



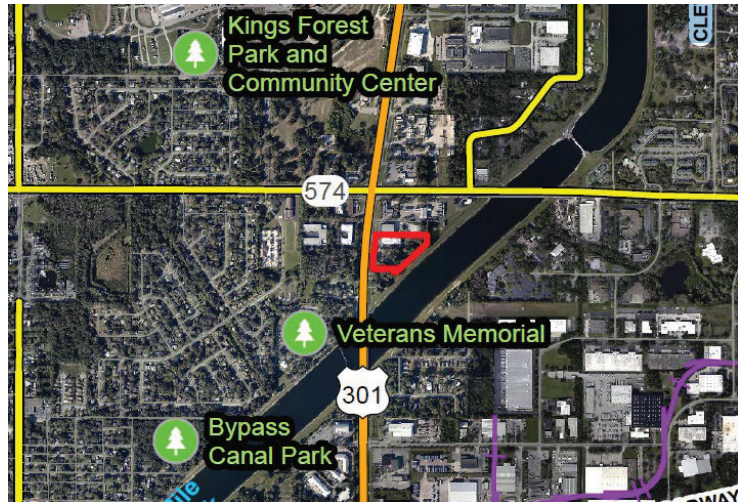
Rezoning Application: RZ PD 22-1705

Zoning Hearing Master Date: March 20, 2023

BOCC Land Use Meeting Date: May 9, 2023

1.0 APPLICATION SUMMARY

Applicant: Cutler Martin
FLU Category: Community Mixed Use – 12 (CMU-12)
Service Area: Urban
Site Acreage: 4.79
Community Plan Area: East Lake/Orient Park
Overlay: SR 60 Overlay



Introduction Summary:

The applicant is requesting to rezone two parcels from AS-1 and CI to Planned Development (PD) to allow for the development of a three-story mini warehouse facility with up to 81,420 square feet (sf) and 600 storage units. The existing 22,670 sf structure is currently developed on Parcel B with a gun range with retail and would be allowed CI uses with the exceptions of banks, credit unions, convenience stores with or without gas pumps, restaurants with or without drive-through facilities, and truck stops.

Zoning:	Existing		Proposed
District(s)	CI	AS-1	PD 22-1705
Typical General Use(s)	Intensive Commercial, Office and Personal Services	Single-Family Residential/Agricultural	Single-Family Residential
Acreage	3.91	0.88	4.79
Density/Intensity	DU/GA: NA/FAR: 0.3	DU/GA: 1.0/FAR: NA	DU/GA: 0/FAR: 0.4989
Mathematical Maximum*	51,095	0 dwellings/0 GFA	104,090 (Proposed)

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	CI	AS-1	PD 22-1705
Lot Size / Lot Width	20,000 sf / 100'	43,560 sf/150'	3,200 sf / 40'
Setbacks/Buffering and Screening	30' Front 20' B Buffer Abutting AS-1	50' Front 15' Side 50' Rear	20' Front 20' Rear 5' Sides
Height	50'	50'	3 Stories up to 50'

Additional Information:

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

APPLICATION NUMBER: PD 22-1705

ZHM HEARING DATE: March 20, 2023

BOCC LUM MEETING DATE: May 9, 2023

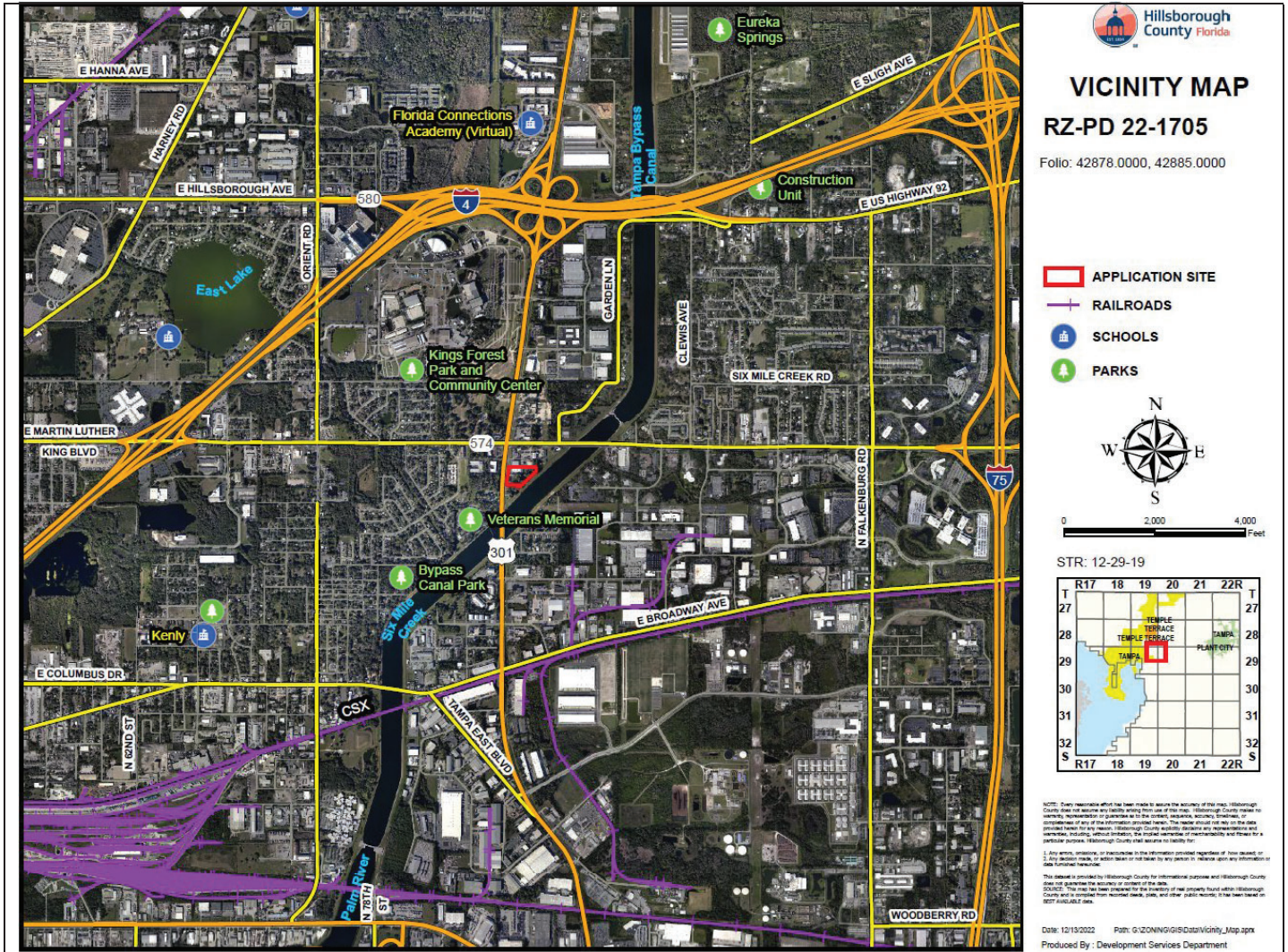
Case Reviewer: Sam Ball

Planning Commission Recommendation:
Consistent

Development Services Recommendation:
Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

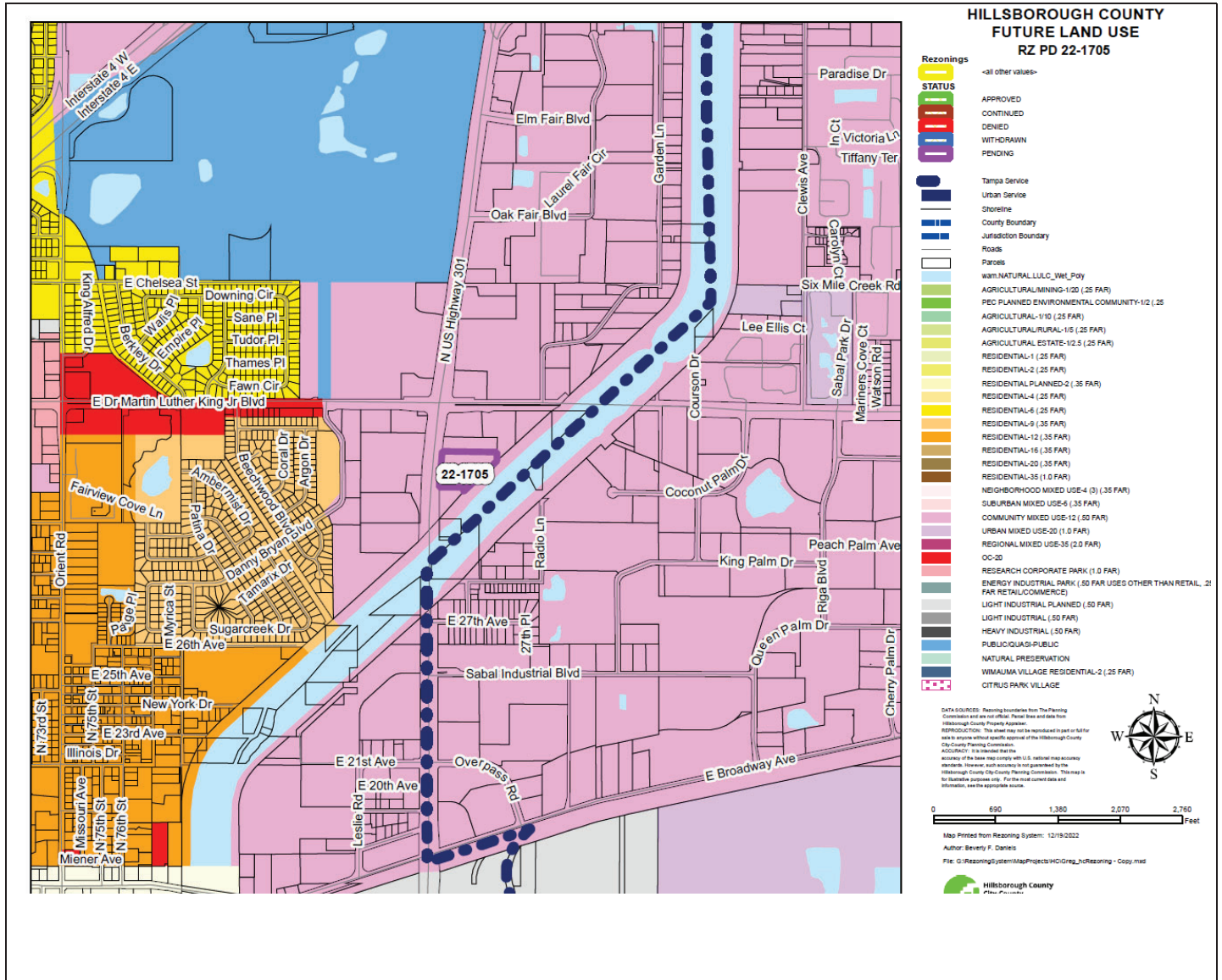


Context of Surrounding Area:

The subject property is located approximately 500 feet south of E Dr. Martin Luther King, Jr. Boulevard along the east side of N US Highway 301. A eastern portion of the property abuts the western side of the Tampa Bypass Canal. The properties in the general vicinity are developed for a mix of business, utility, retail, and recreational uses. The adjoining property to the south is Zoned CI is developed with mixed uses to include residential and motor vehicle repair. The abutting CG and CI split-zoned property to the north is zoned developed for warehouse use. The property directly east of the subject property is zoned M and is developed for motor vehicle repair. The property to the east is also used for electric power transmission. The property located on the opposite side of N US Highway 301 to the west is zoned PD and is developed for office and warehouse use. The remaining development pattern in the in the general vicinity includes a mixed use residential property with auto sales and open storage, three convenience stores with gas pumps, equipment rental, and Veterans Memorial Park.

2.0 LAND USE MAP SET AND SUMMARY DATA

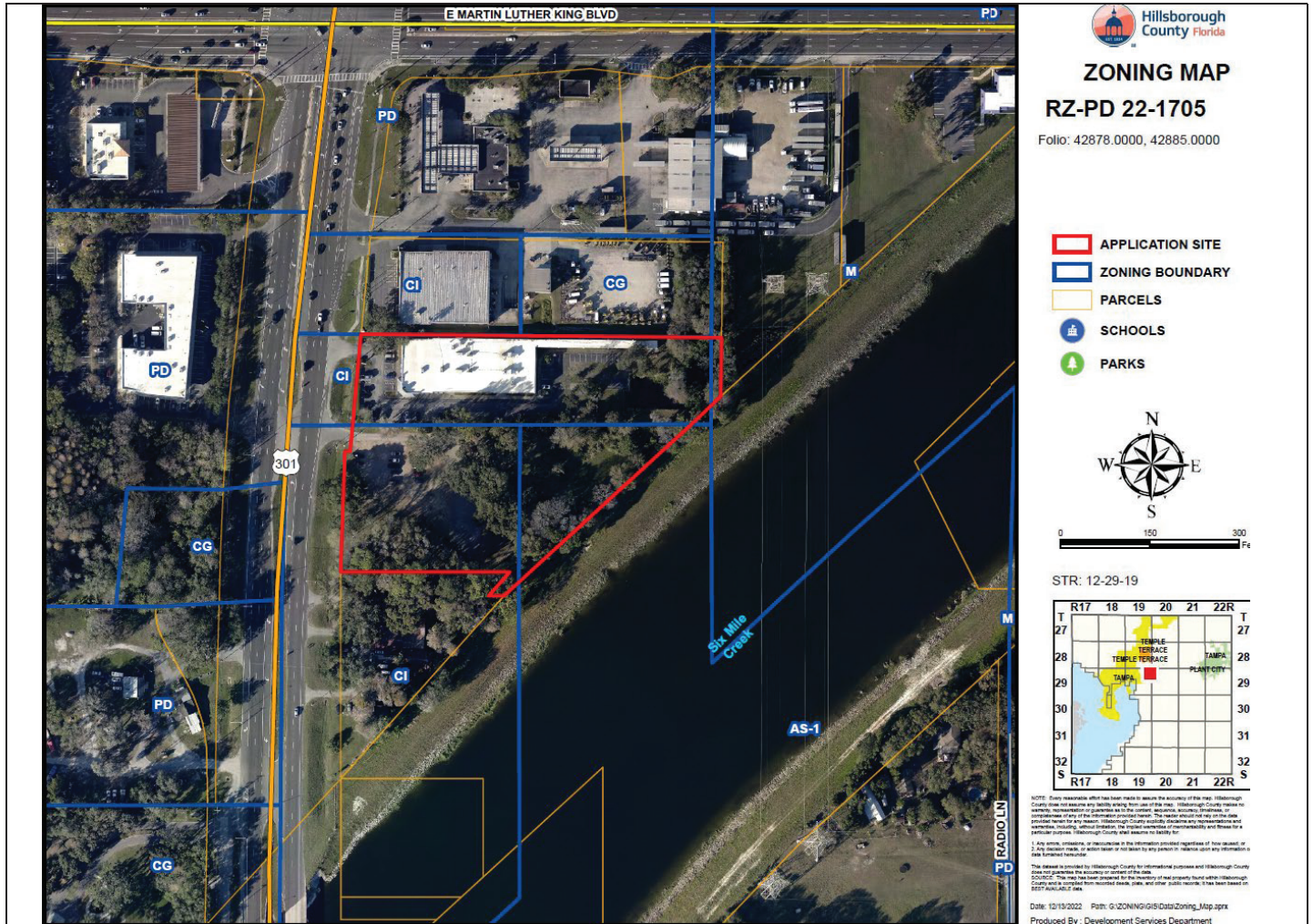
2.2 Future Land Use Map



Subject Site Future Land Use Category	Community Mixed Use - 12 (CMU-12)
Maximum Density/FAR	12 DU/GA; 0.50 FAR
Typical Uses	Typical uses in the CMU-12 include residential, community scale retail commercial, office uses, research corporate park uses, light industrial multi-purpose, and clustered residential and/or mixed-use projects at appropriate locations.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

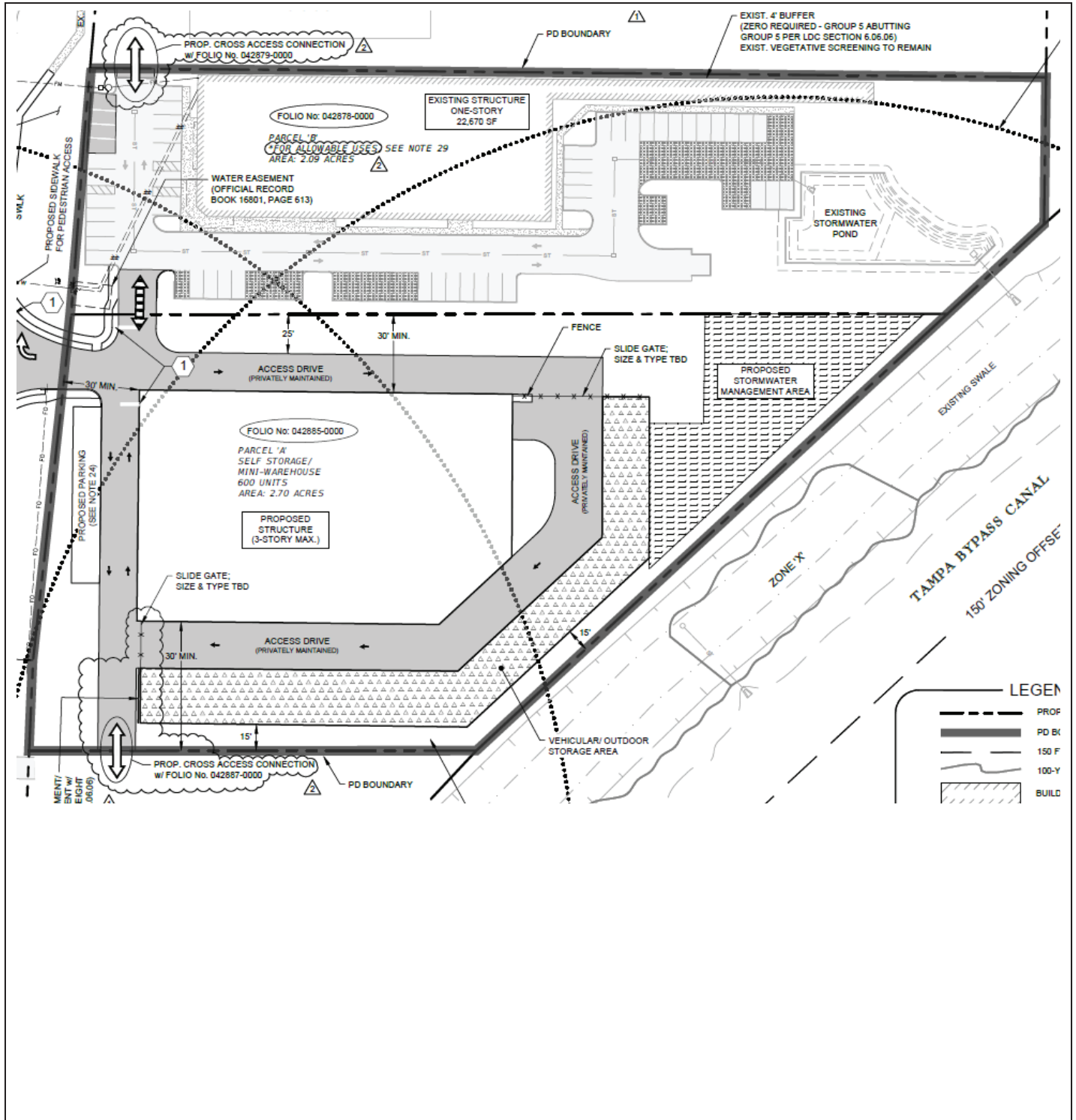


Adjacent Zonings and Uses

Location	Zoning	Maximum Density/ FAR Permitted by Zoning District	Allowable Use	Existing Use
North	CI	DU/GA: NA/FAR: 0.30	Intensive Commercial and Services	Open Storage
North	CG	DU/GA: NA/FAR: 0.27	Retail and Services	Warehouse
South	CI	DU/GA: NA/FAR: 0.30	Intensive Commercial and Services	Mixed use residential with motor vehicle repair.
East	M	DU/GA: NA/FAR: 0.75	Manufacturing, Processing, Assembling, Intensive Commercial, and Other Industrial Uses	Motor vehicle repair and electric power transmission
East	CG	DU/GA: NA/FAR: 0.27	Retail and Services	Vacant, State (DOT) Owned
West	PD 88-0132	DU/GA: NA/FAR: 0.32	Office, warehouse, technical schools, and commercial	Office and Warehouse

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



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

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
US 301	FDOT Principal Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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 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
	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	3,308	85	254
Proposed	2,548	20	389
Difference (+/-)	(-) 760	(-) 65	(+) 135

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

Design Exception/Administrative Variance Not applicable for this request

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmenta	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	
Natural Resources	<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	
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: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input checked="" type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other Airport Height Restriction 				
Public Facilities	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Urban Mobility, Northeast Parks, Northeast Fire - changing to PD from CI, seeking to keep CI uses but with some exclusions. No details to development at this time, no impact changes for this change from existing allowances.				
Comprehensive Plan	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input 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

Based on the intensive nature of the surrounding zoning and existing development pattern in the area, staff finds the proposed planned development compatible with the existing uses, zoning districts, and development pattern in the area.

5.2 Recommendation

Based on the above considerations, staff recommends approval of the request subject to conditions.

6.0 PROPOSED CONDITIONS

Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:


1. Remove the parking table. Staff notes that it appears to be in conflict with site plan note 24 and staff's proposed condition governing parking requirements.
2. Remove note 12. PDs are site plan controlled zoning districts. Only minor deviations are permitted outside of the zoning amendment process. Staff has proposed a zoning condition which allows for certain limited flexibility as necessary to meet LDC and technical manual requirements. For future reference, staff notes that if flexibility is sought, the applicant generally should not propose a detailed circulation plan and instead show generalized dashed conceptual circulation lines.
3. Revise note 19 to indicate that the project may be developed in phases. It is staff's understanding that the applicant will not construct the corner cross access unless that parcel redevelops or changes use (i.e. certain project requirements will be phased).

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted March 1, 2023.

1. Development of the project shall proceed in strict accordance with the terms and conditions contained on the General Site Plan and in the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
2. Development within Parcel A shall be restricted to a maximum of 81,420 s.f. of mini-warehouse uses with a maximum of 600 storage units, and up to 24,426 s.f. of accessory outdoor open storage uses.
3. Development within Parcel B shall be restricted to up to 22,670 s.f. of Commercial Intensive (CI) uses excluding banks/credit unions, convenience store with or without gas pumps, gasoline sales and service, restaurants (eating establishments) with or without drive-throughs, and truck stops.
4. Building setbacks shall be required as depicted on the general development plan.
5. Buffering and screening requirements shall be required as depicted on the general development plan.
6. The maximum building coverage shall be 30%.
7. Maximum impervious surface area shall be 75%.
8. The maximum building height shall be 50 feet.
9. 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.
10. 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.
11. 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).

12. 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.
13. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
14. The project shall be served by, and limited to, one (1) vehicular access connection to US 301 as shown on the PD site plan. All other existing access connections shall be closed, and the applicant shall install curbing, sod and/or extend sidewalks, as appropriate.
15. Parking for retail uses shall be provided shall be provided in accordance with Sec. 6.05 of the Hillsborough County Land Development Code (LDC). Lawfully permitted parking for existing uses within Parcel B shall be permitted to remain in its existing configuration until such time as Parcel B develops, redevelops and/or the existing structure undergoes a change of use, at which time parking within Parcel B shall be brought into conformance with Sec. 6.05 requirements.
16. Notwithstanding anything shown on the PD site plan to the contrary, concurrent with the development of Parcel A, the developer shall construct vehicular and pedestrian cross access stubouts to the project's southern boundary. The pedestrian stubout shall connect the cross access stubout, Parcel A uses, and the minimum 5-foot wide internal sidewalk network that connects to the proposed sidewalk along US 301 (and shall also provide for a future internal connection to Parcel B uses).
17. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall construct vehicular and pedestrian cross access stubouts along the project's northern boundary prior to or concurrent with additional development within Parcel B and/or the redevelopment of Parcel B (to include a change of use of the existing structure). Such stubouts shall not be required with the development of Parcel A. The pedestrian stubout shall connect the cross access stubout, Parcel B uses, and the minimum 5-foot wide internal sidewalk network that connects to the proposed sidewalk along US 301 (and shall also provide an internal connection to the uses within Parcel A).
18. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, development shall be permitted to deviate from the configuration shown on the PD site plan to the minimum extent necessary to comply with minimum LDC and technical requirements
19. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:



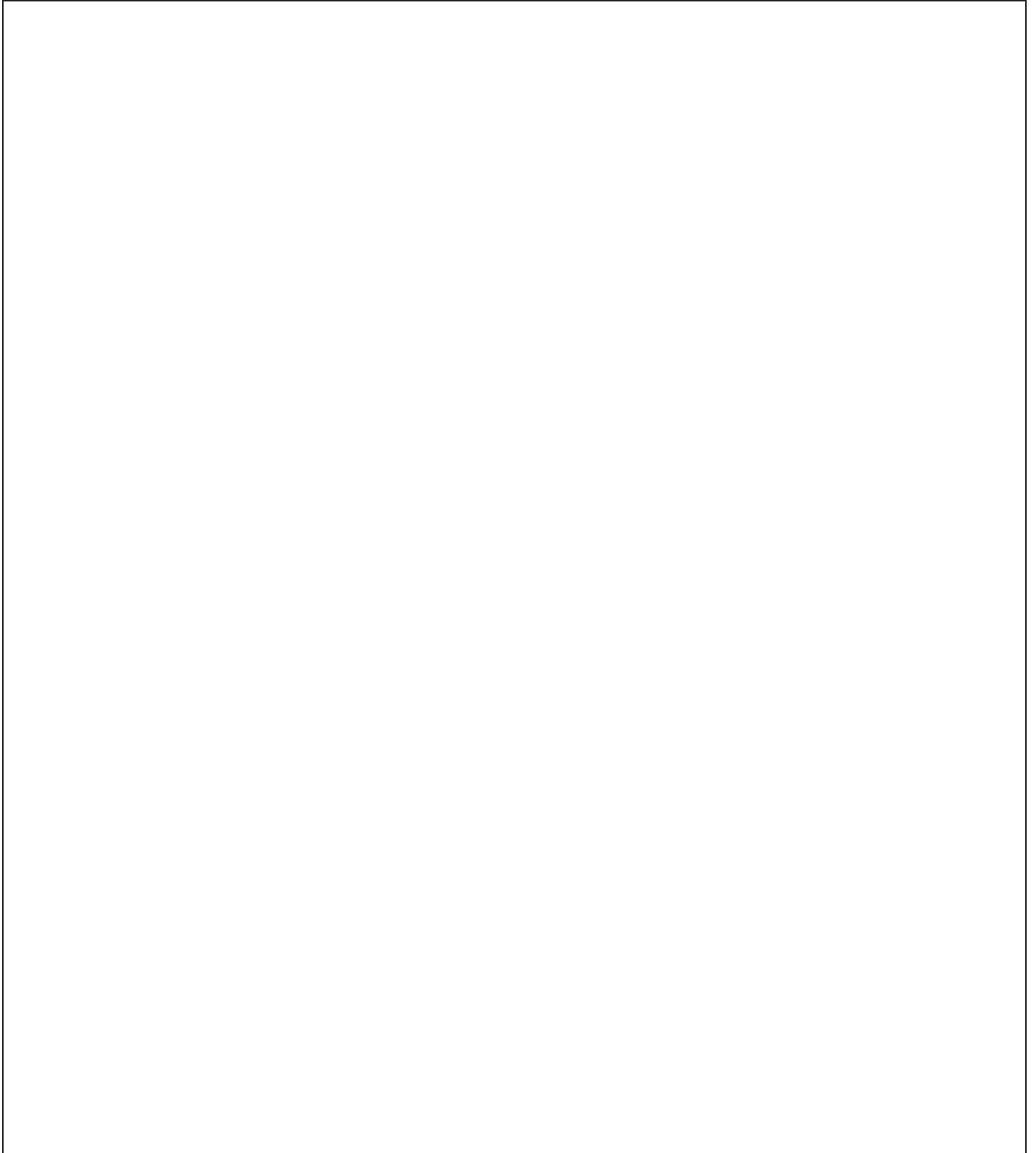
J. Brian Grady
Mon Mar 13 2023 16:09:11

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 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 03/13/2023

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: ELOP/ Central

PETITION NO: RZ 22-1705

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

CONDITIONS OF APPROVAL

1. Development within Parcel A shall be restricted to a maximum of 81,420 s.f. of mini-warehouse uses with a maximum of 600 storage units, and up to 24,426 s.f. of accessory outdoor open storage uses. Development within Parcel B shall be restricted to up to 22,670 s.f. of Commercial Intensive (CI) uses excluding Banks/Credit Unions, Convenience Store with or without Gas Pumps, Gasoline Sales and Service, Restaurants (Eating Establishments) with or without drive-throughs, and Truck Stops.
2. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
3. The project shall be served by, and limited to, one (1) vehicular access connection to US 301 as shown on the PD site plan. All other existing access connections shall be closed, and the applicant shall install curbing, sod and/or extend sidewalks, as appropriate.
4. Parking for retail uses shall be provided shall be provided in accordance with Sec. 6.05 of the Hillsborough County Land Development Code (LDC). Lawfully permitted parking for existing uses within Parcel B shall be permitted to remain in its existing configuration until such time as Parcel B develops, redevelops and/or the existing structure undergoes a change of use, at which time parking within Parcel B shall be brought into conformance with Sec. 6.05 requirements.
5. Notwithstanding anything shown on the PD site plan to the contrary, concurrent with the development of Parcel A, the developer shall construct vehicular and pedestrian cross access stubouts to the project's southern boundary. The pedestrian stubout shall connect the cross access stubout, Parcel A uses, and the minimum 5-foot wide internal sidewalk network that connects to the proposed sidewalk along US 301 (and shall also provide for a future internal connection to Parcel B uses).
6. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall construct vehicular and pedestrian cross access stubouts along the project's northern boundary prior to or concurrent with additional development within Parcel B and/or the redevelopment of Parcel B (to include a change of use of the existing structure). Such stubouts shall not be required with the development of Parcel A. The pedestrian stubout shall connect the cross access stubout, Parcel B uses, and the minimum 5-foot wide internal sidewalk network that connects to the proposed sidewalk along US 301 (and shall also provide an internal connection to the uses within Parcel A).

7. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, development shall be permitted to deviate from the configuration shown on the PD site plan to the minimum extent necessary to comply with minimum LDC and technical requirements.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:
 - Remove the parking table. Staff notes that it appears to be in conflict with site plan note 24 and staff’s proposed condition governing parking requirements.
 - Remove note 12. PDs are site plan controlled zoning districts. Only minor deviations are permitted outside of the zoning amendment process. Staff has proposed a zoning condition which allows for certain limited flexibility as necessary to meet LDC and technical manual requirements. For future reference, staff notes that if flexibility is sought, the applicant generally should not propose a detailed circulation plan and instead show generalized dashed conceptual circulation lines.
 - Revise note 19 to indicate that the project may be developed in phases. It is staff’s understanding that the applicant will not construct the corner cross access unless that parcel redevelops or changes use (i.e. certain project requirements will be phased).

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone two parcels, totaling +/- 4.79 ac., from Agricultural Single-Family – 1 (AS-1) and Commercial Intensive (CI) to Planned Development (PD). The subject parcels are comprised of a vacant parcel and a 22,670 s.f. gun shop and shooting range. The proposed PD is seeking entitlements on Parcel A to permit up to 22,670 s.f. of Commercial Intensive uses excluding banks/credit unions, convenience store with or without gas pumps, gasoline sales and service, restaurants (eating establishments), restaurants with drive-up facilities, and truck stop. The applicant is seeking entitlements on Parcel B to permit up to 81,720 s.f. of mini warehouse uses with accessory outdoor open storage.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared the below comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Given proposed use exclusions for Parcel B, liquor store uses were utilized as the worst-case scenario for potential trip generation impacts of development within that parcel. The information below is based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

Existing Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS-1 and CI, 49,005 s.f. Shopping Plaza (40-150k) without Supermarket (ITE LUC 821)	3,308	85	254

Proposed Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD Parcel A, 81,420 s.f. Mini-Warehouse uses (ITE LUC 220)	118	7	12
PD Parcel B, 22,670 s.f. Liquor Store (ITE LUC 899)	2,430	13	377
Subtotal:	2,548	20	389

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-) 760	(-) 65	(+) 135

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

US 301 is a 4-lane, divided, principal arterial roadway owned and maintained by the Florida Department of Transportation (FDOT) and characterized by +/- 12-foot wide travel lanes in average condition. The roadway lies within a +/- 200-foot wide right-of-way in the vicinity of the proposed project. There are bicycle facilities (on paved shoulders) present along US 301 in the vicinity of the proposed project. There are +/- 5-foot wide sidewalks along portions of the east and west sides of US 301 in the vicinity of the proposed project.

The section of US 301 along the project’s frontage is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway. According to the US 301 US 301 (SR 43) Project Development and Environment Study from State Road 60 (Adamo Drive) to south of the I-4 (SR 400) Hillsborough County, Florida WPI Segment No. 430050-1 ETDM No. 3097, no additional right-of-way is needed form the subject site to accommodate the future 6-laning.

SITE ACCESS AND CONNECTIVITY

Generally

The subject parcels are currently served by two (2) driveway connections to US 301. The developer is proposing to close the existing driveway serving folio 42878.0000 (i.e. Parcel B), and both development parcels will be served by a single access connection to US 301. The existing median opening, which aligns with the Parcel A access, was recently converted from a full to a directional median opening. As such, the project will be served by right-in/right-out/left-in turning movements.

Cross Access

Pursuant to Sec. 6.04.03.Q. of the LDC, both vehicular and pedestrian cross access is required to the project’s northern and southern boundaries. Staff has proposed conditions which address the nature and timing of required connections.

TRANSIT FACILITIES

Due to the size of the project, transit facilities are required pursuant to Section 6.03.09.C.3 of the LDC unless otherwise waived in accordance with Sec. 6.03.09.D. of the LDC. Staff notes that there is an existing HART transit stop on MLK within a +/- 1,200 foot walking distance of the proposed site. Staff has proposed a condition regarding this requirement.

FILED ADMINISTRATIVE VARIANCE

The applicant initially submitted a Section 6.04.02.B. Administrative Variance (AV) request from the Sec. 6.04.03.Q. requirement governing vehicular and pedestrian cross access. Staff understands that the applicant had a conversation with the County Engineer, at which point it was understood that the applicant would be withdrawing the variance request. Subsequent to that conversation, the applicant filed a revised site plan showing the required cross access; however, nothing was receiving indicating the applicant withdrew with AV request. Staff will ask the applicant to bring written proof of such withdrawal request and submit such into the ZHM record at the hearing.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway section(s) is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US 301	Adamo Dr.	MLK Jr. Blvd.	D	C

Source: Hillsborough County 2020 Level of Service Report.

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
US 301	FDOT Principal Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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 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
	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 <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,308	85	254
Proposed	2,548	20	389
Difference (+/-)	(-) 760	(-) 65	(+) 135

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

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

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

Transportation Comment Sheet

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



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: March 20, 2023	Petition: PD 22-1705
Report Prepared: March 8, 2023	3909 N. US Highway 301 <i>East side of N. US Highway 301 and south of State Road 574</i>
Summary Data:	
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Community Mixed Use-12 (12 du/ga; 0.50 FAR)
Service Area	Tampa
Community Plan	East Lake-Orient Park
Rezoning Request	Agricultural, Single-Family (AS-1) and Commercial, Intensive (CI) to Planned Development to develop a mini warehouse and covered outdoor vehicle storage
Parcel Size (Approx.)	4.79 +/- acres (208,652 square feet)
Street Functional Classification	N. US Highway 301 – State Principal Arterial State Road 574– State Principal Arterial
Locational Criteria	Not applicable
Evacuation Area	C



Context

- The subject site is located on the east side of N. US Highway 301 and south of State Road 574 on approximately 4.79 acres.
- The site is in the Tampa Service Area and within the limits of the East Lake-Orient Park Community Plan.
- The site has a Future Land Use designation of Community Mixed Use-12 (CMU-12), which allows for consideration of up to 12 dwelling units per gross acre and a maximum Floor Area Ratio (FAR) of 0.50. Typical uses in the CMU-12 include residential, community scale retail commercial, office uses, research corporate park uses, light industrial multi-purpose, and clustered residential and/or mixed-use projects at appropriate locations.
- The subject site is surrounded by CMU-12 on all sides. The Tampa Bypass Canal is located to the east of the site. Heavy and light commercial and light industrial uses also surround the site and include a warehouse, shopping center and vehicle repair shop.
- The subject site is zoned Agricultural, Single-Family (AS-1) and Commercial, Intensive (CI). In the general vicinity, the site is surrounded by PD zoning, AS-1 zoning, CI zoning and Commercial, General (CG) and Manufacturing (M) zoning.
- The applicant requests to rezone the subject site from Agricultural, Single-Family (AS-1) and Commercial, Intensive (CI) to Planned Development to develop a mini warehouse and outdoor vehicle storage, with the existing light commercial building on site to remain.

Compliance with Comprehensive Plan:

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

Future Land Use Element

Urban Service Area

Objective 1: Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

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

Land Use Categories

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

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

Relationship to Land Development Regulations

Objective 9: *All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.*

Policy 9.1: *Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.*

Policy 9.2: *Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.*

Neighborhood/Community Development

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

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

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

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

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

Policy 17.7: *New development and redevelopment must mitigate the adverse noise, visual, odor and vibration impacts created by that development upon all adjacent land uses.*

Community Design Component (CDC)

4.3 COMMERCIAL CHARACTER

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

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

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

7.0 SITE DESIGN

7.1 DEVELOPMENT PATTERN

GOAL 17: *Develop commercial areas in a manner which enhances the County’s character and ambiance.*

OBJECTIVE 17-1: *Facilitate patterns of site development that appear purposeful and organized.*

Policy 17-1.4: *Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.*

Livable Communities Element: East Lake-Orient Park

Economic Development – Provide opportunities for business growth and jobs in the East Lake-Orient Park community.

- *Business uses are encouraged along US 301 from the Tampa By-Pass Canal to Hillsborough Avenue. Appropriate land use and zoning changes should be allowed to accomplish this strategy.*
- *Existing industrial uses and employment should be preserved and protected.*

Staff Analysis of Goals Objectives and Policies:

The subject site is located on the east side of North US Highway 301 and south of State Road 574 on approximately 4.79 acres. The site is in the Tampa Service Area and within the limits of the East Lake-Orient Park Community Plan. The applicant requests to rezone the subject site from Agricultural, Single-Family (AS-1) and Commercial, Intensive (CI) to Planned Development to develop a mini warehouse and covered outdoor vehicle storage, with the existing light commercial building on site to remain. Heavy and light commercial and light industrial uses also surround the site and include a warehouse, shopping center and vehicle repair shop.

The subject site is in the Tampa Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the county's growth is to be directed. Policy 1.4 requires all new developments to be compatible with the surrounding area, noting that "Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The proposed mini warehouse facility and covered outdoor vehicle storage is compatible with the existing character of development in the area as it is located off a state principal arterial roadway with light and heavy commercial and light industrial uses along the corridor.

The proposed rezoning is consistent with Objective 8 and Policy 8.1 as the proposed uses meet the intent for what is typical in the CMU-12 Future Land Use category. The proposed mini warehouse facility, covered outdoor vehicle storage and existing light commercial building fall within the community scale retail community and light industrial multipurpose uses that are described for the CMU-12 FLU category. Furthermore, the proposal meets the intended intensity in the CMU-12 as it allows for a 0.50 FAR and the request includes a maximum proposed FAR of 0.499. The calculations are as follows: $4.79 \times 43,560 = 208,652$ square feet $\times 0.50 = 104,312$ square feet maximum. 104,090 square feet are proposed.

The proposed rezoning meets the intent of Objective 16 and Policies 16.2, 16.3, 16.5, and 17.7. The proposed site plan indicates cross access between adjacent folios and shows appropriate setbacks and buffers. A proposed stormwater pond is located at the rear of the site. The proposed covered outdoor vehicle parking is located to the south and rear of the building and is completely gated. Objective 9 and Policy 9.2 require that all developments be consistent with the Plan and meet all Land Development Regulations in Hillsborough County. At the time of filing this report, there were no Transportation comments in Optix, and therefore was not considered during this analysis.

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

The subject site meets the intent of the East Lake-Orient Park Community Plan. The Plan encourages business uses to locate along US 301 from the Tampa By-Pass Canal to Hillsborough Avenue. Furthermore, another goal desires industrial uses and employment to be preserved and protected. The proposed Planned Development meets the intent of the goals and strategies in the Community Plan.

Overall, staff finds that the proposed Planned Development would allow for commercial and light industrial uses that would facilitate growth within the Tampa Service Area and supports the vision of the East Lake-Orient Park Community Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*. The request is compatible with the existing development pattern found within the surrounding area.

Recommendation

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

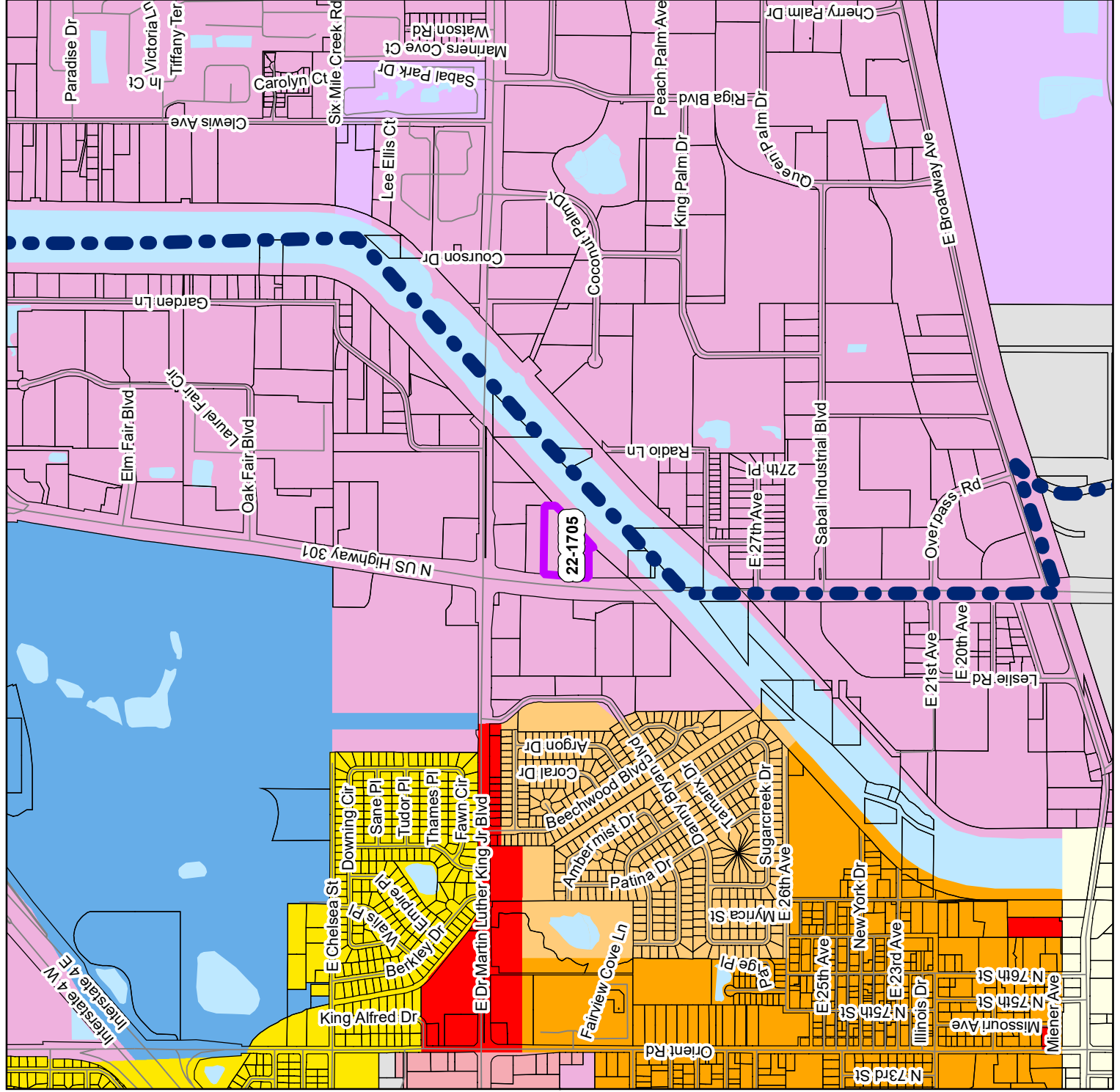
HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 22-1705

- Rezonings STATUS
- APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING

- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Reads
- Parcels
- WATER NATURAL LULC, Wet Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL-RURAL-1/5 (.25 FAR)
- AGRICULTURAL-ESTATE-1/2-5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL-PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- OC-20
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.50 FAR)
- LIGHT INDUSTRIAL (.50 FAR)
- HEAVY INDUSTRIAL (.50 FAR)
- PUBLIC/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The information is not to be used for any purpose without specific approval of the Hillsborough County City/County Planning Commission.

ACCURACY: It is intended that this U.S. national map comply with the National Map Accuracy Standards, U.S. Department of the Interior, Bureau of Land Management. However, such accuracy is not guaranteed by the Hillsborough County City/County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.



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