

# PD Modification Application: MM 24-1137

Zoning Hearing Master Date: February 18, 2025

BOCC Land Use Meeting Date: April 8, 2025



**Hillsborough**  
**County** Florida

Development Services Department

## 1.0 APPLICATION SUMMARY

Applicant: Eisenhower Property Group, LLC

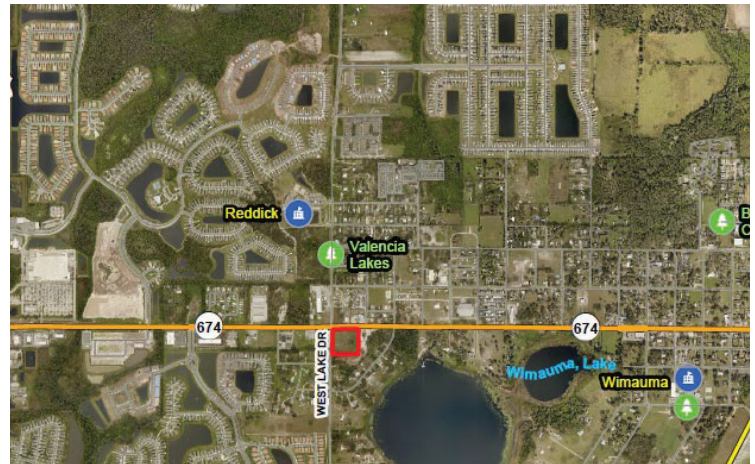
FLU Category: OC-20

Service Area: Urban

Site Acreage: 3.5 +/-

Community Plan Area: Wimauma & South Shore Areawide Systems

Overlay: Wimauma Downtown Overlay



### Introduction Summary:

The applicant requests a Major Modification to PD 22-1387, which is approved for a 100,000 sf for self-storage facility and accessory uses. A second development option is proposed for retail uses.

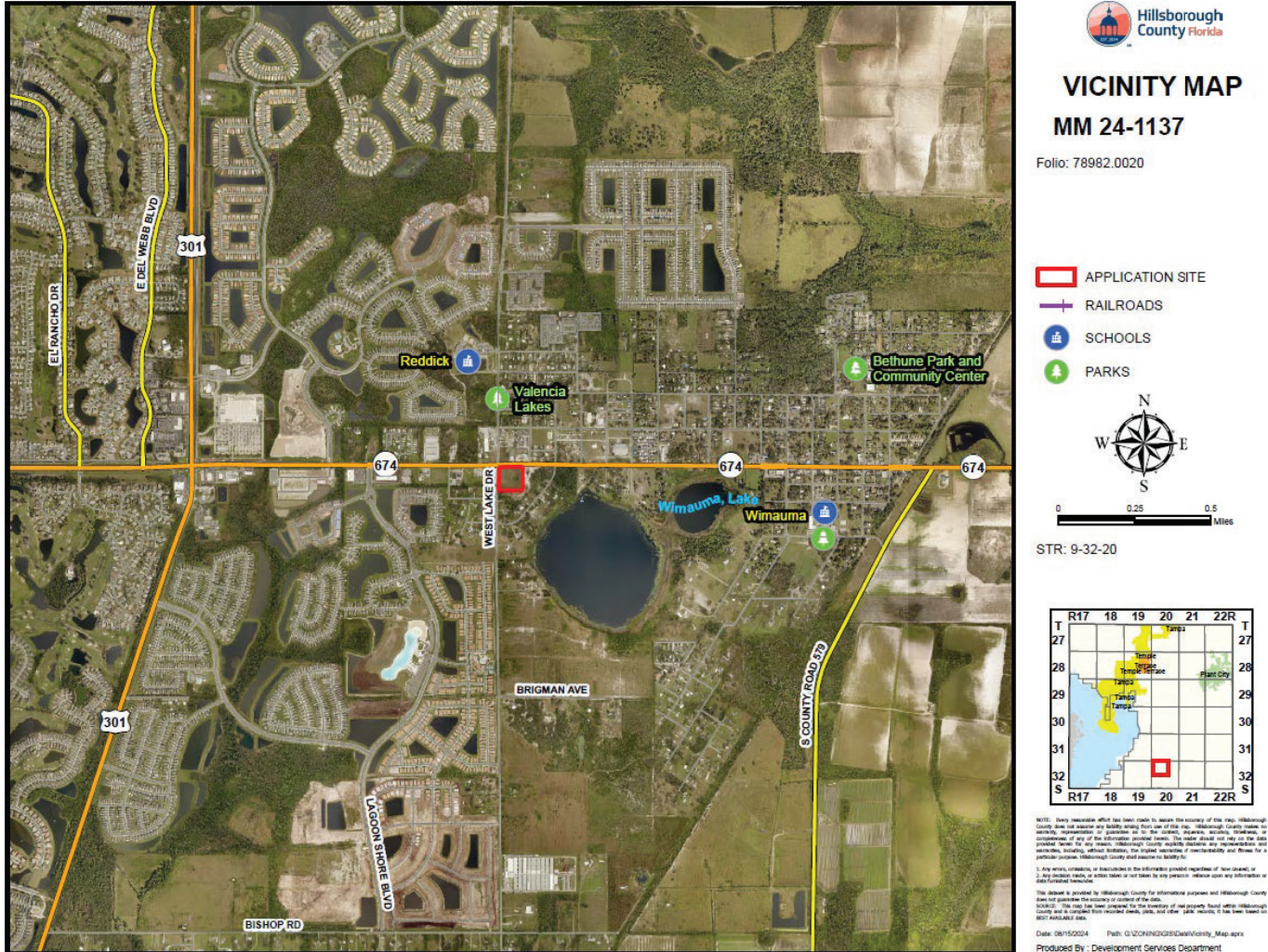
Existing Approval(s):	Proposed Modification(s):
Self-storage facility and accessory uses (100,000 sf max)	Retain existing approvals as development Option A. Add development Option B to allow for retail uses (13,500 sf max)
No waivers to LDC Part 3.23.00 (Wimauma Downtown Overlay)	Waiver requests to LDC Part 3.23.00 for Options A and B

Additional Information:	
PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	<ul style="list-style-type: none"><li>LDC Section 3.23.06 Table 5-2 (maximum lot size/lot width)</li><li>LDC Sections 3.23.06 Table 5-2 and 3.23.07.B (maximum front yard setback)</li><li>LDC Section 3.23.06.C.1.a (parking location) – Option B only</li></ul>

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

### 2.1 Vicinity Map



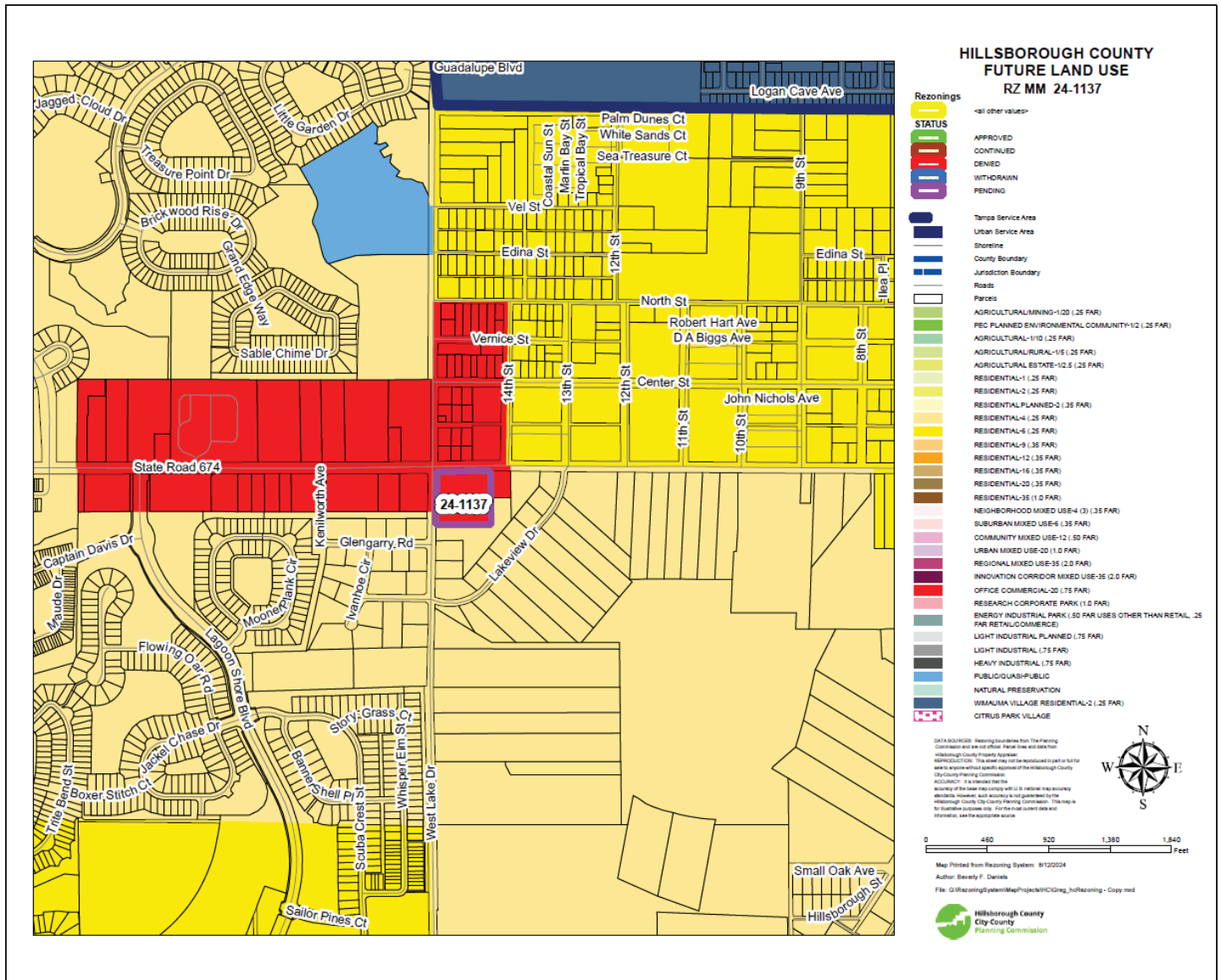
### Context of Surrounding Area:

The site is located at the southeast intersection of SR 674 and West Lake Drive in the Wimauma community. SR 674 is a primarily commercial corridor with commercial zonings of various intensities. Residential can be found north and south of SR 674. US Hwy 301 is located approximately 1 mile to the west and CR 579 is located approximately 1.32 miles to the east.



## 2.0 LAND USE MAP SET AND SUMMARY DATA

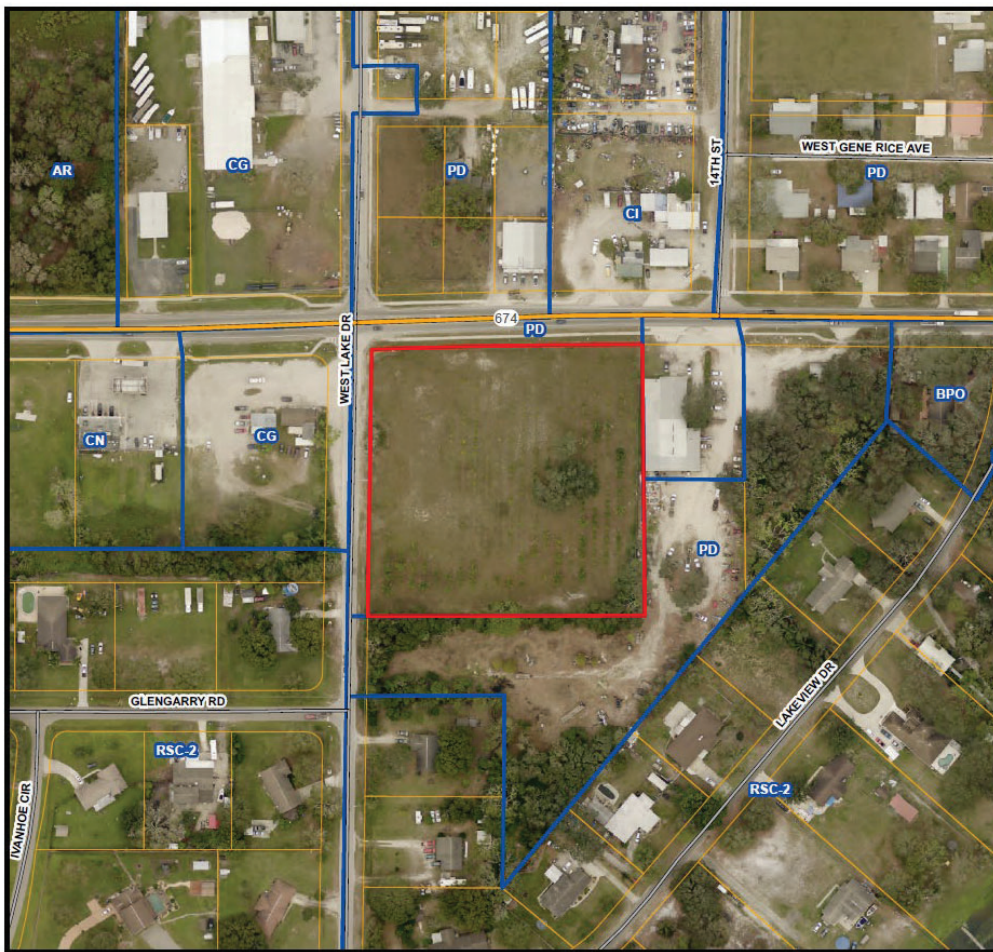
### 2.2 Future Land Use Map



Subject Site Future Land Use Category:	OC-20
Maximum Density/F.A.R.:	20 units per acre / 0.75 FAR
Typical Uses:	Agricultural, community commercial type uses, office uses, mixed-use developments and compatible residential uses.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

## 2.3 Immediate Area Map

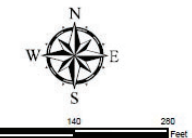


## ZONING MAP

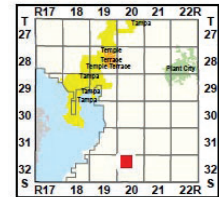
MM 24-1137

Folio: 78982.0020

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



STR: 9-32-20



1137: Every individual effort has been made to ensure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map. Hillsborough County makes no warranty, representation or guarantee as to the accuracy, completeness, timeliness, or reliability of the information contained on this map. The user of this map is responsible for verifying the information contained on this map. The user of this map is responsible for verifying the information contained on this map. The user of this map is responsible for verifying the information contained on this map.

Date: 08/14/2024 Path: G:\ZONING\GIS\Zoning\_Map.aprx  
Produced By: Development Services Department

## Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 92-0375 CI	PD 92-0375: 0.27 FAR CI: 0.30 FAR	PD 92-0375: General Commercial, warehouse/wholesale distribution, MH & RV sales, lumber yard CI: Intensive Commercial	PD 92-0375: Commercial CI: Commercial with Open Storage
South	PD 89-0183	0.11 FAR	Commercial, Office & Warehouse	Vacant
West	CG RSC-2	CG: 0.27 FAR RSC-2: 2 units/acre	CG: Commercial RSC-2: Residential	CG: Commercial RSC-2: Residential
East	PD 89-0183 CI	PD 89-0183: 0.11 FAR CI: 0.30 FAR	PD 89-0183: Commercial, Office & Warehouse CI: Intensive Commercial	PD 89-0183: Warehouse Vacant (per PAO) CI: Warehouse

## 2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 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
West Lake Dr.	County Collector – Urban and Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD
SR 674	FDOT Principal Arterial - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

**Project Trip Generation** ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	145	9	15
Proposed	1,933	241	180
Difference (+/-)	(+) 1,788	(+) 232	(+) 165

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

**Connectivity and Cross Access** ☐ Not applicable for this request

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

Notes:

**Design Exception/Administrative Variance** ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
West Lake Dr. – Substandard Road	Design Exception Requested	Approvable
	Choose an item.	Choose an item.

Notes:

## 4.0 ADDITIONAL SITE INFORMATION &amp; 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input 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
<b>Transportation</b> <input checked="" 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	Off-site and substandard road improvements are to be determined at the time of plat/site/construction plan review.
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Impact/Mobility Fees</b>  Not available at the time of filing this staff report.				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



## **5.0 IMPLEMENTATION RECOMMENDATIONS**

### **5.1 Compatibility**

The proposed second development option continues to permit non-residential uses at the primary intersection of SR 674 and West Lake Drive. The second development proposes significantly less square footage (13,500 sf) than is approved for the first development option. While the first development option is approved for a 50-foot high / 3 story building, the retail option proposes a maximum height of 35 feet / 2 story building. The site is primarily within by commercial development. An area of RSC-2 is located to the southwest, separated by West Lake Drive, which is planned for widening due to the proposed public school to the south.

The project proposes to not meet the 2:1 setback requirement for buildings over 20 feet in height. This setback requirement is applicable to only the eastern and southern boundaries (not the front yards along the north and west). The overlay standards do not have any minimum side yard setbacks. Option A proposes a maximum height of 50 feet, resulting in a minimum 60-foot setback from the east and south. Option B proposes a maximum height of 35 feet, resulting in a minimum setback of 30 feet from the east and south. Property to the south and east is primarily vacant and approved for intensive commercial uses. Given the existing stormwater pond along the south, significant distance will still be provided. The site is not adjacent to any residential uses and the proposed heights do not exceed what is permitted in the overlay standards. Furthermore, while not required, screening will be provided along the eastern and southern boundaries (Option A to provide Type B screening, Option B to provide Type A screening).

Staff does not object to the requested waivers (see Section 7.0).

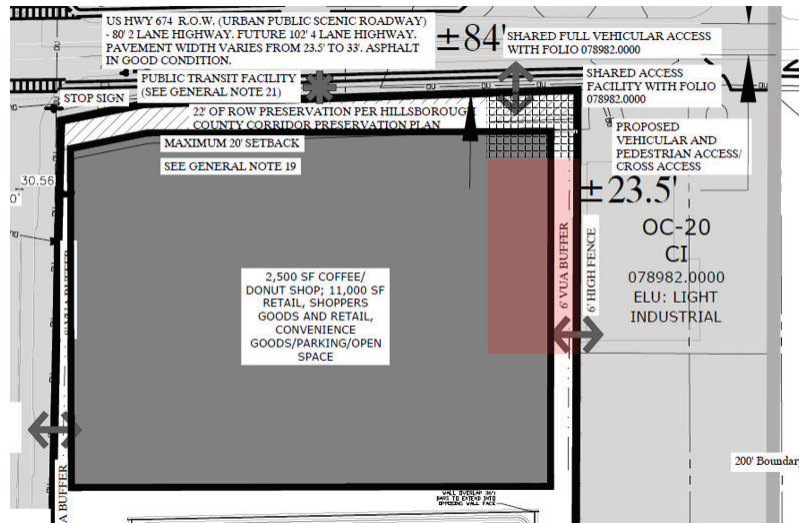
Based upon the above, staff finds the proposal compatible with the area.

### **5.2 Recommendation**

Approvable, subject to proposed conditions.

## Requirements for Certification:

1. Sheet 1 (Option A) and Sheet 2 (Option B) to remove Minimum lot size and Minimum lot width from Development Standards Table.
2. Modify the boundaries of the developable area, and remove certain parking lot and other details to ensure the plan looks like the image below; and,
3. Modify the Shared Access Facility crosshatching so that it encompasses the entire area between the SR 674 access and the relocated Access/Cross arrow along the eastern project boundary (as indicated by the red shading below).



## 6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted January 29, 2025.

1. Option A: The project shall be permitted for a total of 100,000 square feet for a self-storage facility and accessory uses.
2. Option A: Development standards shall be provided as follows:

<del>Minimum Lot Size:-</del>	<del>7,000 square feet</del>
<del>Minimum Lot Width:-</del>	<del>70 feet</del>
<del>Maximum F.A.R.:-</del>	<del>0.75</del>
<u>Minimum Front setback to SR 674:</u>	<u>20 feet</u>
<u>Minimum Front setback to West Lake Drive:</u>	<u>8 feet</u>
<u>Minimum Side setback (southern boundary):</u>	<u>20 feet</u>
<u>Maximum Building Height:</u>	<u>50 feet, three stories (the 2:1 setback for buildings over 20' in height shall not apply)</u>
<u>Minimum Building Frontage</u>	<u>70%</u>
<u>Maximum Building Coverage:</u>	<u>40%</u>
<u>Maximum Impervious Surface:</u>	<u>75%</u>

- 2.1 A 25-foot front setback along US Hwy. 674 ROW. Option A: A 20-foot wide buffer with Type B screening shall be provided along the eastern and southern boundaries where depicted on the site plan.
- 2.2 Structures with a height greater than 20 feet shall be set back an additional two feet for every one foot of structure height over 20 feet. The additional setback shall be added to setbacks or buffers which function as a required rear and side yard. The project shall comply with Section 6.11.60 of the Hillsborough County Land Development Code (Mini Warehouse Locational and Design Requirements).
- 2.3 The project development shall prohibit the storage of hazardous materials. No storage unit shall be used for anything other than the storage of materials commonly defined by most typical mini warehouse storage facilities; i.e.: No units shall be used as an office, workshop space, residential dwelling, and shall not conduct any business of any kind.
3. Buffering and screening shall be in accordance with the LDC. Option B: The project shall be permitted a total of 11,000 sf of retail uses (those defined in the Land Development Code as shopper and convenience goods). Any drive-thru eating establishment shall be limited to coffee and donut sales.
4. Option B: Development standards shall be provided as follows:

<u>Minimum Front setback to SR 674:</u>	<u>20 feet</u>
<u>Minimum Front setback to West Lake Drive:</u>	<u>8 feet</u>
<u>Minimum Side setback (southern boundary):</u>	<u>20 feet</u>
<u>Maximum Building Height:</u>	<u>35 feet, two stories (the 2:1 setback for buildings over 20' in height shall not apply)</u>
<u>Minimum Building Frontage</u>	<u>70%</u>
<u>Maximum Building Coverage:</u>	<u>40%</u>
<u>Maximum Impervious Surface:</u>	<u>75%</u>
- 4.1 Option B: A 20-foot wide buffer with Type B screening shall be provided along the southern boundary. A 6' high solid wooden or PVC fence shall be provided along the eastern boundary (exclusive of the shared access).
4. The project shall comply with Section 6.11.60 of the Hillsborough County Land Development Code (Mini Warehouse Locational and Design Requirements).
5. The project development shall prohibit the storage of hazardous materials. No storage unit shall be used for anything other than the storage of materials commonly defined by most typical mini warehouse storage facilities; i.e.: No units shall be used as an office, workshop space, residential dwelling, and shall not conduct any business of any kind.
6. The project shall comply with LDC Sec. 3.23.06 and 3.23.07 Part 3.23.00, Wimauma Downtown Overlay Standards, unless otherwise stated.
  - 6.1 Options A and B shall not be subject to LDC Section 3.23.06 (minimum/maximum lot size and minimum/maximum lot width).
  - 6.2 Options A and B shall not be subject to LDC Section 3.23.06 (minimum/maximum front yard setback to West Lake Drive) and allow a minimum setback of 8 feet.
  - 6.3 Options A and B shall not be subject to LDC Section 3.23.07 (maximum front yard setback to SR 674) and allow a minimum setback of 20 feet.
  - 6.4 Option B shall not be subject to LDC Section 3.23.07.H (parking location) to allow parallel parking between the building and roadways.



7. 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.
8. The project shall be served by (and limited to) one (1) access connection along the project's northern boundary, one (1) right-in/right-out access connection along the project's western boundary, and one (1) access/ cross access connection along the project's eastern boundary.
9. The design of the right-in/right-out access connection to West Lake Dr. and any required improvements associated with that connection shall be determined during the site/construction plan review process. The type (e.g. right-in/right-out, right-in/right-out/left-in/ full access, etc.) and design of the SR 674 access and any required improvements associated with that connection shall be determined during the site/construction plan review process.
10. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, the design and location of the access point(s) shall be regulated by the Hillsborough County Land Development Code, Transportation Technical Manual (TTM) and other applicable regulations. The design, relocation, modification, closure or addition of median openings and curb cuts are subject to approval by Hillsborough County Development Services and/or the Florida Department of Transportation (FDOT) at the time of plat/site/construction plan approval. The need for site access improvements at project entrances and affected intersections, as well as any other improvements which may be needed as described hereunder, will be determined at the time of plat/site/construction plan approval, and access location or characteristics may require Sec. 6.04.02.B. Administrative Variances and/or Design Exceptions which will be adjudicated at the time of plat/site/construction plan approval. Applicants who are unable to meet access management regulations, other applicable regulations, and/or obtain the appropriate relief may be unable to construct the project to its maximum entitlements.
11. Concurrent with each increment of development, the developer shall submit a trip generation and site access analysis which analyzes total project trips, and shall be used to determine whether turn lanes are required pursuant to Sec. 6.04.04.D. of the LDC (or pursuant to FDOT criteria, as applicable). This may require the developer to preserve, dedicate and convey or otherwise acquire additional right-of-way where necessary to construct required turn lanes. Inability to construct or otherwise accommodate required turn lanes may result in the developer being unable to construct to its maximum entitlement. Additionally:
  - 11.1 The site access analysis shall also analyze eastbound to westbound U-turning and any other movements necessary to facilitate southbound travel on W. Lake Dr. from the project, as well as the potential for cut through traffic on Lakeview Dr. Such study will be used by the County and FDOT to determine the need for site access or other improvements necessary to safely and efficiently accommodate project traffic.
12. The developer will be required to construct any improvements identified by the County or FDOT as necessary to comply with the LDC and other applicable regulations or as otherwise described in Conditions 9 through 11, above.
13. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, no development shall be permitted that causes cumulative development to exceed 1,933 gross average daily trips, 241 gross a.m. peak hour trips, or 180 gross p.m. peak hour trips, nor to exceed 1,026 net new average daily trips, 124 net new a.m. peak hour trips or 94 net new external p.m. peak hour trips. Additionally:
  - 13.1 Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of

seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no Project Identification number exists, and copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips available remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

13.2 In calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE Trip Generation Manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine trip generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

**1014.** As shown on the site plan, the area between the project's SR 674 access and the proposed access/cross-access along the eastern project boundary shall be considered a Shared Access Facility with folio 78982.0000, which will be subject to the regulatory requirements of the Florida Department of Transportation (FDOT).

**1115.** ~~Expect~~ 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.

**1216.** The developer shall have two options for addressing the substandard roadway improvements required for W. Lake Dr.:

16.1 Option 1: The access point on the project's western boundary shall be constructed up to 28 feet east of the existing right-of-way, but shall not be utilized until such time as the substandard road improvements listed within an approved Design Exception for West Lake Dr. which was considered as a part of nearby PD 21-0959, specifically those portions of the improvements which are generally located between the subject PD's West Lake Dr. access and SR 674, are substantially complete. The access on West Lake Dr. shall be opened and in use within 90 days following the property owner's receipt of written notice from Hillsborough County that the substandard road improvements referenced above are substantially complete. Upon completion of these improvements, West Lake Dr. will meet the minimum essential elements criteria listed within Sec. 3.23.09 and no further substandard road improvements will be required to accommodate development within the subject PD.

16.2 Option 2. The developer shall improve W. Lake Dr., between SR 674 and Bishop Rd. consistent with the Design Exception described in Condition 17, below.

**17.** If MM 24-1137 is approved, the County Engineer will approve a Design Exception (dated February 10, 2025) which was found approvable by the County Engineer (on February 11, 2025) for the West Lake Dr. substandard road improvements. As West Lake Dr. is a substandard collector roadway, the developer will be required to

make certain improvements to West Lake Dr. consistent with the Design Exception. Specifically, between SR 674 and Bishop Rd. the developer shall:

- a. Widen the roadway such that turn lanes and travel lanes are a minimum of 11-feet in width;
- b. Install Type "F" curb and gutter along both sides of the roadway;
- c. Install stormwater ponds and related infrastructure outside of the right-of-way as necessary to treat/convey/attenuate stormwater flows; and,
- d. Construct 10-foot-wide multi-purpose pathways along both sides of the road.

The above improvements shall conform to one of two Typical Sections, which differ in the placement of the multi-purpose pathways. The use of the Typical Section which eliminates the 5-foot separation (i.e. grass/planting strip) between the multi-purpose pathway and the Type "F" curb shall be restricted to situations where (a) the available right-of-way is less than 64-feet, and (b) in such other locations, as authorized by the County Engineer, where final engineering demonstrates the existence of design constraints that necessitate its use in order to construct the improvements in a reasonable, cost efficient manner and/or without acquisition of additional right-of-way.

18. Notwithstanding the above, the developer shall dedicate and convey to the County sufficient right-of-way along the project's western boundary such that there is a minimum of 64-feet of right-of-way available more where turn lanes are proposed, or other design constraints exist) such that the Typical Section which includes 5-foot separation between the roadway and multi-purpose pathway (reference Condition 17, above) can be utilized.
- ~~13~~19. The property owner shall dedicate and convey to Hillsborough County and/or FDOT all rights of-way and/or easements necessary to construct required site access improvements and offsite improvements set forth in Development Agreement between Hillsborough County, Lennar Homes, LLC and Hillsborough County Schools, which was approved at a June 7, 2022 public hearing of the Hillsborough County Board of County Commissioners and which was recorded in the Official Records of Hillsborough County as Instrument #2022471185 on October 4th, 2022.
- ~~14~~20. Consistent with the Hillsborough County Corridor Preservation Plan and FDOT PD&E study for the facility, the developer shall preserve a minimum of +/- 22-feet of right-of-way along the project's SR 674 frontage in order to accommodate future 4-laning of the facility. 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.
- ~~15~~21. 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.
- ~~16~~22. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.



**Zoning Administrator Sign Off:**

*J. Brian Grady*

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

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

## 7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

### Option A and B:

LDC Section 3.23.06 (maximum lot and lot width size). The site is located in the Downtown Center subdistrict of the Wimauma Downtown Overlay and utilizing the Retail/Office Building Lot Type Standards.

Requirement:	Required	Proposed
Minimum/Maximum Lot Size	2,400 sf / 49,000 sf	Approx. 163,350 sf
Minimum/Maximum Lot Width	24 ft / 120 ft	Approx. 400 ft

The minimum lot size is 2,400 square feet, and 49,000 square foot maximum. The lot is currently 163,350 sf feet in size (114,350 sf over the maximum lot size). The lot type has a width standard of 24 feet minimum and 120 feet maximum. The current lot width is approximately 400 feet (exceeds the maximum by 280 feet). The downtown overlay regulations did not provide development standards for a self-storage facility, therefore, the only lot type available is Retail/Office, which as different operational characteristics. Prior to the adoption of the overlay regulations, the site was zoned CI (which permits the proposed use). A rezoning to PD was done to utilize the FAR provided under the Future Land Use Category (0.75 FAR), rather than by the zoning district (0.30 FAR). As part of that rezoning, the applicant prohibited all other CI (Commercial Intensive) zoning district uses. The second development option will need to provide circulation around the building (necessary for the drive-thru use). Within the southern area of the site, a stormwater pond has already been constructed to serve the expanded West Lake Drive roadway. This pond cannot be moved and is engineered to operate at this location. Creating lot lines through the pond would be impractical. The overlay does not have a minimum or maximum block size; therefore, the provision of multiple smaller lots (at 0 foot side yard setbacks) would have no difference in massing than one lot with one building. Lastly, the building will comply with required building design, frontage and window and door placement.

### LDC Section 3.23.06 Table 5-2 and 3.23.07.B (maximum setback to SR 674 and West Lake Drive)

The Wimauma Downtown Overlay provides minimum and maximum setbacks along front yards. The below table shows the required and proposed setbacks for both development options.

Setback:	Required	Proposed
Front yard (SR 674)	20' maximum (SR 674 only)	20' minimum
Front yard (West Lake Dr)	10' maximum	8' minimum

For Option B, the increased setback is necessary to provide queuing around the building which must be contained on-site and off of SR 674 and West Lake Drive. This cannot be achieved within the 20 foot maximum along SR 674 and 10 foot maximum along West Lake Drive. The use will comply with drive thru window/canopy location, which is prohibited along SR 674. For Option A, the warehouse use is not a frequented use and is considered more passive and therefore placement along the roadway is not as essential to the pedestrian environment. Parking will be placed to the side and rear of the building and parking between the building at SR 674 will not occur. As with the lot size/lot width waiver, the site permitted retail uses, drive-thru establishments, and self-storage uses prior to the overlay standards. The overlay standards do not have consideration for corner lots or uses with required queuing.

### Option B:

#### LDC Section 3.23.07.H (parking location)

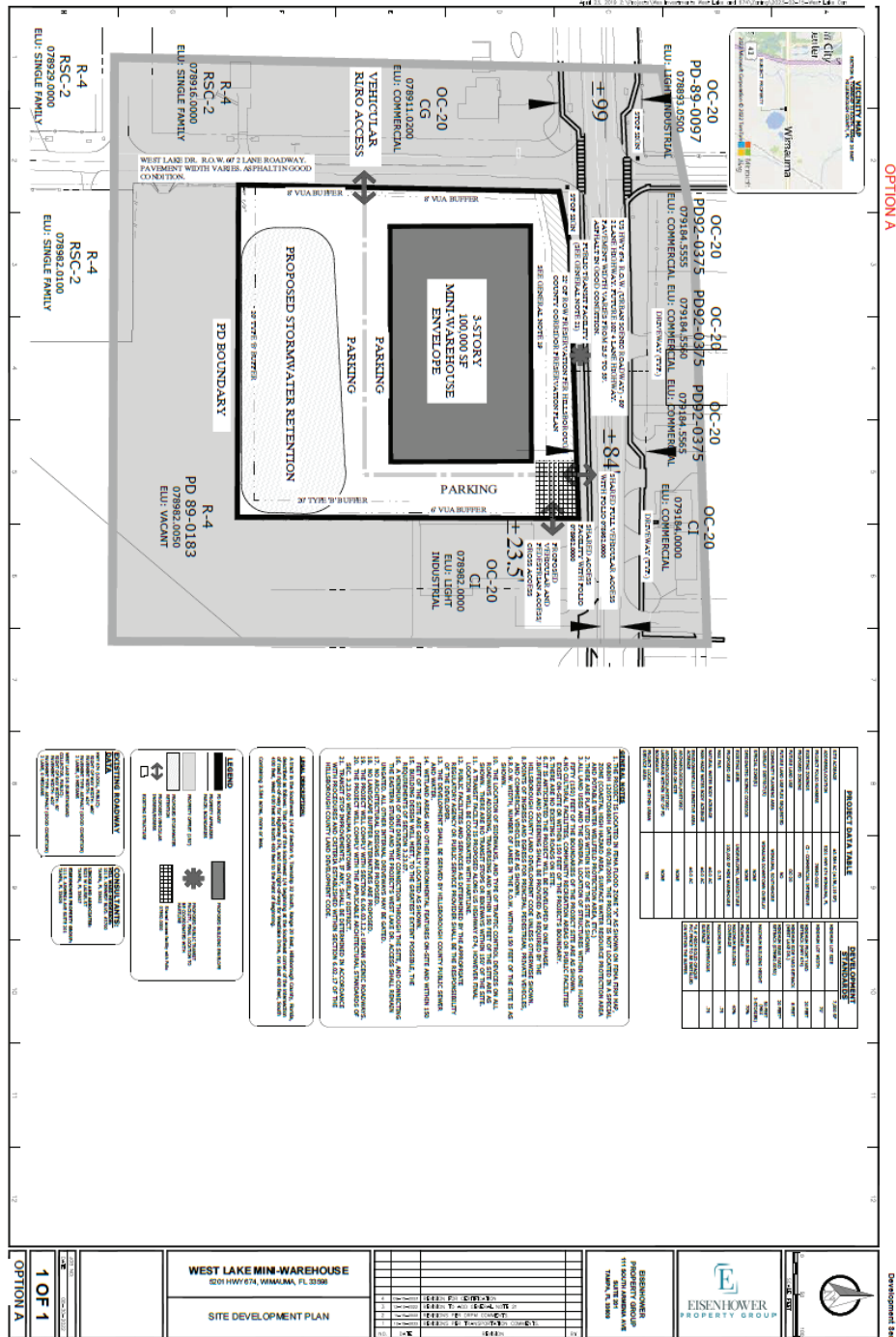
The overlay requires that project which front SR 674 place parking the front façade of the building, or within parking garages. The applicant proposes to have parallel parking available between the building and SR 675, with the primary parking area located to the rear of the building. Due to the existing stormwater pond to serve roadway improvements, a larger parking area in the rear of the building is challenging for the uses which require a higher amount of parking. The parallel parking will provide additional activity along the frontage (similar to on-street parking in traditional downtown developments). The project will comply with required tree plantings per the Urban Scenic Corridor along SR 674 (approximately 9 street trees and seven canopy trees).





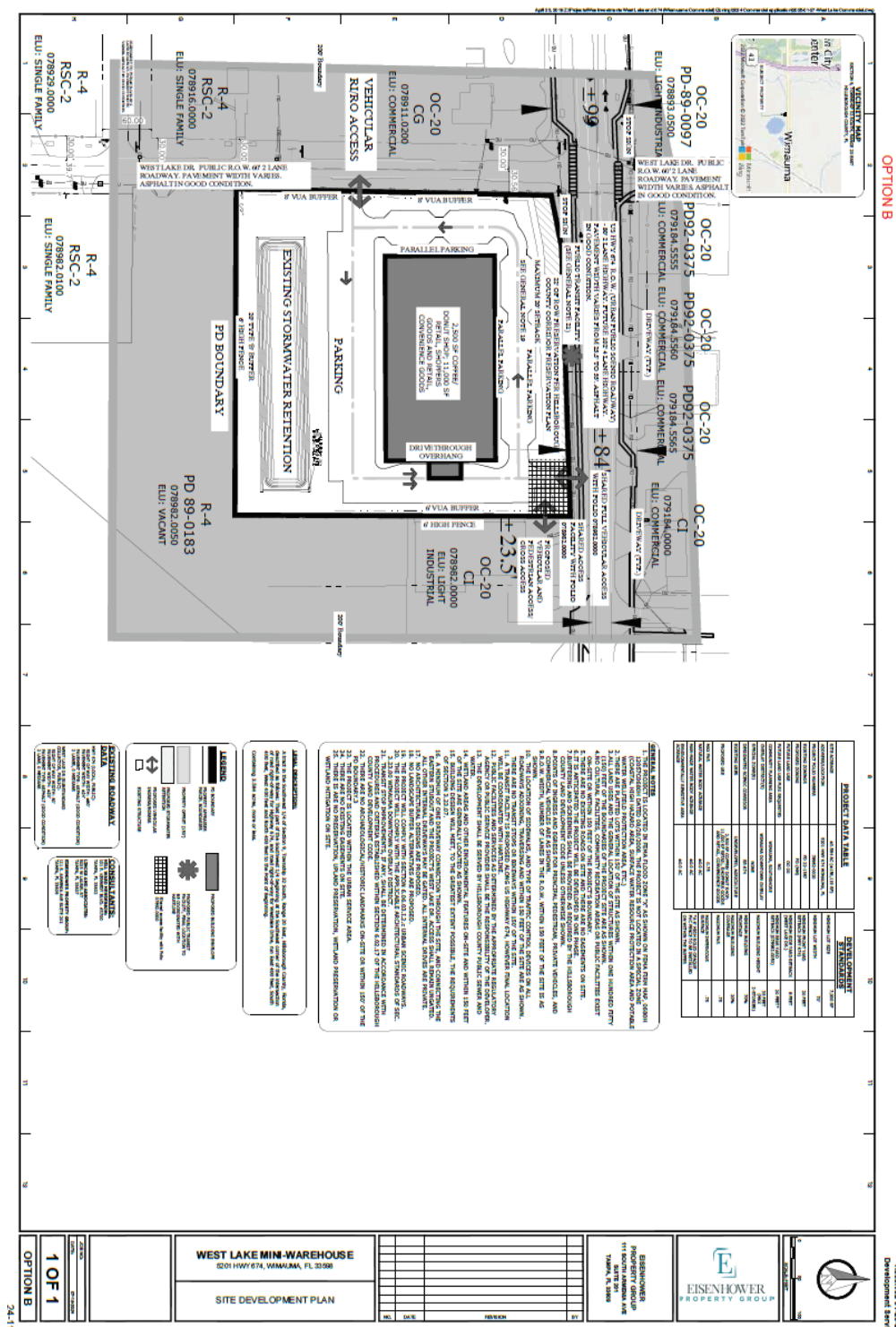
## 8.0 SITE PLANS (FULL)

## 8.2 Proposed Site Plan (Full)



## 8.0 SITE PLANS (FULL)

## 8.2 Proposed Site Plan (Full)



**APPLICATION NUMBER: MM 24-1137**

ZHM HEARING DATE: February 18, 2025

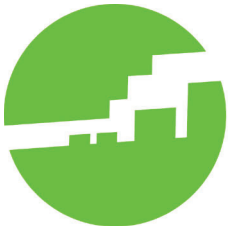
BOCC LUM MEETING DATE: April 8, 2025

Case Reviewer: Tim Lampkin

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





**Hillsborough County  
City-County  
Planning Commission**

**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 – 272 – 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
<b>Hearing Date:</b> February 18, 2025  <b>Report Prepared:</b> February 7, 2025	<b>Case Number:</b> MM 24-1137  <b>Folio(s):</b> 78982.0020  <b>General Location:</b> Southeast quadrant of the State Road 674 and West Lake Drive intersection.
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Office-Commercial-20 (20 du/ga; 0.75 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	Wimauma Village & SouthShore Areawide Systems
<b>Rezoning Request</b>	Major Modification: Add an “Option B” to develop the site with a 2,500 square foot coffee shop/donut shop with or without drive-through, and 11,000 square feet Retail, Convenience Goods and/or Retail, Shopper’s Goods
<b>Parcel Size</b>	+/- 3.58 acres
<b>Street Functional Classification</b>	State Road 674 – <b>Principal Arterial</b> West Lake Drive - <b>Collector</b>
<b>Commercial Locational Criteria</b>	N/A
<b>Evacuation Area</b>	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Office Commercial-20	PD	Vacant
North	Office Commercial-20	PD + CI	Public/Quasi-Public + Light Commercial
South	Residential-4	PD	Vacant
East	Office Commercial-20 + Residential-4	PD + CI	Light Industrial + Vacant
West	Office Commercial-20 + Residential-4	CG PD	Public/Quasi-Public + Light Commercial + Single-Family

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

The 3.75 ± acres subject site is located at the southeast quadrant of the State Road 674 and Westlake Drive intersection. The site is in the Urban Service Area and within the limits of the Wimauma Village Community Plan and SouthShore Areawide Systems Plan. The subject site's Future Land Use Category is Office Commercial-20 (OC-20). The applicant is requesting a Major Modification to add an "Option B" to develop the site with a 2,500 square foot coffee shop/donut shop with or without drive-through, and 11,000 square feet Retail, Convenience Goods and/or Retail, Shopper's Goods.

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 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. OC-20 is located to the north, east and west of the subject site. Residential-4 is located to the south and east. The proposed Major Modification meets the intent of the OC-20 category as it is a commercial use anticipated in this Future Land Use category and is clustered at the intersection of State Road 674, and West Lake Drive.

The proposal 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 proposal 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.” In this case, the proposed modification to the PD would not significantly change the existing character of the area which has existing commercial zoning districts to the west and industrial uses to the east.

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 is in between light commercial uses to the west and industrial uses to the east. To the south are vacant lands and single-family residential. A stormwater pond will be located to the south and will act as a buffer. The proposal 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 at the southeast quadrant of State Road 674, and Westlake Drive and will not encroach on the single family residential to the south. 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 proposal will not significantly alter that, nor will it encroach onto the single-family residential located further to the south.

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 proposal 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 and implements preferred development patterns as identified in community plans. The proposed Major Modification is compatible with the surrounding commercial development pattern.

Overall, staff find that the proposed use is an allowable use in the OC-20, is compatible with the existing development pattern found within the surrounding area and does support the vision of the Wimauma Village Community Plan and SouthShore Areawide Systems Plan. The proposed Major Modification would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

### **Recommendation**

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

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

### **FUTURE LAND USE ELEMENT**

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

***Objective 1:*** Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon

of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

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

### **Land Use Categories**

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

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

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



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

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

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

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

### **Community Design Component**

#### **5.0 NEIGHBORHOOD LEVEL DESIGN**

##### **5.1 COMPATIBILITY**

**GOAL 12:** Design neighborhoods which are related to the predominant character of the surroundings.

**OBJECTIVE 12-1:** New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE policy 1.4) with the established character of the surrounding neighborhood.

### **Livable Communities Element: 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 24-1137**

&lt;all other values&gt;

Rezonings

 Tampa Service Area  
 Urban Service Area  
 Shoreline  
 County Boundary  
 Jurisdiction Boundary

Parcels  
AGRICULTURAL/MINING-1/20 (.25 FAR)

	PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
	AGRICULTURAL-1/10 (.25 FAR)

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

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL-1 (25 FAR)  
RESIDENTIAL-2 (35 FAR)  
RESIDENTIAL-3 (25 FAR)  
RESIDENTIAL-4 (25 FAR)  
RESIDENTIAL-5 (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) (.3

SUBURBAN MIXED USE-6 (.35 FAR)  
COMMUNITY MIXED USE-12 (.50 FAR)  
COMMUNITY MIXED USE-20 (.75 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

OFFICE COMMERCIAL-20 (.75 FAR)  
RESEARCH CORPORATE PARK (1.0 FAR)

ENERGY INDUSTRIAL PARK (.50 FAR  
FOR RETAIL/COMMERCE)

LIGHT INDUSTRIAL (.75 FAR)

HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASI-PUBLIC  
NATURAL PRESERVATION

 WIMAUMA VILLAGE RESIDENTIAL-2 (C)
 CITRUS PARK VILLAGE

**DATA SOURCES:** Reverting boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser.

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