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33607</u> PHONE <u>813-839-7320</u>

HEARING TYPE: ZHM PHM, VRH, LUHO

DATE: 7/22/2024

HEARING MASTER: Susan Finch

PAGE: 1 of 1

APPLICATION #	SUBMITTED BY	EXHIBITS SUBMITTED	HRG. MASTER YES OR NO
RZ 24-0807	Todd Pressman	1. Applicant Presentation Packet-thumb drive	No
RZ 24-0836	Todd Pressman	1. Applicant Presentation Packet-thumb drive	No
MM 24-0034	Rosa Timoteo	1. Revised Staff Report – email	Yes (Copy)
MM 24-0034	Rosa Timoteo	2. Revised Staff Report – email	Yes (Copy)
MM 24-0034	Brian Kiraly	3. Applicant Presentation Packet-thumb drive	No
RZ 24-0124	Timothy Healey	1. Applicant Presentation Packet	No
MM 24-0300	Kami Corbett	1. Applicant Presentation Packet-thumb drive	No
MM 24-0300	Stephen Sposato	2. Applicant Presentation Packet	No
RZ 24-0538	Stephen Sposato	1. Applicant Presentation Packet	No
RZ 24-0538	Kami Corbett	2. Applicant Presentation Packet	No
RZ 24-0538	Kami Corbett	3. Applicant Letter of Support	No
RZ 24-0676	Rosa Timoteo	1. Revised Staff Report – email	Yes (Copy)
RZ 24-0676	Rosa Timoteo	2. Revised Staff Report – email	Yes(Copy)
RZ 24-0676	Rosa Timoteo	3. Transportation Staff Report - email	Yes(Copy)
RZ 24-0676	Rosa Timoteo	4. Transportation Staff Report - email	Yes (Cop)
MM 24-0678	Rosa Timoteo	1. Revised Staff Report - email	Yes(Copy)
RZ 24-0791	Rosa Timoteo	1. Revised Staff Report - email	Yes(Copy)
RZ 24-0791	Rosa Timoteo	2. Revised Staff Report email	Yes(Copy)
RZ 24-0791	Isabelle Albert	3. Applicant Presentation Packet	No
RZ 24-0791	William Molloy	4. Applicant Letter of Support	No

JULY 22, 2024 - ZONING HEARING MASTER

The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, July 22, 2024, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

▶ Susan Finch, ZHM, called the meeting to order at 6:00 p.m., led in the pledge of allegiance to the flag, and introduction.

A. WITHDRAWALS AND CONTINUANCES

▶ Michelle Heinrich, Development Services (DS), introduced staff and reviewed the changes to the agenda. ▶ Continued with the changes/withdrawals/continuances.

▶ Susan Finch, ZHM, overview of ZHM process.

▶ Chief Assistant County Attorney Cameron Clark, overview of evidence/ZHM/BOCC Land Use process.

▶ Susan Finch, ZHM, Oath.

B. REMANDS - **None.**

C. REZONING STANDARD (RZ-STD):

C.1. RZ 24-0775

▶ Michelle Heinrich, DS, called RZ 24-0775.

▶ Testimony provided.

▶ Susan Finch, ZHM, continued RZ 24-0775 to September 16, 2024, ZHM hearing.

C.2. RZ 24-0807

▶ Michelle Heinrich, DS, called RZ 24-0807.

▶ Testimony provided.

▶ Susan Finch, ZHM, closed RZ 24-0807.

C.3. RZ 24-0836

▶ Michelle Heinrich, DS, called RZ 24-0836.

▶ Testimony provided.

▶ Susan Finch, ZHM, closed RZ 24-0836.

MONDAY, JULY 22, 2024

D. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM):

D.1. MM 24-0034

- ▶ Michelle Heinrich, DS, called MM 24-0034.
- ▶ Testimony provided.
- ▶ Susan Finch, ZHM, closed MM 24-0034.

D.2. RZ 24-0124

- ▶ Michelle Heinrich, DS, called RZ 24-0124.
- ▶ Testimony provided.
- ▶ Susan Finch, ZHM, closed RZ 24-0124.

D.3. MM 24-0300

- ▶ Michelle Heinrich, DS, called MM 24-0300
- ▶ Testimony provided.
- ▶ Susan Finch, ZHM, closed MM 24-0300.

D.4. RZ 24-0538

- ▶ Michelle Heinrich, DS, called RZ 24-0538.
- ▶ Testimony provided.
- ▶ Susan Finch, ZHM, closed RZ 24-0538.

D.5. RZ 24-0676

- ▶ Michelle Heinrich, DS, called RZ 24-0676.
- ▶ Testimony provided.
- ▶ Susan Finch, ZHM, closed RZ 24-0676.

MONDAY, JULY 22, 2024

D.6. MM 24-0678

- ▶ Michelle Heinrich, DS, called MM 24-0678.
- ▶ Testimony provided.
- ▶ Susan Finch, ZHM, closed MM 24-0678.

D.7. RZ 24-0791

- ▶ Michelle Heinrich, DS, called RZ 24-0791.
- ▶ Testimony provided.
- ▶ Susan Finch, ZHM, closed RZ 24-0791.

D.8. MM 24-0805

- ▶ Michelle Heinrich, DS, called MM 24-0805.
- ▶ Testimony provided.
- ▶ Susan Finch, ZHM, closed MM 24-0805.

E. ZHM SPECIAL USE - **None.**

ADJOURNMENT

- ▶ Susan Finch, ZHM, adjourned the meeting at 9:32 p.m.



PD Modification Application: MM 24-0034

Zoning Hearing Master Date: July 22, 2024

BOCC Land Use Meeting Date: September 10, 2024

1.0 APPLICATION SUMMARY

Applicant: Shree Kulkarni, Serenity Capital Management, LLC

FLU Category: OC-20 **Application No.** MM 24-0034
Name: Rosa Timoteo

Service Area: Urban **Entered at Public Hearing:** ZHM
Exhibit #1

Site Acreage: +/-9.08 acres **Date** 7-22-2024

Community Plan Area: Wimauma, South Shore Areawide Systems

Overlay: Wimauma Downtown Subdistrict B, Downtown Center



Introduction Summary:

PD 92-0366 rezoned the subject property to allow up to 32 mobile home spaces, 38 recreational vehicle (“RV”) spaces and 7 spaces designated for either the latter, former and one single-family home for a total of 77 Units. Condition 1, also allows a conversation of the 38 RV spaces to 19 mobile homes for a maximum of 58 mobile home spaces.

Proposed MM 24-0034: The proposed Major Modification requests to amend the conditions of approval for PD 92-0366, that has had no subsequent amendments in the intervening +/- 32 years since its 1992 adoption. The applicant proposes an Option #2 to allow up to 136,000 square feet of non-residential uses including Office and Retail uses fronting SR 674, with a Mini-Warehouse building located in the northeast quadrant of the site.

Existing Approval(s):	Proposed Modification(s):
1. Total of 77 units including up to 32 MH, 38 RV, and a combination of both (and one sf residence).	1. Add Option 2 to allow non-residential uses including Office and Retail uses fronting and facing SR 674, with a Mini-Warehouse in the northeastern quadrant.

*Subject for the 2:1 additional setback compatibility requirement

Additional Information:	
PD Variation(s):	LDC Part 6.06.03.1.2.c (Landscaping/Buffering) to not provide the Scenic Corridor Landscape (SR 674).
Waiver(s) to the Land Development Code:	<ol style="list-style-type: none"> LDC Part 3.23.06 Wimauma Downtown Overlay Standards Lot Size for Mini-Warehouse LDC Part 3.23.06 Wimauma Downtown Overlay Standards Lot Width for Mini-Warehouse LDC Part LDC Part 3.23.06 Wimauma Downtown Overlay Maximum Front Yard Setback (Mini-Warehouse) LDC Part 3.23.07 Wimauma Overlay Standards for Door Spacing

APPLICATION NUMBER: MM 24-0034

ZHM HEARING DATE: July 22, 2024

BOCC LUM MEETING DATE: September 10, 2024

Case Reviewer: Tim Lampkin, AICP

Planning Commission Recommendation:

Consistent

Development Services Recommendation:

Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

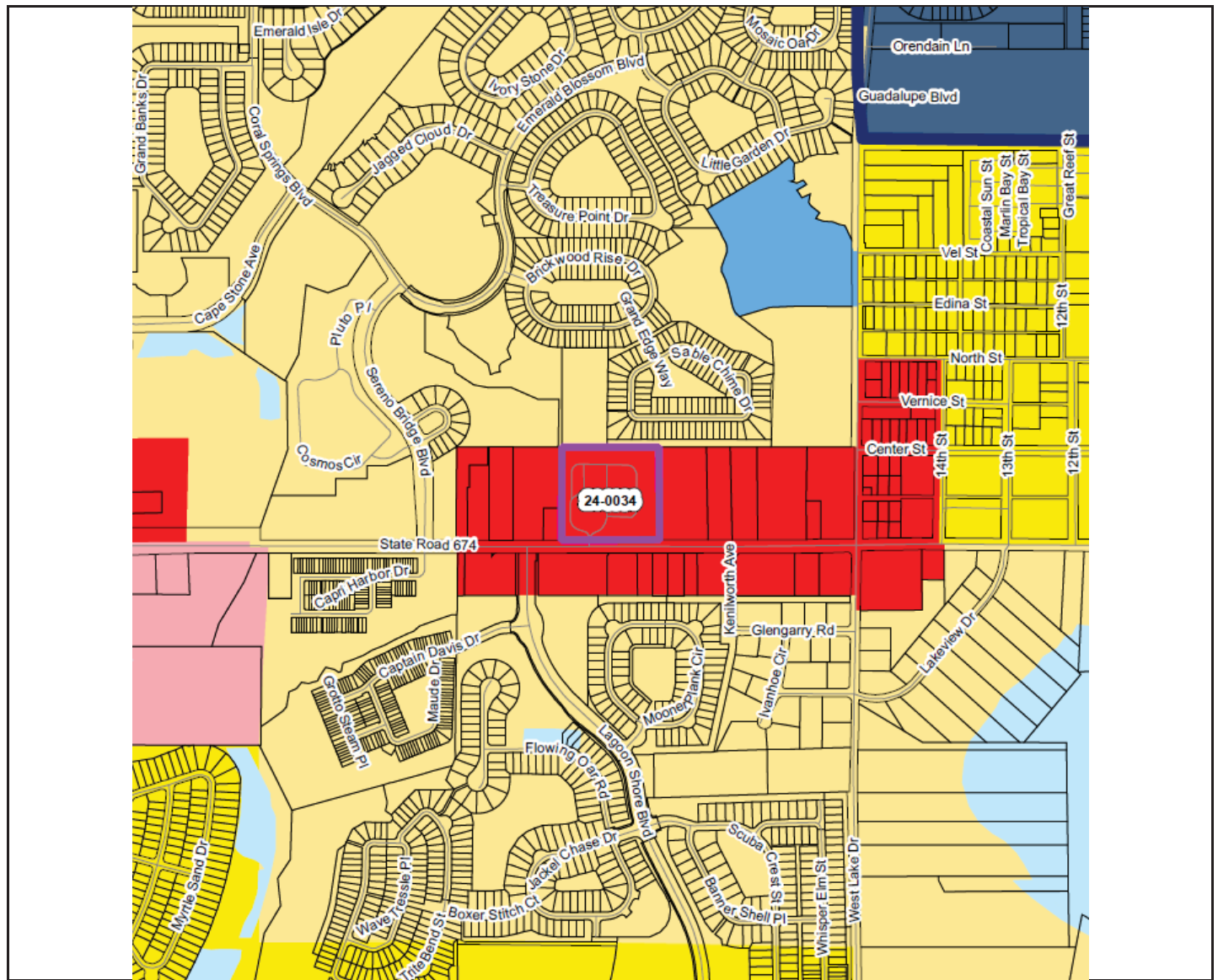


Context of Surrounding Area:

The subject site is located on the north side of State Road 674. The immediate area to the north and west of the subject property is predominantly residential and zoned residential. Immediately west is currently undeveloped and vacant. Immediately adjacent on the east side of the subject site and south across SR 674 is predominantly commercially zoned and developed properties.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	(Office Commercial – 20) OC-20
Maximum Density/F.A.R.:	20 dwelling units per acre / Maximum 0.75 FAR
Typical Uses:	Typical uses include community commercial, offices, mixed-use developments, and compatible residential.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

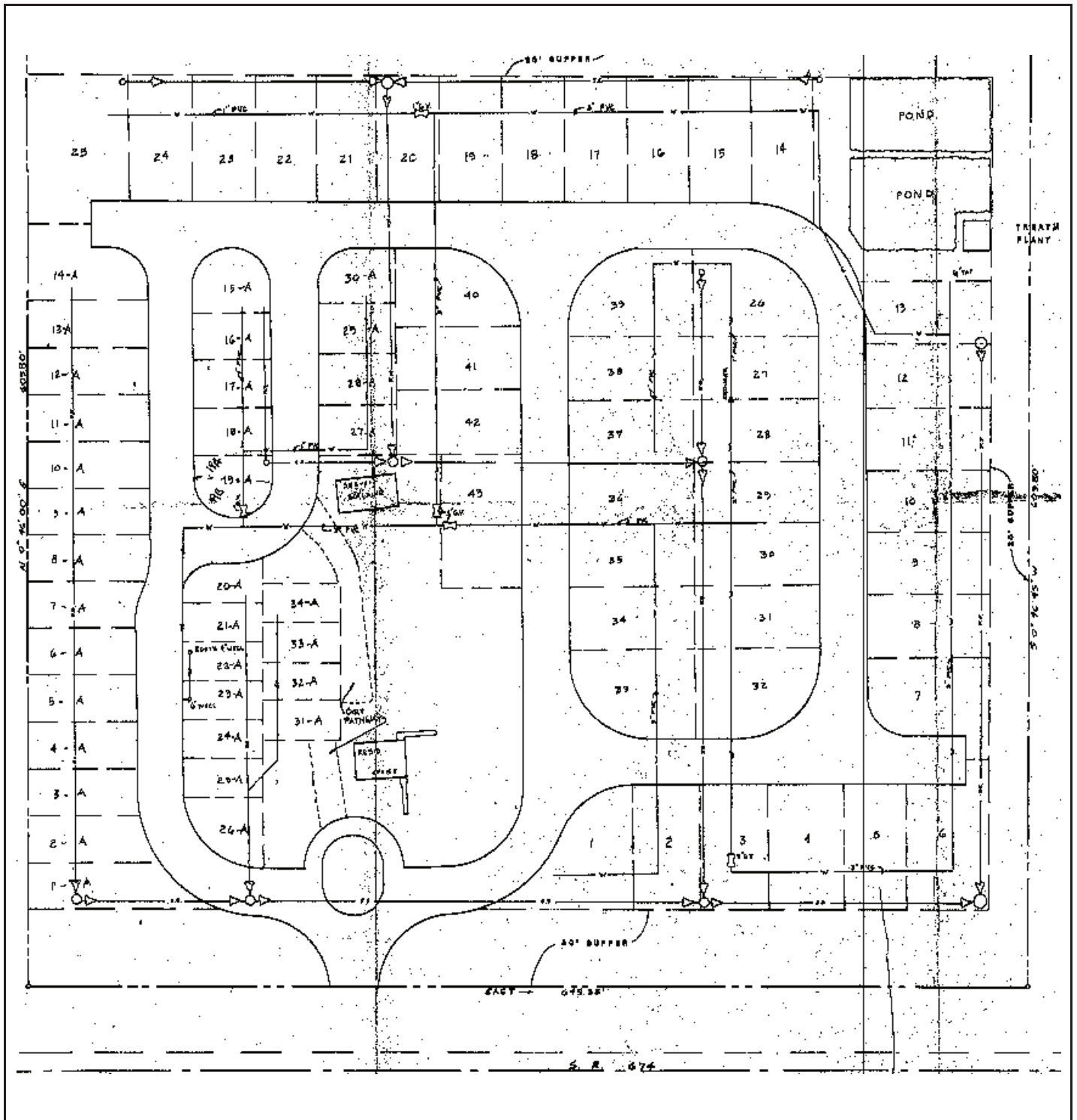


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AS-0.4 and PD 89-0097 / PRS 23-0089	AS-0.4: 1 dwelling per 2.5 ac. PD: Max. 4,228 dwellings Max. 447,047 sf commercial Max. 40,000 sf Office	AS-0.4: SF, MH residential and agricultural activities PD: Residential, Commercial, Office and "Retirement Residential"	AS-0.4: Vacant and stormwater pond. PD: Southern area next to the subject site is SF residential.
South	SR 674 ROW & CG/CI	CI FAR: Max. 0.3 CG Max. FAR: 0.27	Commercial Uses	Retail Strip Center, Community Health Center, auto services, and vacant.
East	PD 00-0005	Max. FAR: 0.62	Max. 122,300-sf Mini-warehouse	Mini-warehouse
West	AS-0.4	1 dwelling per 2.5 acres	SF, MH residential and agricultural activities	Vacant

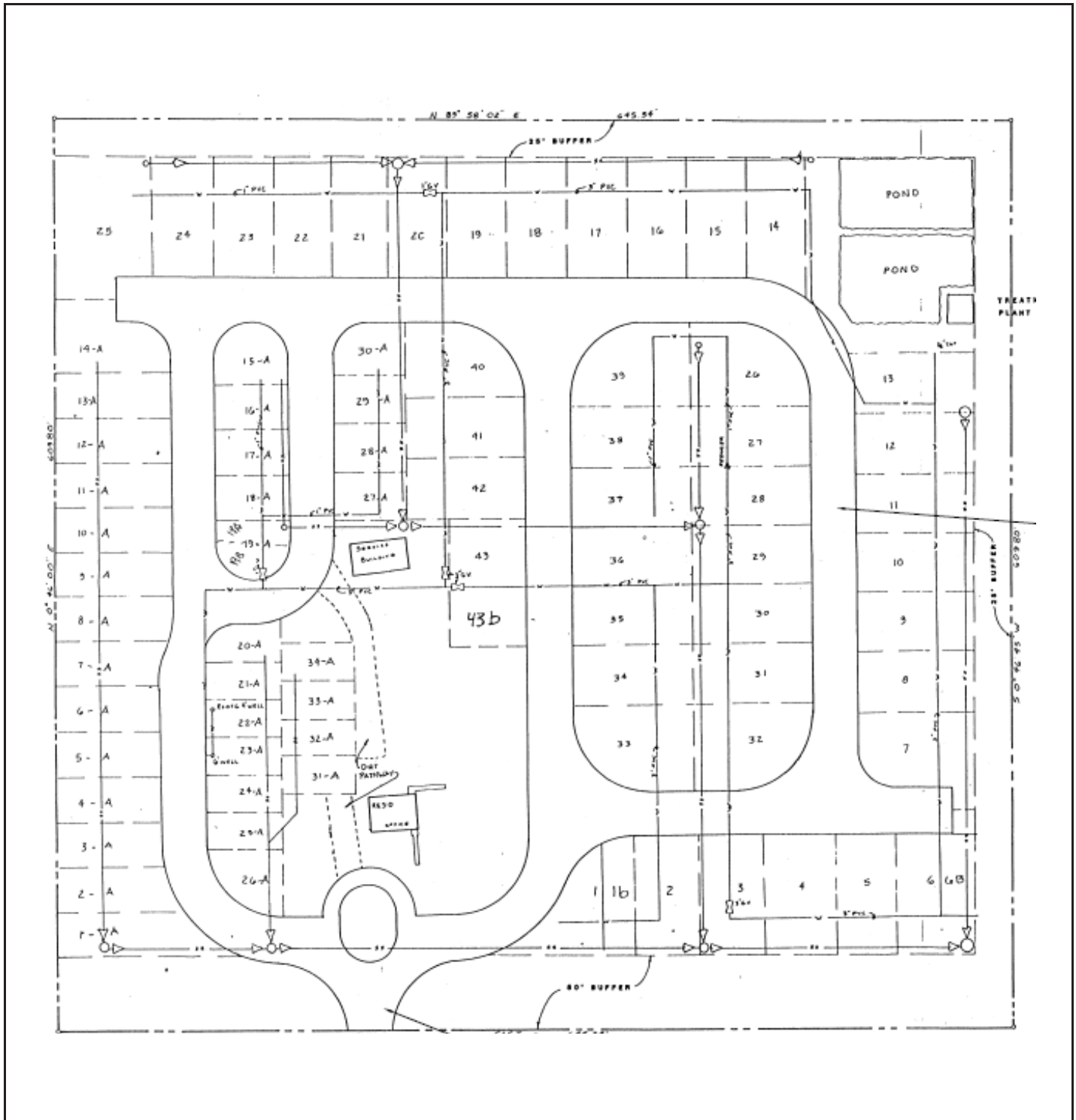
2.0 LAND USE MAP SET AND SUMMARY DATA

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



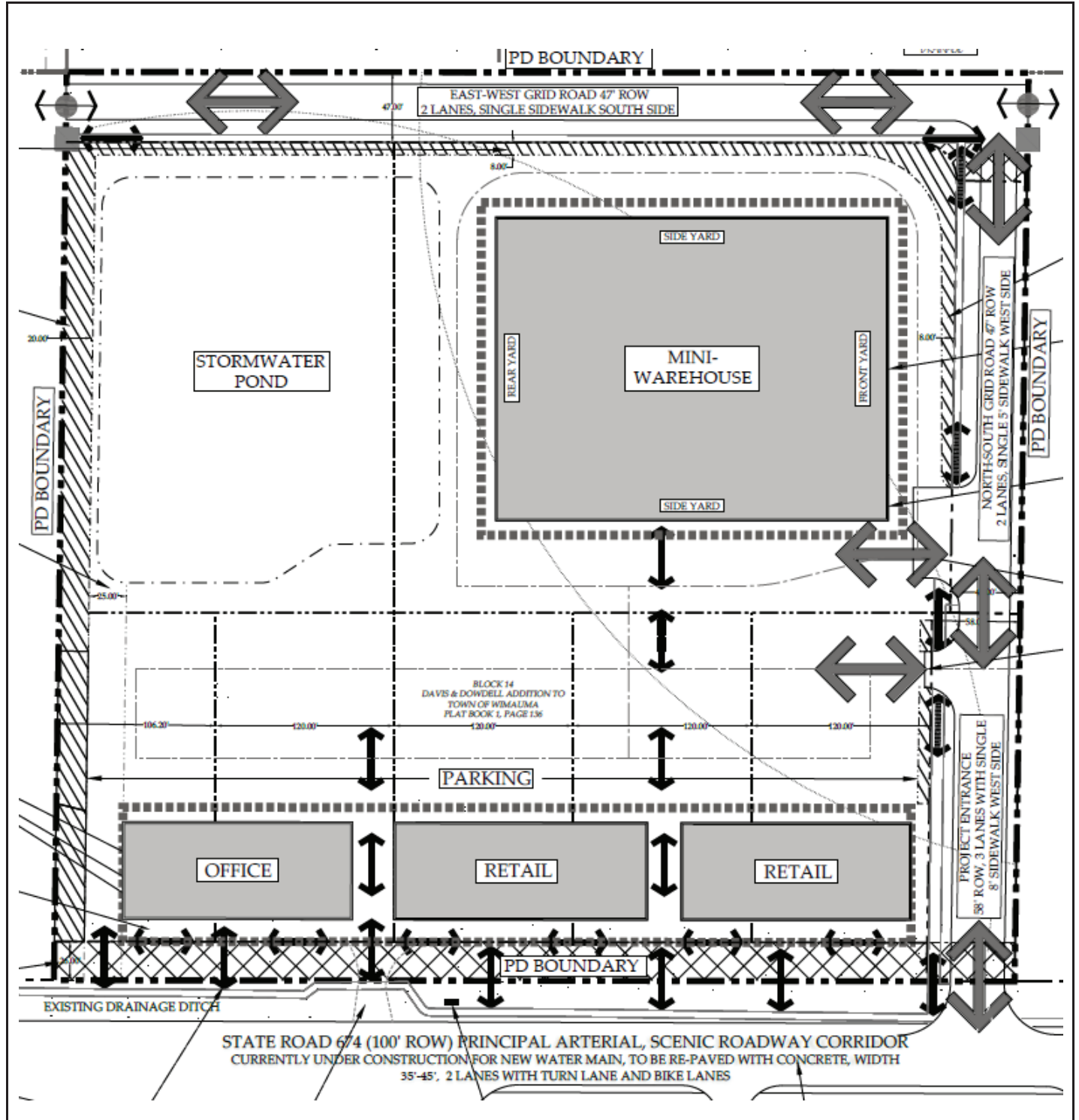
2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan: Option 1 (partial provided below for size and orientation purposes. See Section 8.2 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
SR 674	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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	359	35	35
Proposed	1,116	79	140
Difference (+/-)	+757	+44	+105

*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	None	Meets LDC
South	X	None	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West		Vehicular & Pedestrian	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

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	See 1/16/2024 EPC Report.
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <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 checked="" type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" 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 "Transportation Agency Review Comment Sheet".
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	See Water Resource Services Comment Sheet Water & Wastewater.
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 checked="" type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Retail - Shopping Center (Per 1,000 s.f.) Mini-Warehouse/Outdoor Boat/RVStorage* (Per 1,000 s.f.) Mobility: \$13,562.00 Mobility: \$725.00 Fire: \$313.00 Fire: \$32.00 Office, Single Tenant (Per 1,000 s.f.) Office, Multi-Tenant (Per 1,000 s.f.) Office, Medical (gr than 10,000 sq ft) (Per 1,000 s.f.) Mobility: \$10,005.00 Mobility: \$8,336.00 Mobility: \$31,459.00 Fire: \$158.00 Fire: \$158.00 Fire: \$158.00 Urban Mobility, South Fire - 2 options: Option 1 - retail (21,400 sq ft), office uses (16,100 sq ft), self storage (100,000 sq ft); Option 2 - retail (21,400 sq ft), office uses (10,100 sq ft), self storage (100,000 sq ft); open storage (boat and RV) (6,000 sq ft)*				

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<p>Planning Commission</p> <p><input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Locational Criteria Waiver Requested</p> <p><input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Density Bonus Requested</p> <p><input checked="" type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	<p><input type="checkbox"/> Inconsistent</p> <p><input checked="" type="checkbox"/> Consistent</p>	<p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p>See "Hillsborough County Planning Commission Review".</p>

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject property is located on approximately 9.08 acres on the north side of State Road 674 (SR 674) and approximately 1,365' west of West Lake Drive, and approximately 215' east of Lagoon Shores Boulevard in Wimauma. The project is in the Southshore Areawide Systems Plan Community Plan and is in the Wimauma Downtown Overlay, Subarea B, Downtown Center District. The proposed development is required to comply with Section 3.23.00 Wimauma Downtown Overlay District.

The applicant proposes an Option 2 to allow up to 21,000-square-foot retail buildings and 10,000-square feet of office buildings fronting State Road 674, with a maximum of a 105,000-square foot mini-warehouse located in the northeastern quadrant accessed off the new north-south grid street and a stormwater pond located in the NW quadrant of the subject site. The Downtown Center encourages a range of uses including residential, commercial and office along with associated Building Lot Types. The applicant's proposal falls under the Retail/Office Building Lot type per Table 5-1 of the Wimauma Downtown Overlay Districts (Section 3.23.05).

Design elements of the Wimauma Community Downtown Overlay provide building design requirements per LDC Section 3.23.07.E, including requiring that the building façade be architecturally finished to grade. Additionally, buildings are required to incorporate elements including porticos or awnings along street-facing portions of non-residential development. These design elements shall be incorporated for the proposed retail and office buildings along State Road 674 and the mini-warehouse located off the east-west and north-south streets being constructed (pursuant to LDC Section 3.23.08 Street Network Design) located on the perimeter of the site. The applicant proposed no waivers to these standards. These elements will be required to be shown during site and development review.

The applicant is required to create pedestrian connections via sidewalks on SR 674, construction of the North-South and East-West Grid Roads to provide cross-access, internal pedestrian inter-connectivity to and between uses, circulating drive aisles with loading and customer parking, landscaping, buffering and a stormwater pond located in the northwestern quadrant of the site. The applicant is not proposing any waiver of the connectivity elements and is providing these connectivity elements.

The maximum height allowed per Table 5-2 for the Building Lot type is 50 feet / 4 stories. The applicant proposes to limit the maximum height for the mini-warehouse to 45 ft. or three stories. The site plan shows a maximum of 21,000 square feet of retail uses and 105,000 square feet mini-warehouse uses totaling 126,000 square feet, and up to 10,000-sf office uses, equating to a proposed maximum FAR of 0.35 for the subject site. While the maximum height of the mini warehouse located to the immediate east of the subject property is 28 feet per PD 00-0005, it allows a maximum FAR of 0.62, significantly more intensive than the applicant's proposed development and more compatible with residential located to the north of the subject site.

The applicant requests the following waivers for the proposed development of LDC Part 3.23.00 Wimauma Downtown Overlay Standards as summarized below.

Waiver 1:

Section 3.23.06, Table 5-2, Min. lot size of 2,400 sf and maximum lot size of 49,000 sf.

The applicant requests a waiver to allow for a larger lot size to allow the mini-warehouse to be on one lot.

The applicant's justification includes in part that *Mini-Warehouse is setback considerably from SR 674, is adjacent to a Mini-Warehouse to the east and is shielded from the residences to the north by the 47' East-West Grid Road, VUA landscape buffers, and an adjacent 50' drainage conveyance. As with the maximum lot width, the larger lot size is required due to the necessity of the use, which requires a larger lot to allow for the size of the building, and circulation, loading, and parking. The applicant further states that a Mini-Warehouse building of this square*

footage sited within the mandated maximum 49,000 SF lot would also mean the building would likely be 6 stories in height. This would create a compatibility issue.

Waiver 2:

Section 3.23.06, Table 5-2, Lot Width, 24' min.; 120' maximum

The applicant requests a waiver to allow for a larger lot width for the mini-warehouse to be located on one lot. The applicant's justification includes in part that *Mini-Warehouse is setback considerably from SR 674, is adjacent to a Mini-Warehouse to the immediate east and is shielded from the residences to the north by the 47' East-West Grid Road, VUA landscape buffers, and an adjacent 50' drainage conveyance.* Further, the applicant states, *"that "A Mini-Warehouse building of this square footage sited within the mandated maximum 120' width lot would mean the building would likely be 6 stories in height. This could create a compatibility issue".*

Waiver 3

Section 3.23.06, Table 5-2, Front Setback, 0' min.; 10' maximum

The applicant requests a waiver to allow a greater front setback to allow an access road behind the newly constructed north-side road in front of the mini-warehouse. The applicant's justification includes in part that *Mini-Warehouse front yard setback to the North-South Grid Road for the Mini-Warehouse is required for it to function properly. Specifically, a 30' wide circulating drive aisle is required for users in vans or trucks to drive around the building and for loading. In addition to the drive aisle, an 8' VUA landscape buffer between this drive aisle and the North-South Grid Road is required. A 5'-8' wide sidewalk is also needed, along with some landscaping in front of the building. All these items physically require up to a 55' front yard setback.*

Waiver 4

Section 3.23.07.F.3.b: Minimum 75 ft. door spacing required must be provided at intervals of at least 75 feet to maximize street activity.

The applicant requests a waiver to allow a greater spacing of the doors for the retail and office buildings located on SR 675. The applicant's justification includes in part that *the proposed buildings are estimated to be between $\pm 150'$ - $\pm 170'$ in length, which would only allow two entrances per building, and some of the suites may be 20'-25' in width. Some suites may be combined but if not, each of these 20' to 25-ft.-wide suites would need a front door. The applicant also proposes to provide shared sidewalks/pedestrian connections at a minimum of 75' intervals to the SR 674 sidewalks, which accomplishes the general intent.*

Justification was included in the applicant's submittal for the above waivers. Staff has reviewed the justification statements submitted by the applicant and finds the waivers supportable. Additional information regarding the rationale may be found in the applicant's narrative.

Pursuant to LDC Section 3.23.08 Street Network Design requires that development must accommodate an interconnected network of publicly accessible streets, alleys or lanes, and other public passageways by continuing the block pattern and filling in gaps in the pattern. LDC Section 3.23.08.A further requires, "Development must accommodate the grid-like pattern in Wimauma Downtown as represented in the Plan." Subsection A.3. states "All streets must be publicly dedicated and conveyed to the County or otherwise publicly accessible". As each of the adjacent properties develop/redevelop, those properties will be required by the Wimauma Down District Overlay Street Network Design Standards to construct the increment of the roadway grid extension connecting the subject property to the existing surrounding public roadway network over time.

Pursuant to LDC Section 3.23.06.C.1.a which requires parking to be placed in the rear and/or side of the primary building is able to be adhered to with the construction of the new streets. In compliance with the parking location requirement, the applicant proposes the front of the mini-warehouse to be oriented along the new north-south perimeter street. Additionally, blank walls shall not occupy over 50 percent of a street-facing frontage and shall not exceed 20 linear feet

without being interrupted by a window or entry. For the mini-warehouse this would include the north and south areas of the mini-warehouse facing the new streets and providing a more visually appealing façade promoting greater compatibility with the residential community located to the north-northeast of the subject site. The mini-warehouse will be located directly behind and shielded somewhat from State Road 674 by the proposed 20-foot retail and office buildings.

Variation:

The applicant requests a variation to Land Development Code Parts 6.06.00 (Landscaping/Buffering). Justification was included in the applicant’s submittal for the waiver to LDC **Part 6.06.03.I.2.c (Landscaping/Buffering)** to not provide the Scenic Corridor Landscape (SR 674). In the narrative the applicant essentially states, that in order to comply with the setback requirement fronting SR 674 and the constructing of the sidewalk in front, constrain the subject site pursuant complying with both standards. Staff has reviewed the justification statements submitted by the applicant and finds they meet the criteria for approval per LDC Section 5.03.06.C.6.

The Rezoning Hearing Master’s recommendation for this application is required to include a finding on whether the requested variations meet the criteria for approval. Additional information regarding the rationale may be found in the applicant’s narrative.

The applicant is proposing to have a 20 ft buffer with Type “B” screening along the western perimeter with a stormwater pond providing additional separation between the mini-warehouse and the undeveloped property to the immediate west. Along the northern and eastern boundary adjacent to the new street network, the applicant is providing the required 8-foot Vehicular Use buffer.

The applicant has not requested any additional variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; 6.06.00, Landscaping, Irrigation and Buffering Requirements; or 6.07.00, Fences and Walls of the Land Development Code. The application shall be required to be in compliance with all other requirements of the Hillsborough County Land Development Code.

Planning Commission staff finds the proposed Major Modification CONSISTENT with the Unincorporated Hillsborough County Comprehensive Plan.

5.2 Recommendation

Based upon the above considerations, staff finds the request is **APPROVABLE, subject to conditions**

Prior to Site Plan Certification the following shall be amended:

- Remove “All Existing Improvements and Lot Lines to be Removed and Re-configured” on Option 1 Site Plan.
- Remove “Existing Driveway to be Closed and Relocated” on Option 1 Site Plan.
- Revise the “0’ – 20’ Building Setback” to “0’ – 10’ Setback” for the Office / Retail fronting SR 674.
- Revise “PD PRS PD 92-0366” to “PD 92-0366”
- Remove the blank box to the left of the notes.
- Modify site note # 13. as follows: “EXISTING AND PROPOSED POINTS OF INGRESS AND EGRESS: ONE EXISTING POINT OF ACCESS ON SR 674 SHALL BE CLOSED, AND A NEW DRIVEWAY SERVING THE PROJECT SHALL BE CONSTRUCTED. THE PROJECT ACCESS ON SR 674 IS SUBJECT TO FDOT APPROVAL.”
- Modify site note # 16, as follows: “INTERNAL CIRCULATION AND PRIVATE DRIVES: INTERNAL ACCESS SHALL BE PROVIDED WITH PRIVATE DRIVE AISLES WITH THE EXCEPTION OF THE PROPOSED NORTH-SOUTH ROAD AND EAST-WEST ROAD SEGMENTS AND SURFACE PARKING BUILT TO HILLSBOROUGH COUNTY PARKING AND LOADING STANDARDS. THE MINI-WAREHOUSE USE MAY BE GATED.”
- Modify site note # 17, “RIGHT-OF-WAY RESERVATION/DEDICATION: AREAS OF RIGHT-OF-WAY (ROW) RESERVATION ARE SHOWN ON THIS PLAN TO ALLOW FOR THE FUTURE WIDENING OF SR 674 TO 126' ROW. ADDITIONAL ROW DEDICATION PROPOSED FOR THE PROJECT ENTRANCE AT 58', AND THE NORTH-SOUTH AND EAST-WEST GRID ROADS AT 47', A SHOWN.”
- Add a double headed arrow on the eastern boundary with a label that states “The adjacent property may take access to the roadway subject to County Standards and Requirements.”
- Re-insert the “East-West Grid Road View East” and “Project Entrance View North” into the box in the lower SW quadrant labelled “Proposed Roadway Cross Sections”

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted July 2, 2024.

1. The site shall be limited to two development options based on the July 2, 2024, site plan.
2. Option 1, is the existing approval for 77 units as follows. Notwithstanding anything herein to the contrary, conditions 3 through 22 shall not apply to development option 1.
 - 2.1 The maximum density recognized through zoning conformance must not exceed the requirements of the LDR category with infill provision for existing development as allowed in zoning conformance. A maximum of 77 units may be permitted on-site.
The number of units are calculated as follows:

Mobile Home Spaces:	32
Recreational Vehicle Spaces:	38
Spaces Designated for Mobile Home or Recreational Vehicle	7
TOTAL NUMBER OF UNITS:	77

The conversion of 38 RV units to 19 equivalent dwelling units provides an equivalent number of 58 dwelling units.
 - 2.2 The Comprehensive Plan recognizes this development as a legal multi-family lot of record. Policy B-1.2 provides for the replacement mobile home units and RV spaces in excess of the maximum density allowed in this plan.
 - 2.3 Minimum setbacks for mobile home shall be:

front/side/rear:	five feet
utility easement:	three feet

There shall be a 50-foot depth along major streets abutting a mobile home or RV park, and a setback of not less than 25 feet in depth between the mobile home units and the park boundaries, not adjacent to another mobile home park.

4. 2.4 The minimum distance between rows of mobile homes used for access shall be 30 feet in width.
5. 2.5 The following existing uses shall be permitted on-site:
- ~~5.1~~ 2.5.1 All principal and accessory mobile home park and RV park activities structures, or buildings existing or occurring on the subject parcel as shown on the site plan.
- ~~5.2~~ 2.5.2 The park totalling 9.68 acres, is limited to single family mobile home spaces, RV spaces, and one single family house.
- ~~5.3~~ 2.5.3 No loudspeakers shall be used in the park.
- ~~5.4~~ 2.5.4 Management units, recreational areas and structures, service building and structures.
- ~~5.5~~ 2.5.5 Accessory uses and structures which are customarily accessory and clearly incidental to the mobile home park or recreational vehicle park, subject to the Zoning Code, as amended.
- ~~5.6~~ 2.5.6 Home Occupations, subject to the Zoning Code, as amended.
- ~~5.7~~ 2.5.7 Convenience establishments which are of commercial nature, including food stores, snack bars, coin-operated laundry, dry cleaning pick-up, beauty shops, and barber shops may be allowed in the park.
- ~~6.~~ 2.6 Mobile homes and recreational vehicles may be integrated on the project site.
3. Option 2 shall be in compliance with LDC Section 3.23.00, unless specified otherwise herein. This option shall allow a development total of 136,000 square feet of office, retail and mini-warehouse.
- a. 10,000 square feet of Office
- b. 21,000 square feet of Retail, and
- c. 105,000 square feet of Mini-warehouse
4. Standards for the Office and Retail uses shall be as follows.
- a. Lot Size: Min. 2,400 sf; Max. 49,000 sf
- b. Lot width: Min. 24 ft.; Max. 120 ft.
- c. Front Setback: Min. 0 ft., Max. 20 ft.
- d. Max. Lot Coverage: 80%
- e. Rear Setback: 15 ft.
- f. Side Setback: 0 ft.
- g. Building Height: Max. 20 feet / 2 stories
5. Standards for the Mini-warehouse use shall be as follows.
- a. Lot Size: NA
- b. Lot width: NA
- c. Front Setback: Min. 0 ft., Max. 55 ft.
- d. Max. Lot Coverage: 80%
- e. Rear Setback: 15 ft.
- f. Side Setback: 0 ft.
- g. *Building Height: Max. 45 feet / 3 stories
- h. Max. FAR: 0.35

*Building height greater than 20 feet shall be set back an additional two feet for every one foot of structure height over 20 feet, which may not be added to the required rear/side setbacks and buffers.

6. Buffering and screening shall be in accordance with LDC Section 6.06.06 unless otherwise stated herein.
 - a. The Scenic Corridor Plantings per LDC Section 6.06.03.1 shall not be required along State Road 674.
7. The project shall comply with LDC Section 6.11.60, Mini Warehouse Locational and Design Requirements.
8. The project shall be in compliance with all requirements of LDC Section 3.23.00 Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County Land Development Code, except as specified herein. Exceptions shall include the following:
 - a. The Retail and Office uses fronting State Road 674, shall be allowed with building entrances spaced less than 75' minimum notwithstanding Section 3.23.07.F.3.b.
9. The Mini-warehouse shall be subject to the Transparency Requirement per Section 3.23.07.F.3. The mini-warehouse shall provide windows for between 15% and 75% along the east and north side of the mini-warehouse building facing the newly constructed north-south and east-west grid streets. The mini-warehouse shall not be subject to the following:
 - o Maximum Lot Size
 - o Maximum Lot Width
10. The project development shall prohibit the storage of hazardous materials. No mini-warehouse units shall be used as an office, workspace, nor shall conduct business of any kind.
11. The project shall be served by one (1) access connection on SR 674 and future accesses to the east and west as shown on the PD site plan.
12. The developer shall construct an eastbound left turn at the project's SR 674 access connection with the initial increment of development, subject to FDOT approval.
13. As shown on the site plan, the project's proposed internal grid roadway is required to comply with LDC, Sec. 3.23.08 subsections A, B, and D. Downtown Wimauma Overlay District Street Network Design standards, Sec. 3.23.10.C.1., and Sec. 6.04.03.Q. Cross Access. As such the developer shall construct the internal grid roadways, consisting of two segments, shown on the PD site plan as follows:
 - a. North-South Grid Road: The roadway shall consist of two sections. The +/-250-foot segment connecting to SR 674 shall be comprised of a three-lane urban section with an 8-foot-wide sidewalk on the west side within a 58-foot wide right of way. The remaining section shall consist of two 12-foot lanes and a 5-foot sidewalk on the west side within a 47-foot wide right of way. Access to the adjacent property to the east may be permitted consistent with the County LDC and Transportation Technical Manual.
 - b. East-West Grid Road: The roadway shall consist of two 12-foot-wide lanes and a 5-foot sidewalk on the south side within a 47-foot wide right of way. The roadway shall be constructed to the adjacent property boundary for future connection. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic (MUTCD), the developer shall place signage which identifies roadway stub-outs as a "Future Roadway Connection".
 - c. Both roadways shall be public roadways as proposed by the applicant.
14. Except as may be otherwise specified herein these conditions, the project shall comply with and be subject to all applicable sections of Part 3.23.00 of the LDC, i.e. the Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County LDC.

15. As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review, and is subject to approval of Hillsborough County and HART.
16. Consistent with the Hillsborough County Corridor Preservation Plan and FDOT PD&E study for the facility, the developer shall preserve a minimum of +/- 26-feet of right-of-way along the project's SR 674 frontage in order to accommodate future 4-laning of the facility as shown on the PD site plan. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
17. Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
18. Notwithstanding anything herein or shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
19. 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.
20. 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.
21. 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.
22. 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).
23. 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.
22. 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:	
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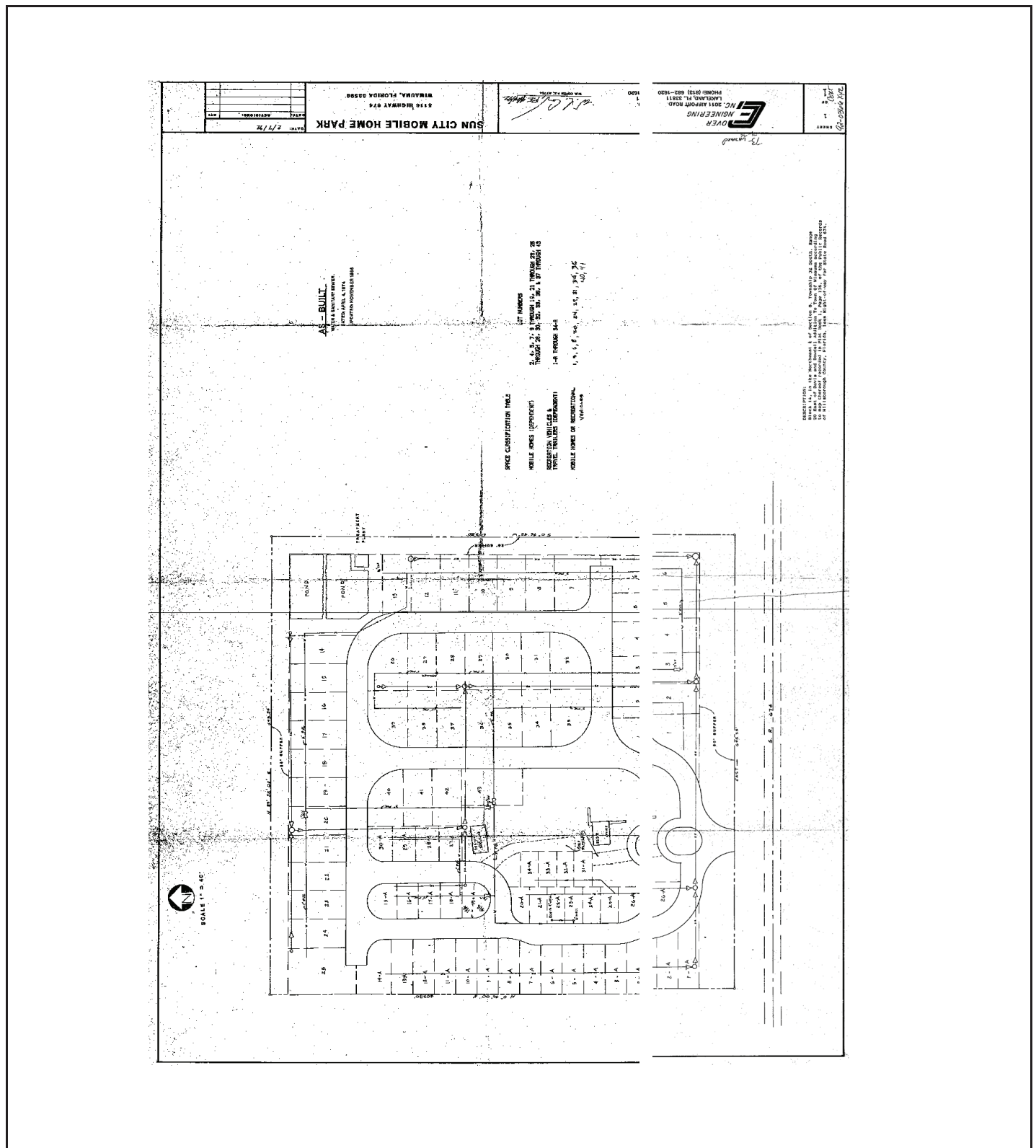
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

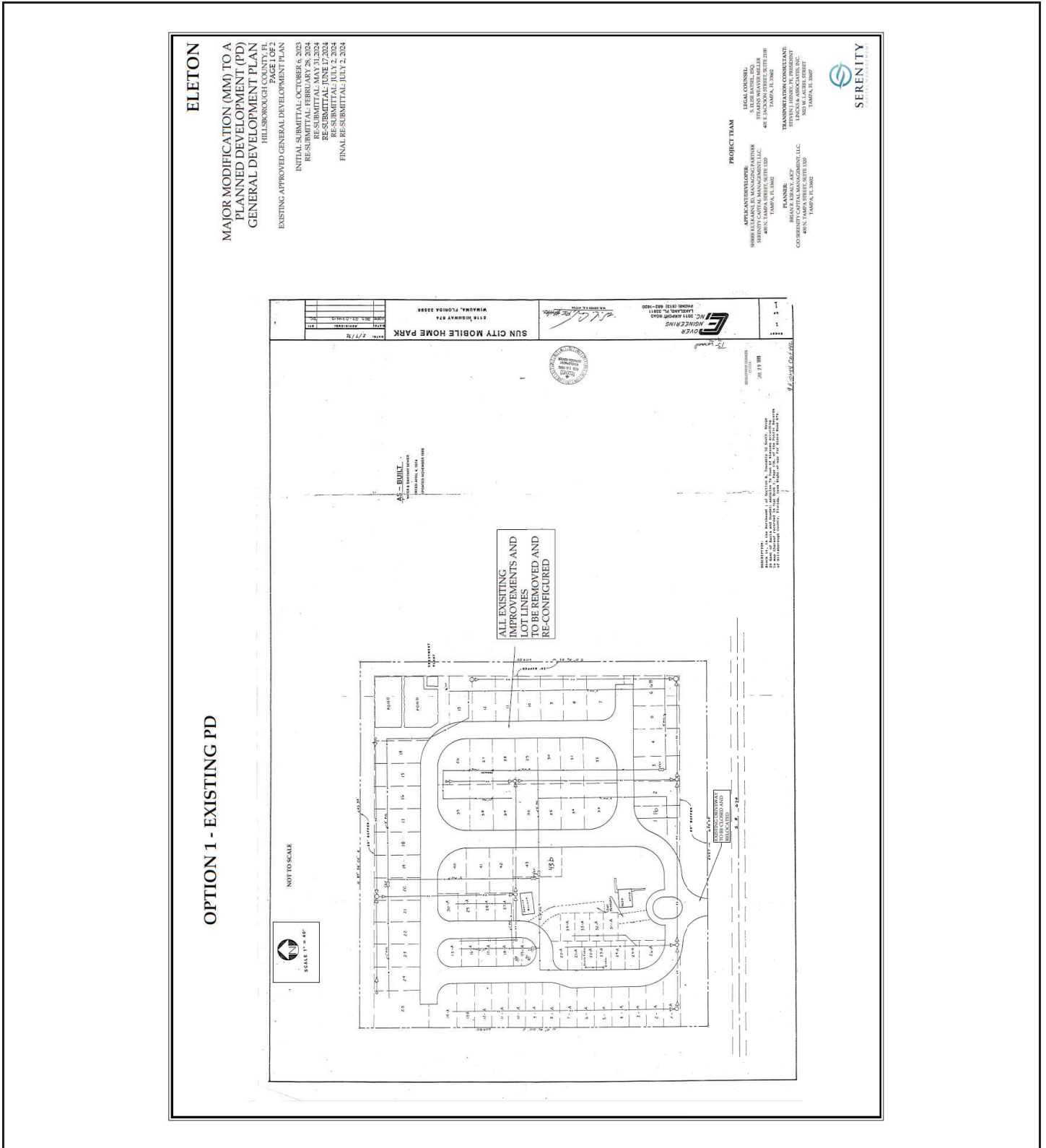
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.2 Proposed Site Plan: Option 1 (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 07/03/2022

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: WM/ South

PETITION NO: PD 24-0034

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

CONDITIONS OF APPROVAL

- The project shall be served by one (1) access connection on SR 674 and future accesses to the east and west as shown on the PD site plan.
- The developer shall construct an eastbound left turn at the project’s SR 674 access connection with the initial increment of development, subject to FDOT approval.
- As shown on the site plan, the project’s proposed internal grid roadway is required to comply with LDC, Sec. 3.23.08 subsections A., B., and D. Downtown Wimauma Overlay District Street Network Design standards, Sec. 3.23.10.C.1., and Sec. 6.04.03.Q. Cross Access. As such the developer shall construct the internal grid roadways, consisting of two segments, shown on the PD site plan as follows:
 - a. North-South Grid Road: The roadway shall consist of two sections. The +/-250-foot segment connecting to SR 674 shall be comprised of a three-lane urban section with an 8-foot-wide sidewalk on the west side within a 58-foot wide right of way. The remaining section shall consist of two 12-foot lanes and a 5-foot sidewalk on the west side within a 47-foot wide right of way. Access to the adjacent property to the east may be permitted consistent with the County LDC and Transportation Technical Manual.
 - b. East-West Grid Road: The roadway shall consist of two 12-foot-wide lanes and a 5-foot sidewalk on the south side within a 47-foot wide right of way. The roadway shall be constructed to the adjacent property boundary for future connection. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic (MUTCD), the developer shall place signage which identifies roadway stub-outs as a “Future Roadway Connection”.
 - c. Both roadways shall be public roadways as proposed by the applicant.
- Except as may be otherwise specified herein these conditions, the project shall comply with and be subject to all applicable sections of Part 3.23.00 of the LDC, i.e. the Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County LDC.

- As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review, and is subject to approval of Hillsborough County and HART.
- Consistent with the Hillsborough County Corridor Preservation Plan and FDOT PD&E study for the facility, the developer shall preserve a minimum of +/- 26-feet of right-of-way along the project's SR 674 frontage in order to accommodate future 4-laning of the facility as shown on the PD site plan. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
- Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- Notwithstanding anything herein or shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
- 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 certification of the Site Plan (CSP), the applicant shall revise the CSP to:
 - Modify site note # 13. as follows: “EXISTING AND PROPOSED POINTS OF INGRESS AND EGRESS: ONE EXISTING POINT OF ACCESS ON SR 674 SHALL BE CLOSED, AND A NEW DRIVEWAY SERVING THE PROJECT SHALL BE CONSTRUCTED. THE PROJECT ACCESS ON SR 674 IS SUBJECT TO FDOT APPROVAL.”
 - Modify site note # 16. As follows: “INTERNAL CIRCULATION AND PRIVATE DRIVES: INTERNAL ACCESS SHALL BE PROVIDED WITH PRIVATE DRIVE AISLES WITH THE EXCEPTION OF THE PROPOSED NORTH-SOUTH ROAD AND EAST-WEST ROAD SEGMENTS AND SURFACE PARKING BUILT TO HILLSBOROUGH COUNTY PARKING AND LOADING STANDARDS. THE MINI-WAREHOUSE USE MAY BE GATED.”
 - Modify site note # 17. “RIGHT-OF-WAY RESERVATION/DEDICATION: AREAS OF RIGHT-OF-WAY (ROW) RESERVATION ARE SHOWN ON THIS PLAN TO ALLOW FOR THE FUTURE WIDENING OF SR 674 TO 126' ROW. ADDITIONAL ROW DEDICATION PROPOSED FOR THE PROJECT ENTRANCE AT 58', AND THE NORTH-SOUTH AND EAST-WEST GRID ROADS AT 47' , A SHOWN.”
 - Add a double headed arrow on the eastern boundary with a label that states “The adjacent property may take access to the roadway subject to County Standards and Requirements.”

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to modify a +/- 9.02 ac. parcel, zoned Planned Development (PD) #92-0366. The applicant is requesting approval of a second development option of 21,000 sf of retail plaza, 10,000sf of offices, and 105,000 sf of mini-warehouse uses. The site is located within the Downtown Subdistrict B portion of the Wimauma Downtown Overlay District (WDOD) and designated Office Commercial 20 (OC-20) future land use.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the number of trips potentially generated under the existing and proposed zoning designations, generally consistent with the applicant’s transportation analysis, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 11th Edition.

Existing PD (Option 1):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 39 Mobile Home Park Units (ITE LUC 240)	350	26	23
PD, 38 RV Park Units (ITE LUC 416)	120*	9	12
TOTAL	359	35	35

*Estimated by staff. ITE Trip Generation Manual 11th Ed. does not report daily trips for this use.

Proposed Modification (Option 2):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 105,000 s.f. Mini-Warehouse Uses (ITE LUC 151)	152	10	15
PD, 21,000 s.f. Retail Plaza (ITE LUC 822)	1,116	47	132
PD, 10,000 s.f. Medical Office (ITE LUC 720)	322	30	37
TOTAL	1,590	87	184
Pass by Trips	N/A	0	44
Internal Capture	N/A	8	0
NET NEW TRIPS	1,116	79	140

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Net Peak Hour Trips	
		AM	PM
Difference	(+)757	(+)44	(+)105

The proposed modification (Option 2) would generally result in an increase of trips potentially generated by +757 average daily trips, +44 trips in the a.m. peak hour, and +105 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

SR 674 is a 2-lane, undivided, principal arterial roadway owned and maintained by the Florida Department of Transportation. The roadway is characterized by +/- 12-foot wide travel lanes in average condition. The roadway lies within a +/- 100-foot wide right-of-way along the project’s frontage. There are +/- 5-foot wide sidewalks along both sides of SR 674 in the vicinity of the proposed project. There are +/- 4-foot wide bicycle lanes (on paved shoulders) in the vicinity of the proposed project.

SR 674 is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane facility. According to FDOT staff, a PD&E (SR 674 Widening from US 301 to CR 579/ Project#: 422762-1) was

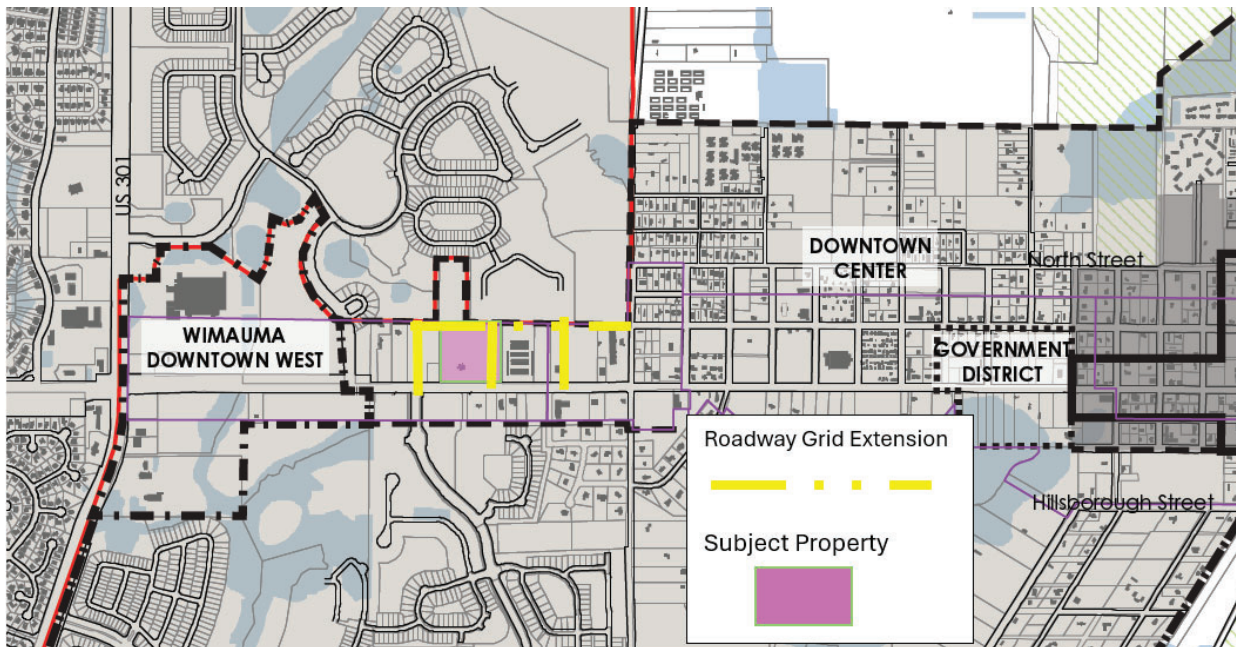
conducted for the area which identified 126 feet of right-of-way needed to accommodate the future 4-lane facility. The proposed PD site plan proposes 26 feet of preservation along the project's frontage.

SITE ACCESS AND CONNECTIVITY/ COMPLIANCE WITH WIMAUMA DOWNTOWN OVERLAY DISTRICT STANDARDS

The applicant is proposing one (1) full access connection to SR 674, an FDOT roadway.

Pursuant to the applicant's site access analysis, an eastbound left turn lane at the project access was found to be warranted pursuant to Section 6.04.04.D of the LDC. The applicant will be required to construct the turn lane improvement at time of development, subject to FDOT approval.

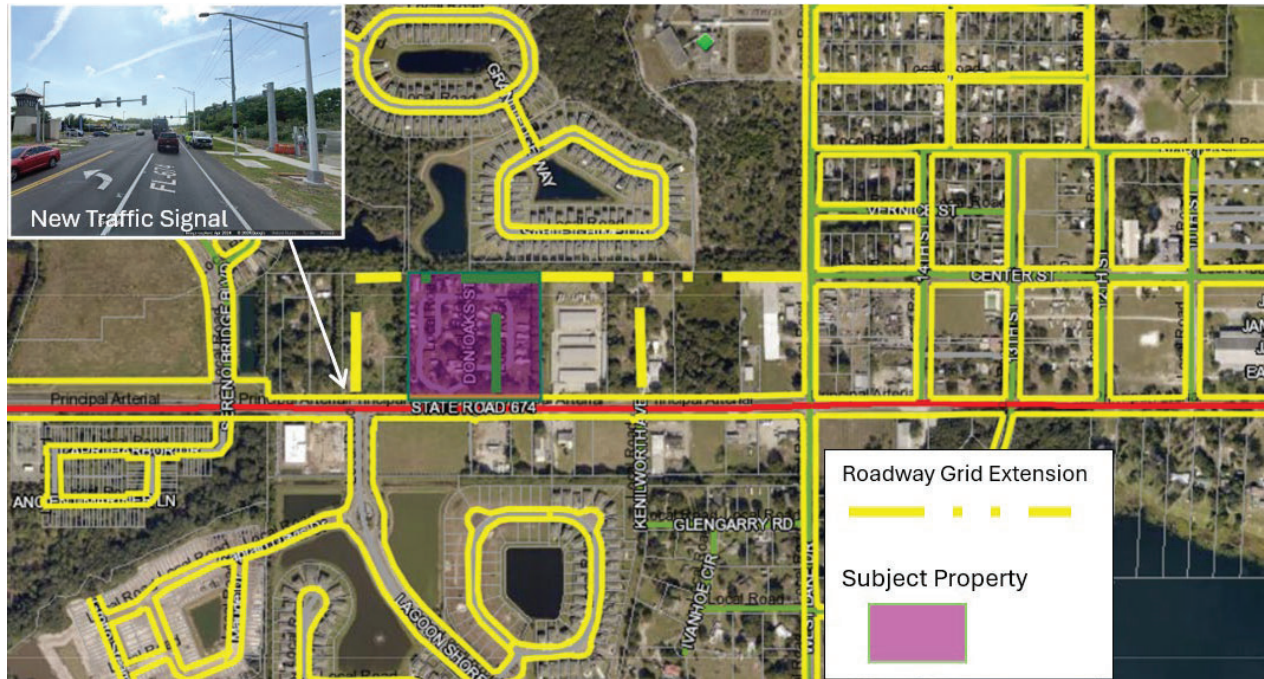
To comply with Downtown Wimauma Overlay District Street Network Design Standards found in LDC, Section 3.23.08, the proposed site plan includes two internal roadway segments identified as the North-South Grid Road and the East-West Grid Road to be constructed and dedicated to the public. The internal grid roads are required to provide an interconnected network of publicly accessible streets by continuing the block pattern and filling in gaps in the pattern as envisioned in the Wimauma Village Community Plan adopted in the Hillsborough County Comprehensive Plan, Livable Communities Element. See the graphic below of the Downtown Wimauma Districts excepted from the Wimauma Community Plan (October 2021) with additional staff annotation to illustrate the conceptual connectivity of the future grid network when built out.



Pursuant to LDC, LDC, Section 3.23.08.A. "Development must accommodate the grid-like pattern in Wimauma Downtown as represented in the Plan." Subsection 3.23.08.A. 2. States "Downtown streets must form an orthogonal grid and are required to intersect at ninety-degree angles." and A.3. states "All streets must be publicly dedicated and conveyed to the County or otherwise publicly accessible." Furthermore, Subsection 3.23.08.B.2. states that new streets shall "Follow a grid pattern and connect with existing streets and rights-of-way to provide multiple through routes for vehicles and pedestrians." and subsection D. states that "Paved stub-outs shall be provided to accommodate future street connections when adjacent to vacant land or land which could be redeveloped for residential.".

The projects proposed internal grid roads are consistent with the above cited Downtown Wimauma standards. The proposed public local roadways are designed as the project access to SR 674 and located along the eastern and northern boundary of the subject property to provide access to the adjacent properties also within the Wimauma Downtown District to the east and to the west at the time that they redevelop.

The proposed internal grid roads will also fulfill the Sec. 6.04.03.Q. cross access requirements and the special connectivity requirements of the Wimauma Downtown Overlay District, Section 3.23.10.C.1. Additionally, the north-south grid road/access connection to SR 674 will enable the adjacent parcel to the east (folio# 78891.000) to take access directly to it. This will permit FDOT the option of closing the access to the adjacent property upon its future development/redevelopment, in which case it would utilize the proposed new grid roadway within the subject PD. Such configuration will improve spacing compliance and enhance safety within the corridor in the future. See the annotated screenshot from the County GIS viewer below demonstrating the conceptual connectivity of the future grid network aligning with the existing Center St. roadway to the east and the recently signalized intersection of Lagoon Shore Blvd. and SR 674.



As each of the adjacent properties develop/redevelop, said properties will be required by the Wimauma Down District Overlay Street Network Design Standards to construct the increment of the roadway grid extension connecting the subject property to the existing surrounding public roadway network over time. The extended roadway grid network, as envisioned in the Wimauma Village Community Plan and required by the LDC, will provide an alternative route for traffic traveling to and from the adjacent properties, preserve the level of service of SR 674, and enhance pedestrian access.

Required Public Transit Facilities

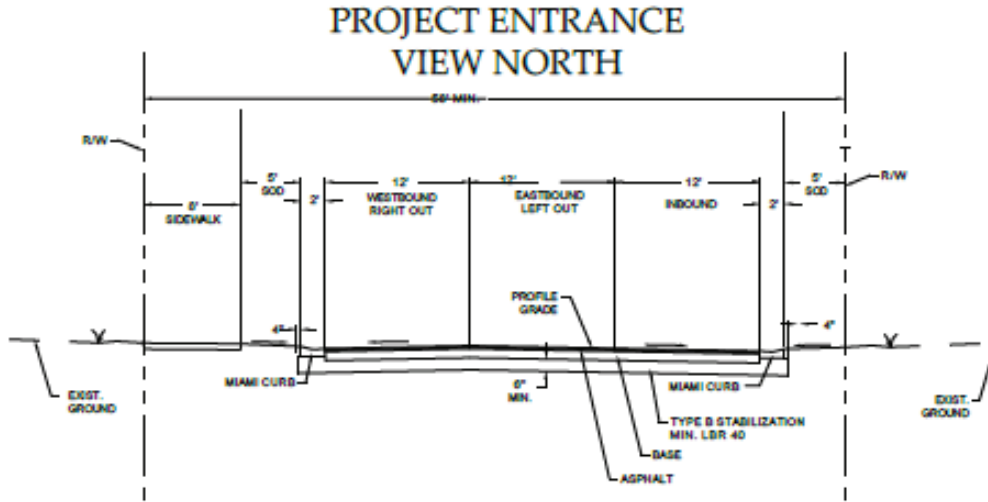
As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review and is subject to approval of Hillsborough County and HART.

INTERNAL ROADWAY GRID TYPICAL SECTIONS

The proposed new public local roadways internal to the project consist of the North-South roadway segment and the East-West roadway segment pursuant to LDC, Sec. 3.23.08. Street Network Design standards. In

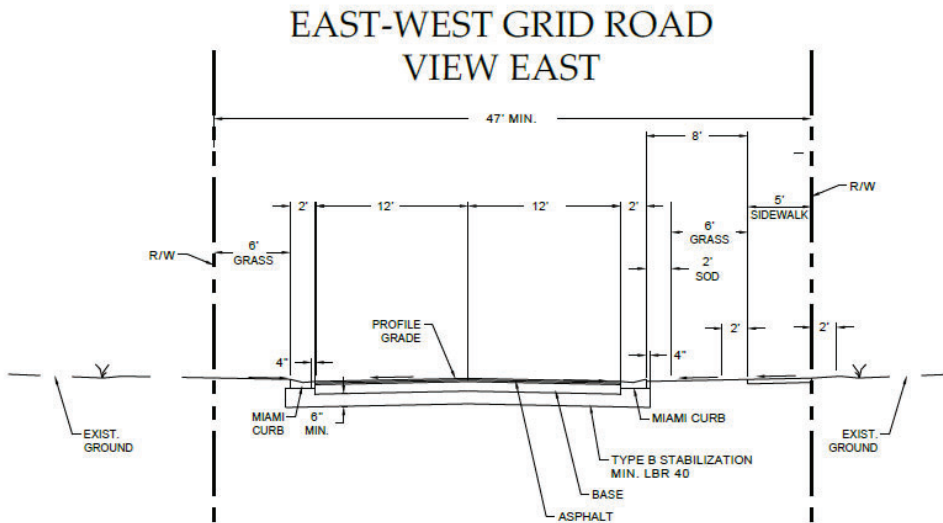
consultation with the County Engineer, the applicant has included the proposed alternative typical sections within the PD site plan. They are designed as TS-3, Urban Local Non-Residential Roadways without a sidewalk on the side abutting the adjacent property. If the adjacent property redevelops, the redeveloping property will be required to construct the sidewalk along their roadway frontage.

The North-South roadway provides the project access to SR 674 and consists of two typical sections. Intersecting with SR 674 is a +/-250-foot long, three lane section with two outbound turn lanes and one inbound lane. The section has 12 feet wide lanes and an 8-foot-wide sidewalk on the west side within 58 feet of right-of-way. See proposed section below.



The remaining section of the North-South roadway consists of two 12-foot lanes and a 5-foot sidewalk on the westside within a total 47 feet of right of way. This segment will intersect with the proposed East-West roadway.

The East-West roadway will provide connectivity between the North-South roadway and the future extension of the grid to the east and west upon redevelopment of the adjacent properties, who will be responsible for constructing their respective segments. The section consists of two 12-foot lanes and a 5-foot sidewalk within 47 feet of right of way. See proposed section below.



ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Information for West Lake Dr. was not included in the 2020 Hillsborough County LOS report. As such, LOS information for the facility cannot be provided. Information for the other adjacent roadway is provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
SR 674	US 301	CR 579	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
SR 674	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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	359	35	35
Proposed	1,116	79	140
Difference (+/-)	+757	+44	+105

*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	None	Meets LDC
South	X	None	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West		Vehicular & Pedestrian	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.



PD Modification Application: MM 24-0034

Zoning Hearing Master Date: July 22, 2024

BOCC Land Use Meeting Date: September 10, 2024

1.0 APPLICATION SUMMARY

Applicant: Shree Kulkarni, Serenity Capital Management, LLC
FLU Category: OC-20
Service Area: Urban
Site Acreage: +/-9.08 acres
Community Plan Area: Wimauma, South Shore Areawide Systems
Overlay: Wimauma Downtown Subdistrict B, Downtown Center



Introduction Summary:

PD 92-0366 rezoned the subject property to allow up to 32 mobile home spaces, 38 recreational vehicle ("RV") spaces and 7 spaces designated for either the latter, former and one single-family home for a total of 77 Units. Condition 1, also allows a conversation of the 38 RV spaces to 19 mobile homes for a maximum of 58 mobile home spaces.

Proposed MM 24-0034: The proposed Major Modification requests to amend the conditions of approval for PD 92-0366, that has had no subsequent amendments in the intervening +/- 32 years since its 1992 adoption. The applicant proposes an Option #2 to allow up to 136,000 square feet of non-residential uses including Office and Retail uses fronting SR 674, with a Mini-Warehouse building located in the northeast quadrant of the site.

Table with 2 columns: Existing Approval(s) and Proposed Modification(s). Existing approval: 1. Total of 77 units including up to 32 MH, 38 RV, and a combination of both (and one sf residence). Proposed modification: 1. Add Option 2 to allow non-residential uses including Office and Retail uses fronting and facing SR 674, with a Mini-Warehouse in the northeastern quadrant.

*Subject for the 2:1 additional setback compatibility requirement

Additional Information:

Table with 2 columns: PD Variation(s) and Waiver(s) to the Land Development Code. PD Variation: LDC Part 6.06.03.I.2.c (Landscaping/Buffering) to not provide the Scenic Corridor Landscape (SR 674). Waiver(s): 1. LDC Part 3.23.06 Wimauma Downtown Overlay Standards Lot Size for Mini-Warehouse, 2. LDC Part 3.23.06 Wimauma Downtown Overlay Standards Lot Width for Mini-Warehouse, 3. LDC Part LDC Part 3.23.06 Wimauma Downtown Overlay Maximum Front Yard Setback (Mini-Warehouse), 4. LDC Part 3.23.07 Wimauma Overlay Standards for Door Spacing

APPLICATION NUMBER: MM 24-0034

ZHM HEARING DATE: July 22, 2024

BOCC LUM MEETING DATE: September 10, 2024

Case Reviewer: Tim Lampkin, AICP

Planning Commission Recommendation:

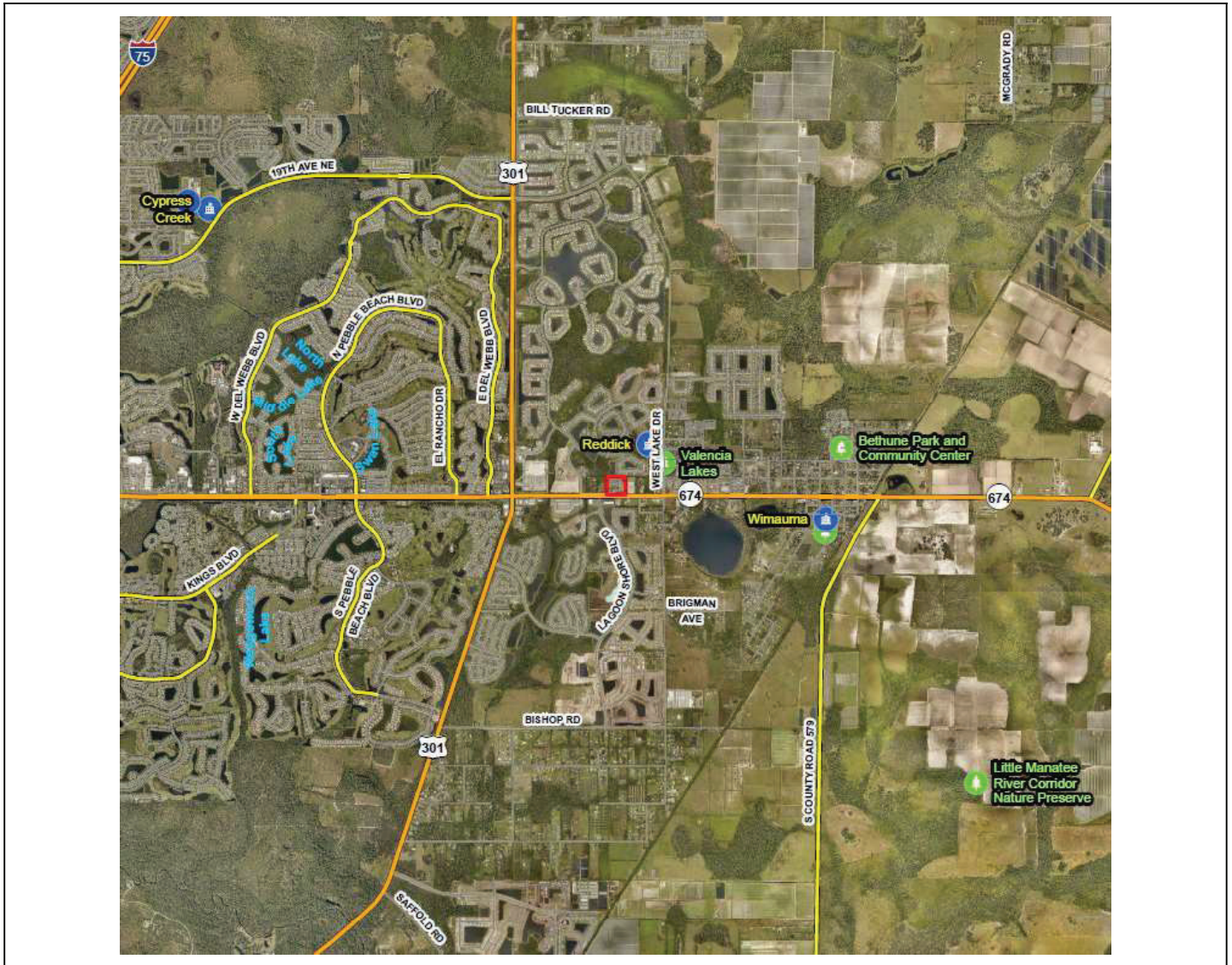
Consistent

Development Services Recommendation:

Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

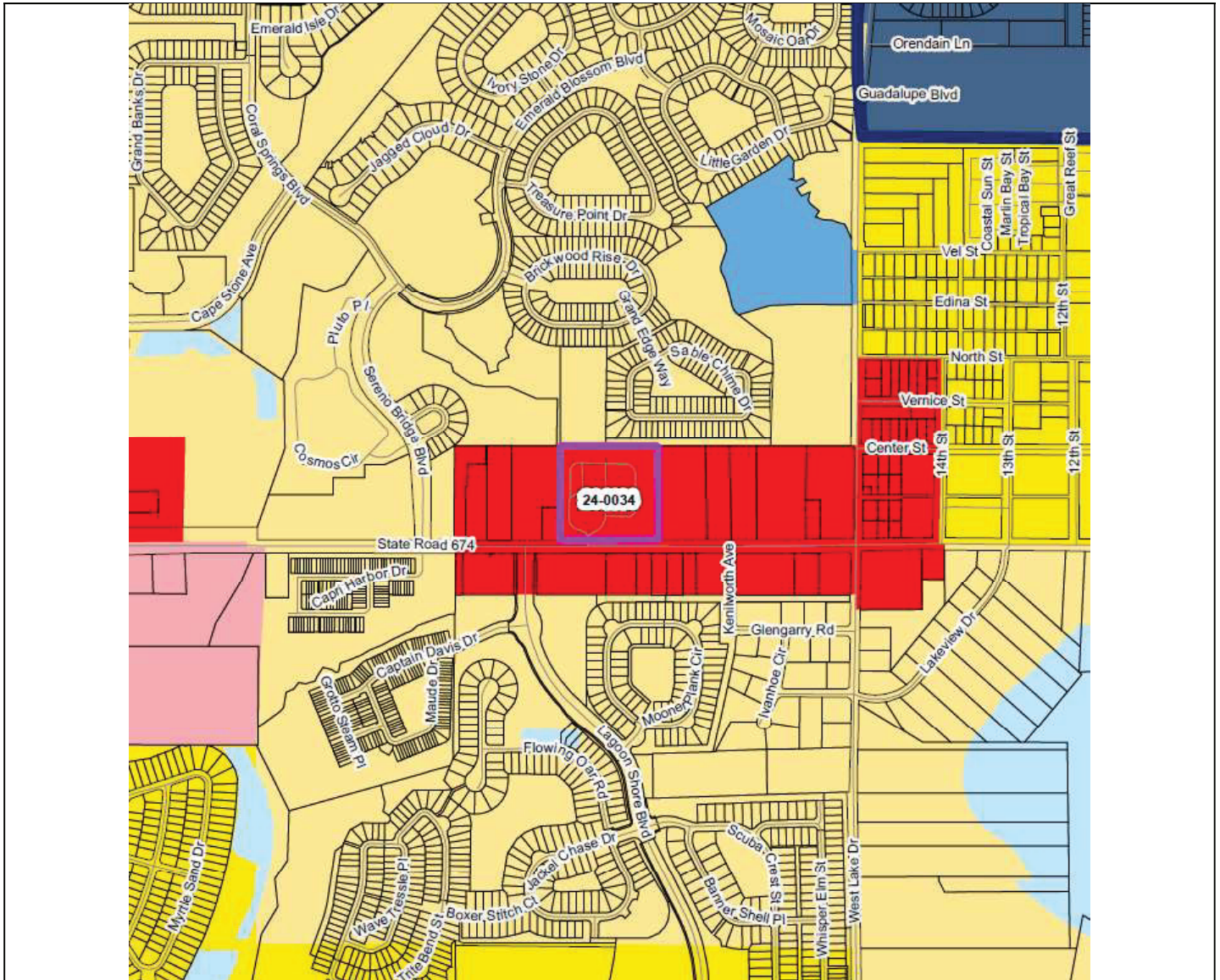


Context of Surrounding Area:

The subject site is located on the north side of State Road 674. The immediate area to the north and west of the subject property is predominantly residential and zoned residential. Immediately west is currently undeveloped and vacant. Immediately adjacent on the east side of the subject site and south across SR 674 is predominantly commercially zoned and developed properties.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	(Office Commercial – 20) OC-20
Maximum Density/F.A.R.:	20 dwelling units per acre / Maximum 0.75 FAR
Typical Uses:	Typical uses include community commercial, offices, mixed-use developments, and compatible residential.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

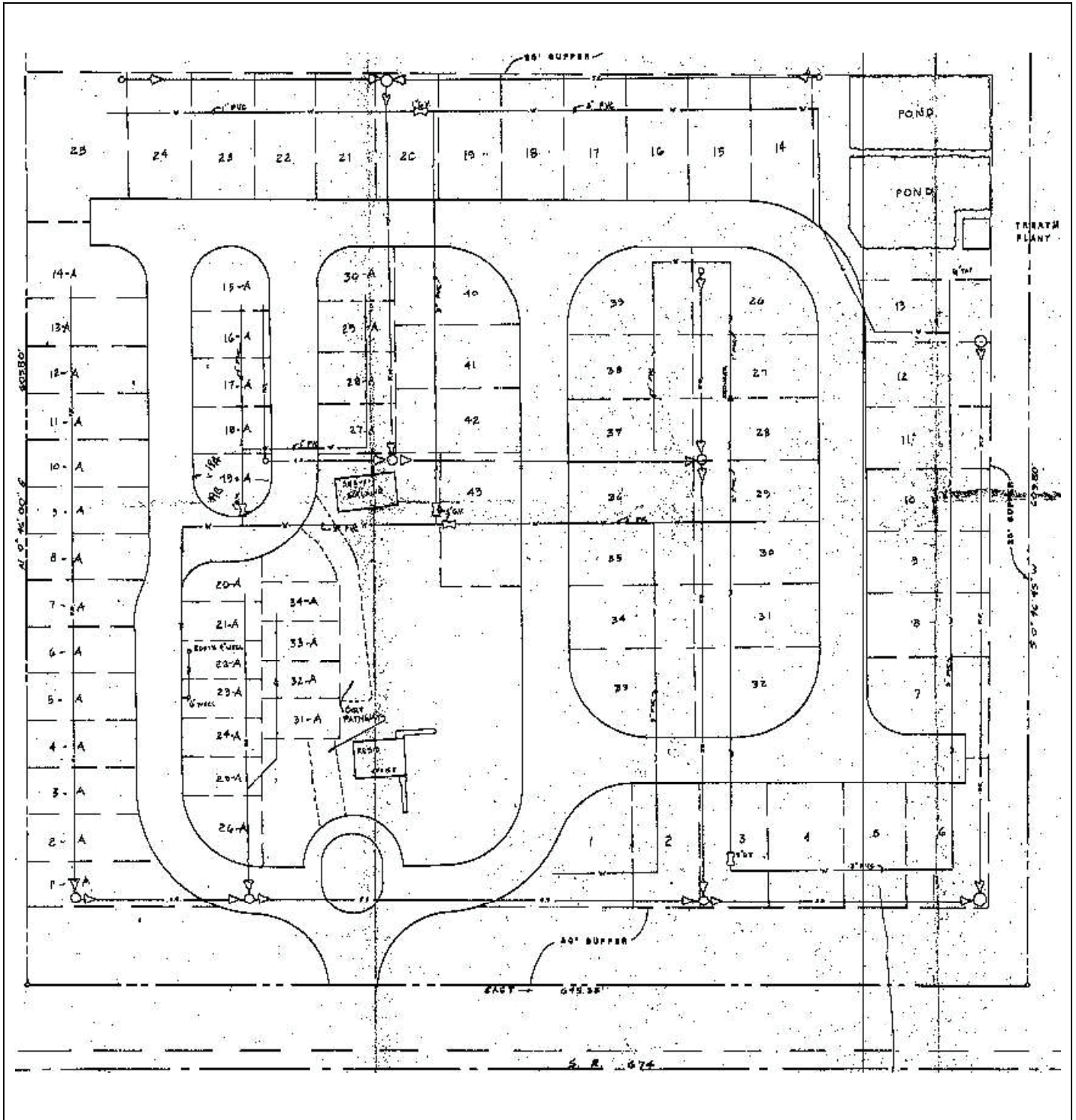


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AS-0.4 and PD 89-0097 / PRS 23-0089	AS-0.4: 1 dwelling per 2.5 ac. PD: Max. 4,228 dwellings Max. 447,047 sf commercial Max. 40,000 sf Office	AS-0.4: SF, MH residential and agricultural activities PD: Residential, Commercial, Office and "Retirement Residential"	AS-0.4: Vacant and stormwater pond. PD: Southern area next to the subject site is SF residential.
South	SR 674 ROW & CG/CI	CI FAR: Max. 0.3 CG Max. FAR: 0.27	Commercial Uses	Retail Strip Center, Community Health Center, auto services, and vacant.
East	PD 00-0005	Max. FAR: 0.62	Max. 122,300-sf Mini-warehouse	Mini-warehouse
West	AS-0.4	1 dwelling per 2.5 acres	SF, MH residential and agricultural activities	Vacant

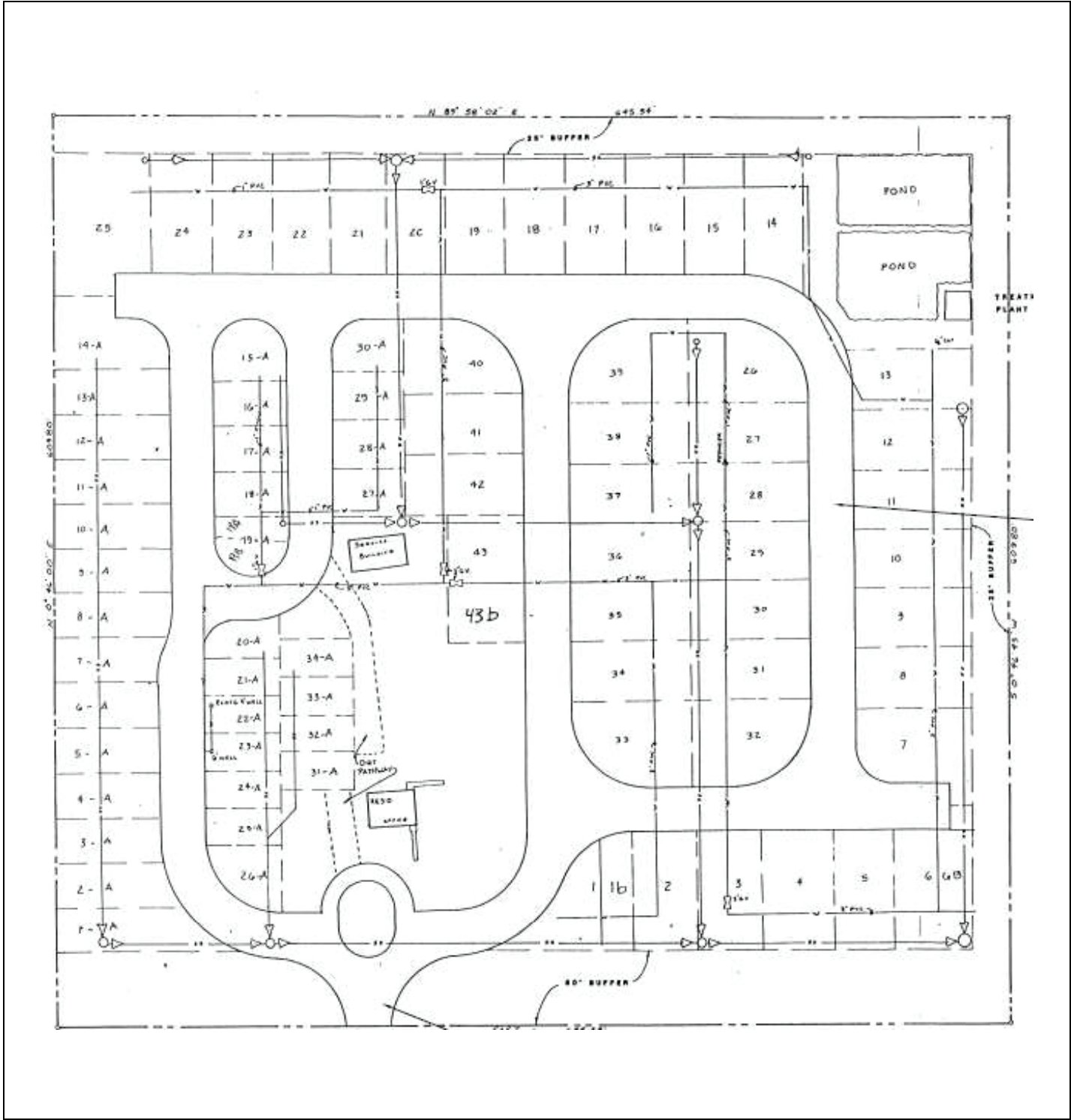
2.0 LAND USE MAP SET AND SUMMARY DATA

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



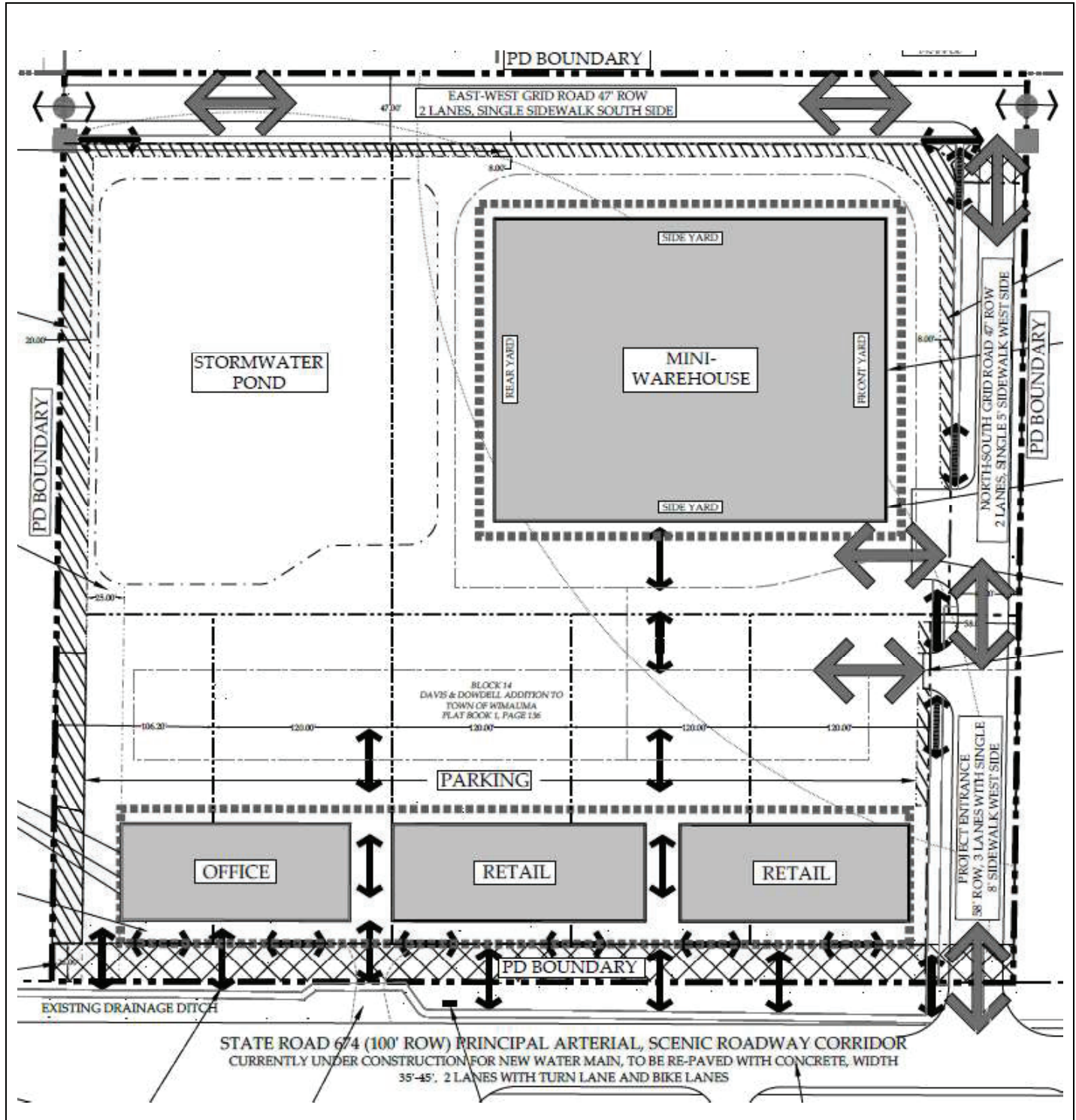
2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan: Option 1 (partial provided below for size and orientation purposes. See Section 8.2 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
SR 674	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	359	35	35
Proposed	1,116	79	140
Difference (+/-)	+757	+44	+105

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

Connectivity and Cross Access Not applicable for this request

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

Notes:

Design Exception/Administrative Variance 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

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	See 1/16/2024 EPC Report.
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <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 checked="" type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" 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 "Transportation Agency Review Comment Sheet".
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	See Water Resource Services Comment Sheet Water & Wastewater.
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 checked="" type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Retail - Shopping Center (Per 1,000 s.f.) Mini-Warehouse/Outdoor Boat/RVStorage* (Per 1,000 s.f.) Mobility: \$13,562.00 Mobility: \$725.00 Fire: \$313.00 Fire: \$32.00 Office, Single Tenant (Per 1,000 s.f.) Office, Multi-Tenant (Per 1,000 s.f.) Office, Medical (gr than 10,000 sq ft) (Per 1,000 s.f.) Mobility: \$10,005.00 Mobility: \$8,336.00 Mobility: \$31,459.00 Fire: \$158.00 Fire: \$158.00 Fire: \$158.00 Urban Mobility, South Fire - 2 options: Option 1 - retail (21,400 sq ft), office uses (16,100 sq ft), self storage (100,000 sq ft); Option 2 - retail (21,400 sq ft), office uses (10,100 sq ft), self storage (100,000 sq ft); open storage (boat and RV) (6,000 sq ft)*				

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<p>Planning Commission</p> <p><input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Locational Criteria Waiver Requested</p> <p><input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Density Bonus Requested</p> <p><input checked="" type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	<p><input type="checkbox"/> Inconsistent</p> <p><input checked="" type="checkbox"/> Consistent</p>	<p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p>See "Hillsborough County Planning Commission Review".</p>

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject property is located on approximately 9.08 acres on the north side of State Road 674 (SR 674) and approximately 1,365' west of West Lake Drive, and approximately 215' east of Lagoon Shores Boulevard in Wimauma. The project is in the Southshore Areawide Systems Plan Community Plan and is in the Wimauma Downtown Overlay, Subarea B, Downtown Center District. The proposed development is required to comply with Section 3.23.00 Wimauma Downtown Overlay District.

The applicant proposes an Option 2 to allow up to 21,000-square-foot retail buildings and 10,000-square feet of office buildings fronting State Road 674, with a maximum of a 105,000-square foot mini-warehouse located in the northeastern quadrant accessed off the new north-south grid street and a stormwater pond located in the NW quadrant of the subject site. The Downtown Center encourages a range of uses including residential, commercial and office along with associated Building Lot Types. The applicant's proposal falls under the Retail/Office Building Lot type per Table 5-1 of the Wimauma Downtown Overlay Districts (Section 3.23.05).

Design elements of the Wimauma Community Downtown Overlay provide building design requirements per LDC Section 3.23.07.E, including requiring that the building façade be architecturally finished to grade. Additionally, buildings are required to incorporate elements including porticos or awnings along street-facing portions of non-residential development. These design elements shall be incorporated for the proposed retail and office buildings along State Road 674 and the mini-warehouse located off the east-west and north-south streets being constructed (pursuant to LDC Section 3.23.08 Street Network Design) located on the perimeter of the site. The applicant proposed no waivers to these standards. These elements will be required to be shown during site and development review.

The applicant is required to create pedestrian connections via sidewalks on SR 674, construction of the North-South and East-West Grid Roads to provide cross-access, internal pedestrian inter-connectivity to and between uses, circulating drive aisles with loading and customer parking, landscaping, buffering and a stormwater pond located in the northwestern quadrant of the site. The applicant is not proposing any waiver of the connectivity elements and is providing these connectivity elements.

The maximum height allowed per Table 5-2 for the Building Lot type is 50 feet / 4 stories. The applicant proposes to limit the maximum height for the mini-warehouse to 45 ft. or three stories. The site plan shows a maximum of 21,000 square feet of retail uses and 105,000 square feet mini-warehouse uses totaling 126,000 square feet, and up to 10,000-sf office uses, equating to a proposed maximum FAR of 0.35 for the subject site. While the maximum height of the mini warehouse located to the immediate east of the subject property is 28 feet per PD 00-0005, it allows a maximum FAR of 0.62, significantly more intensive than the applicant's proposed development and more compatible with residential located to the north of the subject site.

The applicant requests the following waivers for the proposed development of LDC Part 3.23.00 Wimauma Downtown Overlay Standards as summarized below.

Waiver 1:

Section 3.23.06, Table 5-2, Min. lot size of 2,400 sf and maximum lot size of 49,000 sf.

The applicant requests a waiver to allow for a larger lot size to allow the mini-warehouse to be on one lot.

The applicant's justification includes in part that *Mini-Warehouse is setback considerably from SR 674, is adjacent to a Mini-Warehouse to the east and is shielded from the residences to the north by the 47' East-West Grid Road, VUA landscape buffers, and an adjacent 50' drainage conveyance. As with the maximum lot width, the larger lot size is required due to the necessity of the use, which requires a larger lot to allow for the size of the building, and circulation, loading, and parking. The applicant further states that a Mini-Warehouse building of this square*

footage sited within the mandated maximum 49,000 SF lot would also mean the building would likely be 6 stories in height. This would create a compatibility issue.

Waiver 2:

Section 3.23.06, Table 5-2, Lot Width, 24' min.; 120' maximum

The applicant requests a waiver to allow for a larger lot width for the mini-warehouse to be located on one lot. The applicant's justification includes in part that *Mini-Warehouse is setback considerably from SR 674, is adjacent to a Mini-Warehouse to the immediate east and is shielded from the residences to the north by the 47' East-West Grid Road, VUA landscape buffers, and an adjacent 50' drainage conveyance.* Further, the applicant states, "that "A Mini-Warehouse building of this square footage sited within the mandated maximum 120' width lot would mean the building would likely be 6 stories in height. This could create a compatibility issue".

Waiver 3

Section 3.23.06, Table 5-2, Front Setback, 0' min.; 10' maximum

The applicant requests a waiver to allow a greater front setback to allow an access road behind the newly constructed north-side road in front of the mini-warehouse. The applicant's justification includes in part that *Mini-Warehouse front yard setback to the North-South Grid Road for the Mini-Warehouse is required for it to function properly. Specifically, a 30' wide circulating drive aisle is required for users in vans or trucks to drive around the building and for loading. In addition to the drive aisle, an 8' VUA landscape buffer between this drive aisle and the North-South Grid Road is required. A 5'-8' wide sidewalk is also needed, along with some landscaping in front of the building. All these items physically require up to a 55' front yard setback.*

Waiver 4

Section 3.23.07.F.3.b: Minimum 75 ft. door spacing required must be provided at intervals of at least 75 feet to maximize street activity.

The applicant requests a waiver to allow a greater spacing of the doors for the retail and office buildings located on SR 675. The applicant's justification includes in part that the *proposed buildings are estimated to be between ±150'- ±170' in length, which would only allow two entrances per building, and some of the suites may be 20'-25' in width. Some suites may be combined but if not, each of these 20' to 25-ft.-wide suites would need a front door. The applicant also proposes to provide shared sidewalks/pedestrian connections at a minimum of 75' intervals to the SR 674 sidewalks, which accomplishes the general intent.*

Justification was included in the applicant's submittal for the above waivers. Staff has reviewed the justification statements submitted by the applicant and finds the waivers supportable. Additional information regarding the rationale may be found in the applicant's narrative.

Pursuant to LDC Section 3.23.08 Street Network Design requires that development must accommodate an interconnected network of publicly accessible streets, alleys or lanes, and other public passageways by continuing the block pattern and filling in gaps in the pattern. LDC Section 3.23.08.A further requires, "Development must accommodate the grid-like pattern in Wimauma Downtown as represented in the Plan." Subsection A.3. states "All streets must be publicly dedicated and conveyed to the County or otherwise publicly accessible". As each of the adjacent properties develop/redevelop, those properties will be required by the Wimauma Down District Overlay Street Network Design Standards to construct the increment of the roadway grid extension connecting the subject property to the existing surrounding public roadway network over time.

Pursuant to LDC Section 3.23.06.C.1.a which requires parking to be placed in the rear and/or side of the primary building is able to be adhered to with the construction of the new streets. In compliance with the parking location requirement, the applicant proposes the front of the mini-warehouse to be oriented along the new north-south perimeter street. Additionally, blank walls shall not occupy over 50 percent of a street-facing frontage and shall not exceed 20 linear feet

without being interrupted by a window or entry. For the mini-warehouse this would include the north and south areas of the mini-warehouse facing the new streets and providing a more visually appealing façade promoting greater compatibility with the residential community located to the north-northeast of the subject site. The mini-warehouse will be located directly behind and shielded somewhat from State Road 674 by the proposed 20-foot retail and office buildings.

Variation:

The applicant requests a variation to Land Development Code Parts 6.06.00 (Landscaping/Buffering). Justification was included in the applicant’s submittal for the waiver to LDC Part 6.06.03.1.2.c (Landscaping/Buffering) to not provide the Scenic Corridor Landscape (SR 674). In the narrative the applicant essentially states, that in order to comply with the setback requirement fronting SR 674 and the constructing of the sidewalk in front, constrain the subject site pursuant complying with both standards. Staff has reviewed the justification statements submitted by the applicant and finds they meet the criteria for approval per LDC Section 5.03.06.C.6.

The Rezoning Hearing Master’s recommendation for this application is required to include a finding on whether the requested variations meet the criteria for approval. Additional information regarding the rationale may be found in the applicant’s narrative.

The applicant is proposing to have a 20 ft buffer with Type “B” screening along the western perimeter with a stormwater pond providing additional separation between the mini-warehouse and the undeveloped property to the immediate west. Along the northern and eastern boundary adjacent to the new street network, the applicant is providing the required 8-foot Vehicular Use buffer.

The applicant has not requested any additional variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; 6.06.00, Landscaping, Irrigation and Buffering Requirements; or 6.07.00, Fences and Walls of the Land Development Code. The application shall be required to be in compliance with all other requirements of the Hillsborough County Land Development Code.

Planning Commission staff finds the proposed Major Modification CONSISTENT with the Unincorporated Hillsborough County Comprehensive Plan.

5.2 Recommendation

Based upon the above considerations, staff finds the request is **APPROVABLE, subject to conditions**

Prior to Site Plan Certification the following shall be amended:

- Remove “All Existing Improvements and Lot Lines to be Removed and Re-configured” on Option 1 Site Plan.
- Remove “Existing Driveway to be Closed and Relocated” on Option 1 Site Plan.
- Revise the “0’ – 20’ Building Setback” to “0’ – 10’ Setback” for the Office / Retail fronting SR 674.
- Revise “PD PRS PD 92-0366” to “PD 92-0366”
- Remove the blank box to the left of the notes.
- Modify site note # 13. as follows: “EXISTING AND PROPOSED POINTS OF INGRESS AND EGRESS: ONE EXISTING POINT OF ACCESS ON SR 674 SHALL BE CLOSED, AND A NEW DRIVEWAY SERVING THE PROJECT SHALL BE CONSTRUCTED. THE PROJECT ACCESS ON SR 674 IS SUBJECT TO FDOT APPROVAL.”
- Modify site note # 16, as follows: “INTERNAL CIRCULATION AND PRIVATE DRIVES: INTERNAL ACCESS SHALL BE PROVIDED WITH PRIVATE DRIVE AISLES WITH THE EXCEPTION OF THE PROPOSED NORTH-SOUTH ROAD AND EAST-WEST ROAD SEGMENTS AND SURFACE PARKING BUILT TO HILLSBOROUGH COUNTY PARKING AND LOADING STANDARDS. THE MINI-WAREHOUSE USE MAY BE GATED.”
- Modify site note # 17, “RIGHT-OF-WAY RESERVATION/DEDICATION: AREAS OF RIGHT-OF-WAY (ROW) RESERVATION ARE SHOWN ON THIS PLAN TO ALLOW FOR THE FUTURE WIDENING OF SR 674 TO 126' ROW. ADDITIONAL ROW DEDICATION PROPOSED FOR THE PROJECT ENTRANCE AT 58', AND THE NORTH-SOUTH AND EAST-WEST GRID ROADS AT 47', A SHOWN.”
- Add a double headed arrow on the eastern boundary with a label that states “The adjacent property may take access to the roadway subject to County Standards and Requirements.”
- Re-insert the “East-West Grid Road View East” and “Project Entrance View North” into the box in the lower SW quadrant labelled “Proposed Roadway Cross Sections”

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted July 2, 2024.

1. The site shall be limited to two development options based on the July 2, 2024, site plan.
2. Option 1, is the existing approval for 77 units as follows. Notwithstanding anything herein to the contrary, conditions 3 through 22 shall not apply to development option 1.
 - 2.1 The maximum density recognized through zoning conformance must not exceed the requirements of the LDR category with infill provision for existing development as allowed in zoning conformance. A maximum of 77 units may be permitted on-site.
The number of units are calculated as follows:

Mobile Home Spaces:	32
Recreational Vehicle Spaces:	38
Spaces Designated for Mobile Home or Recreational Vehicle	7
TOTAL NUMBER OF UNITS:	77

 The conversion of 38 RV units to 19 equivalent dwelling units provides an equivalent number of 58 dwelling units.
 - 2.2 The Comprehensive Plan recognizes this development as a legal multi-family lot of record. Policy B-1.2 provides for the replacement mobile home units and RV spaces in excess of the maximum density allowed in this plan.
 - 2.3 Minimum setbacks for mobile home shall be:

front/side/rear:	five feet
utility easement:	three feet

There shall be a 50-foot depth along major streets abutting a mobile home or RV park, and a setback of not less than 25 feet in depth between the mobile home units and the park boundaries, not adjacent to another mobile home park.

4. 2.4 The minimum distance between rows of mobile homes used for access shall be 30 feet in width.
5. 2.5 The following existing uses shall be permitted on-site:
 - 5.1 2.5.1 All principal and accessory mobile home park and RV park activities structures, or buildings existing or occurring on the subject parcel as shown on the site plan.
 - 5.2 2.5.2 The park totalling 9.68 acres, is limited to single family mobile home spaces, RV spaces, and one single family house.
 - 5.3 2.5.3 No loudspeakers shall be used in the park.
 - 5.4 2.5.4 Management units, recreational areas and structures, service building and structures.
 - 5.5 2.5.5 Accessory uses and structures which are customarily accessory and clearly incidental to the mobile home park or recreational vehicle park, subject to the Zoning Code, as amended.
 - 5.6 2.5.6 Home Occupations, subject to the Zoning Code, as amended.
 - 5.7 2.5.7 Convenience establishments which are of commercial nature, including food stores, snack bars, coin-operated laundry, dry cleaning pick-up, beauty shops, and barber shops may be allowed in the park.
6. 2.6 Mobile homes and recreational vehicles may be integrated on the project site.
3. Option 2 shall be in compliance with LDC Section 3.23.00, unless specified otherwise herein. This option shall allow a development total of 136,000 square feet of office, retail and mini-warehouse.
 - a. 10,000 square feet of Office
 - b. 21,000 square feet of Retail, and
 - c. 105,000 square feet of Mini-warehouse
4. Standards for the Office and Retail uses shall be as follows.
 - a. Lot Size: Min. 2,400 sf; Max. 49,000 sf
 - b. Lot width: Min. 24 ft.; Max. 120 ft.
 - c. Front Setback: Min. 0 ft., Max. 20 ft.
 - d. Max. Lot Coverage: 80%
 - e. Rear Setback: 15 ft.
 - f. Side Setback: 0 ft.
 - g. Building Height: Max. 20 feet / 2 stories
5. Standards for the Mini-warehouse use shall be as follows.
 - a. Lot Size: NA
 - b. Lot width: NA
 - c. Front Setback: Min. 0 ft., Max. 55 ft.
 - d. Max. Lot Coverage: 80%
 - e. Rear Setback: 15 ft.
 - f. Side Setback: 0 ft.
 - g. *Building Height: Max. 45 feet / 3 stories

*Building height greater than 20 feet shall be set back an additional two feet for every one foot of structure height over 20 feet, which may not be added to the required rear/side setbacks and buffers.

6. Buffering and screening shall be in accordance with LDC Section 6.06.06 unless otherwise stated herein.

- a. The Scenic Corridor Plantings per LDC Section 6.06.03.1 shall not be required along State Road 674.
7. The project shall comply with LDC Section 6.11.60, Mini Warehouse Locational and Design Requirements.
8. The project shall be in compliance with all requirements of LDC Section 3.23.00 Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County Land Development Code, except as specified herein. Exceptions shall include the following:
 - a. The Retail and Office uses fronting State Road 674, shall be allowed with building entrances spaced less than 75' minimum notwithstanding Section 3.23.07.F.3.b.
9. The Mini-warehouse shall be subject to the Transparency Requirement per Section 3.23.07.F.3. The mini-warehouse shall provide windows for between 15% and 75% along the east and north side of the mini-warehouse building facing the newly constructed north-south and east-west grid streets. The mini-warehouse and stormwater pond shall not be subject to the following:
 - o Maximum Lot Size
 - o Maximum Lot Width
10. The project development shall prohibit the storage of hazardous materials. No mini-warehouse units shall be used as an office, workspace, nor shall conduct business of any kind.
11. The project shall be served by one (1) access connection on SR 674 and future accesses to the east and west as shown on the PD site plan.
12. The developer shall construct an eastbound left turn at the project's SR 674 access connection with the initial increment of development, subject to FDOT approval.
13. As shown on the site plan, the project's proposed internal grid roadway is required to comply with LDC, Sec. 3.23.08 subsections A., B., and D. Downtown Wimauma Overlay District Street Network Design standards, Sec. 3.23.10.C.1., and Sec. 6.04.03.Q. Cross Access. As such the developer shall construct the internal grid roadways, consisting of two segments, shown on the PD site plan as follows:
 - a. North-South Grid Road: The roadway shall consist of two sections. The +/-250-foot segment connecting to SR 674 shall be comprised of a three-lane urban section with an 8-foot-wide sidewalk on the west side within a 58-foot wide right of way. The remaining section shall consist of two 12-foot lanes and a 5-foot sidewalk on the west side within a 47-foot wide right of way. Access to the adjacent property to the east may be permitted consistent with the County LDC and Transportation Technical Manual.
 - b. East-West Grid Road: The roadway shall consist of two 12-foot-wide lanes and a 5-foot sidewalk on the south side within a 47-foot wide right of way. The roadway shall be constructed to the adjacent property boundary for future connection. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic (MUTCD), the developer shall place signage which identifies roadway stub-outs as a "Future Roadway Connection".
 - c. Both roadways shall be public roadways as proposed by the applicant.
14. Except as may be otherwise specified herein these conditions, the project shall comply with and be subject to all applicable sections of Part 3.23.00 of the LDC, i.e. the Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County LDC.

15. As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review, and is subject to approval of Hillsborough County and HART.
16. Consistent with the Hillsborough County Corridor Preservation Plan and FDOT PD&E study for the facility, the developer shall preserve a minimum of +/- 26-feet of right-of-way along the project's SR 674 frontage in order to accommodate future 4-laning of the facility as shown on the PD site plan. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
17. Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
18. Notwithstanding anything herein or shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
19. 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.
20. 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.
21. 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.
22. 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).
23. 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.
22. 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

<p>Zoning Administrator Sign Off:</p>	
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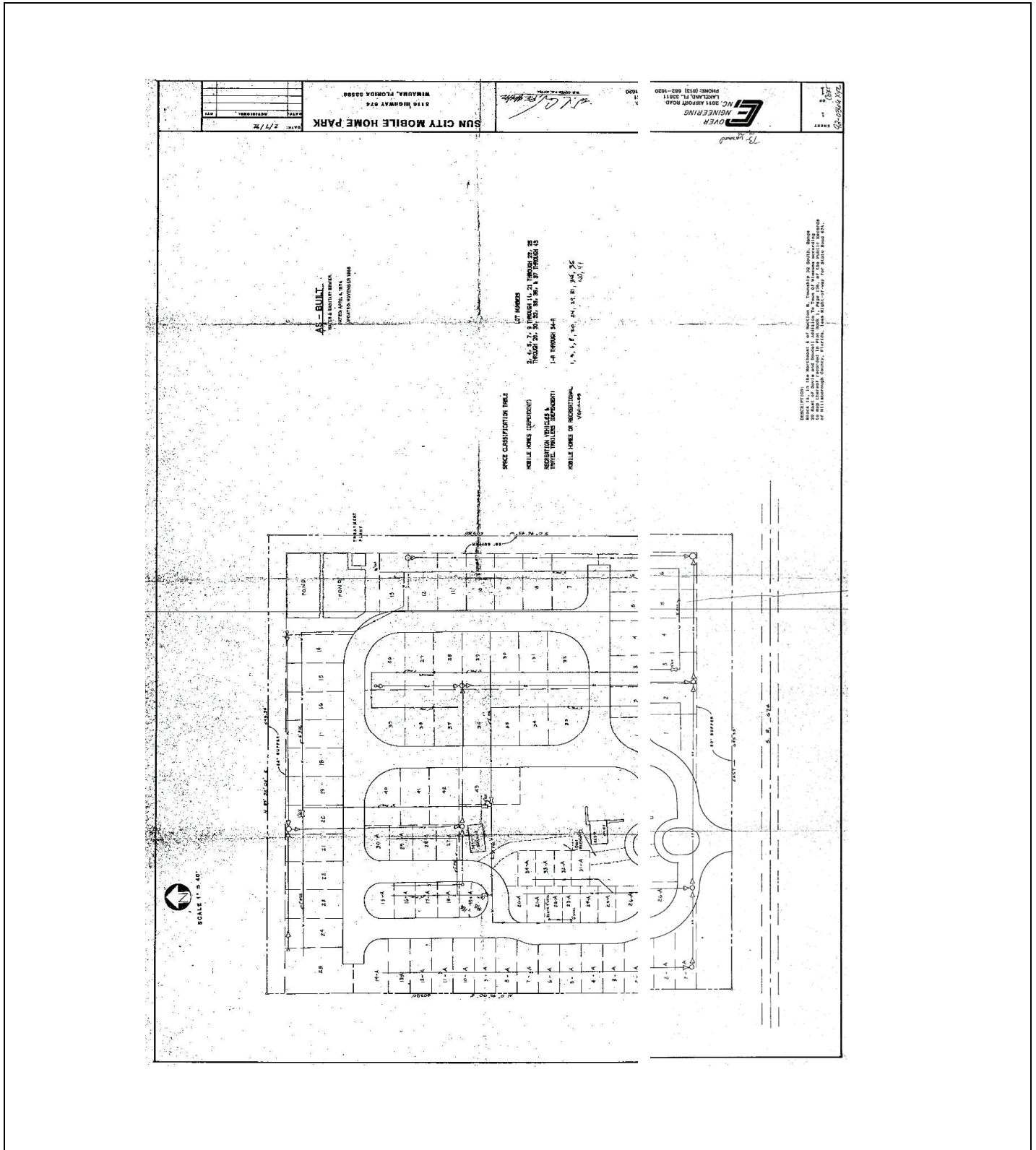
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

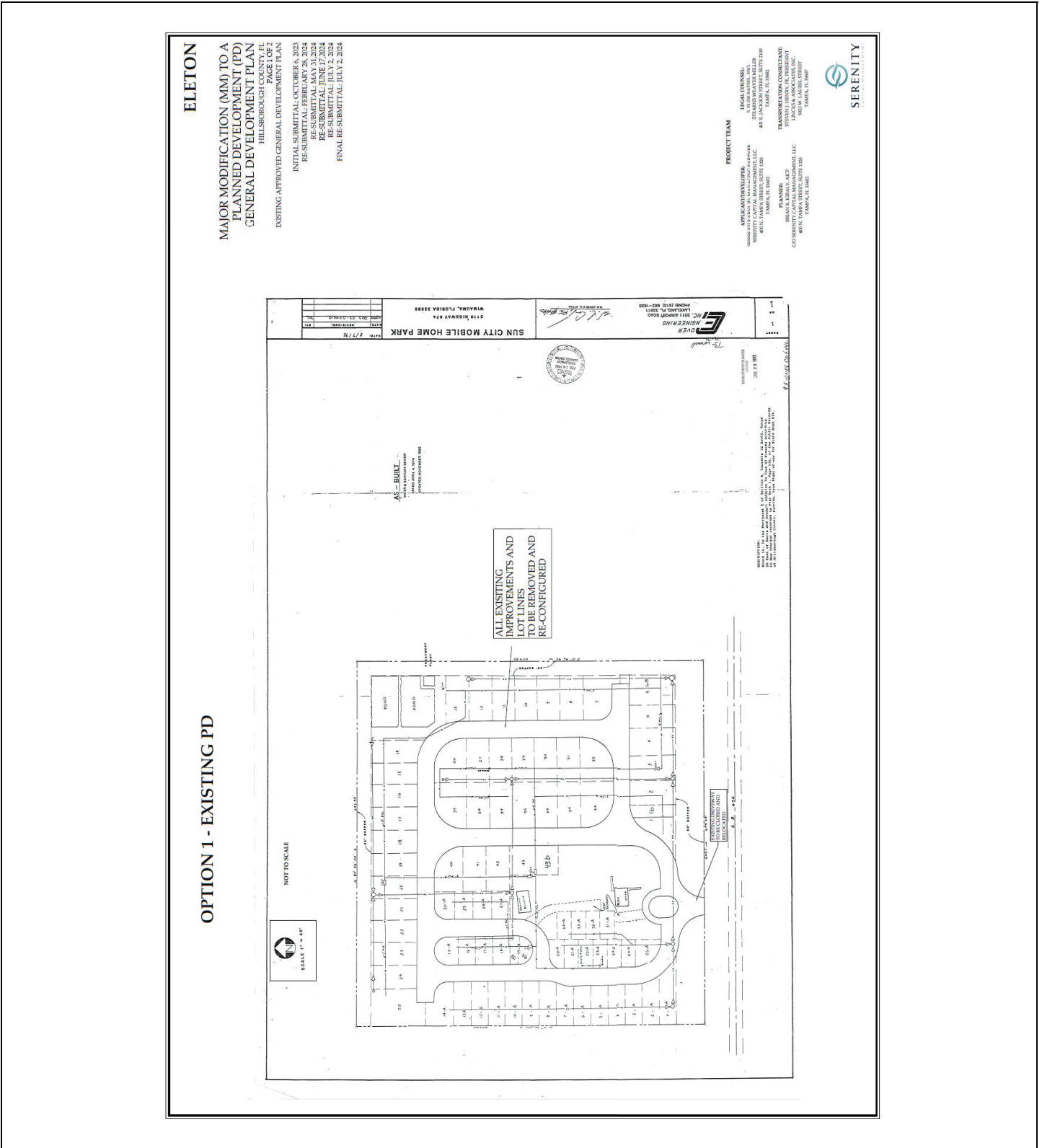
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.2 Proposed Site Plan: Option 1 (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 07/03/2022

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: WM/ South

PETITION NO: PD 24-0034

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

CONDITIONS OF APPROVAL

- The project shall be served by one (1) access connection on SR 674 and future accesses to the east and west as shown on the PD site plan.
- The developer shall construct an eastbound left turn at the project’s SR 674 access connection with the initial increment of development, subject to FDOT approval.
- As shown on the site plan, the project’s proposed internal grid roadway is required to comply with LDC, Sec. 3.23.08 subsections A., B., and D. Downtown Wimauma Overlay District Street Network Design standards, Sec. 3.23.10.C.1., and Sec. 6.04.03.Q. Cross Access. As such the developer shall construct the internal grid roadways, consisting of two segments, shown on the PD site plan as follows:
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 - c. Both roadways shall be public roadways as proposed by the applicant.
- Except as may be otherwise specified herein these conditions, the project shall comply with and be subject to all applicable sections of Part 3.23.00 of the LDC, i.e. the Wimauma Downtown Overlay District standards, and all other applicable provisions of the Hillsborough County LDC.

- As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review, and is subject to approval of Hillsborough County and HART.
- Consistent with the Hillsborough County Corridor Preservation Plan and FDOT PD&E study for the facility, the developer shall preserve a minimum of +/- 26-feet of right-of-way along the project's SR 674 frontage in order to accommodate future 4-laning of the facility as shown on the PD site plan. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
- Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- Notwithstanding anything herein or shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
- 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 certification of the Site Plan (CSP), the applicant shall revise the CSP to:
 - Modify site note # 13. as follows: "EXISTING AND PROPOSED POINTS OF INGRESS AND EGRESS: ONE EXISTING POINT OF ACCESS ON SR 674 SHALL BE CLOSED, AND A NEW DRIVEWAY SERVING THE PROJECT SHALL BE CONSTRUCTED. THE PROJECT ACCESS ON SR 674 IS SUBJECT TO FDOT APPROVAL."
 - Modify site note # 16. As follows: "INTERNAL CIRCULATION AND PRIVATE DRIVES: INTERNAL ACCESS SHALL BE PROVIDED WITH PRIVATE DRIVE AISLES WITH THE EXCEPTION OF THE PROPOSED NORTH-SOUTH ROAD AND EAST-WEST ROAD SEGMENTS AND SURFACE PARKING BUILT TO HILLSBOROUGH COUNTY PARKING AND LOADING STANDARDS. THE MINI-WAREHOUSE USE MAY BE GATED."
 - Modify site note # 17. "RIGHT-OF-WAY RESERVATION/DEDICATION: AREAS OF RIGHT-OF-WAY (ROW) RESERVATION ARE SHOWN ON THIS PLAN TO ALLOW FOR THE FUTURE WIDENING OF SR 674 TO 126' ROW. ADDITIONAL ROW DEDICATION PROPOSED FOR THE PROJECT ENTRANCE AT 58', AND THE NORTH-SOUTH AND EAST-WEST GRID ROADS AT 47' , A SHOWN."
 - Add a double headed arrow on the eastern boundary with a label that states "The adjacent property may take access to the roadway subject to County Standards and Requirements."

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to modify a +/- 9.02 ac. parcel, zoned Planned Development (PD) #92-0366. The applicant is requesting approval of a second development option of 21,000 sf of retail plaza, 10,000sf of offices, and 105,000 sf of mini-warehouse uses. The site is located within the Downtown Subdistrict B portion of the Wimauma Downtown Overlay District (WDOD) and designated Office Commercial 20 (OC-20) future land use.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the number of trips potentially generated under the existing and proposed zoning designations, generally consistent with the applicant’s transportation analysis, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 11th Edition.

Existing PD (Option 1):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 39 Mobile Home Park Units (ITE LUC 240)	350	26	23
PD, 38 RV Park Units (ITE LUC 416)	120*	9	12
TOTAL	359	35	35

*Estimated by staff. ITE Trip Generation Manual 11th Ed. does not report daily trips for this use.

Proposed Modification (Option 2):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 105,000 s.f. Mini-Warehouse Uses (ITE LUC 151)	152	10	15
PD, 21,000 s.f. Retail Plaza (ITE LUC 822)	1,116	47	132
PD, 10,000 s.f. Medical Office (ITE LUC 720)	322	30	37
TOTAL	1,590	87	184
Pass by Trips	N/A	0	44
Internal Capture	N/A	8	0
NET NEW TRIPS	1,116	79	140

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Net Peak Hour Trips	
		AM	PM
Difference	(+)757	(+)44	(+)105

The proposed modification (Option 2) would generally result in an increase of trips potentially generated by +757 average daily trips, +44 trips in the a.m. peak hour, and +105 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

SR 674 is a 2-lane, undivided, principal arterial roadway owned and maintained by the Florida Department of Transportation. The roadway is characterized by +/- 12-foot wide travel lanes in average condition. The roadway lies within a +/- 100-foot wide right-of-way along the project’s frontage. There are +/- 5-foot wide sidewalks along both sides of SR 674 in the vicinity of the proposed project. There are +/- 4-foot wide bicycle lanes (on paved shoulders) in the vicinity of the proposed project.

SR 674 is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane facility. According to FDOT staff, a PD&E (SR 674 Widening from US 301 to CR 579/ Project#: 422762-1) was

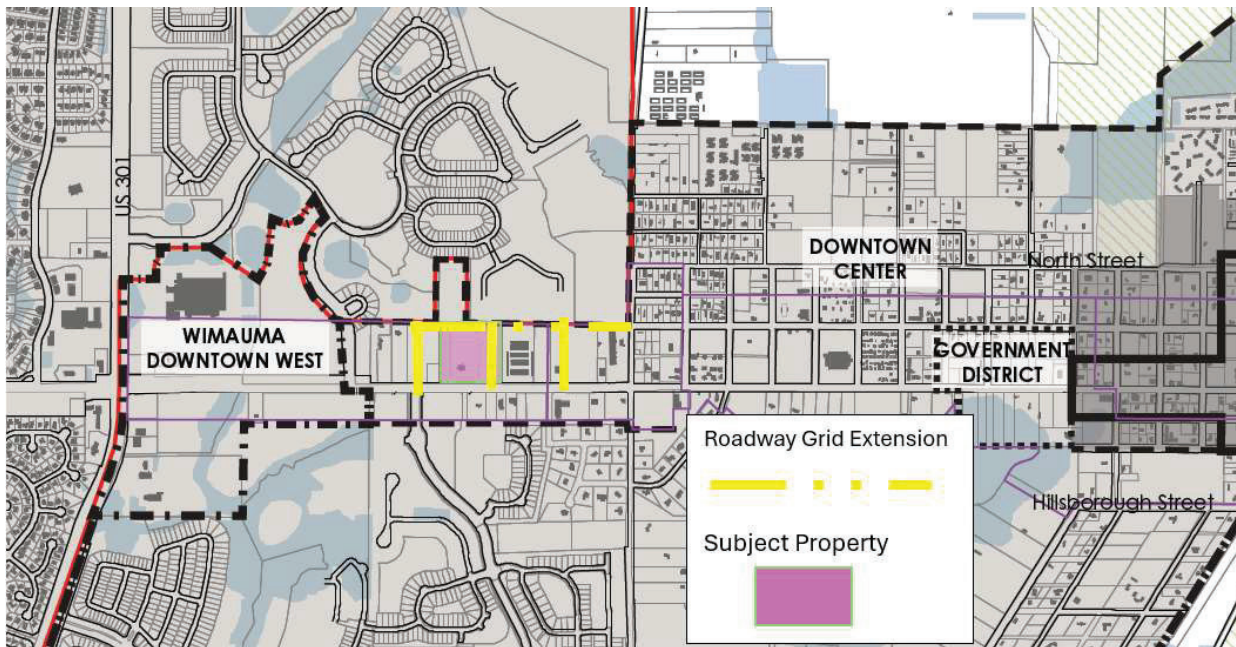
conducted for the area which identified 126 feet of right-of-way needed to accommodate the future 4-lane facility. The proposed PD site plan proposes 26 feet of preservation along the project's frontage.

SITE ACCESS AND CONNECTIVITY/ COMPLIANCE WITH WIMAUMA DOWNTOWN OVERLAY DISTRICT STANDARDS

The applicant is proposing one (1) full access connection to SR 674, an FDOT roadway.

Pursuant to the applicant's site access analysis, an eastbound left turn lane at the project access was found to be warranted pursuant to Section 6.04.04.D of the LDC. The applicant will be required to construct the turn lane improvement at time of development, subject to FDOT approval.

To comply with Downtown Wimauma Overlay District Street Network Design Standards found in LDC, Section 3.23.08, the proposed site plan includes two internal roadway segments identified as the North-South Grid Road and the East-West Grid Road to be constructed and dedicated to the public. The internal grid roads are required to provide an interconnected network of publicly accessible streets by continuing the block pattern and filling in gaps in the pattern as envisioned in the Wimauma Village Community Plan adopted in the Hillsborough County Comprehensive Plan, Livable Communities Element. See the graphic below of the Downtown Wimauma Districts excepted from the Wimauma Community Plan (October 2021) with additional staff annotation to illustrate the conceptual connectivity of the future grid network when built out.



Pursuant to LDC, LDC, Section 3.23.08.A. "Development must accommodate the grid-like pattern in Wimauma Downtown as represented in the Plan." Subsection 3.23.08.A. 2. States "Downtown streets must form an orthogonal grid and are required to intersect at ninety-degree angles." and A.3. states "All streets must be publicly dedicated and conveyed to the County or otherwise publicly accessible." Furthermore, Subsection 3.23.08.B.2. states that new streets shall "Follow a grid pattern and connect with existing streets and rights-of-way to provide multiple through routes for vehicles and pedestrians." and subsection D. states that "Paved stub-outs shall be provided to accommodate future street connections when adjacent to vacant land or land which could be redeveloped for residential."

The projects proposed internal grid roads are consistent with the above cited Downtown Wimauma standards. The proposed public local roadways are designed as the project access to SR 674 and located along the eastern and northern boundary of the subject property to provide access to the adjacent properties also within the Wimauma Downtown District to the east and to the west at the time that they redevelop.

The proposed internal grid roads will also fulfill the Sec. 6.04.03.Q. cross access requirements and the special connectivity requirements of the Wimauma Downtown Overlay District, Section 3.23.10.C.1. Additionally, the north-south grid road/access connection to SR 674 will enable the adjacent parcel to the east (folio# 78891.000) to take access directly to it. This will permit FDOT the option of closing the access to the adjacent property upon its future development/redevelopment, in which case it would utilize the proposed new grid roadway within the subject PD. Such configuration will improve spacing compliance and enhance safety within the corridor in the future. See the annotated screenshot from the County GIS viewer below demonstrating the conceptual connectivity of the future grid network aligning with the existing Center St. roadway to the east and the recently signalized intersection of Lagoon Shore Blvd. and SR 674.



As each of the adjacent properties develop/redevelop, said properties will be required by the Wimauma Down District Overlay Street Network Design Standards to construct the increment of the roadway grid extension connecting the subject property to the existing surrounding public roadway network over time. The extended roadway grid network, as envisioned in the Wimauma Village Community Plan and required by the LDC, will provide an alternative route for traffic traveling to and from the adjacent properties, preserve the level of service of SR 674, and enhance pedestrian access.

Required Public Transit Facilities

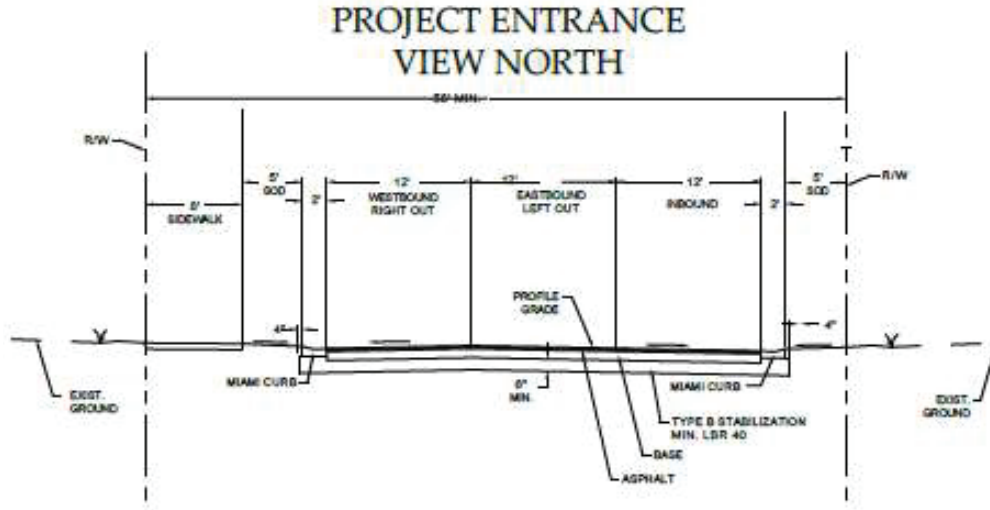
As required by Sec. 6.03.09.C.3. of the LDC, the developer shall construct a transit accessory pad and bus shelter, which shall include seating, a trash receptacle and bicycle rack in accordance with Hillsborough Area Regional Transit (HART) design standards. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the final location of the facility will be determined at the time of plat/site/construction plan review and is subject to approval of Hillsborough County and HART.

INTERNAL ROADWAY GRID TYPICAL SECTIONS

The proposed new public local roadways internal to the project consist of the North-South roadway segment and the East-West roadway segment pursuant to LDC, Sec. 3.23.08. Street Network Design standards. In

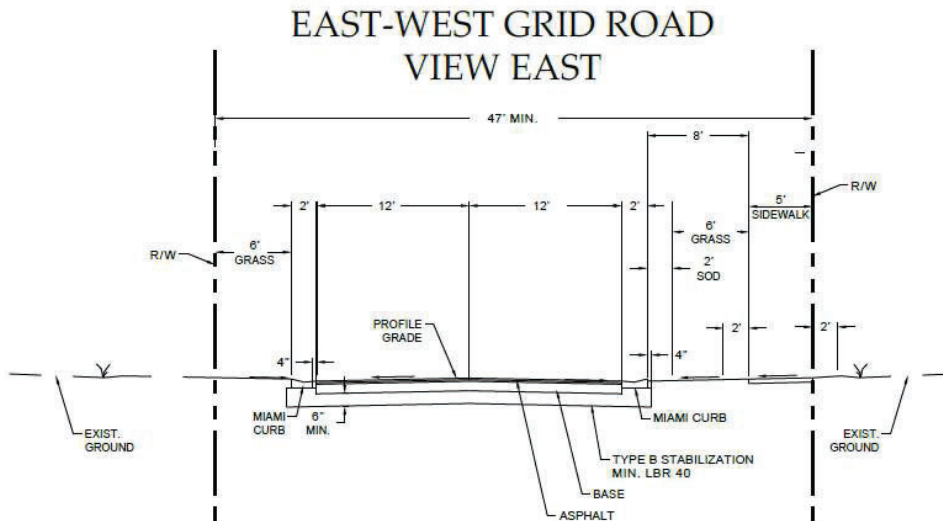
consultation with the County Engineer, the applicant has included the proposed alternative typical sections within the PD site plan. They are designed as TS-3, Urban Local Non-Residential Roadways without a sidewalk on the side abutting the adjacent property. If the adjacent property redevelops, the redeveloping property will be required to construct the sidewalk along their roadway frontage.

The North-South roadway provides the project access to SR 674 and consists of two typical sections. Intersecting with SR 674 is a +/-250-foot long, three lane section with two outbound turn lanes and one inbound lane. The section has 12 feet wide lanes and an 8-foot-wide sidewalk on the west side within 58 feet of right-of-way. See proposed section below.



The remaining section of the North-South roadway consists of two 12-foot lanes and a 5-foot sidewalk on the westside within a total 47 feet of right of way. This segment will intersect with the proposed East-West roadway.

The East-West roadway will provide connectivity between the North-South roadway and the future extension of the grid to the east and west upon redevelopment of the adjacent properties, who will be responsible for constructing their respective segments. The section consists of two 12-foot lanes and a 5-foot sidewalk within 47 feet of right of way. See proposed section below.



ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Information for West Lake Dr. was not included in the 2020 Hillsborough County LOS report. As such, LOS information for the facility cannot be provided. Information for the other adjacent roadway is provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
SR 674	US 301	CR 579	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
SR 674	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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	359	35	35
Proposed	1,116	79	140
Difference (+/-)	+757	+44	+105

*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	None	Meets LDC
South	X	None	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West		Vehicular & Pedestrian	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.

ELETON MAJOR MODIFICATION- PLANNED UNIT DEVELOPMENT

MM 24-0034

HILLSBOROUGH COUNTY, FL

JULY 22, 2024

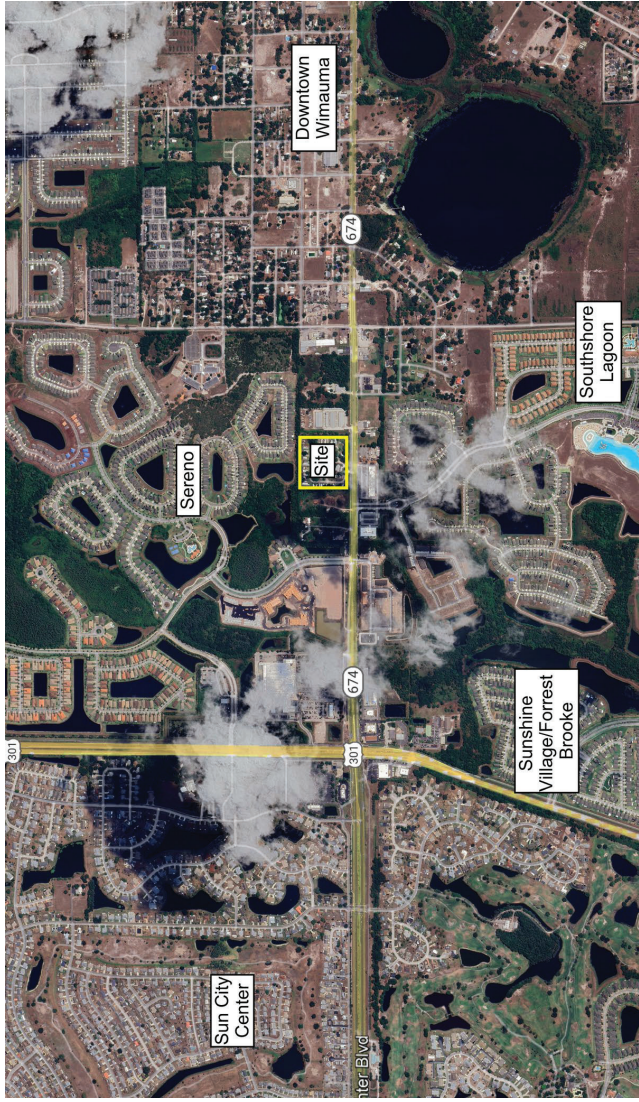
PREPARED BY:
BRIAN R. KIRALY, AICP

Application No. MM 24-0034
Name: Brian Kiraly
Entered at Public Hearing: ZHM
Exhibit #3
Date: 7-22-2024



SERENITY
CAPITAL MANAGEMENT

OVERALL PROJECT AREA



± 9.08 Ac.

■ Total Site Area:

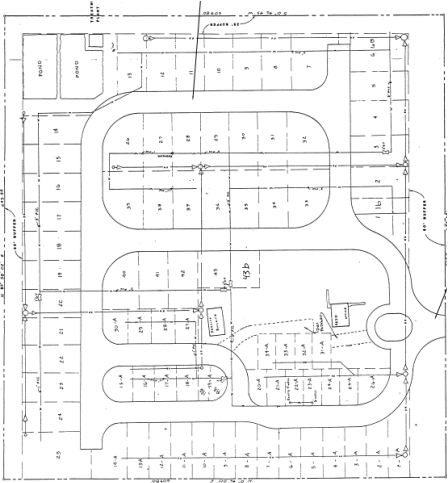
■ State Road 674

■ ¼ Mi. West of Westlake Drive

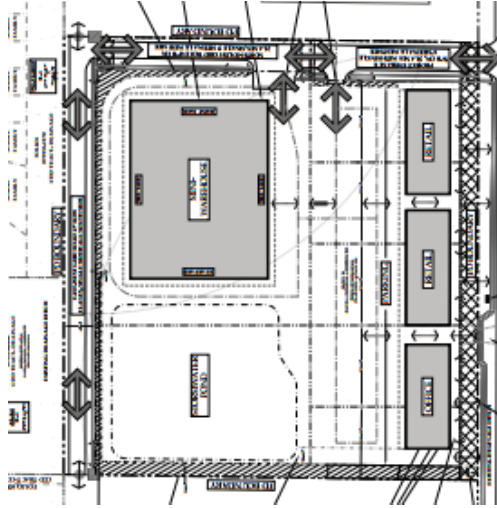
■ ± 0.6 Mi. East of US 301

■ Significant and Growing Residential Development in the Area

PD DEVELOPMENT OPTIONS



- Option 1
- Interim Use As Mobile Home and RV Park



- Option 2
- Office: 10,000 SF
- Retail: 21,000 SF
- Mini-Warehouse: 105,000 SF

COMPLIANCE WITH THE WIMAUJAMA DOWNTOWN OVERLAY

- Construction of North-South and East-West Grid Roads
- Parking Location
- Stormwater Pond Location
- Building Design Features
 - Window Transparency
 - Other Features (Awnings)
- Pedestrian Connectivity
- Building Orientation
- Building Frontage (Along SR 674)
- Retail/Office Maximum Lot Width and Size
- Right-Of -Way Reservation For SR 674 Improvements
- Preliminary Approval By FDOT on Driveway Location

REQUESTED WAIVERS AND VARIATION

- Maximum Lot Size – Mini-Warehouse
- Maximum Lot Width – Mini-Warehouse
- Increased Building Setback- Mini-Warehouse
- Increased Door Separation- All
- Variation:
- Scenic Corridor Plantings

THOROUGH REVIEW, RE-SUBMITTALS, STAFF ACCEPTANCE

- Planning Commission Finds It Consistent
- Development Services Finds It Approvable
- Transportation Finds It Approvable

REQUEST RECOMMENDATION OF APPROVAL
















■ Thank You!!!



THANK YOU!!!

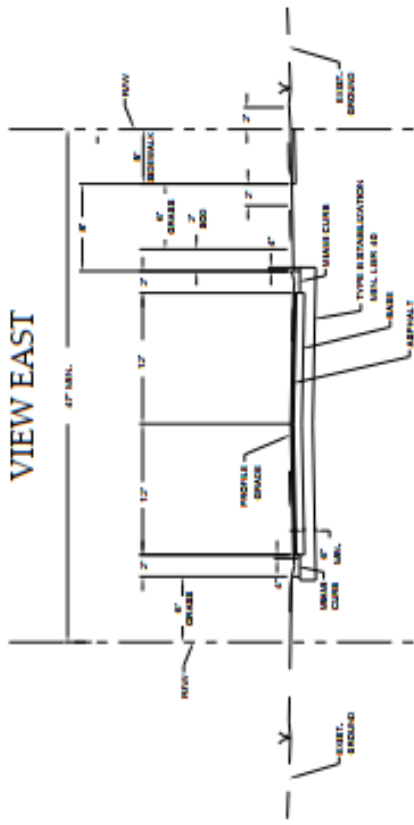
MISSING LEGEND

L E G E N D

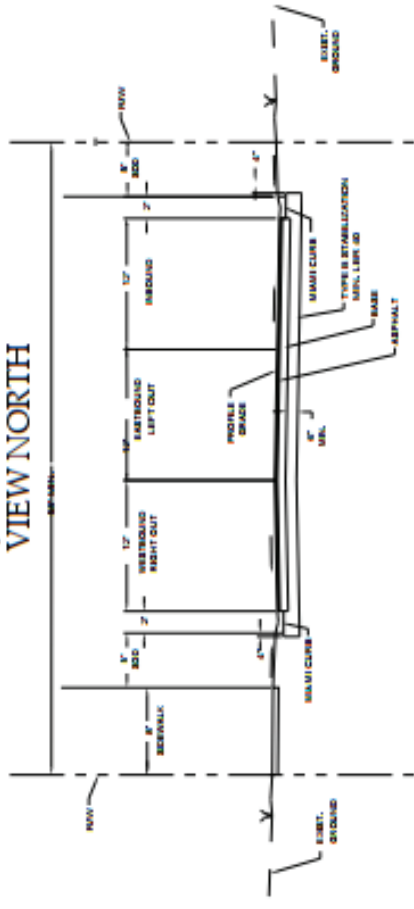
	PD BOUNDARY			
	INTERNAL PARCEL LINE			
	PROPOSED OVERALL BUILDING ENVELOPE			
	APPROXIMATE BUILDING PLACEMENT			
	PRIMARY VEHICULAR INGRESS/EGRESS			
	INTERNAL VEHICULAR CIRCULATION			
	VEHICULAR STUB-OUT			
	PEDESTRIAN ACCESS (CONCEPTUAL)			
	PEDESTRIAN (SIDEWALK) STUB-OUT			
	FUTURE VEHICULAR AND PEDESTRIAN CROSS-ACCESS			
	LANDSCAPE BUFFER			
	RIGHT-OF-WAY RESERVATION			
	ADJACENT STRUCTURE, FOLIO NUMBER, AND USE			
	POTABLE WATER WELLFIELD PROTECTION AREA			
	ADJACENT 150' STUDY AREA			
<table border="1" data-bbox="1136 1029 1218 1102"> <tr> <td>EXISTING ZONING</td> </tr> <tr> <td>FUTURE LAND USE</td> </tr> <tr> <td>DESCRIPTION OF USE</td> </tr> </table>		EXISTING ZONING	FUTURE LAND USE	DESCRIPTION OF USE
EXISTING ZONING				
FUTURE LAND USE				
DESCRIPTION OF USE				

MISSING CROSS-SECTIONS

EAST-WEST GRID ROAD
VIEW EAST



PROJECT ENTRANCE
VIEW NORTH



PART 3.23.00 WIMAUMA DOWNTOWN OVERLAY DISTRICT

Sec. 3.23.01. Purpose

The purpose of this Part is to establish standards for the Wimauma Downtown (WD) Overlay District. The overlay district and its design standards implement the vision, principles, and strategies of the Wimauma Community Plan, as found in the Future of Hillsborough Comprehensive Plan.

The intent of these regulations is to improve and encourage the vitality and development of Wimauma's center and Main Street along State Road 674, and establish a mixed use, walkable, and pedestrian friendly downtown district with small town character. All development shall be in accordance with the standards for development as described in this Part and as appropriate.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.02. Applicability

A. General

1. Except as provided herein, these standards shall apply to all new development on parcels within and to all development aggregated with development within the WD Overlay District area as of October 14, 2021. The WD Overlay District is as shown in Figure 1.
2. These provisions shall not apply to public schools and previously approved planned developments except as provided in subsection (A)(4) below, previously approved subdivisions, projects with unexpired building permits, unexpired preliminary site development approval, or unexpired construction plan approval as of October 14, 2021.
3. In addition to the standards provided herein, development within the WD Overlay District shall be required to meet all other applicable sections of the Land Development Code. Where any provision of these regulations conflict with any other standards or regulations of the Land Development Code, these regulations shall prevail.
4. Minor and major modifications to pre-existing Planned Developments within the applicable area shall be evaluated for consistency with these regulations and shall comply to the greatest extent possible. In applications where only a portion of the pre-existing Planned Development is proposed for minor or major modification, these regulations shall only apply to the portion of the project subject to the modification.

B. Residential Development

1. New Single-Family and Two-Family may develop utilizing the applicable Wimauma Downtown Overlay standards or a standard zoning district. If developed utilizing the applicable Wimauma Downtown Overlay standards, a Planned Development rezoning will be required. If developing under a standard zoning district, the standard zoning district's development standards shall be utilized.
2. The use of the Wimauma Downtown Overlay regulations for Single-Family Manufactured/Mobile Home dwellings shall not be permitted. Single-Family Manufactured/Mobile Home dwellings shall be governed by the underlying zoning district.

-
3. The new development of Single-Family Attached dwellings (townhouses) and Multi-Family dwellings shall be developed utilizing the applicable Wimauma Downtown Overlay standards. The selected Lot Type for the new development shall be governed by the use and Wimauma Downtown Overlay district permissibility (Table 5-1).
 4. Existing legally established, conforming Single-Family Attached dwellings (townhouses) and Multi-Family dwellings shall be replaced, renovated or enlarged in accordance with Part 11.03.00 of this Land Development Code.
 5. Mobile Home and Recreational Vehicle Parks in existence at the time of the adoption of this overlay are not subject to these provisions. New Mobile Home and Recreational Vehicle Parks proposed after the adoption of this overlay are permitted under a Planned Development rezoning in all districts of the Wimauma Downtown Overlay except the Wimauma Main Street Core District. The Wimauma Downtown Overlay requirements shall not apply to existing or new Mobile Home and Recreational Vehicle Parks.

C. Non-Residential Development

The following requirements shall apply to all non-residential and mixed use uses, as permitted by the underlying zoning district within the Wimauma Downtown Overlay District, subject to the applicability provisions in Section 3.23.02.A.2 above. These requirements shall not apply to manufacturing/industrial uses. The applicant shall be responsible for providing the necessary information to determine the applicable sections of this Part, as listed below and in Table 5-1. All new signs for permitted uses not excluded per Section 3.23.02.A shall comply with the limitations and provisions of Article VII of this Code and with Section 3.23.14 of this Part.

1. For all projects requiring building permits where structures are expanded to between 25 and 50 percent of existing legally permitted square footage within the parcel, the landscaping and signage requirements of this Part shall apply.
2. For all projects requiring building permits where structures are expanded to beyond 50 percent of existing legally permitted square footage within the parcel, the landscaping, screening, signage, and building design requirements of this Part shall apply.
3. For all projects where new structures are constructed on a vacant parcel or where a primary structure is replaced by a new structure, the entire requirements of this Part shall apply to the entire project and parcel(s). The selected Lot Type for the new development shall be governed by the use and Wimauma Downtown Overlay district permissibility (Table 5-1).
4. For all projects where new buildings are placed on a parcel occupied by existing buildings, the landscaping, screening, and signage requirements of this Part shall apply to the entire project and parcels(s), and the Wimauma Downtown Overlay Standards in Section 3.23.06 shall apply to the new construction.
5. Projects increasing the outside area devoted to sales, storage, displays, demonstrations, or parking by more than 50 percent and requiring a building permit shall be considered a major change and shall be required to comply with the landscaping and signage requirements of this Part.

D. Industrial/Manufacturing Development

1. For any industrial/manufactured use currently not permitted by the underlying zoning, the site shall be located within a Wimauma Downtown Overlay District which envisions an industrial/manufacturing use as described in the Wimauma Village Plan and require a Planned District rezoning.
2. For any current or future industrial/manufactured use currently permitted by the underlying zoning, the site shall be developed in accordance with the underlying zoning district and Land Development Code standards and shall not be subject to these regulations.

E. Non-compliance with these Wimauma Downtown Overlay regulations is discouraged.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.03. Permitted Uses

Uses shall be regulated by the underlying zoning of the development parcel as provided in this Code.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.04. Wimauma Downtown Overlay Districts

A. Wimauma Downtown Overlay Districts

Wimauma Downtown Overlay Districts are envisioned to provide a mix of residential and non-residential uses, which will utilize currently permitted uses and potentially permit other uses. To permit uses not currently permitted by the underlying zoning, but described in the Wimauma Village Community Plan, rezoning approval, and possibly Future Land Use category amendment approval, will be required. Districts within the Wimauma Downtown Overlay include the following:

- Main Street Core
- Downtown Center
- Government District
- Downtown Residential
- Wimauma Downtown West
- Wimauma Downtown East (WVR-2)

B. The context for each Wimauma Downtown Overlay District can be found in the Wimauma Village Community Plan in the Livable Communities Element.

C. Commercial locational criteria, as stated within the Comprehensive Plan, do not apply to non-residential-uses located within the "Wimauma Downtown Main Street Core" and "Wimauma Downtown East" Districts as shown on Figure 1.

D. Any development within the Wimauma Downtown East District to allow uses not currently permitted per the underlying zoning shall require a Planned Development.

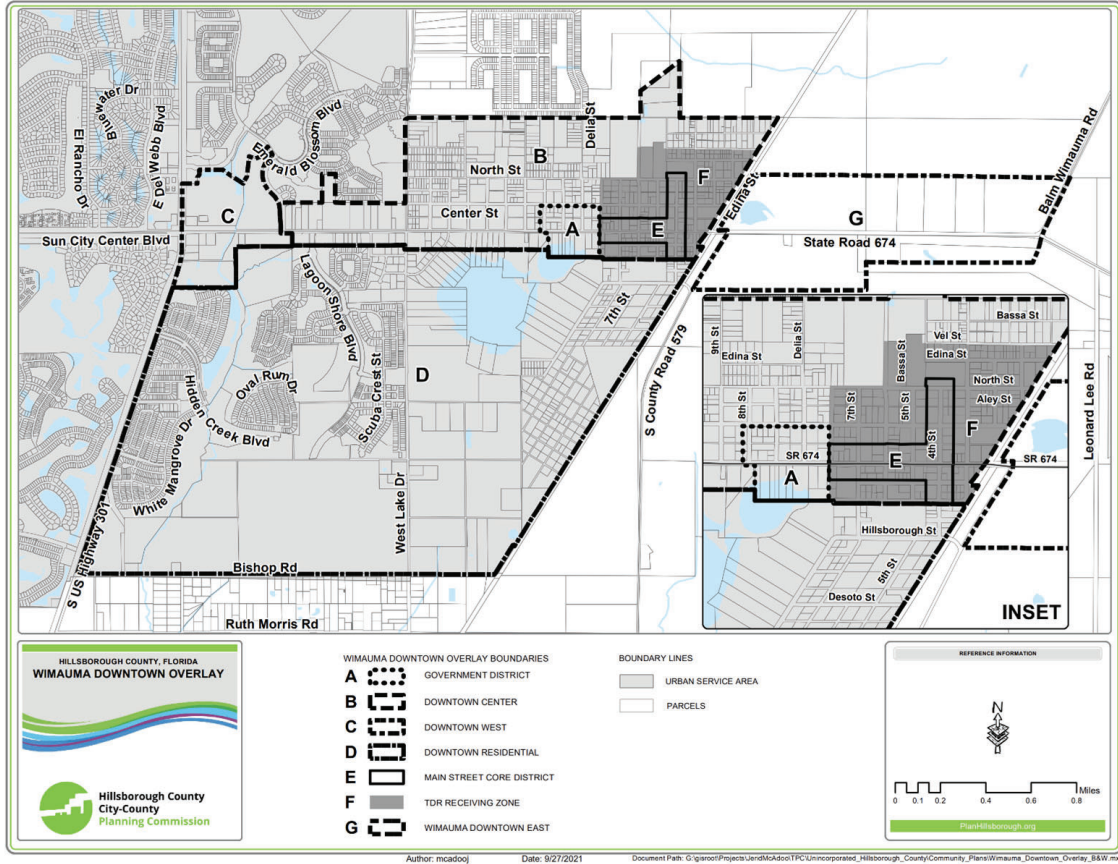


Figure 1: Wimauma Downtown Overlay Plan

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.05. Permitted Lot Types and Uses in the Wimauma Downtown Overlay Districts

The following Lot Types in Table 5-1 shall be utilized for the permitted use. An applicant may propose different lot types as part of a Planned Development rezoning process. In such cases, lot types shall meet or exceed the intent of the Wimauma Downtown Overlay district.

Table 5-1

Lot Types	Main Street Core	Down-town Center	Down-town Resi-dential	Govern-ment District	Wimauma Down-town East	Wimauma Down-town West
Mixed-Use Building Lot	✓	✓		✓	✓	✓
Retail/Office Building Lot	✓	✓		✓	✓	✓
Apartment Building Lot	✓	✓		✓	✓	
Live/Work Building Lot	✓	✓		✓	✓	

Apartment House Lot	✓	✓	✓	✓	✓	
Courtyard Apartment Lot	✓	✓	✓	✓	✓	
Rowhouse Building Lot	✓	✓		✓	✓	
Sideyard House Lot		✓	✓		✓	
Cottage House Lot		✓	✓		✓	
Standard House Lot	✓	✓	✓	✓	✓	
Civic Building Lot	✓	✓	✓	✓	✓	✓

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.06. Wimauma Downtown Overlay Standards

- A. Table 5-2 provides the development standards for permitted Lot Types. Yard orientations shall be per Land Development Code Section 6.01.03.C.
- B. For development located on 4th Street or CR 674 within the Main Street Core, Government and Downtown Center Districts, any development standard found within Section 3.23.07 which are in conflict with Table 5-2 shall utilize those standards found within Section 3.23.07.

Table 5-2

LOT AND PRIMARY STRUCTURE REQUIREMENTS BY LOT TYPE									
LOT TYPE	LOT SIZE (min/max SF)	LOT WIDTH (min/max)	BUILDING FRONTAGE (3) (min/max)	LOT COVERAGE BY BLDG (max)	YARDS			HEIGHT (min/max in stories; max in feet)	
					FRONT Min/Max	REAR Minimum (5)(4)	SIDE Minimum (5)(4)		
Mixed-Use Building Lot (6)	2,400/98,050	24'/no max	70/100%	80%	0'/10'	15'	0'	2/4; 56' (4)	
Retail/Office Building Lot (6)	2,400/49,000	24'/120'	70/100%	80%	0'/10'	15'	0'	1/4; 50' (4)	
Apartment Building Lot (6)	2,400/98,050	24'/no max	70/100%	80%	0'/10'	15'	0'	2/4; 50' (4)	
Live/Work Building Lot (6)	1,800/11,400	16'/60'	80/100%	80%	0'/10'	15' (7)	0'	2/3; 45' (4)	
Apartment House Lot (6)	4,800/25,000	48'/130'	60/80%	70%	10'/15'	15'	0'	1/4; 50' (4)	
Courtyard Apartment Lot (6)	4,800/18,000	60'/no max	50/80%	70%	10'/15'	10'	0'	1/2.5; 35' (4)	
Rowhouse Lot (2)	1,800/3,840	16'/32'	90/100%	80%	0'/15'	15' (7)	0'	2/3; 35' (4)	

Cottage House Lot	2,500/7,000	25'/70'	50/90%	60%	10/25 (7)	10' (7)	5'	1/2; 30'
Sideyard House Lot	3,000/7,000	30'/70'	50/90%	50%	10'/15' (7)	10' (7)	0'/10' (1)	1/3; 35'
Standard House Lot	5,000/14,800	50'/80'	40/70%	40%	20'/40' (7)	10' (7)	5'	1/3; 35'
Civic Building Lot (6)	5,000/98,050	50'/no max	70/100%	80%	0'/20'	15'	0'	1/4; 50' (4)

Table 5-2 Notes:

- (1) Sideyard House Lot Types permit a zero foot setback on one side of the lot only. A zero foot sideyard setback shall not be adjacent to another side yard setback of 0 feet. A minimum 10 foot setback on the other side shall be provided.
- (2) Rowhouses shall contain at least 3 attached dwelling units on separately deeded lots (single-family attached).
- (3) Attached garages and all building attachments, such as but not including covered porches, colonnades, awnings, porticos and balconies shall contribute to the minimum/maximum building frontage percentage. The maximum depth of building attachments shall be 12 feet. These building attachments shall meet the minimum/maximum front yard setbacks found in the table above unless otherwise specified in Section 3.23.06.C., Garages and Parking Locations, below.
- (4) An additional setback of 2 feet for every 1 foot over 20 feet of building height shall be required where non-residential uses are adjacent to a single-family or multi-family use. An additional setback of 2 feet for every 1 foot over 20 feet of building height shall be required where multi-family uses are adjacent to a single-family use.
- (5) These minimum setbacks shall not preclude compliance with required buffer width. Buffers shall be required where non-residential uses are adjacent to a single-family or multi-family use. Buffers shall be required where multi-family uses are adjacent to a single-family use. Where the setbacks found in this Table conflict with any required buffer width per Land Development Code Section 6.06.06 or elsewhere in these regulations, the minimum buffer width shall prevail.
- (6) The building's primary orientation shall be toward the street rather than the parking areas.
Cottage House Lots shall require a porch along a minimum of 70% of the façade. The porch shall be used in the building frontage percentage calculation.
- (7) Different minimum and/or maximum front and rear setbacks for residences and/or attached or detached garages may be required depending on the lot's access. See below (Garages and Parking).

C. Garages and Parking Locations

1. The following shall apply to parking for residential and non-residential uses:
 - a. Parking in Retail/Office Lot Types, Civic Lot Types and Mixed Use Lot Types shall occur to the rear and/or side of the primary building. Parking between the primary building and front setback shall not be permitted.
 - b. Cottage and Standard Lot Types with lot sizes at or greater than 5,000 square feet and at or greater than 50 feet in width may be accessed from the front or rear utilizing attached or detached garages. Notwithstanding Table 3.24.01, when using front access with an attached garage, the minimum setback for the garage shall be at least 20 feet and the remaining portion of the façade shall be setback no less than 15 feet from the front property line.
 - i. Notwithstanding Table 3.24.01, when using front access with a detached garage, the detached garage shall be located completely behind the home in accordance with Accessory Structure setbacks and the residential structure shall not be setback less than 15 feet from the front property line.
 - ii. Notwithstanding Table 3.24.01, when using rear access with an attached or detached garage, the rear yard setback shall be determined at the time of rezoning to ensure pedestrian safety relative to the rear lot boundary (Alley or publicly accessible street).
 - c. Sideyard Lot Types (despite the size or width), and Cottage and Standard Lot Types Lots sizes less than 5,000 square feet in size and having a lot width of less than 50 feet shall utilize rear access only.

Notwithstanding Table 3.24.01, when using rear access with an attached or detached garage, the rear yard setback shall be determined at the time of rezoning to ensure pedestrian safety relative to the rear lot boundary (Alley or publicly accessible street).
 - d. Residential parking for Live/Work units, if not provided in part or completely by surface parking or on-street parking, shall utilize attached rear loading garages accessed via an Alley or publicly accessible street, or detached garages (located in accordance with Accessory Structure setbacks) accessed via an Alley or publicly accessible street. Notwithstanding the proposed width for a Lot/Work Lot, front loaded attached or front-loading detached garages shall not be permitted. Notwithstanding Table 3.24.01, when using rear access with an attached or detached garage, the rear yard setback shall be determined at the time of rezoning to ensure pedestrian safety relative to the rear lot boundary (Alley or publicly accessible street).
 - e. Off-street parking for Apartment House Lots shall be located behind or to the side of the main structures.
 - f. Off-street parking for Courtyard Apartment Lots shall be located behind or to the side of the main structures located furthest from the street.
 - g. Rowhouse Lots shall provide parking as follows:
 - i. Attached, rear loading garages shall be accessed via an Alley or publicly accessible street located behind the building, or via a driveway located to the side of the rowhouse units. Notwithstanding Table 3.24.01, the rear yard setback shall be determined at the time of rezoning to ensure pedestrian safety relative to the rear lot boundary (Alley or publicly accessible street).
 - ii. Detached rear loading garages (located in accordance with Accessory Structure setbacks) shall be accessed via an Alley or publicly accessible street located behind the unit, or a driveway located to the side of the rowhouse building. Notwithstanding Table 3.24.01, the

rear yard setback of the detached garage shall be determined at the time of rezoning to ensure pedestrian safety relative to the rear lot boundary (Alley or publicly accessible street).

- iii. Surface parking lots for rowhouse buildings shall be located behind or to the side of the rowhouse building.

2. The use of carports for any lot size and lot width shall not be permitted.

D. Accessory Structures

Accessory Structures shall comply with the following:

1. All accessory structures providing no vehicle access and not including an Accessory Dwelling Unit being served by a driveway shall be placed completely behind the residential home and placed no closer than 3 feet to any side or rear property line, unless otherwise stated herein.
2. All accessory structures shall be limited in height to a maximum of 15 feet in height/2 stories.
3. Accessory structures utilized for vehicle storage and front access shall be placed completely behind the residential home and placed no closer than 3 feet to any side or rear property line. Should at any time the Accessory Structure be requested, at the time zoning or zoning modification, to not be located completely behind the home, the detached garage shall be placed no closer than 20 feet from the front yard and the residential structure shall not be setback less than 15 feet from the front property line.
4. Accessory structures utilized for vehicle storage and rear access shall be placed no closer than 3 feet from the side property line. The rear yard setback shall be determined at the time of rezoning to ensure pedestrian safety relative to the rear lot boundary (Alley or publicly accessible street).

E. Accessory Dwelling Units

1. Accessory dwellings are permitted only on Cottage, Sideyard and Standard House Lot Types and shall be permitted irrespective of parcel size limitations within Section 6.11.02.A.
2. Land Development Code Section 6.11.02.C. shall apply.
3. Notwithstanding Section 6.11.02, a two- or three-story primary home shall be permitted to construct an accessory dwellings located above an accessory structure.
4. Accessory Dwelling Units shall meet the Accessory Structure setbacks within Section 3.23.06.D., above.
5. When an Accessory Dwelling Units without a garage is served by a rear driveway, the rear yard setback of the primary structure and Accessory Dwelling Unit shall be determined at the time of rezoning to ensure pedestrian safety relative to the rear lot boundary (Alley or publicly accessible street).
6. When a one-story accessory dwelling is constructed as a stand-alone structure or included as a part of a larger multi-use accessory structure, the above-accessory structure setbacks shall be complied with.
7. The primary home shall be owner-occupied.

F. Civic Uses

The following shall apply to Civic Lot Type development:

1. Civic Uses shall include Government/Public Service facilities, churches/synagogues, and Flexible Market Space.
2. No stormwater ponds or drive aisles shall be permitted in front of a Civic Use building.

G. Live/Work Units

The following shall apply to Live/Work Lot Type development:

-
1. A Live/Work unit shall consist of one residential dwelling a non-residential use, as permitted per the Land Development Code.
 2. Live/Work units shall be regulated by density and non-residential square footage shall not be subject to any Floor Area Ratio maximum.
 3. Live/Work units shall be occupied by the primary operator of the Live/Work unit's non-residential use.
 4. If a two-story unit is used, permitted non-residential uses shall occur within the entirety of the first floor of the unit. The residential use shall occur within the entirety of the second floor of the unit.
 5. If a three-story unit is used, permitted non-residential uses shall occur within the entirety of the first floor only. The second and third floors may be utilized for residential use.
 6. Resident parking shall be provided as provided in these regulations.
 7. Notwithstanding Land Development Code Section 6.05.02.E., customer/employee parking shall be provided at a parking standard of 1.5 spaces per each Live/Work unit. For the purposes of this regulation, employee parking is to accommodate employees of the Live/Work unit's non-residential use who are not the primary operators and who do not live within the Live/Work unit.
 8. The use of compact parking shall be limited to a maximum of 20% of the total required customer/employee parking.
 9. Customer/Employee disabled parking shall be provided in accordance with Land Development Code Section 6.05.02.J. (Disabled Parking).
 10. Should surface parking be utilized for some or all resident parking and for some or all customer/employee parking, each space shall be delineated with markings to designated individual parking spaces for residents and for customers/employees. All surface parking shall be located to the rear or side of the Live/Work units.
 11. Alternatively, on-street parking to accommodate some or all customer/employee parking may be provided and shall be located directly in front of the live/work units. Such spaces shall be designated for Live/Work customer parking only. In such cases these streets must be privately owned and maintained with a public access easement.

H. Mixed-Use

The following shall apply to Mixed-Use Lot Type development:

1. Uses within a Mixed-Use Lot Type shall be combination of two or more of the following uses: office, retail, government/public service facility or multi-family residential. Each use shall consist of at least 30% of the overall building square footage.
2. Buildings, even when including multi-family residential, shall be subject to Floor Area Ratio maximums only.
3. Buildings shall be considered a non-residential use and buffering and screening in accordance with LDC Section 6.06.06 shall be provided.
4. An additional setback of 2 feet for every 1 foot over 20 feet in height shall be provided when adjacent to a Cottage, Sideyard or Standard House Lot Type.

I. Buffering and Screening Between Uses

1. Retail/Office, Mixed-Use and Civic Lot Types shall be considered a non-residential use. Any fencing used for screening treatment shall be in accordance with the Downtown Overlay requirements.

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2. Apartment House/Building, Courtyard Apartment Live/Work Lot Types and Rowhouse Lot Types shall be considered a multi-family use. Any fencing used for screening treatment shall be in accordance with the Downtown Overlay requirements.
 3. Cottage, Sideyard and Standard House Lot Types shall be considered a single-family use.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.07. Building Design Standards along 4th Street and State Road 674 within the Main Street Core District, Government District, and Downtown Center

A. Should any requirements listed in Table 5-2 or elsewhere conflict with the requirements outlined in this Section, this Section's requirements shall prevail. Building and Street Frontage Buildings must occupy a minimum of 70% of a parcel's street frontage along Main Street (4th Street) and State Road 674 between State Road 579 and Maggie Street, except when driveways to rear parking access may be impeded by the minimum requirement.

B. Main Street Building Setbacks for 4th Street and State Road 674

Notwithstanding Table 5-1, the maximum front yard setback shall be 20 feet.

C. Floor Area Ratio (F.A.R.)

The maximum permitted intensity (F.A.R.) shall be per the underlying zoning district.

D. Building Orientation

A building's primary orientation and façade shall be toward State Road 674, Main Street (4th Street), or other Downtown Center streets rather than the parking areas. The primary building pedestrian entrance(s) shall be visible and directly connected with the sidewalk or multi-purpose pathway within the street on which building is fronting via a minimum 5-foot wide direct sidewalk connection. Entrance(s) shall be a distinctive and prominent element of the architectural design. Buildings shall incorporate lighting and changes in mass, surface or finish material, or balcony, porch or awning to emphasize the entrance(s).

E. Building Design

1. Façades for Non-Residential, Live/Work and Mixed-Use Buildings.

- a. Blank walls shall not occupy over 50 percent of a street-facing frontage and shall not exceed 20 linear feet without being interrupted by a window or entry. No more than 20 feet of horizontal distance of wall shall be provided without architectural relief for building walls and frontage walls facing the street.
- b. The building façade must be architecturally finished to grade.
- c. Buildings are required to incorporate porch-like character including porticos or awnings along street-facing, park-facing, plaza-facing, and patio-facing building façades. These features may be counted toward the architectural relief.
- d. Each building on is required to have an awning, balcony, colonnade, or arcade facing the street. The same requirement applies to Retail Building Lots except that a porch may be substituted. All of these features must be in the front setback. These features may count toward the 70% street frontage. When providing a required awning, balcony, colonnade, arcade, or porch, the following design requirements apply:
 - i. Awnings over first-floor doors or windows must have a depth of at least 6 feet. Back-lit, high-gloss, or plasticized fabrics are prohibited.

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- ii. Balconies must have a depth of at least 5 feet and a clear height below of at least 10 feet from the sidewalk. Balconies may have roofs but must be open and not air-conditioned.
 - iii. Colonnades and arcades must have a clear width from column to building face of at least 8 feet and a clear height of at least 10 feet above the sidewalk.
 - iv. Porches must be at least 8 feet deep and 16 feet wide. Porches typically have roofs but must be open and not air-conditioned.
 - F. Mixed-Use Building Lots, Retail/Office Building Lots, Live/Work Building Lots, and Civic Building Lots
 - 1. Each building on a Mixed-Use Building Lot, a Retail/Office Building Lot, a Live/Work Building Lot, or a Civic Building Lot must have an entrance facing a street or public open space.
 - 2. For Mixed-Use Building Lots and Retail/Office Building Lots, a portion of the building frontage may be set back up to an additional 20 feet beyond the maximum front yard depth if this space is constructed as a courtyard or entryway that is open to the sidewalk. This portion may be up to 25% of the actual building frontage and may not be used for parking.
 - 3. On all Mixed-Use Building Lots and Retail/Office Building Lots, building walls that face streets are required to have between 15% and 75% of their area in transparent windows. In addition, each retail storefront must comply with the following:
 - a. The ground floor must have transparent storefront windows covering no less than 75% of the wall area in order to provide clear views of merchandise in stores and to provide natural surveillance of exterior street spaces.
 - b. Doors allowing public access to streets must be provided at intervals of at least 75 feet to maximize street activity, to provide pedestrians with frequent opportunities to enter and exit buildings, and to minimize any expanses of inactive wall. To be considered transparent, window and door glass, whether integrally tinted or with applied film, must transmit at least 50% of visible daylight. These requirements do not apply to walls that face alleys or lanes.
 - G. Specific building standards for drive-through development
 - 1. Drive-through window services, including pneumatic devices, other associated mechanical equipment, and any structural canopies related to drive-through service, shall not be located between the front building façade and Main Street (4th Street) or State Road 674.
 - 2. The entrance to all vehicle service bays shall not be oriented directly towards of Main Street (4th Street). All vehicle repair and service shall take place within a fully enclosed area of the building in which such use is located.
 - H. New parking shall occur within parking garages or within surface lots that are located behind the line of the building façade.
 - I. First-story or ground floor individual unit garage access for multi-family or mixed-use structures shall not be permitted to face Main Street or State Road 674.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.08. Street Network Design

Development must provide an interconnected network of publicly accessible streets, alleys or lanes, and other public passageways by continuing the block pattern and filling in gaps in the pattern.

- A. Development must accommodate the grid-like pattern in Wimauma Downtown as represented in the Plan.

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1. Sidewalks and street trees shall be provided in accordance with the Land Development Code and/or as otherwise required in these regulations.
 2. Downtown streets must form an orthogonal grid and are required to intersect at ninety-degree angles.
 3. All streets must be publicly dedicated and conveyed to the County or otherwise publicly accessible.
 4. Cul-de-sacs are not permitted.
 5. Development shall provide connection(s) to the Cross County Greenway Trail-Wimauma adjacent to Downtown where possible.
- B. New streets shall:
1. Be permitted to utilize only urban roadway sections as shown within the Transportation Technical Manual.
 2. Follow a grid pattern and connect with existing streets and rights-of-way to provide multiple through routes for vehicles and pedestrians.
- C. Existing street rights-of-way shall not be vacated where such action decreases through-route opportunities for vehicular traffic.
- D. Paved stub-outs shall be provided to accommodate future street connections when adjacent to vacant land or land which could be redeveloped for residential.
- E. Existing roadways should transition to urban Typical Sections to the greatest extent possible.
1. Should a change in street section between an existing development in an adjacent community and in the subject community be proposed, it shall be evaluated at the time of rezoning to determine the appropriate section or transition per Development Services Department Transportation Section review.
- F. Alleys. Notwithstanding anything in the LDC to the contrary, Alleys when utilized may be publicly maintained or, if private, shall be publicly accessible. Additionally:
1. Alley rights-of-way shall be a minimum of 20 feet in width for one-way alleys and a minimum of 26 feet in width for two-way alleyways;
 2. Both ends of an Alley shall connect with a roadway if the alley accommodates only one-way traffic or the alley accommodate two-way traffic but is longer than 150 feet;
 3. Alleys shall only provide a secondary means of access to abutting residential property and is not intended for general vehicular traffic circulation (i.e. each use accessed via an alleyway must have primary frontage onto a roadway or Pedestrian Thoroughfare); and
 4. Use of Alleys for commercial traffic may be considered through the waiver process at the time of initial zoning or subsequent zoning modification.
- G. Exceptions to these requirements may be permitted where such modification furthers the intent of the CP and Community Plan.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.09. Substandard Roadways

A. Terminology

For purposes of this section, the term "Transportation Technical Manual" (TTM) shall mean the latest edition of the Hillsborough County Transportation Technical Manual for Subdivision and Site Development Projects.

B. General Requirement

1. Developments with vehicular access to an existing substandard public or private roadway may be required to make improvements to the public and private roadway network.
2. For the purposes of this section, a public or private roadway shall be considered substandard if one or more of the following Essential Elements are not met:
 - a. Lane Widths, i.e. width of the travel lane and any auxiliary lanes serving the site shall be in accordance with the minimum TTM width requirements;
 - b. Presence of Curb, i.e. whether an urban roadway section has the required curbing per the TTM;
 - c. Presence of Stabilized Shoulders, i.e. whether a rural roadway section has the minimum required shoulders per the TTM;
 - d. Elements of Roadside Safety, i.e. whether clear zone and/or clear recovery standards are met or otherwise mitigated;
 - e. Presence of Bicycle Facilities, i.e. whether a rural roadway section has the minimum width for bicycle facilities (5-foot wide paved shoulders), or whether an urban roadway section has the minimum width for bicycle lanes (7-foot wide buffered bicycle lanes), as required per the TTM. Multi-purpose trails may be considered to satisfy this minimum Essential Element. Two-way cycle tracks (separated from the travel lanes via raised curbing) may be considered through the Design Exception process;
 - f. Ability to Accommodate Sidewalk Facilities, i.e. whether a roadway has the ability to accommodate pedestrian facilities (e.g. a sidewalk or multi-purpose pathway) within the roadway corridor, in minimum widths consistent with required TTM standards. Multi-purpose trails may be considered to satisfy this minimum Essential Element.
3. For the purposes of this section, a public or private roadway shall not be considered substandard if the roadway complies with the Essential Elements listed above, but does not comply with a Non-Essential Element of the Typical Section. Examples of non-essential elements include, but are not limited to, width of the right-of-way, ditch slopes, width of existing sidewalk facilities, type of bicycle facilities (i.e. traditional bicycle lane vs. buffered bicycle lane), type of curb, etc.

C. Scope of Required Improvements

1. Where a development constructs a vehicular access to a substandard public or private roadway, the developer may be required to improve the public and private roadway network, such that a path of travel exists between each project driveway and a public roadway complying with all Essential Elements. Generally, this shall mean that the public and private roadway network will be improved between each driveway and the nearest roadway meeting minimum Essential Element standards; however, nothing herein shall be construed to prevent a developer from improving a longer stretch of roadway if they prefer to do so.
2. Gated or otherwise restricted vehicular connections providing access solely for emergency vehicles shall not trigger the substandard roadway requirement.
3. Where improvements are required, the developer shall improve the roadway to current County standards for the applicable Typical Section, as found within the TTM or otherwise required herein, unless otherwise approved in accordance with the Section 6.04.02.B. Administrative Variance process or TTM Design Exception process as outlined in the TTM.

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4. Where sufficient right-of-way exists to allow a developer to improve the substandard public or private roadway network, the developer shall comply with all Essential Elements listed within Section 3.24.06.B, above. Additionally, the following Additional Element shall apply:

Location of Required Sidewalk Facilities, i.e. when a sidewalk is required consistent with Section 6.02.08 or 6.03.02 of this Code, such sidewalk shall be physically located in accordance with the applicable TTM Typical Section, to the greatest extent possible.

5. Where insufficient right-of-way exists or there are additional constraints (e.g. lack of stormwater facilities to accommodate required drainage), Section 6.04.02.B. Administrative Variances or TTM Design Exceptions may be considered provided:
 - a. The Administrative Variance and Design Exception are processed concurrently with a Planned Development zoning application or Planned Development zoning modification; and
 - b. Where insufficient right-of-way exists along a project's public or private roadway frontages, the developer shall provide sufficient right-of-way along such frontage(s) where necessary.
 - c. For the purposes of this section, nothing herein shall be construed as requiring a developer to construct sidewalk improvements not otherwise required pursuant to Sections 6.02.08 or 6.03.02 of this Code. However, to the extent that the developer proffers construction of additional pedestrian facilities, such facilities shall be located consistent with the applicable Typical Section, except as otherwise described herein.
 - d. The County Engineer shall be authorized to grant TTM Design Exceptions to existing and proposed roadways at the time of plat/site/construction plan review for a development, provided such Design Exception only authorizes a deviation to a Non-Essential Element.
 - e. Notwithstanding the above, a sidewalk shall not be considered substandard or non-compliant if an existing or future sidewalk facility does not comply with locational requirements, provided such deviation is the minimum necessary to avoid a utility pole, landscape feature, or other obstruction within the right-of-way.

D. Exceptions

1. Notwithstanding anything herein to the contrary, Section 6.04.02.B. Administrative Variances and TTM Design Exceptions causing non-compliance with an Essential Element may be considered (regardless of whether there is sufficient right-of-way) where:
 - a. The County Engineer makes an explicit finding that such Administrative Variance or Design Exception is necessary to protect or otherwise furthers the public health, safety and welfare and the BOCC makes an explicit finding that such Administrative Variance or Design Exception meets Vision Zero goals or is otherwise appropriate;
 - b. A multi-purpose trail is proposed in lieu of required sidewalks and bicycle facilities; or
 - c. A Design Exception is necessary to transition the design of an existing roadway corridor.

E. Timing of Required Improvements

A substandard roadway shall be improved prior to or concurrent with the phase of development which takes access to the substandard roadway.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.10. Mobility, Parking, and Access for Main Street Core, Downtown Center, Downtown Residential, Government District, Wimauma Downtown West, and Wimauma Downtown East

Except as otherwise provided by this Section, parking requirements for all uses shall be in accordance with the Parking Standards of Section 6.05.00 and Access Management Standards of Section 6.04.00. Landscaping requirements for off-street vehicular use areas shall be in accordance with the landscaping and buffering requirements of this Part.

A. Required Off-Street Parking

1. The minimum parking requirements in Section 6.05.00 of this Code for non-residential uses may be reduced by up to 50 percent when 2 bicycle parking spaces shall be provided for every 1 vehicle parking space reduced. When provided, these bicycle parking spaces shall meet the requirements within Section 6.05.02.P.
2. On-Street Parking Credit. Notwithstanding other sections of the Code, on-street parking spaces shall be deducted from the required number of off-street parking spaces for the adjacent use. When an extended parcel line splits an on-street parking space, that space shall be deducted from the parking requirements of the parcel that fronts the majority of the on-street parking space.

B. Parking Garages

1. Except for vehicle entrances, the ground floor shall be developed with enclosed commercial, office or civic floor space to a minimum building depth of 30 feet along the entire length of the structure on each adjacent street, unless separated from the street by another building, parking lot and/or landscaped open space with a minimum depth of 30 feet. The Overlay District shall permit the parking garage's required enclosed commercial, office and civic uses. Should such required enclosed uses not be permitted, a parking garage shall not be permitted.
2. Direct pedestrian access in the form of pedestrian entrances and walkways from parking garages to each adjacent street shall be provided.
3. Parking Garages are encouraged in the Downtown Center, Government District, and Wimauma Downtown East.

C. Connectivity

In addition to any requirements within Section 6.02.01, all developments shall:

1. Provide parking, service drives, and alleys to allow for future connections to adjacent parcels and to allow all development along State Road 674 to be accessible from a street with an intersection at State Road 674.
2. Direct pedestrian access in the form of pedestrian entrances, sidewalks, crosswalks, and other walkways from public sidewalks to building entrances and between parcels shall be provided.

D. Utilities

1. Where possible, all utility lines for newly constructed structures shall be located underground.
2. Utility poles and other utility infrastructure shall not obstruct Main Street sidewalks and pedestrian areas within the public realm throughout Wimauma Downtown.

E. Storm Water

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1. Storm water retention/detention ponds with slopes steeper than 4-to-1 shall be located to the rear of all principal buildings on the parcel and not within any buffer. Chain link fencing around storm water ponds shall be prohibited, unless otherwise required by Hillsborough County.
 2. Low Impact Design for stormwater management and runoff are encouraged to enhance the rural character and small town feel of Wimauma.
- F. Joint Use Facilities and Shared Parking is Permitted in the Wimauma Downtown Overlay per Land Development Code Section 6.05.02.B.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.11. Screening for Main Street Core, Downtown Center, Downtown Residential, Government District, Wimauma Downtown East, and Wimauma Downtown West

- A. Trash, recycling receptacles, loading docks, service areas, and other similar areas must be located in parking areas or in a location that is not visible from the street frontages, and must be screened to minimize sound and visibility from residences and to preclude visibility from adjacent streets. Service areas shall be screened by a masonry wall and landscape buffer. The wall shall be a minimum of six feet in height using architectural design, materials and colors that are consistent with those of the primary structure. The landscape buffer shall be a minimum of five feet in width and contain evergreen plants a minimum of three feet in height at the time of planting and spaced not more than four feet apart.
- B. Mechanical equipment shall be placed behind the line of the primary building façade and shall be screened from view of any street by fencing, vegetations, or by being incorporated into a building.
- C. All rooftop mechanical equipment shall be integrated into the overall mass of a building by screening it behind parapets or by recessing it into roof structure.
- D. Fences and walls shall be constructed of masonry, vinyl, wood, or cast iron/metal. The location and height of all fences and walls shall be in accordance with Part 6.07.00 of this Code throughout the overlay.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.12. Sign Standards

Signs within the WD Overlay as illustrated in Figure 1, herein, shall conform to the limitations and provisions of Article VII of this Code. Additionally, the following limitations and provisions shall apply.

- A. Signs must be constructed of materials similar to those of the buildings served.
- B. Pole Signs, Animated Signs and Changeable Copy signs and Revolving Signs
Use of Pole Signs, Ground Signs extended from the ground, Animated Signs, Changeable Copy signs and Revolving Signs shall be prohibited; exceptions may be made for emergency public services/uses. Variances to allow the continued use of existing on-site pole signs, ground signs extended from the ground, or revolving signs, or the installation of new pole, signs or revolving signs, shall be prohibited.
- C. Sign Lighting
Sign lighting fixtures shall be hidden from view by landscaping. All other sign lighting shall conform to the limitations and provisions of Part 6.10.00 of this Code.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.13. Other Buffering and Landscaping

Unless otherwise required in these regulations, compliance with Land Development Code Sections 6.06.04 and 6.06.05 shall be required.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.14. Transfer of Development Rights (TDR) Receiving Zone

- A. TDRs may allow for the transfer of up to two dwelling units per gross acre (DU/GA) densities between any two separately owned or commonly held properties, whether or not they are contiguous to each other, subject to certain restrictions as outlined below.
1. A *designated sending area* shall be the limits of the Wimauma Village Residential-2 category.
 2. The *designated receiving areas* shall be inside the Urban Service Area portion of the Wimauma Village Plan (Wimauma Downtown TDR Receiving Zone), or other identified areas within the Urban Service Area as identified in the Comprehensive Plan and other sections.
 3. TDRs shall occur at the following rates:
 - a. To support housing growth in the Wimauma Downtown and preserve rural areas within the WVR-2, the exchange ratio for transfer of dwelling units into the Wimauma Downtown TDR Receiving Zone will be 2 DU/GA to 4 DU/GA, a ratio of 1:2 from the WVR-2 category to the Wimauma Downtown TDR Receiving Zone.
 - b. No property shall be left with less development rights than there are existing dwellings on said properties, nor less than 1 dwelling unit development for any parcel which would otherwise be eligible for to construct a dwelling unit. This shall not apply to parcels which are wholly covered by an irrevocable conservation easement or deed restriction approved by Hillsborough County in accordance with section 5, below.
- B. TDR tracking shall be in the form of a conservation easement consistent with Section 704.06, Florida Statutes, to be granted by the owner of the sending parcel and accepted by the Board of County Commissioners and recorded in the official public records prior to preliminary plat approval for the receiving area.
- C. To support the Wimauma Main Street Core and economic development, stacking of TDR and Affordable Housing Density Bonuses will be allowed and encouraged in the Wimauma Downtown Receiving Zone. Stacking of TDR shall not be permitted in WVR-2 to WVR-2 transfers.

Stacking Calculation Example:

1 acre parcel with a Future Land Use of Residential-6, within the Wimauma TDR receiving zone, with no wetlands may be considered for up to 6 dwelling units. Applying for an Affordable Housing Density Bonus will increase the Residential 6 to the next highest category (Residential 9). The TDR receiving parcel may now be considered for as many as 9 dwelling units. The TDR sending parcel with a Future Land Use of WVR-2 may transfer density at a ratio of 2 DU/GA to 4 DUGA. The receiving of dwelling units shall not exceed 4 DU/GA within the Wimauma TDR receiving zone. Therefore, the total number of dwelling units that may be considered on a 1 acre parcel as described above is $9 + 4 = 13$ dwelling units. Alternatively, the same parcel in this example may be considered for 10 dwelling units if not utilizing the AHDB. Any density considered above the Future Land Use Category shall be by a Planned Development.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.15. Affordable Housing Density Bonus

To encourage a broad range of family sizes and incomes Affordable Housing is encouraged and may be used in conjunction with TDR credits resulting in a stacking of density bonuses. These regulations are in addition to those stated in Section 6.11.07.

- A. Affordable housing must be made available on approximately the same schedule as the balance of housing in each phase of a project; affordable housing may not be deferred until the final phases.
 - 1. A specific schedule for the types, location, and phasing of construction of affordable housing must be proposed with each application.
- B. Affordable housing must be sold or rented only to qualified households as defined by Hillsborough County.
 - 1. 60% of the required affordable housing must be affordable to families earning below 50% of the County's Area Median Income (AMI). 40% of the required affordable housing must be affordable to families earning 50% to 80% of the County's AMI.
- C. The bedroom mix of affordable housing units must be proportional to the bedroom mix of the market rate units.
- D. "Floating" units are preferred in lieu of designating specific units within multi-family development, and Town House/Rowhouse developments.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

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- ii. Balconies must have a depth of at least 5 feet and a clear height below of at least 10 feet from the sidewalk. Balconies may have roofs but must be open and not air-conditioned.
 - iii. Colonnades and arcades must have a clear width from column to building face of at least 8 feet and a clear height of at least 10 feet above the sidewalk.
 - iv. Porches must be at least 8 feet deep and 16 feet wide. Porches typically have roofs but must be open and not air-conditioned.
- F. Mixed-Use Building Lots, Retail/Office Building Lots, Live/Work Building Lots, and Civic Building Lots
- 1. Each building on a Mixed-Use Building Lot, a Retail/Office Building Lot, a Live/Work Building Lot, or a Civic Building Lot must have an entrance facing a street or public open space.
 - 2. For Mixed-Use Building Lots and Retail/Office Building Lots, a portion of the building frontage may be set back up to an additional 20 feet beyond the maximum front yard depth if this space is constructed as a courtyard or entryway that is open to the sidewalk. This portion may be up to 25% of the actual building frontage and may not be used for parking.
 - 3. On all Mixed-Use Building Lots and Retail/Office Building Lots, building walls that face streets are required to have between 15% and 75% of their area in transparent windows. In addition, each retail storefront must comply with the following:
 - a. The ground floor must have transparent storefront windows covering no less than 75% of the wall area in order to provide clear views of merchandise in stores and to provide natural surveillance of exterior street spaces.
 - b. Doors allowing public access to streets must be provided at intervals of at least 75 feet to maximize street activity, to provide pedestrians with frequent opportunities to enter and exit buildings, and to minimize any expanses of inactive wall. To be considered transparent, window and door glass, whether integrally tinted or with applied film, must transmit at least 50% of visible daylight. These requirements do not apply to walls that face alleys or lanes.
- G. Specific building standards for drive-through development
- 1. Drive-through window services, including pneumatic devices, other associated mechanical equipment, and any structural canopies related to drive-through service, shall not be located between the front building façade and Main Street (4th Street) or State Road 674.
 - 2. The entrance to all vehicle service bays shall not be oriented directly towards of Main Street (4th Street). All vehicle repair and service shall take place within a fully enclosed area of the building in which such use is located.
- H. New parking shall occur within parking garages or within surface lots that are located behind the line of the building façade.
- I. First-story or ground floor individual unit garage access for multi-family or mixed-use structures shall not be permitted to face Main Street or State Road 674.

(Ord. No. 21-40, § 2(Exh. A), 10-14-21, eff. 10-14-21)

Sec. 3.23.08. Street Network Design

Development must provide an interconnected network of publicly accessible streets, alleys or lanes, and other public passageways by continuing the block pattern and filling in gaps in the pattern.

- A. Development must accommodate the grid-like pattern in Wimauma Downtown as represented in the Plan.



**PARTY OF
RECORD**

NONE